



# EAA Chapter 1612 Newsletter



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

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## From the Front Seat—President Eric Muehlberg

**W**ow, **2021** is finally here! I am hopeful that we are on a path to a return to something close to normal in a few months. The pandemic has impacted so much of our normal aviation activities over the last 9 or 10 months. We had 10 or 12 members and guests attend our November chapter meeting. Our presentations covered winter engine maintenance, operations and flight safety. These were followed by informative discussions and personal experiences dealing with winter operations. It was a small, but productive meeting.

I understand that many are not comfortable attending chapter meetings at this time. Honestly, I'm not sure I am. But I feel it is important to try and keep some sense of normalcy with regard to our chapter while taking reasonable precautions. Dennis D'Angelo and I have discussed the possibility of conducting a combination of a "regular" meeting and a Zoom meeting simultaneously. In other words, you could show up in person or join in over Zoom. Obviously it wouldn't be exactly the same as being there, but it would be better than missing out altogether. If you're interested in adding this option to our meetings, at least until the pandemic passes, please give me a call or email. We would like to get an idea how many of you are interested in participating in this way.

**At this month's meeting Brian Rohr will tell us about his one-off experimental STOL project.** It is powered Yamaha engine similar to Steve Henry's STOL completion winning power



plant. The airframe is a combination of certified and experimental components. Without going into too much detail, the fuselage is part Citabria and Piper Cub. The wings are aftermarket Piper style with flaperons. Needless to say it will be an interesting presentation and is sure to generate some discussion. As always, we will discuss our VMC question of the month. Also it is time to present the 2020 EAA chapter leader certificates and pins. Even though we aren't ready to start serving lunch again, we will have coffee and donuts available. Meeting time is 11:30 at the David J. Perry Terminal building. I would ask for those attending to wear a mask while inside the building.

I would like to thank **Jim Thomas** for volunteering to fill our **Chapter 1612 Flight Leader** position for 2021. The vacancy was created with the recent passing of long-time chapter member Herb Driskill.

**On the Young Eagle front the chapter is planning to hold at least one, possibly two, Young Eagle Workshops this June.** The workshops are a new aviation day camp youth outreach program combining classroom presentations and hands on projects. Although planning is still underway, our current plan is to offer a one- or two-day event with evening Young Eagle flights offered to attendees following the end of the workshop. If you'd like to help out or find out more about the workshops program, please speak to either Christy Self or me.

On a final note, **January is when we renew our chapter memberships, still only \$20.00 a year.** These funds are how we finance the chapter's activities through the year and pay our chapter renewal fees to EAA. Columbus Nobles, our chapter treasurer, will be happy to accept your 2021 dues this Saturday.

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Hope to see many of you at this Saturday's meeting. Until then, stay safe and healthy.

*Eric*



*Eric on the front cover of Vintage Airplane!!? How does he do it?*

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

This month's meeting will be a more traditional meeting; however, we will still gather on the ramp at David J. Perry (1K4) on 9 January 2021 from 1130-1300. There will be donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net



David J. Perry Airport (1K4)

## Aging Aircraft Saga Dennis D'Angelo

**“...I THOUGHT THE INSPECTION PROCESS I HAD DEvised FOR THE CHAMP WAS WORKING QUITE WELL; HOWEVER, WHAT I FOUND PROVED I MAY HAVE BEEN A LITTLE TOO ENTHUSIASTIC...”**

The Annual Inspection process is the best time to carefully examine and restore many of the components on your commercially built aircraft. The recent Annual Inspection of my Aeronca 7AC Champ highlighted the need for a more thorough inspection and restoration process to ensure the safe flying of my 72-year-old airplane.

Prior to the Annual I thought the inspection and refurbishment process I had devised for the Champ was working quite well; however, what I found proved I may have been a little too enthusiastic with my assessment. Over the last few months, I had sensed a looseness in my control system which, while within technical limits, needed to be addressed. I discussed the issue with my A&P IA, and he recommended removing the control column to see if the looseness was in the control stick interconnect—it was; however, on closer inspection I found a control stick socket that was failing in a non-related area. Had I not removed the control unit, I would not have found the failure. Was this failure a safety-of-flight issue? The answer is no, as a failure would NOT have resulted in loss of control; however, it did highlight the need to look more closely at the entire control system. On closer examination, I identified control system component misalignment and the over-tightening of fasteners which eventually led to the loose control issue. After a few hours of restoration work, new hardware, and some help from my airport flying buddies (all COVID-19

protocols observed), the aircraft was ready for my IA to inspect. I am happy to announce the Champ passed a very comprehensive inspection without further issue.

What did I learn from the experience that will help me keep Champ flying well into the future? First, use all FAA resources regarding how to inspect and maintain aging aircraft (see [https://www.faa.gov/aircraft/air\\_cert/design\\_approvals/small\\_airplanes/cos/aging\\_aircraft/](https://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/cos/aging_aircraft/)). Second, check with the EAA Vintage Aircraft Association for information on your aircraft and about specific type clubs that can provide support and

knowledge. Next, find a sage A&P with Inspection Authorization who is familiar with your type of aircraft and can assist in keeping the aircraft airworthy without driving you to financial ruin. Finally, plan out your Annual Inspection so that you examine and refurbish a major system or two each. This way you are restoring your aging beauty a little at a time.

So next time you are preparing for an Annual Inspection, take a little time to look deeply into the aircraft systems to ensure they will be there for you when you need them most. Thank God for Annuals!

dd

## VMC Question of the Month

### The question:

On the VFR sectional for the Las Vegas area, there is a radio frequency depicted. It is located at the South West Corner from the Class B airspace center on the 220-degree radial from LAS about 20 NM. It has a box-like a VOR would have, and a frequency of 112.05 and is named GOODSPRINGS. However, there is no compass rose around the location. What is it? What is it used for?



## What is it?



It's the Burt Rutan designed ARES Ground Attack Fighter.

The ARES is Burt Rutan's attempt to compete for the Army a low-cost battlefield attack aircraft (LCBAA) of the early 1980s.

The design is a canard configuration to enable safer flight at low

altitude. The aircraft is built around the GAU-12 gun, yet has a cornering speed of 210 kt with a stall speed of only 78 kt (A-10 stalls at 138 kt)

Due to high fuel volume and good cruising efficiency, the aircraft can have a range of 1200 nautical miles at altitude and long endurance



Here is the February 21 "What is it?"

## Chapter Market Place

### Ken Rand KR2

Eric and Tim Muehlberg have a Ken Rand KR2 project for sale and the proceeds will be donated to Chapter 1612. 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 (see pictures) 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@pdi.net](mailto:smuehlberg@pdi.net).**



### 1946 Ercoupe 415C N3695H

Engine is a C-85-12 with metal propeller. The aircraft has a new windshield, Cleveland brakes, King Transponder with encoder—no ADS-B. Flightline 760 radio with intercom and Garmin 496 GPS.

Total Time A/F 2126

Total Time Since Engine OH 506.7

Annual due 15 APRIL 2021

Located at 1K4 GOLDSBY. **Contact Fred Bucklin at H 405-364-6315, C 405-905-8523.**

Asking price is \$18,500



### Tool Loaner List—

Check our website at for more info



## Water Displacement 40

We all know Water Displacement 40 by its product name, WD-40.



WD-40 is abbreviated from the term "Water Displacement, 40th formula", suggesting it

was the result of the 40th attempt to create the product. The spray, composed of various hydrocarbons, was originally designed to be used by Convair to protect the outer skin of the Atlas missile from rust and corrosion. The formula was kept as a trade secret, was never patented and hasn't changed over the years. It was used by airlines including Delta and United. United, for example, used it on fixed and movable joints of their DC-8 and Boeing 720s in maintenance and overhaul. At that time, airlines were using a variant called WD-60 to clean turbines, removing light rust from control lines, and when handling or storing metal parts (hey, I need this stuff dd).



OK, what are some of the uses of the product? Try these ideas:

- 1) Remove grease material.
- 2) Remove stains: tomato, bath tub, oil, toilet, hair dye (preferably not on self).
- 3) Remove bugs: nose, wings, our cars and other vehicles.
- 4) Clean shower stall glass/tile, bath tub stains.
- 5) Lubricate leather.
- 6) Remove floor scuff marks, paint rubs from another car.
- 7) Remove tape residue.
- 8) Kill weeds—this is why you should not expose to body parts.
- 9) Keep snow from sticking to snow blowers, shovels, etc.
- 10) Lubricate and prevent freezing of locks
- 11) Remove paint from surfaces.
- 12) Polish metal—well at least lubricate the polishing process.
- 13) Lube, protect rubber/plastic door seals
- 14) Keep wooden tool handles splinter-free
- 15) Waterproof shoes, boots,

coats—you will smell great too!

- 16) Keep bugs/spiders out of critical areas.
- 17) Get superglue off your fingers.
- 18) Prevent rust—kind of.
- 19) Loosen spark plugs and hardware.

Finally, the product has a place in aviation fame as in 2014, WD-40 was inducted into the International Air & Space Hall of Fame at the San Diego Air & Space Museum.

Now you can "WOW" your friends with your knowledge of a slippery subject.

**John Jacob**





## Who is EAA and Chapter 1612?

**W**e 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

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*Visit the chapter website at  
[1612.eaachapter.org](http://1612.eaachapter.org)*

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## Chapter Leadership and Contacts



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### **Website Editor**

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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954 Redbud Lane  
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**Chapter Meetings are the 2<sup>nd</sup> Saturday**

**Chapter President** - Eric Muehlberg  
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