



EAA Chapter 1612 Newsletter



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

Volume 3 Issue 3

10 March 2021

From the Front Seat—President Eric Muehlberg

The weather forecast for this weekend and our Saturday meeting isn't looking all that great. Fortunately last weekend's weather was great. I took the Panther out and visited a number of the area airports hoping to see a few of our chapter members. But at each stop the story was the same—everyone was out flying. I thought about leaving notes on all their parked cars, but decided against it. For all I knew several of them had flown into my place at Cole Airpark while I was out flying. All in all it was a great flying weekend and I know we all needed it.

Last month's meeting was impacted by the winter weather preventing anyone from flying to the meeting, but we had a good turnout. Even most of the Page crew drove over. I'm not sure if it was the meeting or that unnamed restaurant in Goldsby that bought them over. In any case I think everyone enjoyed the meeting and conversation with those in attendance. At the meeting we announced that we'll conduct a "Celco Contest" at the April 10th meeting. The rules and details will be in the April newsletter. Also discussed was the "Spot Landing Contest" to be held at our May 8th meeting. The chap-



ter has a number of fun activities planned for this year as we slowly creep back to what was once our normal life.

Help spread the word—EAA flight training scholarship applications are open! If you know someone who dreams of becoming a pilot or is looking to receive an additional rating, EAA is

here to help their aviation dreams become a reality. Through dozens of generous donors, benefactors, and others who "pay it forward" by endowing these programs, EAA awards more than \$1 million in aviation scholarship money each year to individuals who are well-rounded and involved in their school or community. Learn more about the scholarship qualifications at EAA.org/Scholarships. One application qualifies you for multiple scholarships. The scholarship application deadline is June 1, 2021.

Larry Hinton sent out the following message on February 28th the 3rd Saturday Breakfast is back on "It's been way too long since we've gotten together for our monthly breakfast and socializing with our friends. We've been cleared for take-off and routed direct to 1K4, the club house at Goldsby Airport with only two rules: wearing of masks (unless you're eating or drinking) and maintaining our social distancing. By now, many of us post-65ers have had at least one of our vaccine shots, if not both, but we still need to follow CDC guidelines to maintain safety. Fred is anxious to fire up the old black pancake griddle and the team is excited to provide coffee and a full breakfast for all our friends. All are welcome, bring a guest and plan on a great, safe gathering."

This month's meeting is this Saturday, March 13th, at 11:30. We'll present the usual EAA Chapter Monthly Video, the VMC question, along with a couple of presentations I'm sure you'll find interesting. There will be coffee and donuts again and a lot of aviation conversation. So come on out and have some fun. Hope to see many of you there.

Eric

Inside this issue:

MEETING LOCATION	2
SHORT FIELD LANDINGS	2
VMC CLUB QUESTION	2
WHAT IS IT?	3
CHAPTER MARKET PLACE	3
CHAPTER PICTURES	4
CHAPTER INFORMATION	5
Chapter Application	6

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

This month's meeting will be the new normal meeting at the David J. Perry Terminal building (1K4) on 13 March 2021 from 1130-1300. I would ask those attending to wear a mask while inside the building. We will have donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

A Short Article on Soft Field Landings

Soft field landings are pretty much the same as normal landings, until you cross the runway threshold when you need to put your soft field landing technique into place. So, what are the steps of a good soft field landing? We will break it down into three phases: approach to landing, touchdown, and rollout.

Approach to Landing

To make a great soft field landing, you need to start with a stabilized approach. Being stabilized ensures that you touch down where you want, and that you transfer your aircraft's weight from the wings to the wheels as gently as possible. Fly a normal approach.

Touchdown

Next up is the most important moment: touchdown. As you enter ground effect, it is OK to use a small amount of power to level off and make sure you touch down as slow as possible (though power isn't necessary). Your goal is to fly the airplane to the ground, with your wings supporting the weight of the aircraft for as long as possible. After your main wheels touch down gently, you want to gradually remove power and hold the nose wheel off the runway.

Rollout

Since your main gear are much stronger than the nose wheel, you want to keep the nose off the soft/rough surface until your plane has slowed down to a speed that will avoid a nose over. Maintain back

pressure on the yoke until you have stopped the airplane. In the event the ground is very soft, you may need to use power to keep the nose wheel from digging in. Once the nosewheel is down, you'll want to maintain back pressure (typically full back pressure) as you continue your rollout and taxi, minimizing weight on the nose. Keep the back pressure in until you've reached a harder surface, or when you've stopped to park. Finally, be very gentle with the use of brakes as you don't want the nosewheel to dig into the soft surface.

While this is a simple explanation it does take practice, so go fly!

Colin Cutler

Welcome!!

Please welcome new members

Austin Wallace—Commercial/Instrument/CFI. Owns Kitfox2

Lucky Wallace—ATP/AEL/ASEL. Owns Mooney M20F and Kitfox2

Brian Stenseth—student pilot/Flight Engineer Turboprop/A&P—Building Excalibur EAB

Jim Hangar—Private Pilot/A&P IA. Owns 1939 Aeronca Chief and building a Legal Eagle.

Great to have you on board..
Thanks you for joining EAA Chapter 1612!

VMC Question of the Month

The question:

You are on a VFR flight, heading 280 with an altitude of 3000' AGL, approaching a non-towered airport from 10 miles out. You intend to land on runway 36 with a left-hand traffic pattern. On the CTAF frequency, you hear another aircraft announcing executing an "overhead approach." What should you expect?



"MAINTAIN BACK PRESSURE ON THE YOKE UNTIL YOU HAVE STOPPED THE AIRPLANE."

What is it?



It is the Wittman Buttercup.

The Wittman W-5 Buttercup is a two place aircraft designed and built by Steve Wittman in 1938.

The Buttercup was considered as the basis for a four place certified production model by Fairchild Aircraft, but Fairchild did not pursue

the effort due to wartime production obligations.

Experimental Aircraft Association member Earl Luce developed a replica Buttercup design which first flew April 14, 2002. His representation of the Buttercup design is available as a set of plans for home builders.



Here is the April 21 "What is it?"

Name the unit too!!

Chapter Market Place

Ken Rand KR2

Eric and Tim Muehlberg have a Ken Rand KR2 project for sale and the proceeds will be donated to Chapter 1612. The plans appear to be complete, some of the wood parts have been started, and there are numerous templates that can be used to cut out the remaining parts.

The fuselage, horizontal fin, and elevators are framed, so we estimate the project is about 10% complete.

Additionally, there is a large cache of spruce wood that is ready to be cut to size (see pictures) If you are interested in purchasing the project, contact Eric Muehlberg and he can arrange for a

visit to see the materials and finished parts. Eric is looking for an offer, so no fixed price has been set—remember this is for the chapter. **Eric can be reached at 405-923-6749, or by email at smuehlberg@pdi.net.**



1946 Ercoupe 415C N3695H

Engine is a C-85-12 with metal propeller. The aircraft has a new windshield, Cleveland brakes, King Transponder with encoder—no ADS-B. Flightline 760 radio with intercom and Garmin 496 GPS.

Total Time A/F 2126

Total Time Since Engine OH 506.7

Annual due 15 APRIL 2021

Located at 1K4 GOLDSBY. **Contact Fred Bucklin at H 405-364-6315, C 405-905-8523.**

Asking price is \$18,500



Tool Loaner List—

Check our website at for more info



Volume 3 Issue 3

Chapter Pictures



Where is this in Oklahoma?



Panther Sunset



ISK Hour ATP Jim Hogue (rt) buys a Champ



Spirit of St Louis II at Clinton-Sherman



This Stearman flew around the world



Jim's Champ awaiting departure to OH



Panther Sunset Take II





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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Ms. Victory Stevens





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
405-923-6749