



EAA Chapter 1612 Newsletter



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

Volume 3 Issue 6

9 June 2021

From the Front Seat—President Eric Muehlberg

Wow, its June already and we're only about 6 weeks out from Oshkosh 2021. Time seems to be moving a lot faster as life gets back to something close to what was once normal. So are the scheduled local aviation events and activities. Check out the activities that our chapter has planned for this month in the following paragraphs.

Read this paragraph closely. Larry Hinton spoke with me last month about moving the June 3rd Saturday Goldsby Fly-In Breakfast to the 2nd Saturday to avoid the conflict with the Chickasha Airshow on June 19th. It sounded like a good idea to me. **So our Saturday, 12 June meeting start time will shift to 10:00 am rather than the usual 11:30 to make both events a seamless morning of aviation. Stay with me here; we also have a Young Eagle Rally scheduled for that morning. The Rally is scheduled for 8:30-10:00 am. Pilots who plan to fly Young Eagles that day should arrive by 8:00 am for a safety/planning meeting.** If you're planning to fly Young



Eagles, send Christy Self or me an email or text. Yes, there's a lot going this Saturday morning.

As if all the above wasn't enough aviation for one day, how about the OKC EAA Tri-Chapter (24, 1098 & 1612) Summer Gathering (fly in or drive in) at 4:30 pm at Gary Manning's hangar located at Twin Lakes Airpark? This is "The Event" for BBQ pork, ribs, and brisket. The food and fellowship are superb. Everyone is asked to bring a desert or side dish to share and the Chapters provide the meat and drinks. Gary's address is 13800 Chandelle Dr, Newalla, OK 74857. Just look for the hangar with a lot of vehicles parked around it.

Just a few days later our chapter Young Eagle

Workshop is scheduled for June 15th & 16th from 8:30 am to 3:00 pm both days at the David J. Perry terminal building. The Workshop consists of aviation topics and hands-on projects presented in an indoor/outdoor classroom setting. The Workshop is limited to 10 attendees ages 12-17. If you know a young person interested in aviation, contact Christy Self as we still have a few openings.

Now for Saturday June 19th, the day of the Chickasha Wings & Wheels Fly-In & Car Show. Our chapter is scheduled to organize and fly Young Eagles that morning. We'll hold a pilot briefing at 8:30 and will fly Young Eagles from 9:00 to 12:00 am. The airport airspace will close for the airshow from 12-2 pm. For more information on the event, check the event website <https://www.chickasha.org/518/2021-Wings-Wheels>.

Last month's May meeting was well attended with about 30 members and guest. It was the first meeting in over a year to be preceded with a chapter lunch. Thank you to everyone who brought food, cooked or helped clean up afterward. Adding a meal to the meeting adds a lot of additional effort, and everyone's help was greatly appreciated. I also want to thank those who made presentations during the meeting. The level of combined aviation knowledge and experience of our members is incredible. If you have a question, just ask it at one of our meetings and someone will have an answer or point you to someone who's been there and done that.

I'm looking forward to seeing many of you this Saturday at one of the events.

Tailwinds,

Eric



Husky Chaser II

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 12 June 2021 from 1000-1130—new time. The Goldsby Fly-in Breakfast will be the same morning starting at 0800, so the chapter will not provide food. We will have a Young Eagles event from 0830-1000, so participating pilots should arrive so as to make the safety meeting at 0800. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

How Coordinated Are You?



I have observed many pilots not using the rudder to coordinate turns properly. This could be that modern aircraft have, to some extent, reduced the impact of improper rudder use; however, it is still critical to safe and efficient flight.

“A STALL IN UNCOORDINATED FLIGHT...COULD RESULT IN A SPIN.”

Why is rudder coordination important? Coordinated flight reduces drag for maximum performance. But the most important reason to keep the slip/skid ball centered is to keep the angle of attack equal on both wings, so that if one wing stalls the other wing stalls at the same time. A stall in uncoordinated flight means one wing will stall while the other wing is generating significant lift. The airplane will snap over and enter a spin.

When do you need to work the hardest at rudder coordination? At high angles of attack, and when the airplane is under greater than one G load. Practicing maneuvers involving these conditions are the best rudder coordination exercises.

Flight at minimum controllable air-speed, or slow flight, is an excellent exercise for improving rudder coordination. As the airplane slows in level flight, the wing's angle of attack increases. The volume of air blowing past the rudder decreases, meaning you need more and more rudder to maintain coordinated flight. With slow flight practice, you'll develop a sense for increasing and decreasing rudder pressure as you sense the wing's angle of attack

change.

Increased G loading increases the wing's angle of attack, requiring an increase in rudder to keep it coordinated. The most common way to practice level flight at greater than one G is to fly steep turns at a constant altitude. A 45-degree steep bank in level flight results in about 1.4 Gs. A 60-degree level bank generates 2 Gs. Maintaining good rudder coordination in steep turns is an excellent practice for instinctively changing rudder input as G-load changes.

There are times when you do

not want to keep the inclinometer ball centered. Steep slips and crosswind landings come to mind. But by practicing slow flight and steep turns, you'll develop an ability to maintain coordinated flight in high angles of attack and increased G load conditions.

We should all strive to keep the “ball centered” when flying any aircraft. Such proficiency will ensure a safe, efficient, and fun flight.

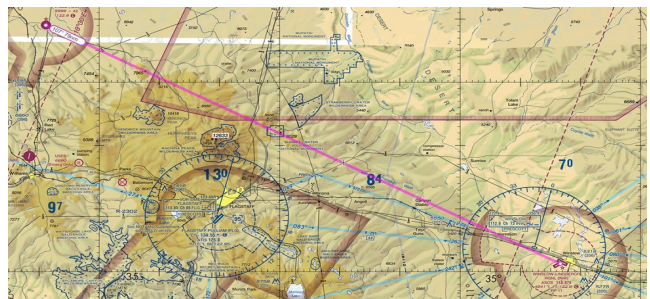
Keep 'em flying...straight.

TOM TURNER

VMC Question of the Month

The question:

You're traveling from Grand Valley (40G) to Winslow, Arizona (KINW), with a CAVU weather forecast for the entire flight. Ahead you see a North/South runway that is directly on your flight path and you decide to land and check things out. You check your chart and cannot identify the landing strip. As such, you have no CTAF or AWOS frequencies to monitor, and you do not see a windsock. You look carefully and do not see any signs of surface winds; no dust, bodies of water, not even a field of grass to reference! None of the clues you're used to seeing to interpret which direction the wind is blowing. How else might you check for the surface wind? Should you be trying to



What is it?



It is a SIAI-Marchetti SM.1019 an Italian STOL liaison monoplane built by SIAI-Marchetti for the Italian Army, and based on the Cessna O-1 Bird Dog. To meet an Italian Army requirement for a short take-off liaison aircraft, SIAI-Marchetti modified the design of the Cessna 305A/O-1 Bird Dog

with a new turboprop engine and a revised tail unit. The prototype first flew on 24 May 1969 powered by a 317 hp (236 kW) Allison 250-B15C turboprop engine and won a production order for 80 aircraft. Watch this video (<https://www.youtube.com/watch?v=kf5mhRPIkws>) to see the bird in action...a picnic in the Italian Dolomites (Alps) flown by Locher Gebhard who builds industrial fire doors in Europe. Watch the entire video to see him approach to his private runway hidden in the Dolomites.

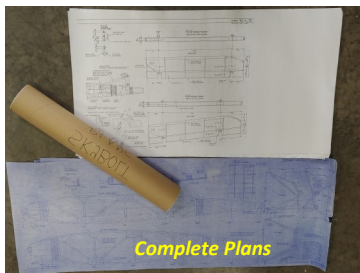


Here is the July 21 "What is it?"

Chapter Market Place

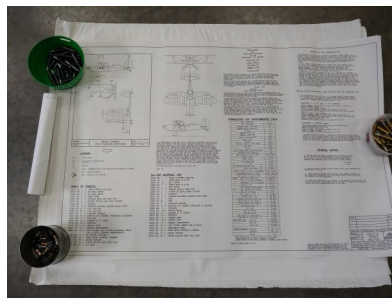
Skybolt Plans and Factory Rib Jigs

Call Eric at 405-923-6749, or email at smuehlberg@pldi.net and make offer. Proceeds go to the Chapter.



Starduster II Plans

Call Eric at 405-923-6749, or email at smuehlberg@pldi.net and make offer. Proceeds go to the Chapter.



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



Chapter Meeting Pictures



Eric Leading the Meeting



Eric Has The Audience Psyched
(Minus Tim)



Happy Mitch Williams



The Presentation by
Master Craftsman Brian Rohr

Brian Rohr gave another superb presentation on building carbon fiber parts for his "one off" STOL Chaser (my name not his). Brian outlined how he built the intake plenum for his Yamaha RX1 powerplant, showing how he made the molds and then the actual part. His presentation was as outstanding as his construction and fabrication skills. We are honored to have him as a Chapter 1612 member. Thanks for sharing, Brian.



Brian Rohr's Yamaha RX1 Engine





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

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

*Visit the chapter website at
1612.eaachapter.org*

Chapter Leadership and Contacts



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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
Newcastle, OK 73065

Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
405-923-6749