



EAA Chapter 1612 Newsletter



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

Volume 3 Issue 7

7 July 2021

From the Front Seat—President Eric Muehlberg

As I write this piece of the newsletter, it's just two weeks before I hit the road for Oshkosh AirVenture 2021. From what I'm reading in *Sport Aviation* and the website, it looks like it could be a record year for attendance. The airshow should be interesting with two acts happening at the same time, kind of like a two-ring circus. I'll reserve judgment until I see how well it actually works out. The warbirds are always impressive to watch, and I love the sound of the V-12s and radials. I'm just thankful I don't have to feed them. I'm really looking forward to the Fun Fly Zone evening STOL events down on the ultralight field. It's always a great way to wrap up a long, eventful day at OSH.

Speaking of STOL, we're going to try to fly our spot landing contest this Saturday. There is a chance of rain, but as long as it's VFR we'll fly. Those who plan to participate need to be on site by 9:00 am for a pilots' briefing. We'll discuss the rules and draw straws to determine the order of flight. Plan to begin the event by 9:30 and finish when everyone has had their chance to impress us. We'll also need a few folks on the ground to help grade the spot landings. These events are always a lot of fun to fly and watch. This is a free event and, no, we aren't passing out trophies this time, but the bragging rights are definitely the same. There will be donuts and coffee available in the morning in the terminal building. With the spot landing contest taking most of the available manpower, we won't have a traditional meal before the meeting. After the event we'll move inside and have a short meeting, talk about everyone's plans for OSH, watch the Chapter video and announce our winners of the spot landing competition.

I had a chance to take a look at Jesse's Rotax S-21 project last Saturday at Page. He is really moving right along, recently mounting the Rotax 912 engine to the airframe. It's really



looking like an airplane.



Our Young Eagle event held in conjunction with the Wings and Wheels Airshow at Chickasha on the 19th of June was a big success. We flew a total of 134 Young Eagles before and after the airshow. Thank you to everyone who helped make the event possible. There were a lot of happy kids by the time we finished. Our next rally will be 25 September at the El Reno Fly-in.

Thanks to everyone who helped make last month's meeting a success. I know the time change may have confused a few folks, but the 3rd Saturday breakfast crew always prepares a great breakfast. The chance to have it before our meeting was definitely worth moving the meeting start time up an hour.

Hope to see many of you this Saturday.

Tailwinds,

Eric



Inside this issue:

MEETING LOCATION	2
COVID-19 AND GA	2
VMC CLUB QUESTION	2
WHAT IS IT?	3
CHAPTER MARKET PLACE	3
CHAPTER PICTURES	4
CHAPTER INFORMATION	5
Chapter Application	6

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 10 July 2021 and will start at approximately 1030 and run NLT 1200. The chapter will provide donuts and coffee. We will have a Spot Landing Contest event from 0930-1030, so participating pilots should arrive to make the safety meeting at 0900. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

The COVID-19 Impact on General Aviation

While COVID-19 has had an overall devastating impact on the aviation industry, one segment is showing some positive gains—general aviation (GA). So why is that? Here are a few reasons. Let me know if you agree.

Many businesses that require in-person meetings are turning to charter activities, using their own aircraft, or leveraging fractional ownership aircraft to transport employees and keep business going. The smaller planes present a lower health risk when compared to a commercial flight full of potentially sick people. While this type of general aviation activity is still down compared to pre-COVID-19 levels, many business customers are now using these same aircraft for personal travel more than previously seen. FAA data on operations show that fractional ownership aircraft usage (Part 91 Subpart K) is growing while non-commercial aircraft previously used by many businesses (traditional Part 91) is down, especially in business-centric markets.

This is another reason that GA aircraft sales numbers are rising and so are the asking prices of GA aircraft by 15-20 percent.

So what does the future hold for GA? As commercial airline activity ramps up throughout 2021, with increasing vaccination rates and lower virus transmission rates, GA business activity is expected to increase too. There is some concern about when business travel may return to pre-pandemic levels (my airline travels say it is there already). Given GA's generally strong performance overall, this return could signal even more growth in GA than anticipated pre-pandemic. The impacts to airport facilities—from hangar storage to airfield dimensions and potential changes to meet FAA design standards—will require

evaluation once pandemic-related changes are determined to be permanent or not.

The GA market is on the rise and so should you. Get out and fly while the fuel costs remain low.

Pam Keidel-Adams

“MANY BUSINESS CUSTOMERS ARE NOW USING THESE SAME AIRCRAFT FOR PERSONAL TRAVEL MORE THAN PREVIOUSLY SEEN.”



VMC Question of the Month

The question:

You're flying from KSWO (Stillwater) to 6K4 (Fairview) and your route of flight takes you through A-562A just below Vance AFB as depicted by the red line. Can you fly through this airspace and, if so, who **must** you talk to? Where would you find information about this airspace?



What is it?



It is a Zippy Sport LSA designed by Ed Fisher and marketed by Green Sky Aviation. The Zippy Sport is a single-seat, high-wing monoplane powered by a 50 hp (37 kW) Rotax 503 piston engine. Other engines have been fitted, including VW. Of mixed construction, it has a welded 4130

steel fuselage and wooden wings covered with doped aircraft fabric covering and fixed conventional landing gear. The wings are designed to be folded for storage or ground transport. The aircraft is available in the form of plans for amateur construction. Max speed is 120 mph, cruise is 100 mph, and stall is 40 mph which would make the aircraft a great little Amateur Built Light Sport Aircraft.



Here is the August 21 "What is it?"

Starduster II and Skybolt Plans + Factory Rib Jigs

Call Eric at 405-923-6749, or email at smuehlberg@pldi.net and make offer. Proceeds go to the Chapter.



Chapter Market Place

Zenith STOL CH750

Zenith CH 750, Rotax 912ULS, Skyview glass panel, 65hrs eng/airframe, always hangared, nice paint, at C.E. Page (KRCE), call Dan 405-830-6300, make me an offer.



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 2022

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



Chapter Meeting Pictures

Pictures from the cookout at C.E. Page Airport on 3 July 2021. Great turnout (as always), fantastic friends, and superb food. Not a bad way to end a beautiful flying day and begin a super holiday weekend. Thanks to all who made this event happen.



OUCH!!!





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

Eric Muehlberg
405-923-6749
smuehlberg@pldi.net

*Visit the chapter website at
1612.eaachapter.org*

Chapter Leadership and Contacts



President

Eric Muehlberg
405-923-6749
smuehlberg@pldi.net

Vice President/Newsletter

Dennis L. D'Angelo
813-334-7309
EAA48@aol.com

Secretary/Flight Advisor

Mitch Williams
405-574-6842
mitchw1962@gmail.com

Treasurer

Columbus Nobles
405-517-8202
Cnobles@reagan.com

Young Eagle Coordinators

Robert & Christy Self
580-799-2572
robert.self@ymail.com

Eagle Flight Leader

Jim Thomas
405-250-5397
buster40511@gmail.com

Technical Counselor

Eric Muehlberg
405-923-6749
smuehlberg@pldi.net

Website Editor

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;

EAA Chapter 1612
954 Redbud Lane
Newcastle, OK 73065

Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
405-923-6749