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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

As the weather warms, the number of aviation related events continues to grow. A recent addition to the calendar is a Spring Burger Burn. EAA Chapter 24 has invited EAA Chapters 1098 and 1612 to a Tri-Chapter Burger Burn on Saturday, 19 April at 4:00 pm. The event will be held at hangar K1 at Sundance airport (KHSJ). The chapters will provide the burgers, drinks and fixings, everyone is ask to bring a side dish or desert to share.

On the what's new for Oshkosh AirVenture 2025, the Military Aviation Museum of Virginia Beach, Virginia, has announced they will bring their Douglas AD-4 Skyraider to Oshkosh this summer as part of AirVenture's 75th anniversary commemoration of the Korean War. This aircraft is a combat veteran, having served three tours aboard US Navy aircraft carriers during that period. This year also marks the 80th anniversary of the initial flight of the Skyraider. See more on the Skyraider in this newsletter. The Military Aviation Museum had previously stated its goal to bring its Messerschmitt Me 262 fighter jet reproduction to Oshkosh this year. Flight preparations for that aircraft are continuing in Virginia.

Don't forget to make plans for the EAA Learn to Fly Week May 13-17, 2025 and our Flying Start event at 9:00 am on 17 May at our regular meeting site David J. Perry Airport (1K4). For those who want to learn how to fly, EAA's Learn to Fly Week and local Flying Start events will educate audiences on how to become a pilot. To register for our Flying Start go to the [website](#) or contact Jim Thomas with your questions at 405-250-5397. Please let Jim or I know if you are interested in providing an Eagle flight to a prospective pilot following the Flying Start event.

This month's meeting presentations will be from Jim Thomas and Bob Kruse. Jim Thomas will present photos and videos of an Arkansas back country flying trip he and Terry Dow made in early March. Then Bob Kruse will talk to us about his first aircraft that he built and flew while assigned in Japan in the late 1950s. As a side note Bob's EAA number is 3428 and has been a member since 1 July 1957 which spans almost the entirety of EAA.

Our next regular chapter meeting will start at 10:00 am, Saturday, 12 April at the David J. Perry Airport (1K4) terminal building. As usual before the meeting we'll fly a few Young Eagles weather permitting and hold our monthly fly-in

/drive-in breakfast starting at 8:00 am. During the meeting we'll have the usual chapter video, the VMC question and discussion, the "what is it" challenge and the presentations by Jim Thomas and Bob Kruse that I know you'll find interesting. Again, come out early and enjoy a great breakfast prior to the meeting and meet some new friends. Look forward to seeing many of you this Saturday.

Tailwinds,

Eric Muehlberg



AVIATION
PHOTOJOURNAL
©Ricardo von Puttkamer

Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 12 April 2025 from 1000-1130. The Chapter will host our fundraiser breakfast before starting at 0800. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.

What If Drill - Warwick Bantam

If you haven't figured out by now, I really get a kick out of combing the EAA archives for old (1953-1979) homebuilt designs and then wondering what it would be like to build or slightly modify them today. This month's What If Drill is no better, so hang on.

Back in the mid-1960s there was an aerospace engineer by the name of William "Bill" Warwick who was looking to design a light, simple-to-construct sport aircraft that he could fly on a low budget in the LA Basin area. Being familiar with aluminum, he crafted a slab-sided single-place sport aircraft with very little in the way of curves dubbed the W2 Bantam. The tricycle landing gear equipped aircraft had a wingspan of 18.5 feet and a length of 13.5 feet with a NACA 23012 airfoil (my guess). The empty weight was 535 pounds and gross weight was 790 pounds. The aircraft was powered by a Lycoming O-145 65 HP engine, had a cruise speed of 100 mph and stalled at 52 mph —making it Light Sport legal by today's standards. Bill flew the aircraft for a number of years, sold it and went on to design the Hot Canary biplane racer of Reno and Cox model fame in the early 1970's. If you look at the Hot Canary you will see much of the Bantam—especially the vertical tail.

I believe the Bantam would be a great little sport aircraft for today, however, with a few minor modifications. I would stick to the aluminum construction throughout the aircraft. Note—the original Bantam had a welded steel tube fuselage section from just aft of the cockpit forward much like the current-day Panther. Instead of the tubing frame I would copy the RV or T-18 aluminum fuselage, simplifying the design. Additionally, I would convert the flying horizontal tail to a conventional tail with separate elevators much like what was done on Warwick's W-3 Hot Canary racer. Just because I like taildraggers, I would convert the design to conventional landing gear. For power I would use a Continental C-85 which would preclude me from having to change the size of the 13-gallon fuel tank located between the cockpit and firewall. I would keep the canopy arrangement of the later version of the W-2. My performance estimates are that the speeds for cruise and stall would remain very close to the original. With 13 gallons of fuel the aircraft would have approximately 2 hours of fuel with 30 minutes of reserve providing a no-wind

range of approximately 200 miles. These figures would be comparable to the Champ. There are no plans for Bantam, so you would have to start from scratch. Let me know what you think. Until then.....keep 'em flying.

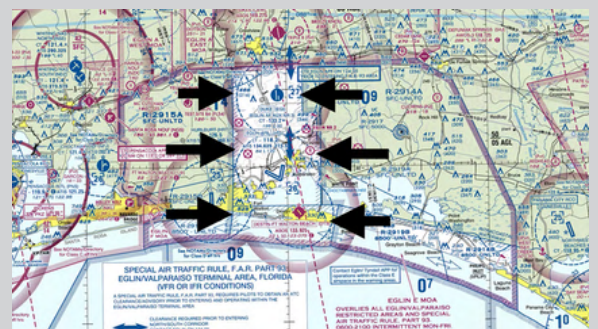
Dennis D'Angelo



VMC Scenario of the Month

You are on a return flight from SUN n' FUN (Lakeland FL) 2025 and flying to see a friend at Choctaw NOLF airport. To avoid a lengthy overwater VFR flight, you are coming from the east and will pass over Eglin AFB and

Hurlburt Field at 4,500 MSL. While you are above the Class D airspace, what is it with the hatched lines, large blue lines, and the issue about FAR 93 airspace?



Wings of Time: AD-4 Skyraider

AirVenture's commemoration for both the 75th anniversary of the start of the Korean War and the 80th anniversaries of VE/VJ Day will focus on the incredible leap in aviation technology in the era between 1945 and 1950. While piston-powered aircraft such as the Skyraider still played a major role in military operations, the emerging jet age was soon to shift the dominant percentage to jet fighter and bomber aircraft. This year also marks the 80th anniversary of the Skyraider's first flight, which occurred on March 18, 1945. Skyraider BuNo 123827 was built as an AD-4 in 1949 at the Douglas plant in El Segundo, California. BuNo 123827 was



deployed three times during the Korean War – the first time from May to November 1950 on the USS Valley Forge (CV-45). Its next deployment was on the USS Essex (CV-9) from June 1951 to March 1952 before it returned to the USS Valley Forge for a final tour from November 1952 to June 1953. After spending a few years stateside, it was placed in storage until 1959, when it was sold to the city of Chamblee, Georgia and became a gate guard at the former NAS Atlanta, now DeKalb-Peachtree Airport.

The Skyraider was ordered by the US Navy in 1944. In 1946, VA-19A was the first US Navy Squadron to take delivery of them. From 1945 through 1957, the Douglas Aircraft Company's El Segundo Plant in California produced 3,180 Skyraiders in 11 variants. The Skyraider, with its signature Navy Blue paint scheme, was the US Navy and US Marine Corps' primary carrier based strike aircraft during the Korean War. In-fact, in May of 1951, Skyraiders from the USS Princeton (CV-37) launched a successful torpedo attack on the Hwacheon Dam, which was held by North Korean forces. This was not the end of the Skyraider's success. In September of 1953, an AD-4 Skyraider piloted by LT CDR Albert Yesensky, USN, scored a successful hit on an aerial target with an XAAM-N-7 Sidewinder heat seeking missile above Naval Air Station China Lake. The missile would later be designated the AIM-9 Sidewinder missile. During the Vietnam War, U.S. Navy Skyraiders used their cannon to shoot down two Vietnam People's Air Force (VPAF) Mikoyan-Gurevich MiG-17 jet fighters. The first, on 20 June 1965 by Lieutenant Clinton B. Johnson and Lt. (jg) Charles W. Hartman III of VA-25, was the first gun kill of the Vietnam War. The other was on 9 October 1966 by Lt. (jg) William T. Patton of VA-176.

Skyraiders would continue to fly with US Naval Squadrons until 1971, when they were replaced by the A-6 Intruder. The Skyraider had an unusually long career from 1946 to the early 1980s. The Skyraider remained in frontline service well into the jet age (when most piston-engine attack or fighter aircraft were replaced by jet aircraft); thus becoming known by some as an "anachronism". The aircraft was nicknamed "Spad", after the French World War I fighter.

It was operated by the United States Navy (USN), the United States Marine Corps (USMC), and the United States Air Force (USAF), and also saw service with the British Royal Navy, the French Air Force, the Republic of Vietnam Air Force (RVNAF), and others. It remained in U.S. service until the early 1970s.



What is it?

February 2025 Aircraft

It is the Jackson J-10, the tenth design by Dr. Lewis A. Jackson of Springfield OH in the early 1980s. The all-metal construction side-by-side seating aircraft is powered by a Lycoming O-320 of 150 HP with a wingspan of 22 feet and length of 18 feet. The J-10 has an empty weight of 760 pounds and a gross weight of 1600 pounds yielding a useful load of over 800 pounds! Built during the U.S. fuel crisis of the early 1980s, Dr. Jackson crafted the aircraft with a cruise speed range of 90-150 knots. At 90 knots the aircraft fuel burn was only 4 gallons per hour and at 110 knots was just under 5 gallons per hour. The aircraft looks like a cross between a Thorp T-18 and an RV-6 (which hadn't been designed yet). Dr. Jackson is well known in Ohio for his work in aviation education and was a past President of EAA Chapter 382 in Xenia Ohio.



Chapter Merch

Chapter 1612 T-shirts are now available in your choice of color and size. You can see an example in yellow. Price is \$20.00. We now also have chapter patches. Price is \$7.00 You can purchase either of these at your next chapter meeting. We also have chapter banners available in any size you want!



Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/eaal612) to see the current list of tools in our tool crib and checkout policy



SCAN ME

Chapter Socks Coming Soon. We will be selling socks with the Chapter 1612 logo on them in the near future. The price will be reasonable. Be the first with your Chapter 1612 socks.

Coming Events

April

10 Apr 2025 - EAA 24 Monthly Meeting - 7PM
- Sundance Airport (KHSD)

12 Apr 2025 - EAA 1612 Pancake Breakfast -
8-9:45AM (1K4)

12 Apr 2025 - Hot Dog Lunch @ New T-
Hangars - 12PM - Paradise Airport (OK39)

26 Apr 2025 - EAA 24 Breakfast & YE Rally -
8-10:30AM - Sundance Airport (KHSD)

26 Apr 2025 - EAA 1098 Monthly Meeting -
2:30PM - Gordon Cooper Aviation Technical
Center, Shawnee, OK

June

14 Jun 2025 - EAA 1612 Pancake Breakfast - 8-9:45AM
(1K4)

28 Jun 2025 - EAA 24 Breakfast & YE Rally - 8-10:30AM -
Sundance Airport (KHSD)

May

10 May 2025 - EAA 1612 Pancake Breakfast -
8-9:45AM (1K4)

17 May 2025 - Flying Start - 9-11:30AM -
David J. Perry (1K4)

24 May 2025 - EAA 24 Breakfast & YE Rally -
8-10:30AM - Sundance Airport (KHSD)

Webinars

EAA Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

System Requirements for Attendees

You can easily attend a session from anywhere, anytime, using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

See Download GoToWebinar for your download options. You can also check your system's compatibility automatically.

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faasafety.gov for details.

FAASTeam Webinars

The FAASTeam sponsors thousands of aviation safety seminars and webinars throughout the country each year. These interesting and informative seminars and webinars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations.

You can find these webinars at <https://www.faasafety.gov/spans/events/eventlist.aspx>

Visit rb.gy/352l9

or scan the QR code below
for a list of available webinars



Free
Open House

Ever Dream of Flying?



If you've ever dreamed about learning to fly, attend this FREE informational meeting that will help you get off to a Flying Start!

- Experience aviation first-hand with a **free introductory flight**
- Get practical answers to your questions about learning to fly
- Discover what you can do with a pilot's certificate
- Learn about your local EAA chapter, airport, and flight training options
- Meet other people who share and support your interest in aviation

Hosted by:

EAA Chapter 1612

Sat May 17, 2025 9AM - 11:30AM

David J. Perry Airport
351 David J. Perry Memorial Blvd
Goldsby, OK 73093

Jim Thomas

405-250-5397
buster40511@gmail.com
chapters.eaa.org/ea1612



 **Flying Start**

Chapter Pictures

March Pancake Breakfast



Check the chapter website for more pictures and information

1612.eeachapter.org



Chapter Pictures

Members in the News



A great opportunity has been extended to Victoria Stevens. This plane is a Grumman C-1 "Trader" based at Wiley Post, which is owned by David Huffman. Victoria, who serves as a volunteer mechanic and crewman, was able to fly with Curtis Foote, the plane captain, to Sun 'n Fun. Photos and information provided by Larry Hinton.



Friday (3/21) marked a memorable 17th birthday for Rex Arnold as his tireless efforts culminated in a notable achievement - successfully passing his Private Pilot flight exam. He undoubtedly deserves recognition and congratulations for this impressive accomplishment.

Rex is one of our dedicated members and you see him regularly helping at the pancake breakfasts.



Check the chapter website for more pictures and information

1612.eeachapter.org





FOR SALE

1959 PA-22/20 Project (N3210Z)

Engine: O320 B2B

- 160 HP
- 1685 TSN
- 1004 TSMO

- TTAF - 1685 Hours
- King KX150B Nav/Com
- Genave Beta/5000 XPDR
- Piper Wing Leveler/Autopilot

Recovered with Stitts/Poly Fiber thru initial first coat. Recover not started yet on one flap and the rudder. Main gear and step welding completed with Scott 3200 tail wheel installed. Madras wing tips.

New front windshield. Needs interior (headliner-seats-carpet).

Pictures and video available on request. \$20,000. Plane was originally taken down for fabric recover. In present condition it is ideal for customizing with various mods.

Extras

- 8 Gal Fuel Tank (under back seat - \$500 extra)

Contact: Robert Crawford

Cell: 405-381-2840

\$20,000

Chapter 1612

Meeting Minutes

8 March 2025



- 1000 Meeting called to order
- 51 members present (6 new members)
- \$855.00 for pancake breakfast
- What is it - Jackson J-10
- Discussion on the ME-262 legacy
- VMC Question - Unresponsive throttle
- Chapter video viewed
- Flying Start event May 17, 2025 @ David J Perry
- EAA 24 Chapter Breakfast 4th Saturday of the month
- Part 43 Appendix D - Conditional Inspection Requirements
- Presentation by Eric Muehlberg for a Zenith 650 - How to use forming blocks to fabricate aluminum parts
- 1130 Meeting adjourned



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

Visit the chapter website at
1612.eaachapter.org

Chapter Leadership & Contacts

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

Vice President

Jim Thomas
405-250-5397
buster40511@gmail.com

Treasurer

Columbus Nobles
405-517-8202
Cnobles@reagan.com

Secretary

Brian Stenseth
623-388-7651
fltc130@hotmail.com

Technical Counselor

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

Website Editor

Nicholas Rutledge
405-205-9002
nicholas.p.rutledge@gmail.com

Flight Advisor

Mitch Williams
405-574-6842
mitchw1962@gmail.com

Eagle Flight Leader

Jim Thomas
405-250-5397
buster40511@gmail.com

Young Eagle Coord.

Robert & Christy Self
580-799-2572
robert.self@ymail.com

Young Eagle Coord.

Travis Scafe
405-615-8910
travisscafe@gmail.com

Young Eagle Coord.

Victoria Stevens
TBD
victoryintruth@protonmail.com

Chpt. Membership Coord.

Tim Muehlberg
817-705-6560
eaa.chapter.1612.ok@gmail.com

Newsletter

Olan Hodges
214-585-2561
olanhodges@gmail.com





EAA CHAPTER 1612 MEMBERSHIP FORM



Name: _____

Phone: _____

EAA Member#: _____

E-mail: _____

Address: _____

Date: _____

What are your aviation interests / goals?

Are you a pilot? If so, what rating do you hold?

Do you hold a maintenance rating? If so, what rating do you hold? _____

Have you built / restored or are you building / restoring an aircraft? If yes, what type(s)? _____

Are you contemplating building or restoring an aircraft? If yes, what type(s) interest you the most? _____

Do you own or have you owned an aircraft? If yes, what type(s)? _____

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

Chapter Meetings are the 2nd Saturday
Chapter dues are \$20

Chapter mailing address is:
EAA Chapter 1612 Chapter President - Eric Muehlberg
954 Redbud Lane 405-923-6749
Newcastle, OK 73065