

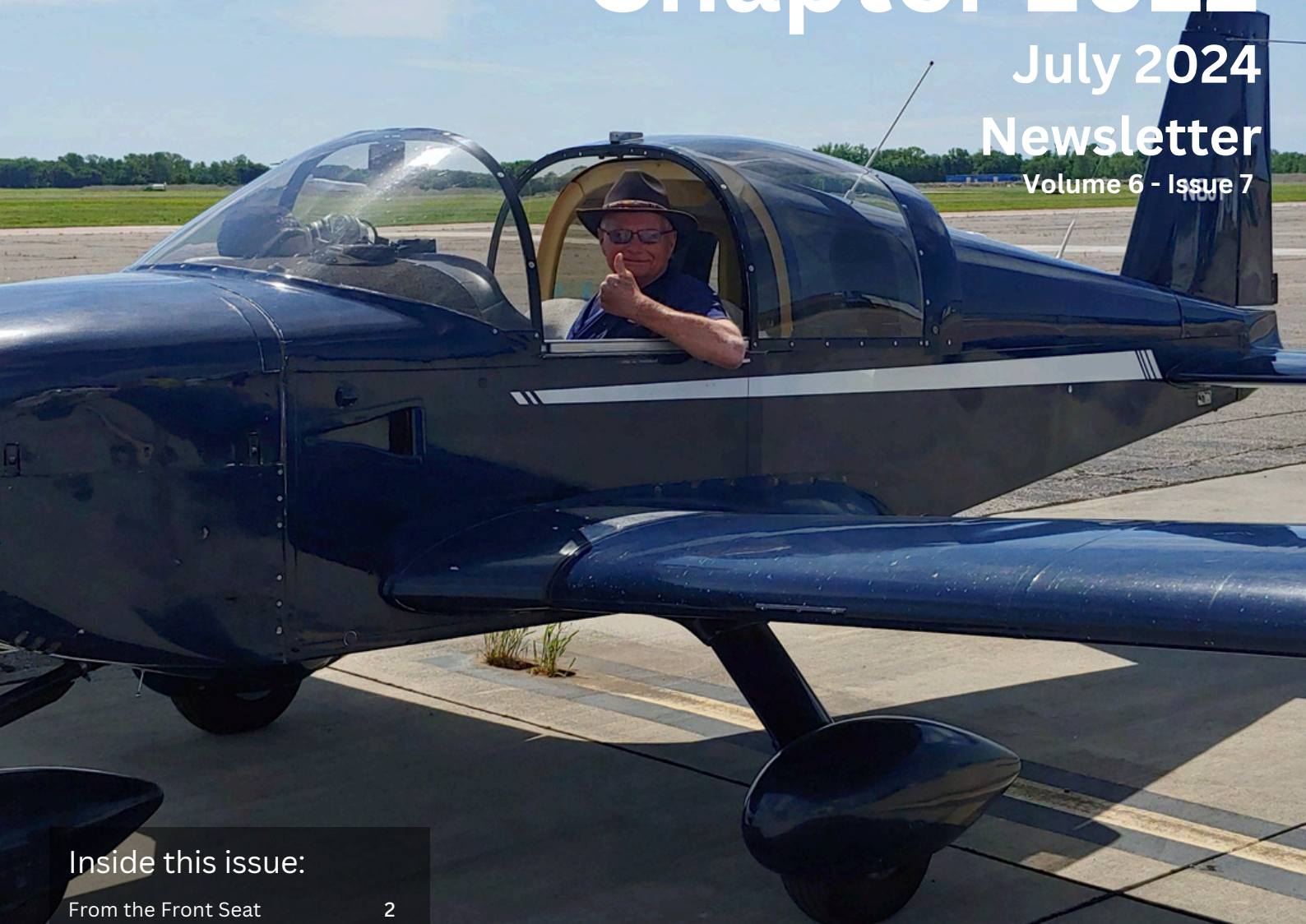


Chapter 1612

July 2024

Newsletter

Volume 6 - Issue 7



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

As everyone knows the big aviation gathering in Oshkosh known as AirVenture is just a couple of weeks away. I'm really looking forward to making the trip up north again for the big show. This year is shaping up to be a top notch event with two jet teams performing, both flying Boeing B-29 Super Fortresses and one of only two flying Avro Lancaster performing during the airshow. I could go on and on but this looks to be a really good year to attend AirVenture. Check out www.eaa.org for all the offerings this year

It has been an interesting month since our last meeting. Our June chapter breakfast did well again and we are very fortunate to have a large number of volunteers to help make it possible. We also had a good turnout for our June chapter meeting. The Tri-Chapter Summer Dinner gathering at Twin Lakes on the 22nd was a big success with over 90 folks in attendance. And a week ago I received our chapter's Gold Medallion banner for 2023 from the EAA Chapters office which we will proudly display in the David J. Perry airport terminal building. All in all it has been a good month for the chapter.

Another exceptionally good thing happened for our chapter this last month. The recent IRS award of a 501(c)(3) status for our chapter has resulted in a significant donation to our chapter's scholarship fund. Bob Kruse made a donation of \$20,000 to the Chapter 1612 Aviation Scholarship fund. His donation has the potential to pay for more than seven future matching fund EAA Ray Aviation scholarships. EAA Chapters who have had a successful past Ray scholar earn their pilot's license may apply for two matching fund scholarship each year. The chapters contribute \$2,750

toward the \$11,000 scholarship. These scholarships are awarded a month before the full scholarships. We plan to apply for two of the matching fund scholarships this December. Bob we can't thank you enough for your generous donation to the youth of America and their future of aviation.

Back in April I visited the Champaign Aviation Museum at Grimes Field in Urbana, Ohio, the home the Champaign Lady B-17 restoration project. I will present an update on the museum and the status of their B-17 project during our July meeting. I'll also show a few photos of the EAA's B-17 Aluminum Overcast now re-assembled and back in the EAA museum that I took a couple a weeks ago. It really fills up the Eagle Hangar portion of the museum.

About a week ago Jim Thomas and Terry Dow put out a YouTube video of their trip to Johnson Creek and some of the backcountry airstrips they flew into. If all works as expected we will play their video during the meeting and let them tell us the details of their trip.

If you haven't made it out to the 1612 Chapter breakfast come out and participate in all the fun and conversation prior to the meeting. This month's breakfast will start at 0800 and concludes at 0945 allowing us time to reconfigure the room for our regular 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 13 July at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll also have the usual VMC question and discussion, the "what is it" challenge, this month's EAA Chapter Video, 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 13 July 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 - Long Low-Wing Lonster Wimpy II

In the September 2023 issue of Sport Aviation Tim Talen of the Oregon Aviation Historical Society and Museum wrote a superb article on the Les Long low-wing Longster named Wimpy and the aircraft's significance to aviation in Oregon and the experimental aircraft homebuilding movement. The low-wing Longster Wimpy was the influence behind such significant aircraft as the Story Special, the Bowers Fly Baby, and a modified version of Wimpy, Little Gee Bee, was George Bogardus' mount when he flew to Washington DC to successfully lobby for amateur-built aircraft. While the article focused on the history behind the designer/builder (Les Long) and the eventual owner, Myron "Buz" Buswell, there was some attention placed on the simplicity and capability of the aircraft.

Wimpy had a wingspan of 31 feet 6 inches, a length of 19 feet, an empty weight of 365 pounds and a gross weight of 585 pounds. The aircraft was very stable; it had a cruise speed of 70 MPH behind the Aeronca E-107 of 30 HP and a stall speed of approximately 30 MPH. Of course, the maximum load capacity would be way too small for today's average American; however, when Pete Bowers modified the design (remember the Story Special was a takeoff of the Longster and the basis for the Fly Bably) he was able to up the gross weight to 924 pounds with an empty weight of 605 pounds, leaving 319 pounds of useful load, so a slightly modified Wimpy could be made to carry a larger load.

So, what would I change to make a Wimpy II clone? Not much. Wimpy's airfoil is the ubiquitous Clark Y which is a good airfoil and simple to build. Story and Bowers opted for the more modern NACA 4412, so one could copy this airfoil instead of the Clark series. I would "stick build" the ribs and use wooden spars just like Les Long did. For fuselage construction I like the strength and straightforwardness of a steel tube and the solid fixed landing gear—Wimpy and Little Gee Bee both had solid fixed landing gear using the tires for shock absorption. For power, I would consider any "little" Continental from A-65 to O-200. With either an A-65 or C-85, a 13

gallon Aeronca Champ fuel tank would be sufficient; however, with the larger O-200 you would need to carry 15 gallons or more fuel—perhaps in the 5-gallon fuel tank behind the pilot's seat as seen in Little Gee Bee. I estimate the speeds with these engines to be like the Fly Baby with a cruise speed of approximately 100 MPH and a stall speed of 40 MPH.

So, is there still room for a simple airplane like Wimpy? I say yes and, as a matter of fact, you can purchase the plans for a full-size Wimpy from the Oregon Aviation Historical Society and Museum. What do you think? Let Eric know at the meeting or text me at 813-334-7309. I would be honored to discuss Wimpy II or anything aviation related with the Flying Bandits from Oklahoma. Until then...
...keep 'em flying.

Dennis D'Angelo



VMC Scenario of the Month

You are flying solo in your Maule from David J. Perry Airport to El Reno Airport at 2500' MSL (approximately 1400' AGL) an air distance of 32 NM. You are approximately 10 NM from El Reno when your engine develops a bad vibration and suddenly quits—propellor is stopped and not windmilling. What do you do?



What is it?

June 2024 Aircraft

The Taylor Cub was originally designed by C. Gilbert Taylor as a small, light and simple utility aircraft, evolved from the Taylor Chummy. It is the forefather of the popular Piper J-3 Cub, and total production of the Cub series was 23,512 aircraft.

In 1930 with C. G. Taylor as Chief Engineer, the Taylor Aircraft Company embarked on the production of a two-seat tandem low-powered aircraft, designated the Taylor Cub. The Cub featured a design with wings mounted high on the fuselage, an open cockpit, fabric-covered tubular steel fuselage and wooden wings which used the USA-35B airfoil. It was originally powered by a 20 horsepower Brownback "Tiger Kitten" engine. Since the young offspring of the tiger is called a cub, Taylor's accountant, Gilbert Hadrel, was inspired to name the little airplane "The Cub".



General characteristics

Crew: one
Capacity: one passenger
Length: 22 ft 6 in (6.86 m)
Wingspan: 35 ft 2 in (10.72 m)
Height: 6 ft 6 in (1.98 m)
Wing area: 184 sq ft (17.1 m²)
Empty weight: 510 lb (231 kg)
Max takeoff weight: 970 lb (440 kg)
Powerplant: 1 × Continental A40-2 35 hp
Propellers: 2-bladed fixed-pitch propeller

Performance

Maximum speed: 80 mph (130 km/h, 70 kn)
Cruise speed: 70 mph (110 km/h, 61 kn)
Range: 225 mi (362 km, 196 nmi)
Service ceiling: 12,000 ft (3,700 m)
Rate of climb: 400 ft/min (2.0 m/s)
Wing loading: 6 lb/sq ft (29 kg/m²)
Power/mass: 0.04 hp/lb (0.066 kW/kg)



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/eea1612) 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

July

6 Jul 2024 - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30AM (KPNC)

13 Jul 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

22-28 July 2024 - EAA AirVenture Oshkosh

September

14 Sep 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

28 Sep 2024 - Max Westheimer Aviation Festival - 9AM (KOUN)

August

3 Aug 2024 - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30AM (KPNC)

10 Aug 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)



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

Champaign Lady



Check the chapter website for more pictures and information

1612.eeachapter.org



AIRCRAFT



Aircraft: 1978 PA38-112 PIPER TOMAHAWK

Engine: Lycoming O-235-L2C

Seats: 2

\$34,900



- Stored in hangar
- Fresh Annual
- Lycoming O-235-L2C
 - TSMOH 2310(2400 TBO)
 - 7262 TTSN
- Skytec Starter
- SureFly electronic ignition
- Engine heater
- GT50 clock G meter
- AGM-battery

Contact Michael McCurdy
(405-202-9941)

Chapter 1612

Meeting Minutes

8 June 2024



- 1000 Meeting called to order by President Eric Muehlberg
- Attendance: 26 members
- Jayden Warren discussed her experience soloing in a Piper Cherokee
- Eric Muehlberg informed the chapter he was available for technical counselor inspections on your build/project
- Chapter video reviewed
- What is it discussion - Taylor E-2 Cub
- VMC Question - Difference in requirements for class B and class C airspace requirements with visibility and clouds
- Columbus Nobles recognized for service award
- Gami Tour photos
- Pancake Breakfast Donations - \$429.00
- Chapter t-shirts still available
- 1120 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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