



EAA Chapter 1612 Newsletter

December 2020 Happy Holidays Edition



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

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9 December 2020

From the Front Seat—President Eric Muehlberg

I hope this newsletter finds you and your family in good health. The COVID pandemic continues to impact our EAA Chapters and their activities. In fact there isn't much that hasn't been impacted over the last 9 months. Today I saw a notice that the Paris Air Show scheduled for next June is cancelled. Closer to home the Annual OKC EAA Chapters holiday dinner has been canceled out of an abundance of caution. The event normally draws 100+ members and guests and is held in a 50 x 50 hangar at Twin Lakes. Given the rate of infection in Oklahoma at this time, it could rate as a "super spreader event" if held as scheduled. This event normally serves as our December meeting; therefore, there will be no chapter meeting this month. We still plan to hold our January 2021 meeting on Saturday the 9th. But this could change based on the COVID situation in the area and the availability of the terminal building at David J. Perry (1K4). We will keep everyone updated as the date gets closer.

On a brighter note, I would like to welcome two new members to our chapter. Brothers Shannon and Joel Hughes are relatively new to the OKC area and have been following our chapter activities on the 1612 website and decided to join. Both hold A&P certificates and are building a couple of projects. Joel is a private pilot and Shannon is a student pilot. I'm looking forward to hearing more about their projects in the future. Welcome to the chapter!

I am about to complete the paperwork to renew the chapter with EAA for 2021. We need someone to volunteer to fill the Flying Start Coordinator position Herb Driskill has held for a few years. The position really doesn't take that much time. If you think you might be interested, please don't hesitate to contact me and we can talk about what's involved.

I've been taking advantage of the nice weather lately by working on one of my new aviation goals. A few months ago I was reviewing my log books and discovered I'd flown to about 70% of Oklahoma's public airports. With few flying events being held this year and looking for an excuse or reason to fly somewhere (do we really need one?), I've been flying out to those I have missed in the past. It's making for some interesting cross country flights in both the Colt and the Panther. I still have a few airports to fly to, but I'm making progress and really enjoying the flights. I guess the moral of the story is; it's not that hard to come up with a reason to go fly. So go fly! You and your airplane will be glad you did. And by the way, if you have an extra seat, invite someone to come along.

I hope everyone has a great holiday season and an even better new year in 2021!

Eric

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Happy



Christmas

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

NO MEETING THIS MONTH in preparation for the Holiday Season. **Our next meeting is scheduled for 9 January 2021 at the David J. Perry Airport (1K4).** See you then. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net



David J. Perry Airport (1K4)

Quick Pre-Heat Setup for Next Winter Myles Berthold

OK, ok, you got me as this is a repeat article from April, but it is more apropos now than in the Spring. Enjoy.

The heater was pretty inexpensive and simple to construct—it took only 30 minutes to make.

Supplies:

- 1 Space Heater - Lasko Stanley Pro-Ceramic Utility Heater (\$40)
- Dryer duct hose - 3 ft long - (\$5-10)
- Dryer duct hose adapter (\$5-10) — (not necessary if you just want to cut a circle and stuff the dryer hose in).
- Aluminum Food pan - 15x11x2 (\$3-5)

Tools

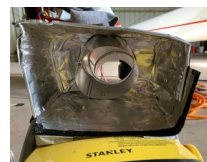
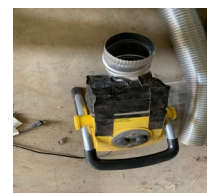
- Aluminum Shears or scissors
- Pop rivet gun
- Duck tape
- Measuring tape

To build it, just size up the space heater and cut the food pan to fit over top of the space heater. So that it ends up being a 5-sided 3D rectangle that fits over the space heater output vent. The idea being you have enough space to have the dryer duct adapter to fit while still covering the space heater output vent.

Once the 3D rectangle is cut and made, trace the dryer duct adapter outline in the center and cut out the circle. Then rivet the dryer duct adapter and the 3D rectangle together.

Next I just duct tape the assembly onto the space heater. I've been using the space heater for the entire winter season and it's still holding up well. Putting the dryer hose up onto the bottom of the cowl heats up with oil pan well and engine compartment over a 1-hour period. I normally see oil temps 60-70F for start up when using the heater. Obviously the longer the heater is on, the hotter the engine will be. Make sure to keep the cowl plugs in and a blanket on top of the cowling to keep the heat in. With a little work this summer, you will be basking in pre-heat next winter!

Myles

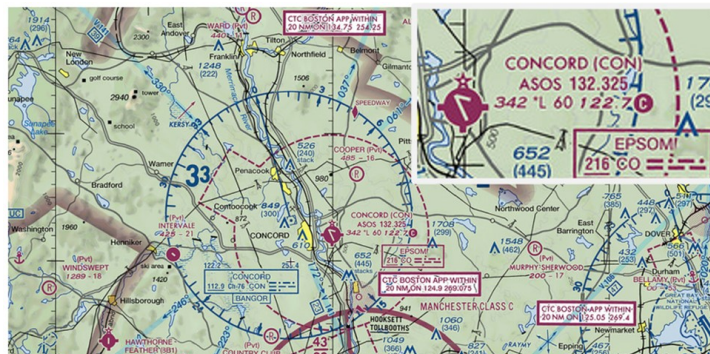


“THE HEATER WAS PRETTY INEXPENSIVE AND SIMPLE TO CONSTRUCT—IT TOOK ONLY 30 MINUTES TO MAKE.”

VMC Question of the Month

The question:

You're approaching your destination, Concord Municipal Airport, Concord, New Hampshire, USA (KCON) at 1,400' MSL during the day when you see some clouds ahead. ASOS reports the clouds at 1,900'. Because it's a VFR day, you know that the highest altitude you can fly beneath these clouds is approximately 1,400 MSL. Is this correct?



What is it?



It's the Benny Howard DGA-3, Pete, racer.

The DGA-3 was started as a side project based on getting the best performing aircraft using a Wright Gipsy engine Howard had available. The aircraft went from the drawing board to completion in eight months.

The fuselage was made of welded steel tubing with aircraft fabric covering. The control surfaces were wood with plywood covering. The cockpit was sized to an absolute minimum. The axle between wheels was shaped like an airfoil, producing some of the lift. In 1947, "Pete" was rebuilt as the "Baker Special" with a Continental engine for midget racing. The aircraft was rebuilt once again by the Experimental Aircraft Association founder Paul Poberezny as "Little Audey".



Here is the January 21 "What is it?"

KR2 Project For Sale—Help The Chapter

Tim Muehlberg purchased a house at Thompson Airfield and while cleaning out his new hangar came across the plans and materiel for a Ken Rand KR2 project. The plans appear to be



complete, some of the wood parts have been started, and there are numerous templates that can be used to cut out the remaining parts.

The fuselage, horizontal fin, and elevators are framed, so we estimate the project is



about 10% complete. Additionally, there is a large cache of spruce



wood that is ready to be cut to size.

Tim has agreed to put the project up for sale and donate the proceeds to Chapter 1612.



If you are interested in purchasing the project, contact Eric Muehlberg and he can arrange for a visit to see the materials and finished parts. Eric is looking for an offer, so no fixed price has been set—remember this is for the chapter. Eric can be reached at 405-923-6749, or by email at smuehlberg@pldi.net.

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Tool Loaner List—

Check our website at for more info



Fuel Management 101

Time, not distance, is the biggest factor in successful fuel management.

Figure out the burn rate for your cruising speed, then time the use from each tank to determine the fuel remaining. The main point is to keep track of the fuel you have left by knowing the fuel you've burned. You'll get to know how accurate your fuel gauges are, but don't ever totally trust them. As an aside, according to FAA standards, the only time a fuel gage must be accurate is when it indicates empty.

I calibrate fuel gauges by measuring the fuel in each tank with a calibrated stick. I calibrate the tank-specific stick by draining the fuel out of the tank completely. I then add fuel in 5-gallon increments and mark the stick accordingly. Next I check the gages at each 5-gallon level to see how they indicate and then take a mental note if they read high (bad) or low (better).

While this method of calibration is a good guide, I rely heavily on manifold/RPM-specific fuel flow to determine the amount of fuel remaining in each tank. I then compare with the gages and use the lower value of the two. I confirm

the actual fuel burn at fill up to ensure my fuel burn has not changed substantially from the book values. Using this method I have not run short of fuel (yet).

You can apply this technique when flying an aircraft that you are not familiar with. I first determine the fuel burn using the Pilots Operating Handbook (POH) and fly a short leg first to determine if the actual fuel burn is close to the POH values. If so, then I use the values for subsequent legs. While filling the tanks I check the gages to determine their accuracy and note any variance. As I become more accustomed to the fuel burn figures, I increase the distance flown to each subsequent refueling point.

These are techniques I use and I am certain you have those of your own; however, if any of these practices saves you from landing short due to fuel, then this article has done its job.

John Jacob

Welcome Hughes Brothers

Please welcome brothers Joel and Shannon Hughes to the chapter. Joel is a private pilot (SEL), an A&P with IA. He has restored and built numerous aircraft to include a Rutan Varieze and, my favorite,



the Evans Volksplane. He currently owns and flies a Piper Cherokee Challenger (180). Shannon is a student pilot and an A&P who has built a Cozy and an Evans Volksplane.

The brothers are very much into the building, restoring, and flying airplanes which makes them a great fit for the Chapter.

We look forward to talking with them at the January 2021 meeting.

Welcome guys, great to have you with us!

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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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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;

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Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
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