



THE SPIRIT OF AVIATION

Chapter 1612

October 2024

Newsletter

Volume 6 - Issue 10



Inside this issue:

From the Front Seat	2
Meeting Location	3
What If Drill	3
VMC Scenario	3
What is it?	4
Chapter Merch & Tools	4
Landing Fees	5
Ray Scholarship Update	6
Coming Events	7
Chapter Pictures	8-9
For Sale	10
Meeting Minutes	11
Chapter Leadership	12
Chapter Application	13





EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

This has been a really busy month for aviation in Oklahoma. And October will be the same with many aviation events, fly-ins and airshows to attend. It's really hard trying to decide which ones to attend. And the weather, it's also been really nice for flying almost every day and the forecast shows it continuing. I've personally attended the at least one event every week and sometimes two since the last meeting. Check out some of the photos in this newsletter. You may see your aircraft included. I hope you have had the time to take advantage of a few also. We will talk about several really great upcoming events that you'll want to attend at this month's meeting.

You may or may not have heard but things are about to get a lot more complicated when it comes to doing something as simple as landing at an airport in the United States. Big brother and his enablers are beginning to employ AI technology to track when you land or make a touch and go at possibly any airport in the good ole USA. You might ask why? The opportunity to make a buck of course! And it won't matter whether your aircraft is equipped with ADS-B or not. The systems being deployed will also be equipped with high resolution cameras to read and record your N number. Quite possibly the first indication that you've been nailed is when you receive a bill from the airport for that landing or touch and go you made a few weeks before. Please read the article from EAA included in this newsletter on this developing trend at our airports, you know the ones that we the taxpayers paid for. I don't know about you, but I will never land at, purchase fuel or services from any public airport that charges landing fees. Come share

your thoughts on this subject at this months meeting.

Again, if you haven't made it out to the 1612 Chapter breakfast come out and participate in all the fun and conversation prior to the meeting. All money raised from the breakfast goes toward youth aviation scholarships. This month's breakfast will start at 0800 and concludes at 0945 allowing us time to reconfigure the room for our regular monthly chapter meeting which begins at 1000. If you would like to volunteer at the breakfast the show time is 0700.

Our next regular chapter meeting will be on Saturday 12 October at 10:00 am

at the David J. Perry Airport (1K4) terminal building. We'll have the usual chapter video, the VMC question and discussion, the "what is it" challenge, an update from our Ray Scholar 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. Hope to see many of you this Saturday.

Tailwinds,

Eric Muehlberg

Please join us for our
RAY SCHOLAR CELEBRATION
Party
For Isabella and Johannes

Saturday, November 2nd, 6:00pm

Sundance Airport
13000 N Sara Rd
Oklahoma City, Ok 73099
United States

Hangar K1, use north gate

Hot dogs, hamburgers & more!

Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 12 October 2024 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@pdi.net.

What If Drill - Ol' Ironsides Re-revisited

In late 1969, Ron Scott, a highly influential early member of the EAA leadership team, flew his homebuilt design, dubbed Ol' Ironsides for the first time. The aircraft was unique in many ways. It was patterned after the Wittman Tailwind design but differed in that it was a single-place airplane made of wood. The greatest diversion from the Tailwind design was the covering material, which was glass cloth impregnated with polyester resin, better known as fiberglass. Mr. Scott's decision for using this covering material was cost. In the mid-60s the cost of glass cloth and resin were much less than the 1/16-inch plywood Ron had planned to place on his design. When a friend observed the strength of the fiberglass, he remarked the sides were as strong as iron—thus the aircraft got its name Ol' Ironsides. The result of Ron's 6-year design and build event was an aircraft weighing 795 pounds empty, a gross weight of 1125 pounds, a cruising speed of 145 MPH, a maximum speed of 165 MPH, and a stall speed 45 MPH all on 100 HP.

I believe an Ol' Ironsides-like aircraft could be duplicated today at a reasonable cost. Thought Ron Scott never produced plans for the airplane—he built the full-sized aircraft from a 1/16 scale model-- I would reference the existing Wittman Tailwind plans which are sold by Aircraft Spruce. I would build the fuselage structure from 4130 chromoly welded steel vice wood and, using the Tailwind plans as a starting point, I would reduce the fuselage cross section to make the aircraft single place. Next, I would copy the Wittman W-10 Tailwind wing structure which is a wood structure covered with plywood; however, I would consider covering the wing with fiberglass as Mr. Scott did in 1969 to reduce cost. I would eliminate the flaps as the aircraft would be lighter. My powerplant of choice would be a Continental O-200 100 HP engine, though a Lycoming O-235 of low compression would be an alternative. My goal would be to use automotive fuel vice aviation gasoline. For landing gear, I would use the spring steel rod system that Wittman made famous and use

6-inch rims shoed in less costly 6.00x6 tires—Ol' Ironsides used smaller but more expensive 5-inch rims and tires.

My performance estimates for the aircraft powered by the Continental O-200 are an empty weight of 750 pounds, gross weight of 1,320, stall speed of 50 MPH, cruise speed of 120 MPH with a top speed of 140 MPH—making the aircraft Light Sport capable. My cost estimate is around \$24K with a used engine; however, the cost could be less if you are a good scrounger.

Do you think there is interest in the single-place Ol' Ironsides? Let Eric know at the next meeting. Until then...keep 'em flying.

Dennis D'Angelo



VMC Scenario of the Month

You are flying into Enid-Woodring airport (Class D airspace) and the weather is deteriorating restricting your ability to divert. You made your 10-mile-out call and the tower directed you to report a mid-field left downwind for runway 17. As directed, you report a mid-field downwind for runway 17; however, the tower does not respond. You attempt to contact the tower, but you realize your radios are not working. What do you do?



What is it?

September 2024 Aircraft

The Pouchel (also known as the Ladder Flea) is a single-seat ultralight aircraft designed and built in the late 1990s by Daniel Dalby with the fuselage (if you can call it that) and wing spars made from an aluminum ladder. The aim was to design an easy-to-build ultralight aircraft based on the formula, Henri Mignet—Flying Flea designer. The core of the construction employed commercial aluminum ladder in the fuselage and as spars in both wings. The wings were assembled using Styrofoam ribs that are fabric-covered. Most models are powered by the Rotax 337 of 35 hp; however, the original was powered by a Fuji engine developing less than 15 hp. Top speed is 72 mph, cruise is 56 mph, and stall is under 24 mph. It's the French ultralight version of the Breezy.



General characteristics

- Length: 4.4 m (14 ft 5 in)
- Wingspan: 6 m (19 ft 8 in)
- Height: 1.7 m (5 ft 7 in)
- Wing area: 12 m² (130 sq ft)
- Empty weight: 100 kg (220 lb)
- Max takeoff weight: 250 kg (551 lb)
- Powerplant: 1 × Rotax 377 2-cylinder air-cooled 2-stroke in-line piston engine, 26 kW (35 hp) (or Rotax 447 - 41.6 kW (55.8 hp))
- Propellers: 2-bladed propeller

Performance

- Maximum speed: 120 km/h (75 mph, 65 kn)
- Cruise speed: 90 km/h (56 mph, 49 kn)
- Stall speed: 40 km/h (25 mph, 22 kn)



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.



Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/ea1612) 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.

Landing Fees

Now with Automation

By: Tom Charpentier, EAA government relations director



Perhaps it was inevitable, but here we are. Private companies are sprouting up advertising turnkey solutions for airports to collect automated landing fees. Scheduled, nonscheduled, ADS-B, transponder-free, it doesn't matter. Through a system of monitoring open-source data and optically capturing N-numbers, they can track just about any landing aircraft.

We're still working on the regulatory and legal implications of these systems, though landing fees have been a fixture at large commercial airports for years. They are rarer at small GA airports, as they have been impeded in the past by the lack of an efficient collection system for aircraft that never park and drop by the FBO desk or honesty box. Now there apparently is one. Landing fees in general aviation set a dangerous precedent. They rank alongside air traffic fees in penalizing safe practices, as the cash register ticks over with each landing. Landing an aircraft is probably the most fundamental – and perishable – skill in aviation, and it is important to be able to practice it at a variety of airports and settings. There are indeed countries where it is commonplace for all airports to charge by the landing. We simply cannot permit that here. Does your local basketball court charge by the free throw practiced?

This is not to say that airports cannot collect fees to sustain themselves. Self-sustainment is an important concept at airports, and there are unique funding challenges at facilities that do not receive federal Airport Improvement Program (AIP) funding, such as privately owned, public-use airports. Probably the most equitable fee an airport can charge is a fuel flowage fee. Like the federal fuel tax that funds the FAA, fuel-based fees are scalable to the type, size, and frequency of operation, where heavier aircraft or frequent fliers pay a bit more. As we say with regard to federal user fees, we have no problem with funding the infrastructure we use, but not in the form of à la carte fees that disincentivize the use of certain parts of the infrastructure and could affect safety as well.

Not to mention, this form of fee collection does feel like an invasion of privacy. In today's interconnected world, many of us are accustomed to being tracked when we fly, but a technology that identifies even those aircraft that opt out of ADS-B? Pilots in the United States have a unique ability to navigate the airspace with few restrictions, which is a cherished privilege. Getting a bill in the mail that identifies which airport you visited on which date – and how much you now owe – erodes that feeling of freedom.

The most effective pushback against these sorts of fees may well be at the local level. Absent new legislation or regulatory action there may not be a way to prevent these pay-to-land schemes. **So, engage with your airport sponsors. Let them know this is a bad idea that could easily drive traffic away from the airport.**

While each airport – especially those with federal funding – is a node in a national system, the taxpayers and constituents on the local level will likely decide whether these fee systems are successful. It's yet another reason to engage positively with your local community and airport leadership to show them the value of a healthy GA airport.



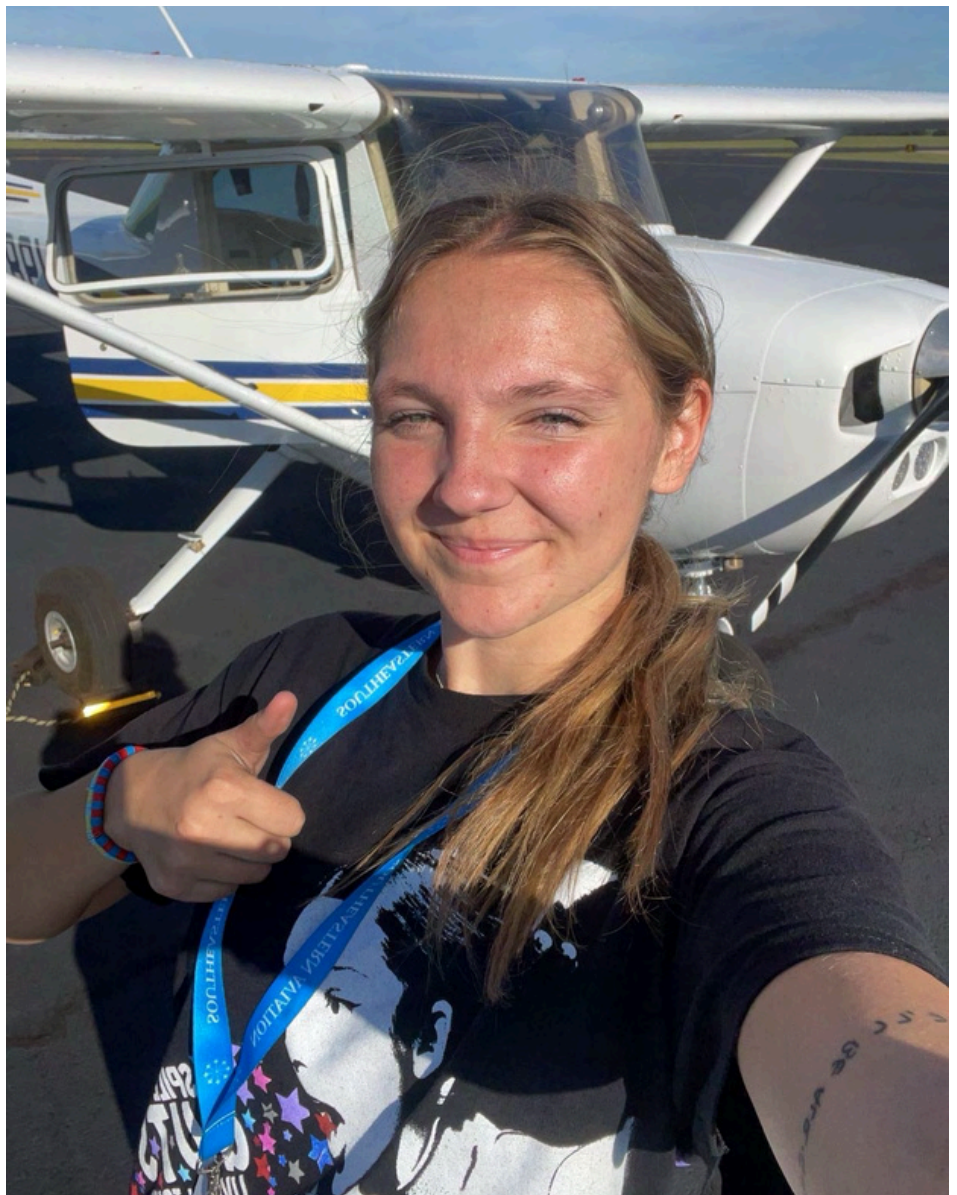
RAY AVIATION SCHOLARSHIP



Hello Everyone!

Hi everyone! Flying has been going great! I recently completed my long solo cross-country this month, traveling from KDUA (Durant, OK) to KDEQ (Monroe, AR), KPRX (Paris, TX), F00 (Bonham, TX), and back to KDUA. It was such an incredible experience to fly solo to three different states in one day! On top of that, I've finished all my solo time

required for my private pilot license! My instructor and I are now focusing on refreshing some maneuvers and getting a check ride scheduled. I'm also gearing up for flight team regional's the week of October 13 in Waco, TX. I can't wait to compete and continue progressing towards my PPL!



Coming Events

October

12-13 Oct 2024 - Cushing Fly-in Fair (KCUH)
12 Oct 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

November

2 Nov 2024 - OAAA Fly-in and Car Show - 10AM-3PM (PVJ)
2 Nov 2024 - Ray Scholar Celebration Party - Chapter 24 - 6PM (HSD)
9 Nov 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

December

14 Dec 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

NOV. 02, 2024
10A-3P



Pauls Valley Municipal Airport
19743 NCR 3240,
Pauls Valley, OK 73075



OKLAHOMA ANTIQUE AIRPLANE ASSOCIATION



FLY-IN AND Car Show

For more event information or vendor information please contact
Chris Salazar (405) 207-6619

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

Max Westheimer Aviation Festival



Check the chapter website for more pictures and information

1612.eeachapter.org



Chapter Pictures

Enid Lunch Flyout



Check the chapter website for more pictures and information

1612.eeachapter.org





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

14 September 2024



- 1000 Meeting called to order by President Eric Muehlberg
- Attendance: 44 members
- Update on Jaydon and Antonin progress in flight school
- What is it? Pouchel (Ladder Flea)
- VMC Question: Takeoff and landing behind wing vortices/wake turbulence
- Announcement regarding Max Westheimer Aviation Festival
- Paradise Field - Hangar upgrades and new hangar builds
- Chapter video viewed
- Jim and Terry talked about the trip to South Dakota
- 1st Saturday at Pauls Valley - Flyin and car show in November
- 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!

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

Visit the chapter website at
1612.eaachapter.org

Chapter Leadership & Contacts

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

Vice President

Frank Lucky Macy
484-326-1465
luckymacy@hotmail.com

Treasurer

Columbus Nobles
405-517-8202
Cnobles@reagan.com

Secretary

Brian Stenseth
623-388-7651
LC130@hotmail.com

Technical Counselor

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

Website Editor

Nicholas Rutledge
405-205-9002
nicholas.p.rutledge@gmail.com

Flight Advisor

Mitch Williams
405-574-6842
mitchw1962@gmail.com

Eagle Flight Leader

Jim Thomas
405-250-5397
buster40511@gmail.com

Young Eagle Coord.

Robert & Christy Self
580-799-2572
robert.self@ymail.com

Young Eagle Coord.

Travis Scafe
405-615-8910
travisscafe@gmail.com

Young Eagle Coord.

Victoria Stevens
TBD
victoryintruth@protonmail.com

Chpt. Membership Coord.

Tim Muehlberg
817-705-6560
eaa.chapter.1612.ok@gmail.com

Newsletter

Olan Hodges
214-585-2561
olanhodges@gmail.com





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:
EAA Chapter 1612 Chapter President - Eric Muehlberg
954 Redbud Lane 405-923-6749
Newcastle, OK 73065