



# ***EAA Chapter 1612 Newsletter***

## ***September 2020***



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

Volume 2 Issue 9

9 September, 2020

## **From the Front Seat—President Eric Muehlberg**

It might seem that the aviation community has gone into hibernation lately. But that low level of public activity conceals the fact that a lot is still going on behind the scene. Tony Martin has really made progress on his RV-14A project at David J. Perry. Rumor has it that it could be ready for an airworthiness inspection any day. Jim Thomas completed his Duflunkee Cub at Page this spring and has been putting hours on the tach. Steve Ingraham recently finished the RV-9A project and it's now flying at Thompson. Jesse Sullivan's Rans 21 project is also making rapid progress in Dan Coates' hangar at Page. And there are a lot more I've failed to mention making significant progress on new builds and restorations during this time of social distancing.

There are several young aviators associated with our chapter actively pursuing their private pilot license. Mitch Williams' flight school, Chickasha Wings, is still training and turning out new pilots. The Chapter has participated in two Young Eagle rallies so far this year at Chickasha and El Reno. Our chapter volunteers have provided about 70 Young Eagle flights so far this year. Thank you pilots and ground crew for volunteering your time and aircraft to make a difference in the future of aviation.

On a personal note, I've spent a good amount of time this spring and summer putting together the hands-on projects and other components of the new Young Eagle Workshops program that was recently announced by EAA. The Young Eagle Workshops are basically a packaged program of lessons and projects to encourage chapters to conduct day or multiday aviation camps as a follow on to their Young Eagle flight experience. You'll be hearing a lot more about this new EAA program in the coming weeks and months.

So, without the "distraction" of a multitude of local and national fly-ins, pancake breakfasts, organized fly outs and other assorted public aviation activities a lot is still happening within

our aviation community. It's not that I don't miss all of that, I do, but there is still a lot going on and a lot to be thankful.

Like last month, I'll send out a separate email with the September EAA Chapter video for those who would like to view it. This month Charlie Becker discusses two new EAA Aviation Museum exhibits, the Lincoln Electric TIG welder contest, and EAA Young Eagles Workshops. The email will provide you with a direct link to download the video.

Last month's gathering at David J. Perry saw about 10 aircraft and 25 or more members and guest. We had a great discussion about our VMC question, updates on several projects and a lot of hangar flying. The weather forecast for this Saturday (12 Sept) looks great, so we're going to continue the early schedule for this month. All are welcome, whether you drive or fly in. We will meet at 0830-1030 AM under the large Quonset hangar at the David J. Perry (1K4) airport. Restroom facilities are available in the airport terminal building, and we'll make sure there are a few dozen donuts. Larry Hinton might even make coffee again as he did last month (thank you Larry). So come out and get your aviation fix this Saturday morning.

Tailwinds,

***Eric***

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# EAA Chapter 1612 Newsletter

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

This month's meeting will be a more traditional meeting; however, we will still gather on the ramp at David J. Perry (1K4) on 12 September 2020 from 0830-1030. There **will be donuts only, so bring your own drinks**, as we take the opportunity for everyone who attends to be around airplanes and interact with others of similar interest. If you have any questions, don't hesitate to contact Eric Muehlberg at 405-923-6749.



David J. Perry Airport (1K4)

## Five Minute Tire Health AOPA Safety Seminar

**"IF THE TIRE TREAD  
HAS BEEN WORN  
TO THE BASE OF  
ANY GROOVE  
ANYWHERE ON  
THE TIRE, IT  
SHOULD BE  
REPLACED."**

Your tires should be a focal point during your preflight inspections. A good tire inspection includes a close examination by looking for cuts, worn spots, bulges, foreign objects embedded in the tread, and general tread wear.

As a general rule, if the tire tread has been worn to the base of any groove anywhere on the tire, it should be replaced. Additionally, if any of the inner fabric structure is showing through the tire tread, the tire needs to be replaced, regardless of the tread depth. This is a very serious condition—replace the tire immediately. If you find cuts in the tire, it's important to make sure that they haven't cut into the ply of the tire. Any deep cuts extending more than half the width of a rib and deeper than 50 percent of the remaining tread depth are indications for tire replacement. Also, any bulges in the tread, sidewall, or bead area should be a reason to condemn the tire right away. These are often signs that the structure of the tire has separated or been damaged.

Another common tire problem is flat spots on the tread—often caused by skidding or hydroplaning during

landing. Generally, tires do not need to be replaced due to flat spots unless the wear exposes the tire fabric.

Next, examine the tread wear for evenness. If the tread is worn in the center, but not on the edges, the tire is probably over-inflated. On the other hand, if the tire shows much more wear on the edges, it's probably under-inflated. Finally, monitoring the air pressure of your tires is extremely important. Since aircraft tires and tubes are primarily made of natural rubber, they can lose pressure over time. Incorrect tire pressure can lead to uneven wear, excess heat generation, and reduced traction.

Be sure to check your air pressure on a regular basis and perform inspections during every pre- (and post) flight.

Take care of those black Donuts, and they will take care of YOU when you need it most!

*Jeff Simon*

## VMC Question of the Month

The question:

On the sectional chart below, what is the meaning of the two curved black lines near the Red River heliport?



### What is it?



**I**t is a Replogle Gold Bug. The Gold Bug was an original home-built aircraft designed and built by Mr. Merle Replogle of Osceola WI and first flown in 1952. Originally powered by one 10 hp

West Bend single-cylinder two-stroke engine in the nose and two 8 hp West Bend engines with pusher type propellers mounted on the fuselage on either side of the cockpit. It first flew in 1962 and featured an open cockpit. The aircraft was soon modified with tractor type propellers. The wingspan was 30 ft (9.14 m).

Later rebuilt to its final form as a single-engined aircraft, it was fitted with a 36 hp Volkswagen 1200 engine in the nose, and wingspan was increased by 1 ft (0.30 m). In this form the aircraft was first flown in 1966. Only one Gold Bug was built.



**Here is the October "What is it?"**

### Ken Shugart at El Reno Fly In

**T**he name Ken Shugart may not fire a synapse gap in your gray matter; however, if you are a connoisseur of small light aircraft designed by one Leeon Davis, then you know of Mr. Shugart. Ken Shugart is the 64-inch, 145-pound test pilot for the Davis DA-9, 11, and 12 models built by Leeon Davis in the 1990s. The DA-9 was Davis' hot rod. A purpose-built Continental C-90 powered aircraft that was to set speed and time-to-climb records in two FAI weight classes. The aircraft was clocked at just shy of 300 mph top speed, and Mr. Shugart was at the controls for that flight. The DA-11 was a 30 HP Briggs and Stratton powered ultralight

airplane of very small stature that would cruise at 120 mph while burning less than 3 gallons per hour of automotive gasoline. Again, Ken was the test pilot for this aircraft affectionately dubbed as "Mower Power-To-The People."



While Ken flew the Davis designs, his full-time job was working on and test flying War Birds at a restoration facility in Midland Odessa Airport Texas. Leeon Davis had based his aircraft company at the Midland-Odessa Airport, and this is where the two met. Ken has flown virtually all the fighter types—the Tora, Tora, Tora replicas, and raced at Reno. So, what was Ken doing at the El Reno Fly In on a hot August Saturday?

Ken and Leeon Davis' son brought the Davis DA-9 to the El Reno airport where it will be the centerpiece of the soon to be built terminal building. I was (supposed to be) working the EAA Chapter 1612 Young Eagle desk with Christy Self when I spied the DA-9

nearby. At the first lull in flying activities I sauntered over to the Davis and that is where I ran into Mr. Shugart. Ken had just moved from Midland to Oklahoma City where he set up shop at the El Reno Airport to restore his Cassutt, Piper PA-4, and Porterfield. We shot the breeze for a short period, and it was time to head back to help with

Young Eagles...hope Christy did not notice my absence.

I am always amazed at the flying notables one meets here in Oklahoma—names like Doug France, Kelly Troyer, Jessie Sullivan, and Jim Thomas just to mention a few. You know, maybe we should have Ken stop by a EAA Chapter 1612 meeting in the future to give a presentation on flying the Davis aircraft? Let me know what you think. Until then...  
...keep 'em flying.

*dd*

### Tool Loaner List— Check our website at for more info





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### EAA 1612 Chapter Pictures



Christy, Tim, and Cade at El Reno YE



El Reno  
Original Davis DA-9



Fly-In  
Ken Shugart DA-9 Test Pilot



Doug France and Cub at PJV



Beautiful Great Lakes at PJV



RV Corner at August Meeting



Jim Thomas' Deffunkee Cub



Tube and Fabric on the Ramp



The Deffunkee Monocoupe



Cessna 310 — U-3B In Navy Colors





## Who is EAA and Chapter 1612?

**W**e 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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## Chapter Leadership and Contacts



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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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**Chapter Meetings are the 2<sup>nd</sup> Saturday**

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