



EAA Chapter 1612 Newsletter



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

Volume 5 Issue 1

11 January 2023

From the Front Seat—President Eric Muehlberg

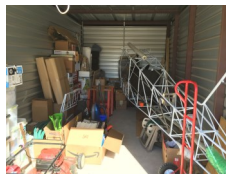
The annual EAA OKC Tri-Chapters Holiday Dinner held on December 10th and hosted by Gary and Karen Manning at the Twin Lakes airport was as huge success. As usual this was a popular event with at least 100+ members and guests in attendance. Our next big Tri-Chapter gathering will be sometime in June and a great opportunity to talk all things aviation with friends old and new. We'll keep you updated as the date is finalized for the June event.

The chapter has spent the \$1,325.00 of earned Young Eagle credits from 2021 to purchase several items this year. The credits can only be spent on items that are used to support Young Eagle youth activities or rallies. An I-pad was the first item we purchased to allow parents to electronically sign their digital forms on the Young Eagle Day site. This means we will be able to do away with many of the paper forms and the cost of mailing those forms to EAA. Another positive is that the information is immediately transmitted to the EAA. This also saves the EAA Chapters office time by not having to manually enter the information from each form into the Young Eagles data system. We've also purchased one of the EAA "Build and Fly R/C Kits" to expand our youth aviation outreach program beyond the Young Eagle flights. If I receive it in time for the January meeting, I'll have it on display. We have also purchased three additional 6-foot folding tables to give us more working surface at our "away" Young Eagle rallies at airports like Chickasha and El Reno. And lastly, we have ordered Chapter 1612 T-shirts for our Young Eagle Volunteers who put so much time into making our program a success. Thank you volunteers!

Yes, the second Saturday comes pretty quick this year. And that means two things. One is we'll be passing out the Annual Chapter Service Awards at the meeting. The second is it's time to collect membership dues for 2023. Our annual renewal cost for the chapter to EAA is \$398.00. That means it takes 20 individual member's dues to cover the renewal each year. We also contribute one third of the cost for the two Tri-Chapter Gatherings at Twin Lakes in June and December each year. And there are other expenses that come up during the year, so the chapter treasury could use a bit of a cash infusion right about now. You may pay your dues at the meeting or mail them to me or Columbus Nobles, our treasurer. Either way would be greatly appreciated.

We are still working with a local t-shirt vendor on the new chapter shirts and hats displaying our chapter logo. I hope to have some of the new items to show everyone at the January 2023 meeting. It has been a long time coming, but we're almost there.

I've included a couple photos of Bruce



Wright's Ran S-7S project. He has recently retired from the FAA and is about to have a lot more time to work on the project. He has

one wing covered with the other ready to cover. Fuselage is patiently waiting its turn. Bruce is using the Polyfiber covering system.



Our next regular chapter meeting will be on 14 January at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll

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have the usual VMC question and discussion, the what is it challenge, this month's EAA Chapter Video, Annual Chapter Awards and a presentation or two that I'm sure you'll find interesting. Dennis will make sure there's hot coffee and donuts on hand. The weather forecast doesn't look too bad, so come out and enjoy a bit of aviation centered conversation. Hope to see many of you this Saturday.

Tailwinds,

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 14 January 2023 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.

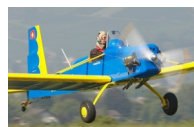


David J. Perry Airport (1K4)

What If Drill...Wood Aircraft

“ THE WRIGHT BROTHERS STARTED THE WOOD BUILDING HOMEBUILT CRAZE BACK IN 1903...”

Did you ever think of building an aircraft from Mother Nature's Composite material—wood? The Wright Brothers started the wood-building homebuilt craze back in 1903 and virtually every aircraft built before the 1920s was built of wood too. The Pietenpol Air Camper (Circa 1929) was a wood aircraft with only a few steel parts. Many of the early EAA members constructed wood aircraft and, even today there are many wood aircraft kits available to build. For example, the full line of Team Mini-Max aircraft (to include the new Super-Max) are of wood construction.



The ultra-simple Evans Volksplane 1 and 2 are of all wood construction. The plans (\$125) are inexpensive and very easy to follow.

You can still build a VP-1 for about \$12K if you are a good scrounger. Next, take a look at Roger Mann's Ragwing aircraft designs. These wooden wonders are copies of the Pitts Special, the Piper Vagabond, Church Midwing Special, and many others. While some of the designs are considered ultralights, the RW2 Special (Pitts-like biplane) can be powered by a 1825cc VW engine and qualify for Experimental Light Sport. Of course I would be



remiss if I didn't mention the venerable Pietenpol Air Camper or Sky Scout. This



design has been in existence since 1929 and is one of the most easy to fly

homebuilt aircraft designs. Originally designed to fly behind the Ford Model A car engine, the Aircamper has used all types of powerplants, including the small Continental aircraft engines and the Chevrolet Corvair engine.

There are many other examples of fun-to-fly wood

aircraft, so a quick search of the Sport Pilot archives (search in title with the word "wood") is all you need to get started. I bet you all have the necessary tools to build an aircraft made of wood out in the garage. Give wood a look and let me know what you think at the next meeting. Until then...

...keep 'em flying.

dd

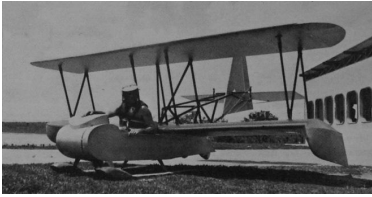
VMC Question of the Month

The question:

You are contemplating a short, daytime over water VFR flight (sea level) in Class G airspace with overlying Class E airspace having a floor of 700 feet. The current conditions include a ceiling of 1,100 feet and 10 miles visibility. What is the highest altitude at which you can legally fly? Would the answer change if you were flying under Sport Pilot rules?



What is it?



It is the **Skliar Explorer**. The Explorer was a small glider aircraft designed and built in the United States in 1959 and subsequently marketed for homebuilding. Designed by USAF Lt Col Bill Skliar and built by him and a troop of Air Explorers, it was a pontoon-equipped biplane intended to be towed behind a speedboat. Using

a towrope of between 150 and 400 ft (45 and 120 m), the glider could reach a maximum altitude of 70% the length of the rope when the speedboat reached 35 mph (55 km/h). At this point, the rope would be released, and the glider would return to land on the water.

Later modifications replaced the pontoons with landing skids fashioned from automobile leaf springs, and the addition of twin McCulloch MC70 engines driving a common propeller in an unsuccessful attempt to motorize the aircraft. The prototype was later donated to the EAA AirVenture Museum.

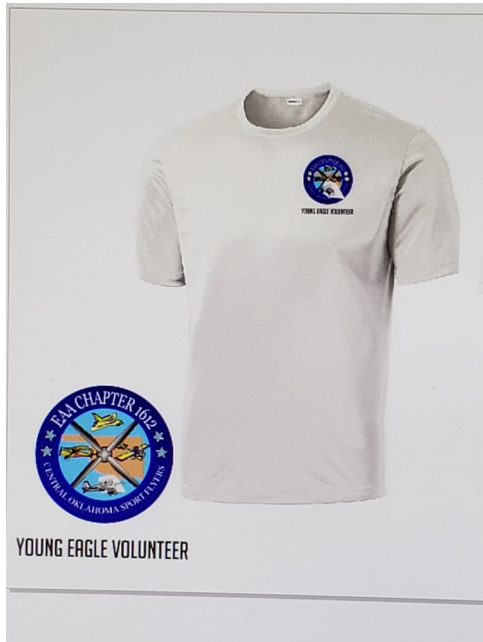


Here is the February 2023 “What is it?”

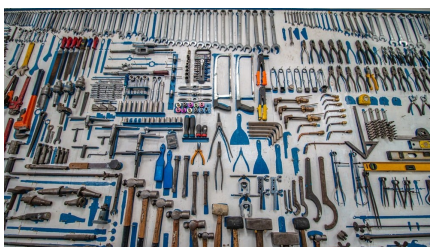
EAA and Chapter Merchandise

We will be selling merchandise to help fund chapter activities. These pictures are examples of what we plan to offer; hats and shirts with the Chapter 1612 logo.

Eric will discuss at the next meeting. dd



Tool Loaner List—



Don't Miss These Coming Events



Homebuilder's Week

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be 5 straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations **will be open to**

everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and



available to EAA members to review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread world-wide.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

Charlie

Other 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.



Chapter Pictures



Jesse's S-21 at Smokin' Joes Rib Ranch



Stuart Stephen's PA-28 at the Ranch



"Vegan" Tweety at the Rib Ranch



Yes, that is Terry Dow's Scout at right



Ribs Crew 30 Dec 22



Stuart on departure



Carbon Cub in Arizona



Check the chapter website for more pictures and information @

1612.eaachapter.org

Chapter 1612 Meeting Minutes 10 December 2022

- NO meeting this month as all attended the Tri-Chapter Holiday Party at Gary and Karen Manning's hangar. Meetings to resume in Feb 2023



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*

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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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Newcastle, OK 73065

Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
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