



Chapter 1612

November 2024

Newsletter

Volume 6 - Issue 11



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

We've had some great flying weather for the last couple of months. But all that changed last Saturday with the start of record rains and the Tornado outbreak. I hope everyone survived all the storms with no damage. Fortunately I haven't heard of any damage at any of the area airports. The weather threat did cause the cancellation of the OAAA fly-in and car show in Pauls Valley last Saturday and I'm sure a few other events. It will take a few days for our turf runway to dry out here at the Cole airport. Usually it holds up pretty well with an inch or two of rain. But we received more than 5 inches after the 3 days of rain. Paved runways certainly have an advantage when it comes to being an all weather surface. But, oh the feeling when those blades of grass start to tickle the tires as you gently touchdown on a grass runway. No chirps, no jerks, just a nice deceleration as the earth welcomes you back to its surface. Another benefit I've found from turf runways is how my tires and brakes last a long time. In fact my tires will begin to crack and dry rot before the tread is worn down. It is said that aviation is a series of compromises and so it is with paved or turf runways. So I guess I'll continue to enjoy the advantages and tolerate the disadvantages of our turf runway. Life is all about choices and I'm thankful we have the freedom to fly and make those choices for ourselves.

We would like to get a list together of those in the chapter who have an ongoing aircraft project(s), either an experimental homebuilt or restorations of certified or homebuilt aircraft. This would allow us to direct potential builders to those who already have a project underway for an unbiased opinion of that type of

project. We think we know most of you, but I'm always surprised to learn of a project out there flying under the radar. So, please let the Olan, the newsletter editor, or myself know what you're working on in your hangar or workshop.

Just a quick thank you to everyone who helped the chapter fly 13 Young Eagles at our October meeting. The weather was perfect for Young Eagle flights. We are hoping for more of the same weather to fly a few more Young Eagles this Saturday.

Just for planning purposes, our December meeting will be the annual OKC Tri-Chapter Holiday dinner on 14 Dec at 4:30 pm and held again at the Twin Lakes airport. **We will still conduct our regular Chapter breakfast and fly Young Eagles (weather permitting) from 8:00 to 10:00 am that Saturday morning. But there will not be a formal chapter meeting for Chapter 1612 following the breakfast this December.** The Tri-Chapter Holiday dinner is a family event so bring the spouse and kids or someone who might be interested in learning more about EAA and aviation in general. As in the past it will be held at Garry and Karen Manning's hangar at the Twin lakes airport. The Manning's address is 13801 Chandelle Drive, Newalla, OK 73857. This is a fly-in or drive-in event, and everyone is asked to bring a side dish or dessert to share. The chapters will provide the

meat, drinks and everything else. No one ever leaves this gathering hungry! For more information about this event contact Gary Manning at 405-664-7356.

Don't forget to come out to the November 1612 Chapter breakfast and participate in all the fun and conversation prior to our 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 9 November 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



Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 9 November 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@pldi.net.

What If Drill - The Flaglor Scooter Remark

I must thank Jim Thomas for the November "What if Drill" example. I was at an impasse on what aircraft to discuss when Jim sent me the picture of the Flaglor Scooter hanging in the Pima Air and Space Museum in Tucson AZ where he was visiting. The Scooter makes a great topic this month, as it is a simple-to-build design that is in the process of a remake by Steve Speidel of Crystal River FL (see steve@flaglorscooter.com for more information). I believe we need more simple aircraft that are less expensive and designed for the fun of flying. First a little history. The Scooter was designed and built by Ken Flaglor of Northbrook IL. Ken's goal was a "fun-to-fly," simple-to-build and inexpensive aircraft. He based the design on Joe Kirk's Flitnick (see Sport Aviation Feb 1960) aircraft design study, and the Scooter does follow Mr. Kirk's theory on simple aircraft design. The Scooter is built primarily of wood, like the Bowers Fly Baby, with steel used in the landing gear and wing attachment fittings. Ken used spruce for the spars and fuselage longerons. He used marine plywood for the wing ribs and the covering of the fuselage from nose to just aft of the pilot's seat; the rest is fabric covered. The aircraft is wire braced. The original aircraft was powered by an 18 HP Cushman golfcart engine, but this was not enough power, so the aircraft was eventually fitted with a 1500 cc VW engine of 36 HP. With the VW engine the cruise speed is 65-70 MPH, a maximum speed of 80 MPH and a 38 MPH stall speed. Mr. Flaglor's design was a hit at the 1967 EAA Fly In at Rockford IL, as it was awarded the "Outstanding Ultra-Light" well as "Outstanding Volkswagen-Powered Airplane."

Is there a market for this type of aircraft? I would say yes, very much so. If you would like to fly for the sake of flying and are not into FAA Part 103 ultralight aircraft, the Flaglor may be your best bet. I like the way Steve Speidel is revising the plans using computer-aided design; however, there is one area where I would modernize the plans and that is the wire bracing. In place of the wire bracing, I would use struts made of round tubing similar in design to the Stewart Headwind. While this

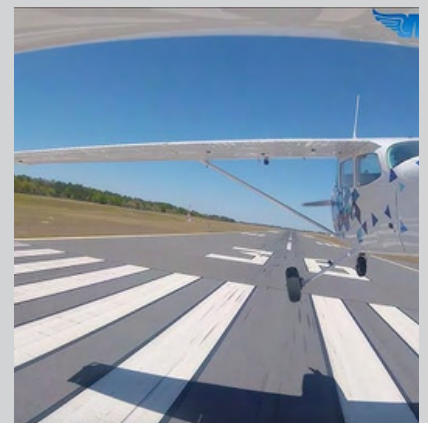
would add some additional weight, I believe it is worth the effort. To lessen the overall weight, I would use a Great Plains Aircraft Supply Carr Half VW of 38 HP. This is the same power as the original 1500 cc VW, at a savings of 60 pounds. So how fast can the aircraft be built and at what cost? Mr. Flaglor estimated a novice builder could complete the build in 450 hours at a cost of \$800 (\$7500 in 2024 dollars). The cost in time and money may not be realistic today, so I would double both. At \$15,000 this aircraft would be a lot of fun to own and fly. Let Eric know what you think at the next meeting. Until then...keep 'em flying.

Dennis D'Angelo



VMC Scenario of the Month

You are making a VFR approach full-stop into to Elk City Regional Business Airport (KELK). You dial in AWOS and hear the winds from 170 degrees at 12 knots gusting to 24 knots. Direction is variable from 140-200 degrees. You are approaching from the east at pattern altitude and the ride is very bumpy. How should you prepare for a visual approach to runway 17?



What is it?

September 2024 Aircraft

It is the Dingo which is a remake of the Hoovey Wing Ding of the 1970s made by Future Vehicles of the Czech Republic. The Dingo is a pusher with conventional (tail wheel) gear, a biplane design with a positive-stagger wing. It is built with an all-aircraft aluminum, pop-riveted structure and it is covered with polyester fabric covering. The pilot sits atop a rigid, structured keel in a molded fiberglass seat with a four-point pilot harness. The Dingo prototype is currently powered by a two-stroke 27 horsepower Vittorazi Moster engine with 185-cc displacement and air-cooling as is commonly used on powered paragliders. It is said to be very easy to fly and land (even though it has a conventional gear. See Dan Johnson's aviation site at (<https://bydanjohnson.com/maiden-flight-of-dingo-an-affordable-part-103-biplane-honoring-hoveys-whing-ding/>) for more information.



General characteristics

- Length: 4.45 m
- Wingspan: 6.57 m
- Wing area: 12.55 m²
- Empty weight: 95 kg
- Max takeoff weight: 220 kg
- Powerplant: 1 × Vittorazi Moster air-cooled engine (185cc)

Performance

- Maximum speed: 100 km/h (54 kn)
- Cruise speed: 60 km/h (32 kn)
- Stall speed: 40 km/h (22 kn)

What is it?

NOVEMBER 2024



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.

Coming Events

November

- 9 Nov 2024** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)
- 9 Nov 2024** - EAA 1612 Chapter Meeting - 10AM (1K4)
- 10 Nov 2024** - Alva Donuts and Coffee - 8-10AM (KAVK) (Every Sunday)
- 16 Nov 2024** - Haskell OK Coffee & Donuts - 8-10AM (2K9) (Every Saturday)
- 23 Nov 2024** - EAA 24 Pancake Breakfast - 8-11AM (KHSD)

January

- 11 Jan 2025** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)
- 11 Jan 2024** - EAA 1612 Chapter Meeting - 10AM (1K4)

December

- 7 Dec 2024** - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30AM (KPNC)
- 14 Dec 2024** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4) - No Chapter Meeting!
- 14 Dec 2024** - Annual OKC Tri-Chapter Holiday Dinner - 4:30PM - 13801 Chandelle Drive, Newalla, OK 73857 (2OK2)

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

Young Eagle Flights



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

12 October 2024



- 1012 Meeting called to order by President Eric Muehlberg
- Attendance: 30 members
- What is it? (The Dingo)
- VMC Question: Don't panic, squawk 7600, turn on all lights, rock your wings, wait for light, green flashing signal.
- Chapter video
- Implementation of landing fees at all airports was discussed
- Ray Scholar Celebration Party November 2 at 6PM
- Trip to Ranger Field was discussed
- 12 Young Eagles flown today
- 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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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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