



EAA Chapter 1612 Newsletter



DAVID J. PERRY AIRPORT (1K4) GOLDSBY, OK

Volume 4 Issue 7

6 July 2022

From the Front Seat—President Eric Muehlberg

You know I'm going to say it—"less than 3 weeks to Oshkosh 2022". I know many of our fellow chapter members will be attending this year's event. As I write this, the high/low temperatures in Oshkosh are in the mid 80s and mid 60s. I can't wait to enjoy those springtime temps. It will be a relief from the 100 degree temps we're experiencing in Oklahoma. So besides all the fantastic aircraft and aviation activities, the weather is just one more reason to make the trip.

We are still looking for a few more volunteers for the Chapter Pavilion Pancake Breakfast Fund Raiser at Oshkosh this year. Again, our morning is Tuesday, July 26th. Between the three chapters (1612, 24 and 1098), we'll need at least 14 or more volunteers to pull off the event successfully. As I've said before, EAA provides the food, facility and equipment for the breakfast at the Chapter Pavilion in Camp Scholler. It's up to the chapter or chapters to provide the volunteers to make it happen. What's in it for the chapters you might ask? After the cost of the food is subtracted, the remaining funds raised at the breakfast go to the chapters. Most chapters walk away with more than \$2,000. Our take will be divided between the three OKC Chapters (1612, 24, and 1098). If you're coming to OSH this July, we could really use your help on Tuesday morning. Thanks to those who have already volunteered.

If you missed the June OKC Tri-Chapter Summer Dinner gathering at Twin Lakes Airport, you really missed out on some great food and fellowship. We can't

thank Garry and Karen Manning enough for hosting these events at their Twin Lakes hangar. As I said last month, no one left the event hungry! If you missed out for some reason, you'll get another chance this December to attend our Tri-Chapter Holiday Dinner gathering.

I would like to welcome Kyle Fulton and David Watson as new members to the chapter. Kyle is a commercial and instrument-rated pilot and enjoys flying his Cessna 150 and 180 from his turf runway west of Alex, OK. He is also an active Young Eagle pilot. David is a private pilot and flies out of David J. Perry airport. He also enjoys flying powered paragliders. David has also volunteered to help out with the breakfast at Oshkosh on the 26th. It's great to have both of you participating in our chapter.

Our July chapter gathering is Saturday the 9th at 10:00 in the David J. Perry airport terminal building. I'm sure there will be a lot of discussion about who's making the trip to Oshkosh and the usual "hangar flying" before and after the meeting. The "official" part of Saturday's meeting will include the



usual VMC question and discussion, the "what is it" challenge, this month's EAA chapter video, and a couple of presentations that will be informative and interesting. Jim Thomas will talk to us about the recent flying trip he and Terry Dow made to Montana, Idaho and Wyoming. He has some really great photos and video to show everyone. The other presentations will include part two of how to license a new

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experimental/amateur-built aircraft. As usual, Dennis will make sure there's hot coffee and donuts before the meeting. So come on out and enjoy some aviation conversation and fellowship. Look forward to seeing many of you this Saturday.

Tailwinds,

Eric



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Meeting Location: David J. Perry Airport (1K4) Goldsby, OK

This month's meeting is at the David J. Perry Terminal building (1K4) on 9 July 2022 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pdi.net.



David J. Perry Airport (1K4)

Ol' Ironsides — A What If Drill

Back in the 1970s an EAA member, Ron Scott, wrote an article on his homebuilt airplane named Ol' Ironsides; the name referenced the epoxy impregnated fiberglass covering on the aircraft that was both strong and light. Furthermore, Mr. Scott designed and built the aircraft



with nothing more than a model to guide him in his task. The wood-framed 1125 lb gross weight single-seat aircraft had excellent performance on 85 HP. With a cruising speed of 135 MPH and stalling speed of 55 MPH, it would nearly meet today's Light Sport Aircraft limitations. Could one reproduce the aircraft today? I believe the answer is an unqualified yes!

Scott copied the Wittman Tailwind W-8 design proportions and airfoil— only difference is he built his aircraft as a single seat; Scott stated that he did not want to carry passengers in the first aircraft he designed and built. The airframe construction is similar to the Bowers' Fly Baby with spruce longerons and plywood ribs. The wing is all Wittman in design and construction. The big difference is the use of fiberglass sheets, in place of plywood, covering for the fuselage, wing, and tail surfaces. Of modest means, Scott could not afford aviation plywood to cover his design. His use of epoxy impregnated fiberglass panels came from his experience building small boats

as a young man. Scott made his fiberglass layups on a waxed sheet of Masonite, resulting in an inexpensive, strong and smooth skin. Today the cost of fiberglass and epoxy would nearly equal that of aviation plywood, so the design could be built to the original "all-wood" design parameters. A quick estimate using the Aircraft Spruce catalogue as a reference reflects materials costing approximately \$9K using plywood and \$8K with the fiberglass panels. Add another \$8K for a used Continental O-200 and you'd have a nice sport aircraft for around \$16-20K.

But there are no plans! I believe with a bit of work, one could replicate the design using the Sport Aviation articles from 1972 and 1992 (Ol' Ironside Revisted).



Let me know what you think at the next meeting. Until then... keep 'em flying.

dd

VMC Question of the Month

The question:

What is ground effect and name a phase of flight where ground effect can be used by a pilot to his/her advantage. Hint, you had to demonstrate this during your Private Pilot check ride.



“ COULD ONE REPRODUCED THE AIRCRAFT TODAY? I BELIEVE THE ANSWER IS AN UNQUALIFIED YES!”

What is it?



It is the Beecraft Honey Bee designed by William F. "Bill" Chana completed in 1952. It had a single seat in an enclosed cabin. The original Honey Bee was owned by Walt Mooney in the late 1950s. In 2004 the Experimental Aircraft Association donated the Honey Bee to the San Diego Air & Space Museum where it is

currently (as of 2007) awaiting restoration at their Gillespie Field annex. According to Aerofiles, two Honey Bees have been built from advertised plans. The aircraft had an empty weight of 550 lbs and a maximum takeoff gross weight of 860 lbs. The aircraft had a wing span of 29 feet and a length of 17 feet. It was powered by the Continental A-65 and had a cruise speed of 105 MPH and a top speed of 120 MPH. Range was approximately 300 miles based on a 1-gallon fuel capacity.



Here is the August 2022 "What is it?"

Don't Miss These Coming Events



26-31 July—**EAA AirVenture Oshkosh**

Oshkosh, WI

6 Aug—**Will Rogers-Wiley Post Annual Fly-In**
Oologah OK. Gates open at 8:30 AM close at 5 PM.

12-14 Aug—**Moody Gardens Resort Airshow**
Galveston, TX

More coming next month.



Stuff For Sale

Zenith CH 701 project - Owner is asking \$5,000 and includes a Continental C-85. Project is located at KOUN. Contact the owner, Keith Layre at 405-629-9279 (request that you text him).

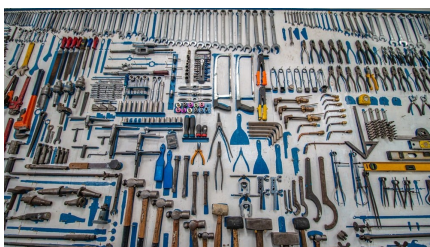


Corben Baby Ace and Baby Ace Model D plan sets. Plans were donated to the chapter and funds raised by from their sale will go to support chapter programs. The plans will be available for inspection at the July meeting. Price for either set is \$75.00.



Tool Loaner List—

Check our website for more info



Chapter Meeting Pictures



Eric Holds Court



Riveting Eric, Simply Riveting



Acey Deucey From Colorado



Nate and Darrell Finneman



Brothers Muehlberg Aircraft Stable



Nate's YE Flight—Thank You Jerry



Tweety at Ponca City



Bynum, Dow, Asberry Trip to MO



Bynum Trip to Willow Springs MO



Did you read the newsletter?



Chapter 1612 Meeting Minutes June 2022

- Meeting brought to order by President Muehlberg at 10:00 AM. Thirty-two members present
- President Muehlberg showcased the new Chapter 1612 Banner
- President Muehlberg demonstrated the Chapter's new weight scales which members can use
- Three Young Eagles flown on 30th Anniversary of EAA Young Eagle program
- OKC EAA Tri-Chapter Summer Dinner at Twin Lakes Airport discussed
- President Muehlberg gave a riveting (really) presentation on aircraft registration paperwork for home-built aircraft
- VMC question on control tower light signals discussed
- What Is It aircraft—Beecraft Honey Bee—addressed by VP D'Angelo
- EAA Chapter video viewed
- President Muehlberg made a request for members to make presentations; member Jim Thomas volunteered for July meeting. Presentation on the DeFunky Cub
- Meeting closed at 11:30



Who is EAA and Chapter 1612?

We are the Experimental Aircraft Association (EAA) a growing and diverse organization of members with a wide range of aviation interests and backgrounds and a mission of growing participation in aviation to include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary manufactured aircraft.

EAA and Chapter 1612 enables you to share the spirit of aviation with the most passionate community of recreational pilots, builders, and restorers. We are an association that offers the fun and camaraderie of participating in the flying, building, and restoring of recreational aircraft with the most passionate community of aviation enthusiasts. Come join us today!

President

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*Visit the chapter website
at 1612.eaachapter.org*

Chapter Leadership and Contacts

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EAA Chapter 1612 Membership Form



Date _____

EAA Member # _____

Name _____

Email _____

Address _____

Phone _____

(Annual chapter dues are \$20.00)

Optional information _____

What are your aviation interest / goals? _____

Are you a pilot? (Yes) (No) If yes, what ratings do you hold? _____

Do you hold a maintenance rating? (Yes) (No) If yes, what ratings do you hold? _____

Have you built / restored or are you building / restoring an aircraft? (Yes) (No) If yes, what type(s)? _____

Are you contemplating building or restoring an aircraft? (Yes) (No) If yes, what type(s) interest you the most? _____

Do you own or have you owned an aircraft? (Yes) (No) If yes, what type(s)? _____

What type of presentations would you like to see at future meetings? _____

Chapter mailing address is;

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Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
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