



# EAA Chapter 1612 Newsletter



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

Volume 3 Issue 10

6 October 2021

## From the Front Seat—President Eric Muehlberg

September offered a number of aviation event opportunities. I was fortunate to attend a few. A few days after our Chapter meeting on 11 September, I flew the Colt up to the Zenith Homecoming 3-day event, 16-18 September. I had a great time camping, talking with builders and checking out all the Zeniths on site. I even had a tailwind both ways. It doesn't get much better than that! The next weekend offered the Lonestar STOL competition in Gainesville, TX. Several Chapter members flew down Friday, 17 September for the qualification day competition. We witnessed some fantastic short takeoffs and landings from basically stock certified airplanes. C-150s, C-172, C-182 and a few low-wing Pipers put on an impressive show. Of course the experimental aircraft like Steve Henry's #44 were the top qualifiers. It was a front row seat to great day of aviation.



Mike and Jessie at the drags

Saturday, 25 September was the El Reno Fly-in and the chapter's last Young Eagle rally for the year. The 1612 team flew 71 Young Eagles. Christy Self, Dennis D'Angelo, and Tim Muehlberg handled the registration table while Columbus Nobles handled ramp safety, keeping the parents and kids away from the taxiing aircraft and turning propellers. The following pilots flew the indicated number of Young Eagles: Robert Self-13, Eric Muehlberg-4, Mitch Williams-20, Ryan Johnson-16, Hunter Daniels-18 (The last two are Mitch's instructors). Thanks to all who gave time to make this a special day for so many kids.

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Chapter member Stuart Yeo recently received his Temporary Airman Certificate from DPE David Tiday following a successful Private Pilot Check-ride. **CONGRATULATIONS Stuart!** The



Stuart Yeo Fearless DPE Tiday

RV-9A check out can't be far behind. Also Antonin Stoddard successfully soloed a Piper Cherokee at Sundance Airport on 19 September. **CONGRATULATIONS Antonin!**

After our September meeting, Tim and I followed Brian Stenseth to his home in Wanette, OK. We had the opportunity to look over his Excalibur project before walking his new turf runway. Brian will



Brian Stenseth's Excalibur

give us brief rundown of his project at the October meeting.

We will be taking nominations for chapter officers at this month's meeting. According to our Chapter charter, we elect officers every 2 years. It's hard to believe we've been an EAA Chapter for almost 4 years now. If you're interested in serving in a position for the next 2 years, please let me or one of the chapter officers know.

We are adjusting the time for the October fly-in/drive-in meeting at the David J. Perry Airport (1K4). The regular 3rd Saturday breakfast has moved to the 2nd Saturday this month. The breakfast is 8:00-10:00 AM with our

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meeting to follow immediately after the breakfast (10:00-11:30 AM). So come out early and have a great breakfast, and some aviation-related conversation before our meeting. We'll have the usual VMC questions, EAA chapter video and a presentation or two that I'm sure you'll find interesting. I'm looking forward to seeing many of you this Saturday.

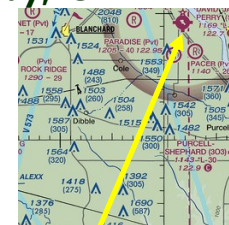
*Eric*



Eric's Colt at Sunrise

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 9 October 2021 and will start at approximately 1000 and run until 1130. Come support the Goldsby Fly-In Pancake Breakfast beginning at 0800. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

## Ranch Hand (Joe Kirk 1959) — A What If



Lawhorn "Kee Bird" Cousin to the Ranch Hand

**"RANCH HAND" IS A HIGH WING MONOPLANE OF STANDARD CONFIGURATION THAT IS VERY ROBUST IN DESIGN."**

I was cruising through the Sport Aviation archives this past weekend and came across a cool 1959 (April 59 edition of Sport Aviation) design study by Joe Kirk. Who was Joe Kirk? Mr. Kirk was an EAA board member in the late 1950s and wrote 25 articles (mostly on design concepts) between 1959 and 1969—yes, he was an engineer too. A few of Kirk's design theories ended up in actual flying machines; however, none of the design concepts actually were built. However, even today many builders refer to his work.

Technically, "Ranch Hand" is a small, high-wing monoplane of standard configuration that is very robust in design. Fuselage structure is of either 1025 or 4130 seamless steel tubing about 18 feet in length with conventional landing gear. The fuselage is triangular in shape aft of the single seat cockpit area much like the Aeronca Champ. Wings are 22 feet long of traditional wood construction and sport the NACA 23012 airfoil similar to the 1946 Taylorcraft BC12D. The design has a full flying tail and all controls are operated by push tubes except the rudder which is cable operated. Power is either a Continental A-40 or, better, the vulnerable A-65.

I began daydreaming about making the Ranch Hand reality and not just a design concept. The 1959

article shows enough detail to start the design process. The airfoil section is on the design drawings, and there are only 20 ribs to construct, so one could start with the wing first. I would build the horizontal tail in conventional format, increasing the size slightly to eliminate the flying tail design. To keep the cost down, the lift strut could be constructed of round tubing covered with a streamlined plastic fairing like on the Stewart Headwind. For a powerplant, I would chose either a Continental A-65 or maybe a Rotax 912S of 100 HP.

With these minor changes, I

believe the design could be built with an empty weight around 500 pounds and a gross weight of 875 pounds. That would leave a 200-pound pilot 50 pounds for baggage and 20 gallons of fuel. Considering the A-65 and 912S burn around 4 gallons per hour, one could fly for 4.5 hours with VFR reserves. Cruise speed is estimated at 100 MPH, so this could be a nice camper.

Give me your thoughts when I see you at the next meeting. Until then. Keep 'em flying.

dd

## VMC Question of the Month

### The question:

What does the blue dashed line around KJWN indicate for this non-towered airport? Do you need to establish any communication to enter this airspace? Where would you look to find out?



FAA INFORMATION EFFECTIVE 09 SEPTEMBER 2021

#### Location

FAA Identifier: JWN  
 Lat Long: 36-10-58.8786N 86-53-11.3832W  
 36-10.981310N 86-53.189720W  
 36.1830218, -86.8864953  
 (estimated)  
 Elevation: 501 ft. 152.7 m (surveyed)  
 Variation: 03W (2010)  
 From city: 1 mile NW of NASHVILLE, TN  
 Time zone: UTC -5 (UTC -6 during Standard Time)  
 Zip code: 37209

#### Airport Operations

Airport use: Open to the public  
 Activation date: 07-1986  
 Control tower: no  
 ATIS: NASHVILLE CENTER  
 FSS: NASHVILLE FLIGHT SERVICE STATION  
 NOTAMs facility: BNA (NOTAM-D service available)  
 Attendance: CONTINUOUS  
 Wind indicator: lighted  
 Segmented circle: yes  
 Lights: SS-SR  
 Beacon: white-green (lighted land airport)  
 Operates sunset to sunrise.

#### Airport Communications

CTAF/UNICOM: 122.7  
 WX AWOS: 3-127.075 (615-350-6222)  
 NASHVILLE APPROACH: 119.35  
 NASHVILLE DEPARTURE: 119.35  
 CLEARANCE DELIVERY: 124.55  
 WX ASOS at BNA (11 nm E): PHONE 615-360-6133

## What is it?



It is a 1928 VELIE MONOCOUE 70. The Monocoupe was introduced in 1926 by Don Luscombe (Later of Luscombe Aircraft fame). The company took off in 1928 when Willard L. Velie of Velie Automobiles and the maternal grandson of John Deere joined forces with Don Luscombe. The Velie

Company provided the new Velie M5 radial engine and this launched the Monocoupe to stardom. By 1929 it was said that a full ten percent of all registered aircraft in the United States were Monocoupes. The model 70 was one of the earliest designs of the Monocoupe Company that built several larger and more powerful models well into the 1930s.



Here is the November 21 "What is it?"

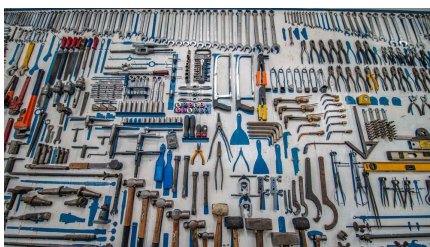
## Don't Miss These Coming Events



- 8-10 Oct, Mid-American Air Center Fall Ultralight Fly In, Lawrenceville IL 62439
- 9 Oct, 0800-1000 David J. Perry Fly-In Pancake Breakfast, David J. Perry Airport, Goldsby, OK
- 23 Oct, Chapter 24 Young Eagle Rally, Sundance Airport
- 6 Nov, EAA 323 Pancake Breakfast Sherman TX 75090
- 6 Nov, Oklahoma Antique Aircraft Association Fly-In and Car Show, Paul's Valley Mun Airport, OK.



## Tool Loaner List— Check our website at for more info



Chapter Meeting Pictures



Tim and Christy Young Eagle Hosts



N452VC  
Christy Self's new Tail Flash



Zenith Super Duty



Tim shows his excitement



Happy Brothers Muehlberg



Charlie Becker EAA



Best Point Award



Viking Powered Super Duty 750



Viking Engine



Hey, did you really read the entire newsletter?





## Who is EAA and Chapter 1612?

**W**e 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**

Eric Muehlberg  
405-923-6749  
smuehlberg@pldi.net

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*Visit the chapter website at  
[1612.eaachapter.org](http://1612.eaachapter.org)*

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## Chapter Leadership and Contacts



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### **Vice President/Newsletter**

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### **Website Editor**

Ms. Victory Stevens





# 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;**

EAA Chapter 1612  
954 Redbud Lane  
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**Chapter Meetings are the 2<sup>nd</sup> Saturday**

**Chapter President - Eric Muehlberg**  
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