



THE SPIRIT OF AVIATION

Chapter 1612

February 2025

Newsletter

Volume 7 - Issue 2

WELCOME TO ENID
WOODRING REGIONAL
AIRPORT



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

Mother Nature did her best to dissuade our members and guest from attending our January breakfast and meeting, but we still had a great turnout. I counted over 40 folks in attendance during the meeting with many more at the breakfast. It looks like things are off to a great start for 2025. I also want to thank those that paid the annual chapter dues at the meeting. For those that haven't had a chance do so we'll be happy to accept your dues at the February meeting or you can mail them in to the address at the back of the newsletter. And once again I want to thank all our breakfast volunteers for all they do to conduct one of the best EAA Chapter breakfast in the country every month.

By the time you read this the 2025 Annual Homebuilders Week of 30 webinars will have concluded for this year. I hope you took the opportunity watch a few. It was another week with a great variety of presentations by some of top names in the homebuilding community. Given all the interest, I would bet that the Thursday webinar on the status of the FAA's Modernization of Special Airworthiness Certification (MOSAIC) rule making status was one of the best attended. I would be interested to learn which webinar you found most interesting. I haven't seen the attendance numbers yet but I'm sure they will break last year's record of over 22,000 for the week. Charlie Becker will give us all the numbers and details during the February chapter video.

Once again, applications are now open for 2025 EAA Aviation Scholarships. Flight training and post-secondary scholarships are available to everyone over the age of 16. The window to apply will close on 11:59 pm

28 February, 2025. Flight training scholarships help cover the costs at any flight school in the United States or Canada that is not a university program. Post-secondary scholarships help pay for collegiate level programs in the United States including but not limited to aerospace or aeronautical engineering, aviation business administration, air traffic control, aviation maintenance, professional flight, or any aviation-related STEM field. More information about individual scholarships and online application procedures is available at EAA's scholarship website at EAA.org/Scholarships.

At the January meeting I mentioned the opportunity to order a 1612 Chapter logo banner for your hangar or other special spot. I will have 2 examples, a 2' x 2' and a 3' x 3', at our February meeting for everyone to look at. The banners are also available in larger sizes if you would prefer. Since they are made here are in

Newcastle there will be no shipping or handling charge. I'll have the prices and an order form for those that might be interested at the meeting.

Our next regular chapter meeting will be on Saturday 8 February at 10:00 am at the David J. Perry Airport (1K4) terminal building. Before the meeting we'll fly a few Young Eagles weather permitting hold our monthly fly-in / drive-in breakfast. During the meeting we'll have the usual chapter video, the VMC question and discussion, the "what is it" challenge and a presentation or two that I'm sure 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



Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 8 February 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 - Corby Starlet vs Wickham Model C

OK, this month's What if Drill is a comparison of two aircraft where their designers had the same aspirations; simple to build, inexpensive to own, and fun-to-fly single-seat airplanes. Let's start with the Corby Starlet. Designed by Australian aeronautical engineer John Corby in the early 1960s, the aircraft is a low wing all wood construction sportsman aerobatic aircraft powered by the ubiquitous 1835cc VW engine of 75 HP. The aircraft has an 18.5-foot wingspan with 69 square feet of wing area using the NACA 43012A airfoil. The Starlet is not a speed demon; however, it does have a maximum speed of 160 mph, cruise speed of 132 mph (faster than my Champ), and a stall speed of 30 mph. The Starlet is not for the big of girth, as it only has a useful load of 275 pounds. I would say a person over 5' 11" and 200 pounds would fill the cockpit and remain within gross weight limitations. I believe the fact that the aircraft is scratch-built and small may be the reason we don't see more of them flying in the USA.

Next is the Wickham Model C. Designed and built by Boeing Aircraft Company aeronautical engineer John Wickham in 1967, it is a single place, low wing, all metal aircraft also powered by the 1835 VW engine. Mr. Wickham had built two other metal aircraft, the Model A, Bluebird, and the Model B, twin engine airplane both for cross country flying. The Model C (third of his six designs) focused on small affordable fun flying using the readily available 1600cc VW engine of 50 HP. Instead of building the aircraft of wood or metal tubes and fabric, Wickham chose an all-aluminum design. The aircraft dimensions are like the Corby; length of 16.5 feet, wingspan of 20 feet and a wing area of 69 square feet. The design employed the NACA 4415 airfoil like the Aeronca Champ. Speeds were 120 MPH maximum, cruise 95 MPH, and stall speed 45 MPH. Weights are comparable to the Starlet with a gross weight of 700 pounds and empty weight of 475 pounds leaving 225 pounds for pilot and fuel. Fuel capacity was 10 gallons. Again, though today's larger pilots may fit the cockpit area, they may be a little too heavy.

The unique thing about this drill is that both airplanes were designed by aeronautical engineers thousands of miles apart with the same

idea of a fun, inexpensive airplane yet they came to the same solution using different methods to construct their dream. While the aircraft have drifted into EAA's past, it does show how our homebuilding forefathers designed, built, and flew their visions. We can do the same today.

So, what do you think? Would you be willing to take the leap and design, build, and fly your own design? Let Eric know at the next meeting. Until then.....keep 'em flying.

Dennis D'Angelo



VMC Scenario of the Month

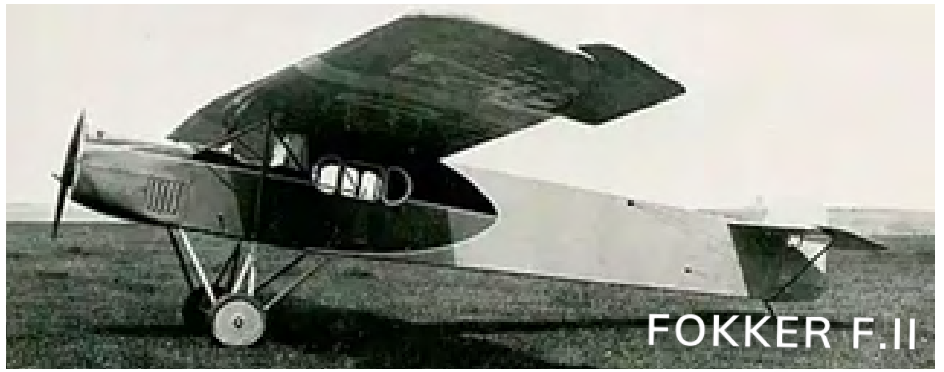
You are flying a rental 1976 Cessna 172M solo cross country to an unfamiliar airport—conditions are VMC, and the winds are 5 knots down the runway. You enter the VFR pattern with flaps up; however, on 1 mile final you decide to select full flaps for landing. As the flaps pass the 10 degrees position you hear a loud grinding noise from behind your left shoulder and the aircraft begins an uncommanded roll to the left. You visually check the flap indicator, and it shows 30 degrees--full down. What do you do?



What is it?

December 2024 Aircraft

It is the Fokker F.II. The Fokker F.II was the first of a long series of commercial aircraft from the Fokker Aircraft Company, flying in 1919. The Fokker F.II was a single-engine, high-wing cantilever monoplane with a design lineage that went back to designer Reinhold Platz's Dr.I triplane. The F.II started Anthony Fokker's foray into commercial aviation after the Dutch airline KLM ordered the first two production F.IIs. The aircraft carried 1 pilot and 5 passengers in the cabin area at a cruising speed of 120 KPH (75 MPH).



General characteristics

- Crew: 1
- Capacity: 5 passengers
- Length: 11.65 m (38 ft 3 in)
- Wingspan: 16.10 m (52 ft 10 in)
- Height: 3.66 m (12 ft 0 in)
- Wing area: 38.2 m² (411 sq ft)
- Empty weight: 1,200 kg (2,650 lb)
- Gross weight: 1,900 kg (4,190 lb)
- Powerplant: 1 × Armstrong Siddeley Puma, 180 kW (240 hp)

Performance

- Maximum speed: 150 km/h (93 mph, 81 kn)
- Cruise speed: 120 km/h (75 mph, 65 kn)
- Range: 1,200 km (750 mi, 650 nmi)



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.



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

February

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

9 Feb 2025 - Donuts and Coffee - Every Sunday - 8-10AM (KAVK)

15 Feb 2025 - Coffee & Donuts - Every Saturday - 8-10AM (2K9)

22 Feb 2025 - EAA Chapter 10 Pancake Breakfast - 7-9:30AM (O38)

April

5 Apr 2025 - Coffee & Donuts - Every Saturday - 8-10AM (2K9)

6 Apr 2025 - Donuts and Coffee - Every Sunday - 8-10AM (KAVK)

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

March

1 Mar 2025 - Ponca City Aviation Booster Club Fly/Drive-In - 7-10:30AM (KPNC)

1 Mar 2025 - Coffee & Donuts - Every Saturday - 8-10AM (2K9)

2 Mar 2025 - Donuts and Coffee - Every Sunday - 8-10AM (KAVK)

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

22 Mar 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



Chapter Pictures

Enid Flyout & Chapter Meeting



Check the chapter website for more pictures and information

1612.eeachapter.org



Chapter Pictures

Chapter Meeting Pictures



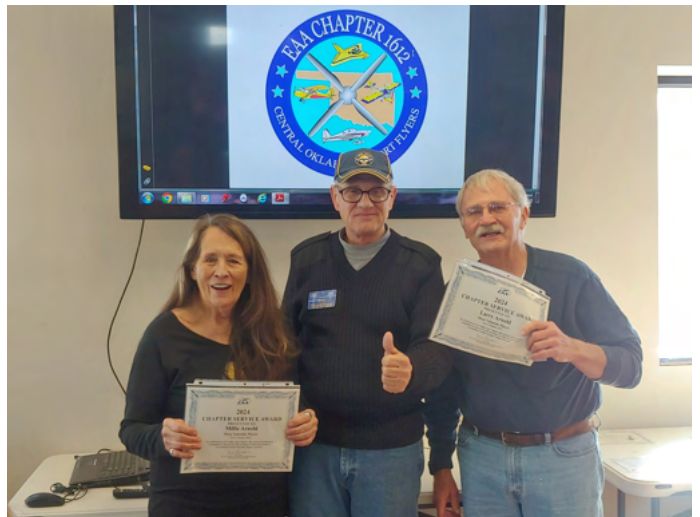
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Chapter Pictures

Chapter Meeting Pictures



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FOR SALE

1946 Ercoupe 415C



Engine: Continental C-85-12F

- 839 Hours
- 85 hp @ 2575 RPM
- 5.4 gal/hr

Propeller: McCauley

- TTAF - 1978.3 Hours
- Always Hangared
- Fresh Annual
- Economical
- Easy to Fly
- Strong Support Community

Contact: Larry

Cell: 580-326-8643

Email: larnoldjw@aol.com

\$25,000

Chapter 1612

Meeting Minutes

11 January 2025



- 1000 Meeting called to order
- 34 members present
- First fly-in of the year at Weatherford report
- \$454 from pancake breakfast for aviation scholarship program
- VMC Question - mountain crossing procedures discussed
- Chapter video
- 2024 Chapter Awards presented
- EAA has awarded Chapter 1612 two Ray Scholarships this year
- Chapter 1612 has a Facebook group now
- 1140 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 use today!

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Visit the chapter website at
1612.eaachapter.org

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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:
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