



EAA Chapter 1612 Newsletter



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

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10 August 2022

From the Front Seat—President Eric Muehlberg

It sure was a lot cooler in Oshkosh during AirVenture, and I enjoyed every bit of it. AirVenture 2022 wrapped up one sensational week at Wittman Regional Airport, and not only because the weather was perfect for seven straight days. A record attendance of 650,000 packed the grounds during the 69th edition of the EAA fly-in convention, and records were set in many other areas as well. More than 3,200 show planes were on the grounds at Oshkosh during the week as part of the 10,000-plus aircraft that came to the region. FAA air traffic logged 18,684 aircraft movements at Wittman alone during the 11-day FAA Notice period—an average of 121 per hour for every hour the airport was open. On the grounds, more than 55,000 vehicles were parked in the lots, while an estimated 40,000 people camped on-site in Camp Scholler or aircraft parking. Attendees came from 92 countries, just one short of the record set in 2019. In addition, 803 exhibitors were present on the grounds, with many reporting significantly increased sales. The 30th anniversary of the Young Eagles program was just one of the many programs involving EAA chapters. In Camp Scholler 80 chapters used 350 campsites as part of the chapter camping program. The volunteer crew at the Liberty Tri-Motor conducted 148 flights with 1,480 passengers. Meanwhile, the Bell 47 helicopters lifted 2,864 people above the show grounds; our B-25 Berlin Express flew 495 people on 71 flights during the week. The third One Week Wonder, a Sonex Wiaex-B, was built and taxied in 7 days. And this is just a fraction of all the events, forums, flybys, movies, STOL Demonstrations, day

and night airshow performances, etc, etc, that took place all week long.

On the Chapter Breakfast John Egan reported that the daily pancake breakfast in the campground was a big success, with 4,416 breakfasts and 13,248 pancakes served. Chapters 1612, 1098 and 24 hosted the breakfast with a total of 21 volunteers on Tuesday morning July 26th. We set a record for the most breakfast meals served at 660 only for it to be broken the next day. The breakfast was so popular that it set a new record each day as the week progressed. Just to give you an idea of the quantities used on the 26th, we cracked open and scrambled 90 dozen eggs (1,080 eggs) and still ran out before the breakfast was over. The total monies deposited for the 26th was over \$5,100 and tips totaling \$206. After the cost of food is subtracted, the chapters will receive the remainder of the funds generated from the event, to be split evenly, sometime in mid September. Without the enthusiastic help the following 1612 chapter member volunteers the event would not have been successful: Doug Franz, Brian Stenseth, Jim and Darlene Bynum, Travis and Veronica Scafe, Jim Thomas, Tim and Eric Muehlberg, David Watson, Olan Hodges, Ray and Antonin Stoddard. Thank you all for giving up 5 hours of your valuable time at Oshkosh to make this happen.

Our July chapter gathering is Saturday the 13th at 10:00 am at the David J. Perry airport terminal building. I'm sure there will be a lot of discussion about all the cool stuff many of our members saw at Oshkosh and the usual "hangar flying" before and after the meeting. The "official" part of Saturday's meeting will include the usual VMC

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question and discussion, the "what is it" challenge, this month's EAA chapter video, and a couple of presentations than I'm sure you'll find informative and interesting. As usual, Dennis will make sure there's hot coffee and donuts before the meeting. So whether you fly in or drive in, come out and enjoy some aviation conversation and fellowship. Look forward to seeing many of you this Saturday.

Eric



EAA Chapter 1612 Newsletter

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 13 August 2022 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. Perry Airport (1K4)

A Flying Skidoo — A What If Drill

What about a single-place Wittman Tailwind or Cougar? I had been thinking about such a design for the past few months when I stumbled across an article by Joe Kirk in the April 1961 issue of Sport Aviation. To refresh your memories, I discussed Mr. Kirk's 1950 Sport Aviation articles about aircraft design that were intended to spur early EAA members into designing and building. I wrote about the Ranch Hand, one of Joe's simple, back-country designs that was powered by small a Continental engine of 65-100 HP. Joe Kirk's mind was very active in 1961 when he sketched the Skat, Skram, and Skidoo family of single-place aircraft based off the same fuselage, wing, and tail section designs. The Skidoo was the high-wing version to be powered by a 1600 VW engine capable of lifting 13 gallons of fuel and a 180-pound pilot (a big person in the early 60s) to estimated speeds of 140 MPH.

The Skidoo is very similar to a single-place Cougar with a constant cord



wing without any flaps. The original design had a wingspan of 16 feet with a wing area

of only 60 square feet. Using the venerable NACA 23012 airfoil, I estimated the stall speed to be close to 70 MPH at a gross weight of 550 pounds. The stall speed made the design unsuitable as a Light Sport Aircraft which was my goal. What if we expanded the design a little, increasing the wingspan to 24 feet,

the wing area to 100 square feet, and the gross weight to 1320 pounds? This would bring the stall speed into the LSA category (51 MPH TAS) while only decreasing top speed by approximately 5 MPH. The readily available Continental O-200 would be the powerplant of choice, and I would up the fuel capacity to 15 gallons. The interior dimensions would shrink from the Cougar's 40 inches for two people to 36 inches for one. I would increase the aileron area and tail volume slightly to handle the Oklahoma crosswinds. I believe the aircraft could be built for under \$20,000 even

in today's inflated market. Of course, the aircraft would be minimally equipped for day VFR flight only. The aircraft would have no electrical system; however, I would use a lighter model O-200 starter powered by a rechargeable motorcycle battery to help safely start the aircraft. Give me your thoughts. We can talk more during the next meeting. I recommend pulling up the April 1961 edition of Sport Aviation and review Joe Kirk's thoughts starting on page 21. Until then... Keep 'em flying.

dd

VMC Question of the Month

The question:

You are about to takeoff from the David J. Perry Airport, Goldsby OK on runway 18. What emergency preparations should be part of your Before Takeoff Checklist briefing or your thought process before taking the active runway? Does it change if you are carrying passengers?



"THE SKIDOO IS VERY SIMILAR TO A SINGLE-PLACE COUGAR..."

What is it?



It is the Arnold AR-5. Originally conceived by Mike Arnold as a personal sport airplane with excellent performance and good handling qualities. The design outperformed initial performance estimates for its relatively low power output, exceeding 200mph with only 65hp. Constructed of fiberglass-epoxy matrix compo-

site material utilizing the "moldless method" popularized by Burt Rutan. Careful attention to aerodynamic detail resulted in noteworthy laminar flow drag reduction, as documented by aerodynamicists Alex Strojnik and Bruce Carmichael. In 1992, the AR-5 flown by Mike Arnold set the FAI C1a Class World Speed Record of 343,08 km/h over a 3.0km course.



Here is the September 2022 "What is it?"

I was freeloaded as a tow pilot at VacaAero in Vacaville CA (during my C-5 days at Travis AFB CA) when Mike Arnold came by to talk about his design and learn about sailplane performance and construction.

Don't Miss These Coming Events



12-14 Aug—Moody Gardens Resort Airshow Galveston, TX

1 Sep—Oklahoma Pilot's Association, Wiley Post Airport 6:30-8:30 PM

21-23 Oct—37 Flying M Ranch Fly-In Reklaw TX

More coming next month.



Stuff For Sale

Zenith CH 701 project - Owner is asking \$5,000 and includes a Continental C-85. Project is located at KOUN. Contact the owner, Keith Layre at 405-629-9279 (request that you text him).

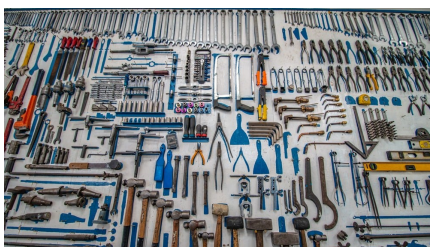


Corben Baby Ace and Baby Ace Model D plan sets. Plans were donated to the chapter and funds raised by from their sale will go to support chapter programs. The plans will be available for inspection at the July meeting. Price for either set is \$75.00.



Tool Loaner List—

Check our website for more info



Chapter Meeting Pictures



OKC Chapters Making Breakfast



Servers Deluxe—checkout the aprons



OKC Chapters at EAA Banquet



The Original "Mr. Coffee"— Doug



Hummel Big Twin Engine



One Week Assembly Area



Rare Messerschmitt Bf-109G



Equally Rare Curtiss P-40E



C-5M Eating the Crowd



Listen, Read the Whole Newsletter!!



Chapter 1612 Meeting Minutes July 2022

- Meeting brought to order by President Muehlberg at 10:00 AM. Twenty-five members present
- VMC question on ground-effect discussed by VP D'Angelo
- "What is it" aircraft the Mike Arnold AR-5 discussed by VP D'Angelo
- Member Jim Thomas discussed his Spring trip with member Terry Dow to Montana, Idaho, and Wyoming
- President Muehlberg continued discuss from June meeting on registering your homebuilt aircraft with FAA and the state. Information will be placed on website for all aviation community to use
- President Muehlberg addressed the use of simple Carbon Monoxide detectors in homebuilt aircraft
- President Muehlberg mentioned the Cleco Challenge would be held at EAA AirVenture to determine which EAA Chapter would have world bragging rights for the member who can install and remove 10 Clecos the fastest
- EAA Chapter 1098 President, Gary Manning, shared his participation in a Veteran's Honor Flight assembled by members from EAA Chapters 24, 1098, and 1612. The fly-by was done in accordance with FAA regulations and with the permission of the veteran's home.
- EAA Video viewed by membership
- President Muehlberg offered Baby Ace plans for sale. Proceeds to go to our programs account.
- Meeting closed at 11:35



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