



EAA Chapter 1612 Newsletter

July 2020



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

Volume 2 Issue 7

8 July, 2020

From the Front Seat—President Eric Muehlberg

I hope this July 2020 chapter newsletter again finds you in good health. The pandemic continues and things are still not back to anything we would consider normal. We are going to continue our limited chapter activities and see how it goes. This month's meeting will be like last month's, a ramp gathering (a social fly-in) at David J. Perry (1K4) on 8 July. The terminal is now available to us, but it is the management's request to maintain social distancing while in the facility. I feel that would be difficult with the 25 or more folks that usually show up for our chapter gatherings to maintain social distancing in the terminal. So it still won't be a normal meeting with food, drinks, and videos, just an opportunity for everyone who flies or drives in to be around airplanes, watch them fly and interact with others of similar interest. The terminal rest rooms are open and available to everyone. Due to the forecast of this Saturday of a high of 102, we're meeting early again. Meeting time is 8:30-10:30 a.m. as we normally do for the July and August meetings. No breakfast, but I'll make sure there are a few boxes of donuts on site. Bring your favorite beverage, have a donut or two and we can all talk about what we're doing at the end of the month other than Oshkosh. We had over 20 folks and 7-8 aircraft show up last month. I even flew a Young Eagle in the Colt, so things can't be too bad. Also, Tony Martin has moved his RV9A project to the David J. Perry Airport and will have his hangar open for those who would like to take a look at his project this Saturday morning.

At last month's Chickasha 2020 Wings & Wheels Fly-In & Car Show, our Young Eagle crew lead by Christy Self and Mitch Williams flew more than 50 Young Eagles. The Young Eagles flights started at 1 p.m. and went until they ran out of Young Eagles. I want to extend a big thank you to everyone who volunteered on the ground and in the air to make it happen. Well done!

As I mentioned last month, Victoria Stevens, a Sundance Flight Academy Scholarship recipient, was on the verge of her solo flight. Well, she successfully soloed a Piper Cherokee on 13 June at Sundance. Watch her take-offs and landings on this short video her dad took:



<https://vimeo.com/429485552>. She has since applied for and received an additional flight scholarship from EAA which should allow her to complete her private pilot certificate. Nick Rutledge, also a scholarship recipient, is continuing to build flight hours and still hopes to solo before the end of summer.

Jim Thomas has flown his "Duflunkee Cub" project. He's done a heck of a job putting this airplane back in the air. Check out his YouTube video at <https://www.youtube.com/watch?v=VHVn0s6CSK8> that starts when they first opened the hangar door in Kansas to the first flight and everything in between. The airplane sat idle for 29 years before Jim brought it home to Page Airport.

Like last month, I'll send out a separate e-mail with the July EAA Chapter video for those who would like to view it. As you know, EAA is changing up its monthly video magazine's format. This month, Jack J. Pelton discusses moving forward from AirVenture 2020 being canceled, EAA staffing during this time, EAA's financials

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without AirVenture, flying during the COVID-19 pandemic, EAA Spirit of Aviation Week, and staying and getting current as a pilot. The email will provide you with a direct link to download the video.

Hope to see many of you again this Saturday, 8 July at David J. Perry airport.

Tailwinds,

Eric

EAA Chapter 1612 Newsletter

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

THERE IS A MEETING THIS MONTH! This month's meeting will be a **ramp gathering (social fly-in) at David J. Perry (1K4) on 11 July 0830-1030**. There **will not be** any food, drinks, or videos, just an opportunity for everyone who attends to be around airplanes and interact with others of similar interest. If you have any questions, don't hesitate to contact Eric Muehlberg at 405-923-6749.

**David J. Perry Airport (1K4)**

The Freudian Slip

Forward Version

“SLIPPING AN AIRCRAFT IS AN EXCELLENT TOOL TO KEEP IN ONE’S BAG OF AVIATION CAPABILITIES”

The ancient and honorable art of slipping an aircraft to achieve a desired flight path is an excellent tool to keep in one's bag of aviation capabilities. It is an infrequently used maneuver, chiefly because modern airplanes have been fitted with effective wing flaps that can be used to add drag during landing.

Doing It: Let's say we are aligned with the runway and we need to lose altitude to get back on glidepath. To accomplish the forward slip, we make a coordinated turn of about 20 or 30 degrees of heading change, pointing the nose to one side of the runway, then we'll hold that heading with rudder while inputting aileron, opposite to the rudder. The airplane will then track along a line offset from the aircraft's longitudinal axis, forward toward the runway as before, hence the name "forward slip." You may be looking at the runway out of the side window, but the airplane is heading directly toward it. If the wind is not right down the runway, it is better to slip wing low into the direction of the.

Because the airplane is flying sideways through the air, presenting the side of the fuselage to the airstream,

considerable drag is produced, and the descent angle thereby increases. Reassure any passengers that this is a normal, desired mode of flight, as they may consider why they are being thrown against the side of the cabin. If not descending steeply enough, add more rudder and the requisite aileron to counter it. As you approach the ground, or reach a normal glidepath, smoothly release rudder to let the nose swing around to the runway heading and level the wings for the touchdown. Note, the aircraft will sink at a greater rate than normal, so anticipate coming out of the slip a little above the desired glidepath. Also, beware of stalling the airplane, as you are flying

cross-controlled close to the ground, with only landing-approach airspeed. Maintain the nose attitude that was working before you entered the slip, and take care not to increase angle of attack.

There is nothing unintentional about it—knowing how to slip your aircraft is a vital skill that you'll want to practice often as opportunity presents itself.

LeRoy Cook



VMC Question of the Month

The question:

It is a hot but humid summer day in Oklahoma. You are flying an older Cessna 150 with a carbureted 100 hp Continental engine. You use full power to takeoff and climb to altitude. As you reach your cruising altitude of 6500' MSL you smoothly pull the power back to cruise RPM setting when the engine suddenly shutters and quits running.

Question: What immediate emergency actions should you take?



What is it?



The Douglas X-3 Stiletto

The Douglas X-3 Stiletto was a 1950s United States experimental jet aircraft with a slender fuselage and a long tapered nose, manufactured by the Douglas Aircraft Company. Its primary mission was to investigate the design features

of an aircraft suitable for sustained supersonic speeds, which included the first use of titanium in major airframe components. Douglas designed the X-3 with the goal of a maximum speed of approximately 2,000 mph, but it was, however, seriously underpowered for this purpose and could not even exceed Mach 1 in level flight. Although the research aircraft was a disappointment, Lockheed designers used data from the X-3 tests for the Lockheed F-104 Starfighter which used a similar trapezoidal wing design in a successful Mach 2 fighter.



Here is the August "What is it?"

Adventure: Over the Skies of Lubbock One Last Time

Oh I just had to do it one last time and after all I was so close—relatively speaking. That is one last pitchout over the remains of Reese AFB TX (now Reese Innovation Center) to relive my days there as an AF student pilot and later as a T-38 instructor stationed at Lubbock.

The Champ and I left C. E. Page airport at 0700 headed west for stops at Altus Quartz Mount, Childress TX, and then Reese for the overfly before landing at Slaton Airport TX. Why so many stops? Well the Champ only holds 13 gallons of "go juice" so frequent stops for fuel are needed—for pilot comfort too! The winds were light and my ground speed hovered

at the illusive 80 mph mark, so 1.3 hours later I arrived at Altus. A COVID-safe quick-turn for fuel and off to Childress. A short 0.7 hours of flying and Runway 18 was in front of me. Another short stop and I was airborne for the leg into Reese. The winds had picked up as I climbed over the cap rock. I never know how desolate the land between Lubbock and Childress was until I flew over it at 500' AGL! I slide around and under the Lubbock Int'l Class C airspace headed for Runway 17L at Reese. There was the base as I remembered it in front of me. I flew over the threshold and pitched the Champ hard to the right and pirouetted right over the numbers, something about flying at 70 KIAS versus 300 KIAS to make the turning radius tighter. I made a low approach and then headed southeast to Slaton—the airport where I took my Commercial check ride in a PA-18 Super Cub 41 years before. At Slaton I took on needed fuel after the 1.7 hour flight and visited the newly established military aviation museum before departing for home. I reversed the trip, sans the Reese overflight, and arrived back at C. E. Page 10 hours after departure for a total of 7 hours of backend numbing flight time.

Was it worth the trip? Heck yes, well maybe

just for me. It brought back great memories of the flying and comradery with my fellow classmates and Air Force instructors—many of which I keep in touch with today. It is just wonderful we can exercise the privilege of flight as we do in this country, and we should never take that privilege for granted.

So go out and find your bucket list flight and then MAKE IT HAPPEN. When better for a great adventure than now.

Keep 'em flying.

dd



Tool Loaner List— Check our website at for more info



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EAA 1612 Chapter Pictures



Bear Hawk LSA



Carbon Cub



Cub off my Wing

They made it — 7 days late

Pennsylvania to California in a



1939 Aeronca TC-65





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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