



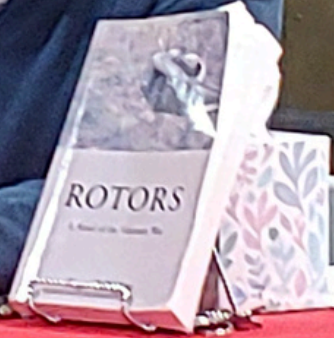
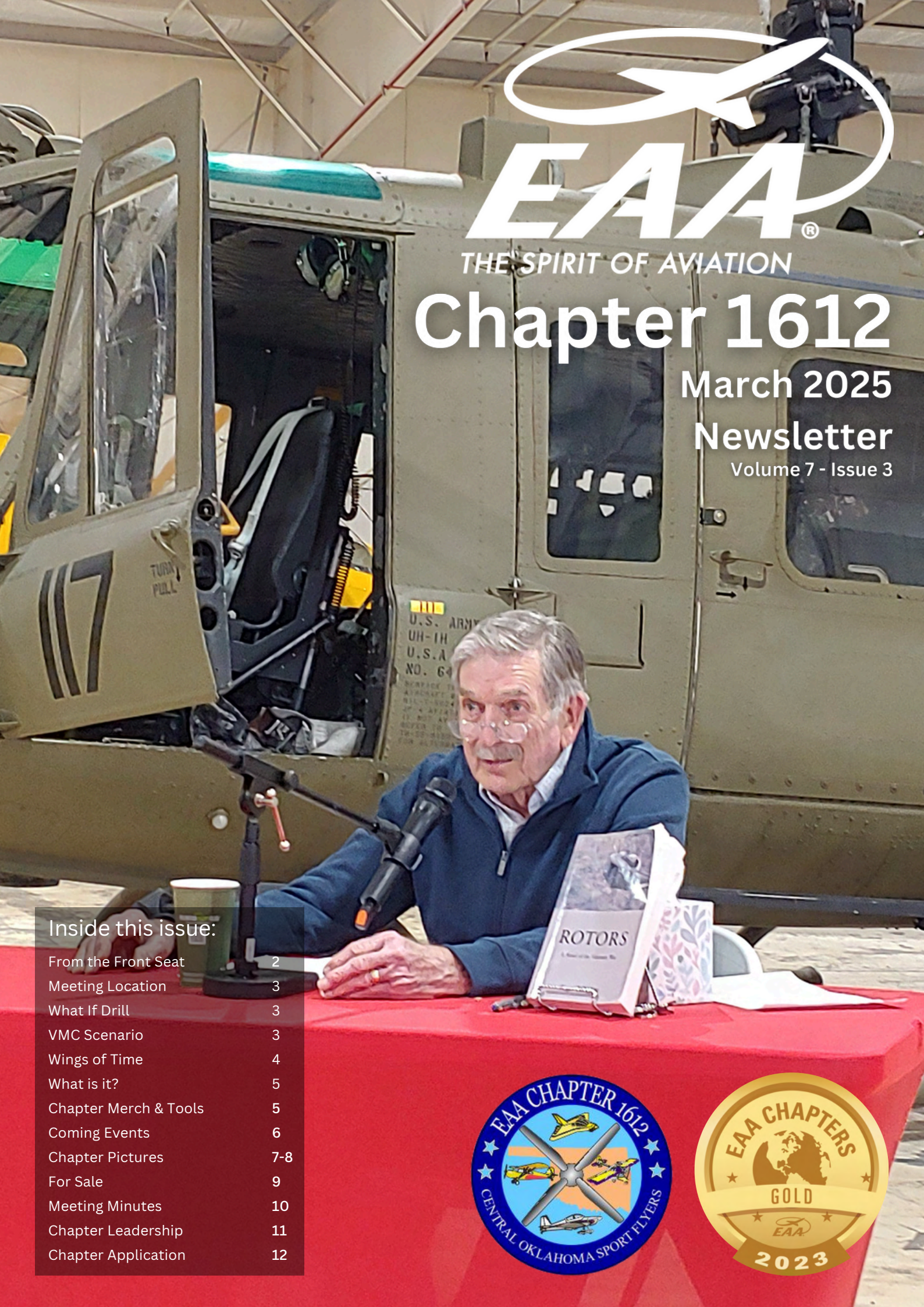
THE SPIRIT OF AVIATION

Chapter 1612

March 2025

Newsletter

Volume 7 - Issue 3



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

The warm weather has returned and working out in the hangar has become much more bearable. And it's a good thing because both of my brother Tim's and my Piper Colts are due their annual inspections this month. Along with this warmer weather the winds of March and April appear to have also returned. Hopefully we'll have a few decent days with moderate winds over the next couple of months to enjoy some smooth air.

On the 2025 Oshkosh AirVenture front EAA has received word from the Military Aviation Museum in Virginia Beach, Virginia, that it is focused on bringing its Messerschmitt Me 262 fighter jet reproduction to Oshkosh this coming summer. It would mark a first for this airplane type to participate at AirVenture. There is still considerable preparation before this aircraft makes the trip to the fly-in, but the warm reception given to previous Military Aviation Museum aircraft that have participated encouraged that group to make the effort. EAA plans to follow the aircraft preparations via social media and other channels as it progresses.

Also Two iconic aircraft types from the Golden Age of Aviation between the World Wars, Fairchild and Travel Air (pictured, respectively), will celebrate their centennial years during activities at AirVenture 2025. All owners of Fairchild and Travel Air aircraft are invited to be part of the centennial activities. The EAA Aviation Museum currently has the oldest Fairchild aircraft in existence, a 1927 FC-2W model. It is in early American Airlines markings as it served as an early carrier for Interstate Airlines. EAA also continues the legacy of Travel Air with its Travel Air 4000, which is one of the oldest aircraft in the world offering passenger flights with its

seasonal operations at Pioneer Airport.

Thank everyone who was involved with our 2024 Young Eagles program. To recognize our chapter's involvement, EAA has issued the chapter Young Eagles credits based on 2024 flight activity. These credits were earned at \$5 per Young Eagle flown. EAA Chapter 1612 was credited with 195 Young Eagles flown which earned the chapter \$975 in Young Eagles Credits. These funds will be used to further support our Young Eagle program in 2025. Thanks again to everyone who participated. Every flight made a difference in a young person's life.

EAA's Learn to Fly Week Returns May 13-17, 2025. For those who want to learn how to fly, EAA's Learn to Fly Week will educate audiences on how to become a pilot. A series of webinars on learning to fly will be capped off by Flying Start events hosted by EAA chapters, providing attendees the opportunity to receive an Eagle Flight.

Chapter 1612 is signed up for a Flying Start event at 9:00 am on 17 May at our regular meeting site David J. Perry Airport (1K4). The EAA will be sending out emails advertising the event to all EAA members within a 75 mile radius of 1K4. Also if we have 5 or more folks sign up and attend the chapter will receive 2 Oshkosh AirVenture 2025 week long wristbands. Our plan is to hold an in person drawing at our July meeting and give them away to two chapter members who are headed to the event this year

Several of our chapter members attended the "Arts at the Airport" presentation and book signing with Author Roger Gallagher about Roger's book, "ROTORS, A Novel of the Vietnam War" on Saturday, February 22nd at the Max Westheimer Airport. Roger is a Norman resident and KOUN pilot. He told us that he initially wrote some short stories about Viet Nam but realized a

novel would be more appropriate. Since he kept a journal during his time there, he had the basics for a story and most of the events in the novel were adapted from actual missions or happenings while on the ground. Flying helicopters gave the air crews a unique chance to witness all aspects of the war. The Cavanaugh Flight Museum flew in their Bell UH-1D Iroquois for this event. Roger is a regular attendee of our chapter breakfast. Photos of the event appear in the in the newsletter

Our next regular chapter meeting will be on Saturday 8 March at 10:00 am at the David J. Perry Airport (1K4) terminal building. Before the meeting we'll fly a few Young Eagles weather permitting hold our monthly fly-in /drive-in breakfast. During the meeting we'll have the usual chapter video, the VMC question and discussion, the "what is it" challenge and a presentation or two that I'm sure you'll find interesting. One of this month's presentations will be on how to use forming blocks to fabricate aluminum parts for your aircraft. Again, come out early and enjoy a great breakfast prior to the meeting and meet some new friends. Look forward to seeing 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 8 March 2025 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.

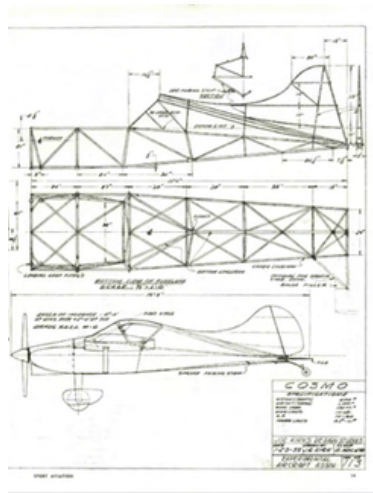
What If Drill - Cosmo II

Back in the May 1959 issue of Sport Aviation, Joe Kirk wrote a design study article about an aircraft to be known as Cosmo. Mr. Kirk's design was based on a tube and fabric covered fuselage with wooden wings. His premise was to achieve reasonable cross-country performance on a small light airframe at the lowest cost to the builder—these were hallmarks of Mr. Kirk's complete design studies. Cosmo was a two-place side-by-side low wing design powered by the small Continental engine family of 75-90 hp. His design incorporated a fuselage shaped like an airfoil—similar to the Wittman Tailwind—to provide additional lift without an increase in wingspan. To envision Kirk's design just look at Leonard Eave's Skeeter which first flew in 1966. Kirk believed the aircraft could be built in 1959 at a cost of \$2,000 which would equate to \$20,000 today.

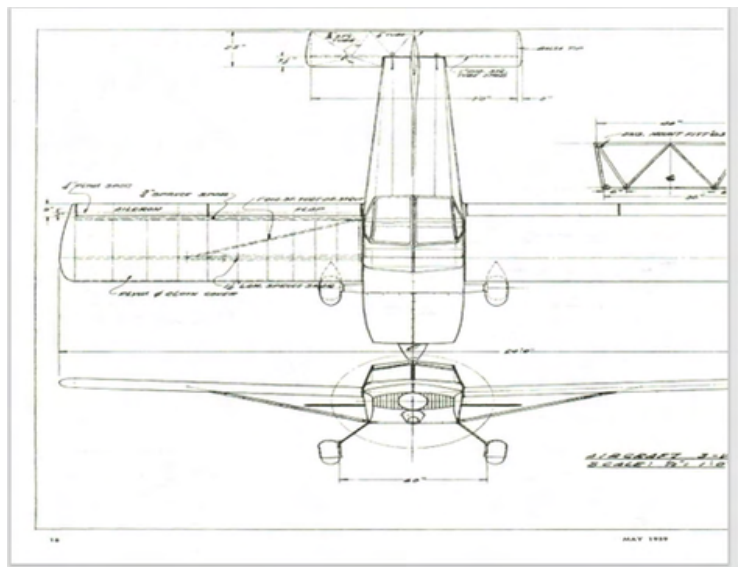
I believe a person could build a Cosmo today for about the equivalent price of \$20,000. Kirk's fuselage design was simple, light, and strong, though it would require good knowledge of welding. If you are into 1960 homebuilt designs, you can keep the steel and wood construction process; however, the wing could be built using aluminum for the spars and ribs instead of the expensive spruce. Copying the airfoil (NACA 23015 vice Kirk's Munk M-6) and spar design from aircraft like the RV series or the Panther, the wing could be built cantilever with aluminum skin eliminating the fabric covering and the flying struts. An energetic builder might consider the Bede spar design used in the BD-2 and BD-4 designs incorporating a 6-inch diameter 6061-T6 aluminum tube spar to carry both aircraft and fuel loads. I would retain the all-flying horizontal tail to keep the structure light. For power I would consider using the venerable Continental O-200 or the Lycoming O-235 which are readily available on the used engine market.

So, what are the weight and performance estimates for the Cosmo II? My calculations show an empty weight of 750 pounds and a 1200-pound gross weight. Cruise speed based on 100 hp would be 130 mph and a stall speed of 55 mph on 6 gallons per hour fuel burn. Climb rate would be 750-1000 feet per minute at full gross weight. Overall, I believe the Cosmo II would be a good

cross-country airplane. Give Eric your thoughts at the next meeting or drop me a text at 813-334-7309. Until then.....keep 'em flying.



Dennis D'Angelo



VMC Scenario of the Month

You are flying your Cessna 172 from Wiley Post airport after an extensive annual inspection. The aircraft has a full fuel load, and you are at maximum gross weight. All preflight checks are normal and so is the full-power takeoff. As you reach your planned level off altitude of 3,000 MSL you attempt to reduce power for cruise; however, the throttle is unresponsive and there is no change in the engine rpm—you are stuck at the full throttle setting. What do you do?



Wings of Time: The Me 262 Legacy

The Military Aviation Museum in Virginia Beach, Virginia, has a big goal in mind for an “Only at Oshkosh” moment in 2025: The arrival of its Messerschmitt Me 262 fighter jet reproduction at Wittman Regional Airport in July. If it occurs, it would be a first for one of the few aircraft types that has not made an appearance at EAA AirVenture Oshkosh.

“We can think no place better to bring the Me 262 reproduction than to Oshkosh, because of the great appreciation EAA members and attendees have for historic aircraft,” said Keegan Chetwynd, the Military Aviation Museum’s director and CEO. “We all know the story with old airplanes, however – they have their own schedules regardless of what plans



we might set. We’re investing in this project to make it happen, so any result won’t be for lack of trying.”

The work to create hyper-accurate, new-build Me 262s began in 1993, using an original airframe as a template to work from – this being the National Naval Aviation Museum’s Me 262B-1a/U1 WNr.121448. To solve the power plant’s reliability issues in the original aircraft, the replica Me 262s all feature modern, de-rated General Electric CJ610 jet engines. The Military Aviation Museum’s aircraft first flew in 2011.

EAA and the Military Aviation Museum will track the progress of the Me 262 reproduction as it prepares for the historic journey. Those updates will be available through social media and regular web updates.

The Messerschmitt Me 262 was the world’s first operational jet-powered fighter aircraft. Its initial conception actually predates World War II, but problems with the engines delayed its Luftwaffe service until mid-1944. The aircraft’s design was perhaps the most technologically advanced of the war. It had two primary roles: the Me 262 A-1 Schwalbe (Swallow) served as a defensive interceptor, while the Me 262 A-2 Sturmvogel (Stormbird) acted as a fighter-bomber.

Although the Me 262 lacked the maneuverability of Allied piston-engined fighters, its pilots learned that their superior speed advantage allowed them to avoid interception. Me 262s could attack an American bomber formation but escape its fighter escorts with ease. However, it was not long before Allied pilots discovered how best to deal with the jets; unable to spool up their jet engines quickly, Me 262s were incredibly vulnerable during takeoff and landing. The identified Luftwaffe jet bases suffered frequent bombing attacks, and Allied fighters regularly patrolled over these fields to catch the ‘262s as they came in to refuel and rearm.

Although many have said that a lack of fuel impeded the Me 262’s success, the availability of kerosene (jet fuel) was an entirely separate consideration to that of the heavily-refined aviation fuels which piston-powered aircraft required. The Me 262’s true Achilles heel lay in its engines. To withstand the incredible heat and pressures involved, the manufacture of some jet engine components required the use of metals such as nickel and cobalt, materials which were simply unavailable in quantity to the Germans at the time. As a result, poorer quality substitutes were employed, reducing the average lifespan of a production jet engine to just 25 hours.

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Luftwaffe Pilot Guido Mutke: The Museum’s Me 262 is marked to represent White 3, as flown by Hans Guido Mutke. Mutke believed he broke the sound barrier in this aircraft during a vertical dive to protect another Me 262 from attack on April 9, 1945, however this feat has never been confirmed. Two weeks later, on April 25, 1945, Mutke ended his combat career by landing his Me 262 in Dubendorf, Switzerland. Mutke claimed he had lost his way during a mission, but others believe he was actually defecting. The Swiss did not try to fly the plane; but preserved it in storage until returning it to Germany during 1957. Mutke’s original aircraft is now on display at the Deutsches Museum in Munich, Germany.

What is it?

February 2025 Aircraft

It is the Wickham Model A, Blue Bird, an all-metal four-passenger homebuilt aircraft designed by Boeing engineer Jim Wickham. The Bluebird was the first of six designs derived by Mr. Wickham and is of conventional configuration. Conceived as a cross-country flying machine, it could carry 4 to 5 passengers depending on size. Originally powered by a Lycoming O-235 of 115 HP, it was later modified with a Lycoming O-290 of 135HP. Cruise speed was 120mph, an empty weight of 1200 pounds and a gross weight of 2,000 pounds. Mr. Wickham had an aeronautical engineering degree from the MIT and worked for Boeing designing aircraft for over 4 decades. Keep an eye out for more Wickham designs.

General characteristics

- Crew: 2
- Capacity: 4-5
- Wingspan: 33 ft (10 m)
- Gross weight: 2,000 lb (907 kg)
- Propellers: 2-bladed

Performance

- Cruise speed: 100 kts (120 mph, 190 km/h)



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. We also have chapter banners available in any size you want!



Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/eaal612) 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

March

1 Mar 2025 - Ponca City Aviation Booster Club Fly/Drive-In - 7-10:30AM (KPNC)

1 Mar 2025 - Coffee & Donuts - Every Saturday - 8-10AM (2K9)

2 Mar 2025 - Donuts and Coffee - Every Sunday - 8-10AM (KAVK)

8 Mar 2025 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

22 Mar 2025 - EAA 24 Breakfast & YE Rally - 8-10:30AM - Sundance Airport (KHSD)

May

10 May 2025 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

24 May 2025 - EAA 24 Breakfast & YE Rally - 8-10:30AM - Sundance Airport (KHSD)

April

5 Apr 2025 - Coffee & Donuts - Every Saturday - 8-10AM (2K9)

6 Apr 2025 - Donuts and Coffee - Every Sunday - 8-10AM (KAVK)

12 Apr 2025 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

26 Apr 2025 - EAA 24 Breakfast & YE Rally - 8-10:30AM - Sundance Airport (KHSD)

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

February Pancake Breakfast



Check the chapter website for more pictures and information

1612.eeachapter.org



Chapter Pictures

Roger Gallagher Presentation



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

8 February 2025



- 1000 Meeting called to order
- 27 members present
- What is it - Wickham Model A (Blue Bird)
- VMC Question - Flap failure on aircraft
- Chapter video magazine
- \$573.00 for pancake breakfast
- Chapter banners available to order
- June 7th Chickasha Airshow
- 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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405-923-6749
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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