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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

On the what's new for Oshkosh AirVenture 2025 the Lockheed C-121A Constellation (pictured), regarded by many as one of the most beautiful airliner designs ever conceived, will be making a [return to AirVenture 2025](#) in July. Flown and maintained in a military configuration by the Air Legends Foundation for the Rod Lewis Collection, this airplane named Bataan first appeared at Oshkosh in 2023 just after its restoration. The "Connie," as it is widely known, was in service mostly during the 1950s for a variety of airlines and into the 1960s serving as a military transport. It is currently scheduled to be on Boeing Plaza throughout the week.

Also the U-2 spyplane is returning to Oshkosh this year. Beale Air Force Base will be sending a [Lockheed U-2 spyplane](#) to Oshkosh this year, with that aircraft on display on Boeing Plaza throughout the week. The aircraft will be on display all week to commemorate the U-2's 70th anniversary, having first flown on August 1, 1955.

Our Flying Start event is less than two weeks away and will be held 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 this [link](#) 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 Harris, Steve Hubbard and Bob Kruse. Jim will talk about the importance of and how to put together a Pilot Operating handbook

(POH) for your aircraft. Steve will present photos and explain how he is performing a corrosion repair in the spar carry though area of his Thorp T-18. Bob will tell us the story of his first homebuilt that he built and flew while assigned in Japan in the late 1950s.

Our next regular chapter meeting will start 10:00 am, Saturday, 10 May 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 Harris, Steve Hubbard 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



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

This month's meeting is at the David J. Perry Terminal building (1K4) on 10 May 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 - Nesmith Cougar Take II

Most of us know about the Wittman Tailwind W-8 and later W-10 homebuilt aircraft designed by famous racer and EAA member Sylvester "Steve" Wittman; however, very few have heard of the Tailwind-like Nesmith Cougar. What is the Cougar and is design viable today? First, let's start with the Wittman Tailwind.

In the early 1950s, before the EAA was founded, Steve Wittman designed a little 2-place cruiser powered by the readily available 85 HP Continental engine. The aircraft had short wings with an area of only 82 square feet and a fat wing-like fuselage. The aircraft fuselage was built from steel tubing, and the wing was of wood construction. Steve knew how to get performance out of limited horsepower by keeping the aircraft incredibly light. Steve soon developed plans for the Tailwind and had them on the market for approximately \$100 in 1957—that would be approximately \$1,100 in 2025 dollars!

In 1957 Robert Nesmith, from Huston TX, began his own crusade to improve Tailwind design. He kept the same NACA 4309 and 82 square foot wing area; however, he eliminated Wittman's flaps, replaced the C-85 with a Lycoming O-235 of 108 HP and slightly increased dimensions. He stated that he was able to do this while shaving 76 pounds from the Tailwind empty weight, allowing the Cougar the same cruise performance and stall speed without the need for flaps. Nesmith sold plans for the Cougar at a considerably lower price than Wittman. Nesmith's plans were much less complete, and many Cougar builders ended up buying Tailwind plans to finish their aircraft. Eventually, a copyright issue surfaced, and Nesmith removed his plans from the market.

So let's see if there is a place for a Cougar today. Modifications I would consider are eliminating the flaps from the Tailwind and increasing aileron length by 1 foot. While Nesmith increased the Tailwind fuselage length by 18 inches, this would not be necessary as the new Tailwind W-10 fuselage is slightly larger than the W-8 of 1957. Nesmith increased the area of the vertical and horizontal tail surface approximately 10 percent which is not necessary if one uses the more recent W-10 plans. I would use the W-10 wing tips on the Cougar as they do help the aircraft climb and cruise at higher altitudes. For

power, I would keep the Lycoming O-235 or upgrade to the more powerful Lycoming O-320 of 150 HP—the current Tailwind plans are sized for the O-320 or O-360 engine. Finally, I might consider increasing the current Tailwind airfoil size as recommended in "Secrets of the Wittman Tailwind Airfoil" by Michael Schuck (ShuckWittmanW10Analysis4309update2.pdf). According to Schuck, Wittman modified the NACA 4309 airfoil by making the airfoil more symmetrical; however, to keep drag low he reduced the camber from 9% to 8%. Scaling up the airfoil to 9% would reduce the top speed but optimize the aircraft for the type of sport flying many of us do. All of this would be a lot of work for performance figures close to a stock Wittman W-10 Tailwind.

Bottom line is the amount of effort to convert a W-10 Tailwind to a Cougar II would not be worth the effort or the expense. One can still find Tailwind projects on Barnstormers for a reasonable price, and for the time and effort to convert one into a Cougar replica, you could be flying a W-10. Let me know what you think. Until then.....keep 'em flying.

Dennis D'Angelo



**Tailwind
W-10**

**Nesmith
Cougar**



VMC Scenario of the Month

During preflight inspection of your Wittman Tailwind, you notice a wear flat spot where the tire has no tread remaining, probably caused by the landing you made with your feet on the brake pedals. The rest of the tire is okay with plenty of tread left on the tire. Should you replace the tire? Does the FAA provide guidance on the topic and if so, is it a regulation?



Wings of Time: Lockheed C-121A Constellation

The Lockheed C-121A Constellation, regarded by many as one of the most beautiful airliner designs ever conceived, will be making a [return to AirVenture 2025](#) in July. Flown and maintained in a military configuration by the Air Legends Foundation for the Rod Lewis Collection. Here is a brief history of this incredible aircraft and its impressive performance numbers and specifications.

- In 1948, the U.S. Air Force ordered from Lockheed ten Model L-749 Constellations and designated them C-121As. The type had a strengthened floor and a large cargo door fitted to the aft fuselage, but could also be fitted with a removable 44-seat passenger cabin, or house 20 stretchers for medical evacuation missions. The ten aircraft (AF serial #s 48-0608 through 0617) were delivered between December 1948 and the first part of 1949 and were based at Westover AFB as part of the Atlantic Division of the Military Air Transport Service (MATS).
- Within a short time, eight of the aircraft, including Bataan, were involved in the Berlin Airlift, making almost continuous Atlantic crossings delivering cargo to England or Frankfurt, Germany, for onward transport. Their long range was a big factor; the eight flew over 5 million miles during the Airlift.
- Shortly after the conclusion of the Airlift, the C-121s were withdrawn from service and flown to Lockheed for conversion to high-speed VIP transports for the U.S. Air Force. The cargo interiors were removed, extra windows were added, and weather radar was fitted to the nose, resulting in the familiar, more pointed nose. The C-121A was the first type in USAF service to be fitted with weather radar.
- After conversion, the aircraft were assigned to various VIPs. Number 613 became the personal aircraft of General Douglas MacArthur and was used by him during his time as Supreme Commander Allied Powers during the Korean War.
- He named the aircraft Bataan after a peninsula in the Philippines. Bataan was the last stronghold of MacArthur's American forces defending the islands against the Japanese in 1942.
- The General flew many notable missions in the Bataan, including his famous meeting with President Truman on Wake Island, and 17 missions over the Korean battlefields. His last flight took him back to San Francisco after he had been fired by Truman for making political statements. The aircraft was thereafter used by his successors, Generals Ridgeway and Clark.
- Subsequently, the airplane was assigned to the ranking Army General in the Pacific and was based at Hickam AB in Hawaii. It served in this role until its retirement from Air Force service in 1966. At that time, all the C-121As were sent to Davis-Monthan AFB in Tucson, AZ, for storage. Many were stripped of military equipment and sold to civilian operators, ending up in Canada as fire fighters and bug sprayers. No.613 was luckier and was assigned to NASA for use in conjunction with the Apollo space program.
- Re-designated as NASA 422, the airplane was refitted with banks of sophisticated computers, tracking equipment, and communications gear used to calibrate the many air and ground based tracking and communications relay stations around the globe used to keep in constant contact with orbiting spacecraft. In order to fulfill this mission, the aircraft was flown over the Caribbean and Pacific. With the cancellation of the Apollo program in 1970, #422 was sent to the Army Aviation Museum at Fort Rucker, AL, for public display.
- After 20+ years on display in the open, #613 was given a new lease on life when Planes of Fame Air Museum acquired her for its collection. After a full restoration to flying condition, the airplane was flown to Texas where she was outfitted with an exact reproduction of her original VIP interior. She was flown to Planes of Fame Air Museum at Chino, California, then to Planes of Fame Valle/Grand Canyon facility in Valle, Arizona.
- The Lockheed VC-121A Constellation "Bataan" was sold to Lewis Air Legends of Texas. In January 2016, the "Bataan" was flown to Planes of Fame Air Museum in Chino, CA for restoration by Fighter Rebuilders.



This is General MacArthur's VC-121A Constellation in Korea in 1950

What is it?

April 2025 Aircraft

It's the Polen Special II built by Dennis Polen and Daryl Usher in 1972. Polen Special is a low-wing monoplane with retractable conventional landing gear.

The fuselage and wings are all aluminum with flush riveting. The ailerons and elevators use push-pull tubes, with cable control for the rudders. The aircraft is specifically designed to fly at high altitude on IFR routes with the pilot using supplemental oxygen to achieve maximum speed with the turbocharged engine. See the September 1973 issue of Sport Pilot for an article on the airplane.



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!

A collection of tools, including wrenches, pliers, and a level, are laid out on a wooden surface.

Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/eea1612) 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

May

8 May 2025 - EAA 24 Chapter meeting - 7PM (KHSD)

10 May 2025 - EAA 1612 Pancake Breakfast - 8-10AM (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)

July

12 Jul 2025 - EAA 1612 Pancake Breakfast - 8-10AM (1K4)

21-27 Jul 2025 - EAA Airventure Oshkosh (KOSH)

June

7 Jun 2025 - Chickasha's 2025 Wings & Wheels - 8AM - 5PM (KCHK)

14 Jun 2025 - EAA 1612 Pancake Breakfast - 8-10AM (1K4)

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

28-29 Jun 2025 - Tinker AFB Airshow - 8AM - 5PM (KTIK)

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.

Visit rb.gy/352l9

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



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>

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

April Pancake Breakfast



Check the chapter website for more pictures and information

1612.eaachapter.org



Chapter Pictures

Members in the News



This is our leading Ray Scholarship candidate Emily Greene! This was after she had been through a grueling 1 ½ hour flight training session with mean ol' Eric! I'm surprised she still has a smile on her face after that! :)



These are more flight adventures from Jim! He got the chance to fly out to SE Kansas where they had a gathering for fajitas, fun, and skeet shooting. And no they weren't practicing skeet shooting either at or from the planes!



Check the chapter website for more pictures and information

1612.eaachapter.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

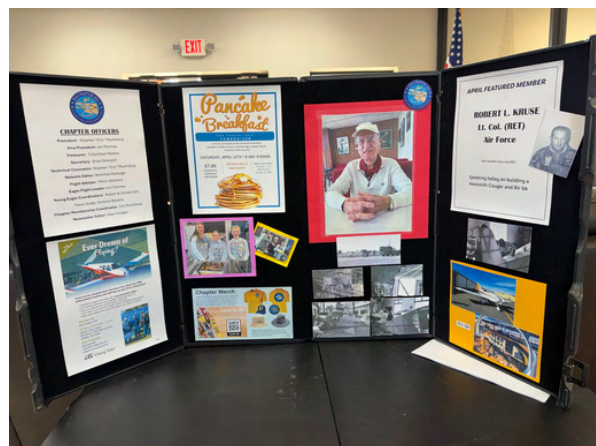
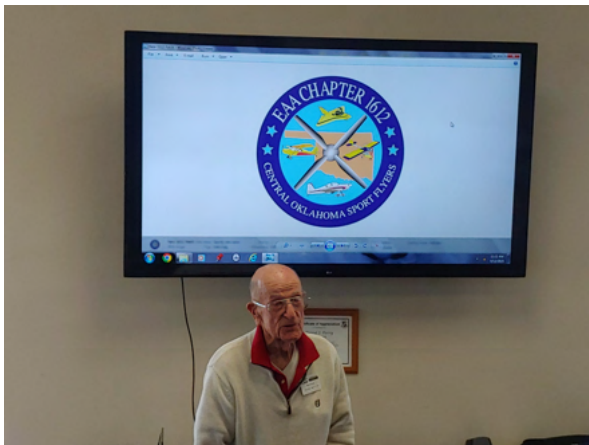
Chapter 1612

Meeting Minutes

12 April 2025



- 1000 Meeting called to order
- 50 members present
- \$670 for pancake breakfast
- VMC Question - Class D Airspace Special Airspace Far 93 - Clearance permission required in military training area
- What is it - Polen Special II
- 1959 PA-22/20 Project for sale (see sales ad above)
- Jim & Jerry trip to Arkansas
- Chapter meeting attendance raffle held (come to the meeting so you can participate in the next one!)
- Robert Cruz talked about his life experiences as a pilot and building his experimental airplane
- 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 use today!

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

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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