



EAA Chapter 1612 Newsletter



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

Volume 4 Issue 1

8 January 2022

From the Front Seat—President Eric Muehlberg

If you're reading this you must have beaten Covid so far and made it into the New Year. Yes, 2022 is here and with it several upcoming events that the chapter will be involved with this year. The three OKC chapters will jointly host an EAA Chapter Leaders' Boot Camp in late March at the Charles Page building at Wiley Post. Also, as it stands now the Ford Tri-Motor will be coming to town sometime in the first two weeks of May. We haven't received exact dates yet as the schedules are still being adjusted. With several other local area fly-ins and airshows, 2022 is looking to be a good year for aviation in Oklahoma.

The December Oklahoma Holiday Fly-In at Sundance was cold and windy, but the turnout was great. The weather didn't keep Santa from arriving on time and several Young Eagles were flown.



The breakfast was great as usual, but the line was definitely longer. I think everyone in attendance had a good time.

Some good news from last month. Brian Rohr passed his Private Pilot check ride in this Piper Colt. Now he'll be able to legally fly that STOL project when it's finished. Congratulations Brian!



Brian Rohr—Newest Pilot

I hope those of you with projects were able to make some progress over the holidays or maybe got some flying in while the weather was still warm. The temperatures sure changed on 1 January. I haven't wanted to open the hangar door.

I've heard Dennis has finally got the door back on his Champ just in time for the really cold weather. I've kept myself busy building the instrument panel, slats and flaperons for my 750 STOL project. I'm looking forward to hearing what everyone else has been up to at this Saturday's meeting.



Bad Shirt-Day for Denny

Yes, the second Saturday comes pretty quick this year. And that means two things. One we'll be passing out the annual chapter service awards at the meeting. The second is it's time to collect membership dues for 2022. We just paid the annual renewal for the chapter to EAA to the tune of \$398.00 and our third of the cost for the Tri-Chapter Holiday Gathering at Twin Lakes in December. So the chapter treasury could use a bit of a cash infusion right about now. You may pay your dues at the meeting or mail them to me or Columbus Nobles; either way would be greatly appreciated.

As for Saturday's meeting we'll have the usual VMC question and discussion, this month's EAA chapter video and a presentation or two that I'm sure you'll find interesting. Dennis will make sure there's hot coffee and donuts on hand and the weather forecast doesn't look too bad either. So come out and enjoy a bit of aviation centered conversation. Hope to see many of you this Saturday.

Tailwinds,

Eric

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Panther Summer Sunset Coming Soon

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 8 January 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)

Smith Termite — A What If Drill

Here is another airplane from the “way back” corner of the EAA archives. The January 1958 issue of Sport Aviation (pgs 16-20) highlights a small parasol wooden aircraft constructed by Wilbur Smith of Bloomington, IL called the Termite.

“THE SMITH SPECIAL “TERMITE” WAS AN 80 MPH, PARASOL, STRUT-BRACED MONOPLANE POWERED WITH AN 36 HP AERONCA ENGINE.”



Mr. Smith was a big advocate of using wood to construct small sport aircraft, and this fact is reflected in the Termite. The Smith Special “Termite” was an 80 mph, parasol, strut-braced monoplane powered with an 36 HP Aeronca engine. The 23 ft. span plane is built entirely of wood with the exception of the landing gear, motor mount, wing struts and fittings. Wilbur later fitted the Termite with a Continental A-65 to provide better reliability and a 5 mph increase in cruise speed. If you reference the January 1958 article you will find simple drawings reflecting the design.

The article got me thinking that a simple sport flyer could be built today at a reasonable price. Yes Spruce and Douglas Fir are more expensive than in the late 1950s; however, the cost of the wood required to construct such a small aircraft would be minimal even at today's prices. Further, one could redesign the fuselage construction using either welded 4130 steel (similar to

the Legal Eagle) or a 6061-T6 tubular riveted fuselage (e.g., Circa Reproduction's Nieuport 17) to replace the wood; however, by doing so you would be replicating the Baby Ace to some extent.

the Termite.

Give me your thoughts the next time we meet. It would be fun to resurrect these older designs that were built solely to enjoy the experience of flight.

dd

The Clark Y airfoil is a good airfoil, so no change here. I would construct the ribs out of 1/4 inch square spruce as depicted on the drawings. As for a powerplant, the venerable Continental A-65 would be a good choice if you can find one. Maybe the Rotax 582 (65 HP) two stroke with a C-gearbox would swing a big enough propeller to motivate

VMC Question of the Month

The question:

You are planning a cross country flight to Childress Muni (KCDS) and notice the magenta dashed line around the airport. What does the dash magenta line mean? What are the basic VFR weather minimums when operating into Childress?



What is it?



It is a Saab MFI 17. The MFI 17 is an excellent, multipurpose, light utility aircraft which is certain to be utilized by many developing nations for its light military and non-military applications. It has the capability of converting, almost instantly, into a cost-effective, adaptable weapons system for low-intensity engagements.

The shoulder wing, single-engine plane is a true quick-change artist and, because flexibility is the basic design philosophy, it can assume many guises. In addition to being a close-in, ground support weapons platform, it can also be used for police work, basic gunnery and aerobatic flight training, agricultural spraying, target towing, aerial photography, general liaison missions, and for dropping supplies. Its maneuverability, slow flight and STOL characteristics make it easy to operate from unimproved roads or strips that are in close proximity to the action. A 200 hp, fuel-injected Lycoming powers the MFI 17 making it a very reliable aircraft.



Here is the February 2022 “What is it?”

Don't Miss These Coming Events



13 Jan 22 EAA Chapter 24 Meeting at Sundance Airport (KHSD) 13000 N Sara Rd, Yukon, OK 73099 from 7PM-10PM

15 Jan 22 David J. Perry Fly In Pan Cake Breakfast 8AM-10AM rain or shine.

17-19 Jan 22 OK Agricultural Aviation Association meeting, Embassy Suites, Norman OK

7-10 Mar 22 HAI HELI-EXPO 2022 Dallas TX, USA

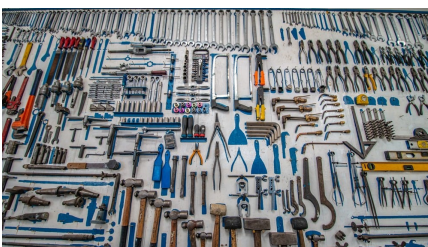
5-10 Apr 22 Sun N Fun Aerospace Expo Lakeland FL, USA

More coming next month



Tool Loaner List—

Check our website at for more info



Chapter Meeting Pictures



Tri-Chapter Holiday Party at Gary Manning's Hangar



Great EAA Tri-Chapter Turnout at KHSD



Brothers Muehlberg at KHSD



Eric working on his CH750 STOL Project



Hey, did you read the entire newsletter?





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
405-923-6749