



EAA Chapter 1612 Newsletter



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

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8 June 2022

From the Front Seat—President Eric Muehlberg

As I write this we're about 6 weeks from the start of the 2022 EAA Oshkosh Fly-in. For many of us this is the highlight aviation event of the year that we look forward to for 12 months. For those who haven't attended, you can't begin to understand the size and scope of the event from magazine articles or videos. You just have to attend to truly understand. This year will be my 35th year to attend since my first in 1976. Yes, I was a lot younger back then and a lot has changed since then, but the magic of the place for those who love airplanes and all things aviation has not.

The EAA Chapters Office awarded the three OKC chapters one of the Pancake Breakfast Fund Raisers at Oshkosh this year. Our morning is Tuesday, 26 July. Between the chapters we'll need 14-plus volunteers to pull the event off successfully. The way this event works is, EAA provides the food, facility and equipment for the breakfast at the Chapter Pavilion. It's up to the chapter or chapters to provide the volunteers to make it happen. What's in it for the chapters you might ask? After the cost of the food is subtracted, the remaining funds raised at the breakfast goes to the chapter(s). Most chapters walk away with more than \$2,000. Our take will be divided between the three OKC Chapters (1612, 24, and 1098). If you're coming to OSH this July, we could really use your help on Tuesday morning. We'll discuss this opportunity more at the meeting.

The Aircraft scale set that the membership voted to purchase (during the May meeting) for our chapter tool crib has arrived. I'll bring the set to the June meeting so everyone can have a look. Also, I have submitted the paperwork to

EAA to receive the 30% reimbursement on the purchase price of the scale set.

Last Saturday morning we conducted a very successful Young Eagle Rally during the Chickasha Wings & Wheels Fly-in and Airshow. Through the great work of all the volunteer pilots and ground crew, we were able to register and fly 71 Young Eagles in about 3 hours. Unfortunately we ran out of time with the airspace closure for the airshow or we could have flown at least another 20-plus youth. Thanks to everyone who helped make this such a memorable experience for so many young folks.

Besides our chapter meeting this Saturday morning, you won't want to miss the OKC Tri-Chapter Summer Dinner gathering at Twin Lakes Airport. As in the past it will be held at Garry Manning's hangar on 18 June at 4:30 PM. The Garry's address is 13801 Chappelle Drive, Newalla, OK 73857. This is a fly-in or drive-in event, and everyone is asked to bring a side dish or desert to share. The chapters will provide the meat, drinks and everything else. No one ever leaves this gathering hungry!

I would like to welcome Olan Hodges as a new member to the chapter. Olan is building an RV-10, is an instrument rated pilot and is currently flying a Cessna Cardinal 177B.

Our June chapter gathering is Saturday the 11th at 10:00 in the David J. Perry airport terminal building. One of the presentations will include tax obligations on kit and aircraft purchases in the state of Oklahoma and licensing of an experimental/amateur-built aircraft. Anyone contemplating first-time certified or experimental aircraft ownership will certainly learn a lot from this presentation. Saturday is also International Young Eagles Day, and we will be flying several before and after the meeting. We can

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always use airplanes and pilots to help make this successful. Dennis will make sure there's hot coffee and donuts before the meeting. So come on out and enjoy some aviation conversation and fellowship. Look forward to seeing 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 11 June 2022 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pdi.net.



David J. Perry Airport (1K4)

The Minimalist Airplane — A What If Drill

“WITH THE PRICE OF AVGAS GOING OUT-OF-SIGHT, MAYBE IT IS TIME TO RETHINK THE MINIMALIST AIRPLANE TO KEEP US ALL FLYING...”

This month's What If Drill focuses on reviewing past aircraft designs that were built to keep us flying at minimum cost and maximum fun (hey, Wayne Ison designed the Mini-Max on that premise). With the price of AVGAS going out-of-sight, maybe it is time to rethink the minimalist airplane just to keep us in the air until the craziness subsides?

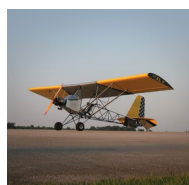
Here are a few also I might consider, starting with the VW-powered version of the Mini-Max, the V-Max. The kit price for the all wood aircraft is right at \$8K and includes shipping but no engine or accessories. Cruise at 75-80 MPH and stall at 41 MPH. Powered by a 1835 CC 50 HP VW conversion would have you sipping fuel at 4 GPH of regular automotive fuel.



Next on my short list is the Fisher Flying Products Avenger. This aircraft is similar to the V-Max in performance and load-carrying capability when powered by a 50 HP 1835 CC VW. The airframe kit comes in at approximately \$9K without shipping.



If going slow is up your alley, then it is hard to beat the Legal Eagle ultralight. With a 35 HP 1/2 VW



engine, you will cruise at 60 MPH climb at a blistering 300 FPM and sip fuel at 2.3-3.0 GPH. With ultralight fuel limitations of 5-gallon range will be very limited, but you will have a blast going nowhere slowly. Only drawback is this is strictly a plans build aircraft—no kit is available.

Finally, I would throw the Kolb FireStar into the mix. This aircraft will cruise at 80 MPH with a Hirth 3202 two-stroke



engine. The Hirth's fuel burn at cruise is a little under 4 GPH. I have flown this aircraft, and it is a blast as it will easily take you into and from some very small airfields.

OK, that is my take. At our next meeting, let me know what you think about my selection and those you would add to the list.

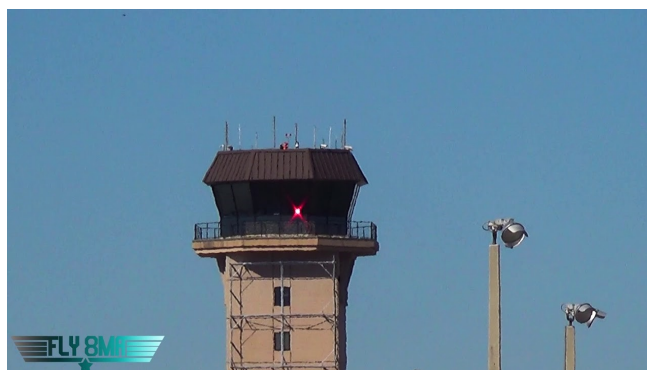
Until then...

...keep 'em flying.

VMC Question of the Month

The question:

You fly into Enid-Woodring Airport OK and your radio system fails. You want to return to your home airport at Wiley Post, so you arrange with the tower at Enid and Wiley Post to use light signals to taxi, take off, and land. What signals would you expect to see to begin and end the journey home—the signals for taxi, takeoff, landing, and any deviations?



What is it?



It is Sierra Sue racer. Designed and flown by Ron Beattie and Walt Fellers, two North American engineers who came to work for the Northrop Division. The aircraft was built by the Acme Aircraft Company (Sierradyne Inc.) at the Torrance Airport in late 1948. The first flight was on 23 November 1953. It was built according

to Goodyear Racing Plane specifications. Although it was never entered in any races, extensive data was obtained during its many flights as it was built to investigate the advantages of a pusher propeller configuration.

The aircraft was used by Sierradyne in the 1960s to test and promote Northrop's boundary layer control concepts. Northrop used it as a flying technology demonstrator for the Air Force's AX close-support aircraft design competition in 1972. The plane was never officially considered a Northrop aircraft and that is the rest of the story.



Here is the July 2022 "What is it?"

Don't Miss These Coming Events



18 June—Colby Municipal Airshow and Fly-In Colby, KS

1 July—Rose City Airfest Tyler, TX

2 July—Thunder Over Cedar Creek Lake Cedar Creek Lake, Mabank, TX

26-31 July—EAA AirVenture Oshkosh Oshkosh, WI

6 Aug—Will Rogers-Wiley Post Annual Fly-In Oologah OK. Gates open at 8:30 AM close at 5 PM.

12-14 Aug—Moody Gardens Resort Airshow Galveston, TX



More coming next month.

Tool Loaner List—

Check our website for more info



Chapter Meeting Pictures



Chapter Meeting Crowd Congregates



Our YE Team at Chickasha



Douglas A-26 Invader at Chickasha



L-39 Albatros at Chickasha



Sikorsky H-34 at Chickasha



Fighting end of the A-26



Eric testing his newest creation



Sulfur Creek ID coming soon!



Nanchang CJ-6 visits the Bynum's house



Did you read the newsletter?



Chapter 1612 Meeting Minutes May

- Meeting brought to order by President Muehlberg at 10:00 AM. Forty-one members present
- Member Jerry Calvert made a presentation on the yearly homebuilt aircraft condition inspection process—excellent delivery on an important topic
- VMC question on weight and balance discussed
- What Is It aircraft—Sierra Sue racer—addressed by VP D’Angelo
- EAA Chapter video viewed
- President Muehlberg discussed buying a set of scales for the chapter Tool Crib
- President Muehlberg showed slides from his trip with brother Tim to Sun-n-Fun
- Chapter now has six safety vests for use by the Chapter...thank you Brian Stenseth
- Meeting closed at 11:30
- Six Young Eagle candidates flown after meeting



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*

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 2nd Saturday

Chapter President - Eric Muehlberg
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