



NEWS In the Sky

July 2019

(www.opa.link)

OPA Independence Day Celebration at Wiley Post Airport!

July 4, 2019 - No Dinner Meeting
Hal Harris has invited all OPA members to join him at AirOne, located in the building below the control tower, at 7:00 for pizza and hangar flying.



August 1st, 2019 - Social Hour 6:30 p.m.
Dinner Meeting at 7:00 p.m.

Because we are not having a regular dinner meeting on July 4th, we will hold OPA elections at the August dinner meeting.

Jeff Sandusky will take us on a tour of 2019 Oshkosh AirVenture



Jeff made a new friend last year.

Jeff has invited all OPA members to the 10th Annual Cirrus Oshkosh Kick-Off Party at 5:30 p.m. Sunday, August 21st. Location: EAA AirVenture Booth #183. Contact Jeff at 405-650-5900, or RSVP at

<http://cloud.content.cirrusaircraft.com/2019Oshkosh>

If you are going to Oshkosh, you DON'T want to miss this party!



The Oklahoma Pilots Association (OPA) meets the 1st Thursday of each month at the Clarence E. Page Building, located on Wiley Post Airport. From N. Rockwell, enter the airport at the traffic light (Phillip J. Rhoads Ave.), take the first right, and drive back to the light gray brick building.



Please contact Roger Walton for dinner reservations so we will have enough food for everyone. dinner@opa.link 405-219-5149



Clarence E. Page Building
5810 Tulakes Avenue
Wiley Post Airport
Bethany, Oklahoma 73008

Oklahoma Pilots Association is a member-controlled not-for-profit organization for all pilots and aircraft owners. OPA strives to serve the needs of general aviation pilots statewide, promoting aviation, education and safety in personal and business flying.

Membership consists of student pilots through airline transport pilots, both civil and military and is open to all pilots and aircraft owners. Annual membership dues are currently \$35.

OPA holds monthly dinner meetings at the C. E. Page Building on Wiley Post Airport in Oklahoma City. Distinguished guest speakers present educational and safety related programs at the monthly dinner meetings.

OPA hosts monthly Fly Aways for lunch or dinner and weekend Fly Aways to interesting destinations.

OPA, through its charitable non-profit corporation, accepts money or property donated to fund the Vic Jackson Memorial Scholarship Fund which is awarded annually to a college student with career aspirations in the field of aviation. Your contributions of money or property are tax deductible.

OPA Newsletter Staff

Editors: Ben & June Roy

Typesetting & Layout: Ben Roy

Circulation: Wyvema Startz

Members' contributions of articles and other information relative to aviation are encouraged.

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June Roy
Steve Haynes

OPA President Brian Hancock



We have made a complete circle around the sun since I became the Oklahoma Pilots Association President. It has been a rewarding year for me and, hopefully, an enjoyable year of dinners, flyaways, and events for each of you.

Looking to next year I can assure you the OPA Board and Flyaway Committee are working hard to continue to bring you interesting speakers and entertaining flyaway destinations.

As a goal of mine I would like to make organizational growth a focus for the year. My hope is to work with the board to strengthen our recruiting and retention efforts for the OPA. Each of you play a part in that goal by inviting flying buddies, hanger neighbors, and aviation enthusiasts to a dinner meeting or flyaway. And, when those invitees come to the meetings, greet them with conversation and participation.

There are a number of reasons to grow our association: to replenish an aging membership, to bring in new experiences and ideas, to renew excitement and passion for our love of flying, but for me the single best reason to grow is to continue to position the OPA as the preeminent flying association in the state.

I want pilots in the state of Oklahoma to view joining the OPA as a necessity for being a pilot in the state of Oklahoma.

To put ourselves in that position, not only must our local presence be grown, but I feel we must expand beyond the OKC metro. We have seen a small influx of new members from beyond our OKC borders... after all, flying affords the ability to get to places quicker so there is no reason that our membership should be stifled by proximity.

I would also love to see the association embrace technology and broadcast our dinner meetings via our website. That same technology can also be used to allow board members and flyaway committee members to join their meetings remotely; thus, opening positions to members outside of the metro... again allowing us to broaden our footprint.

I hope in the future we will have a broader presence on social media (we have Facebook and Instagram accounts). I also dream of a day when we have an OPA podcast, a full color newsletter full of paid advertising, webinars hosted by members on all manner of topics, and a robust website to access all we have to offer.

To facilitate this vision, I need members willing to help with this initiative. If you would like to help more purposefully with this endeavor, please reach out to me or any of our board members and ask how you can help.

Last, thank you for a great year. I hope I have served you well and look forward to doing so in the next year.

Stay Safe and Happy Flying,

Brian Hancock

Highlights from the June Dinner Meeting

OPA VP Mike Grimes opened the meeting with the flag salute. We learned that Bill Halpain received his 50 year AOPA pin. Larry Eversmeyer and his wife joined us for dinner. Greg Flournoy brought his daughter Hannah. Jim King attended his first OPA meeting. Mike announced that June Roy celebrated a birthday. Janis Love asked for participation in the Okie Derby Proficiency Air Rally, to be held August 17, 2019 at Sundance Airport. It is sponsored by the Oklahoma Chapter of the Ninety-Nines to fund the "Wings of the Future Scholarship". She said if you can't fly with them, help, or sponsor with a donation. They give a \$5000 scholarship to a woman pilot each year.

Grey Finley said he got his multi commercial and is studying for CFI. He said the June 15th flyaway is overnight to Amarillo to see the play "Texas". July 13th will be to McAlester for lunch at Pete's Place.

Greg introduced our speaker, Glenn Freeman. Greg said he likes him because he was and is a Marine. Glenn shared his work experience with us, including time with the USMC Military Intelligence. (Editors' Note: Glenn was generous and shared his PowerPoint presentation with your editors, and we are sharing his notes with you for accuracy, and photos for your enjoyment. Thank you, Glenn.) He grew up near McChord AFB, where he watched F-4, F-106, C-130, and C-141s fly overhead, and learned to identify by sound what planes were flying over. He dreamed of joining the Air Force and flying a fighter jet. They said his vision wasn't good enough to be an AF fighter pilot, so he showed them; he joined the Marines. (That brought some laughter from the crowd.) But he still had the aerospace bug. He determined that a Mechanical Engineering Degree would allow more flexibility with regards to a career in aerospace. That led to his work at Boeing as a Systems Engineer for the F-22, B-1B, and B-2 airplanes since 1989. If anyone thought hearing a presentation from a computer software engineer would be less than interesting, they were very wrong.

Some of the stories he shared are included. One concerned a low altitude/high speed pass: B-1B running 200 ft over Death Valley (a national monument). The pilots thought they turned off all instrumentation recording systems, but they missed one. The analyst went through the data and noticed the -11 feet altitude. The pilots freaked out because they thought they had turned off all the recording systems so they could have some fun. The data was mysteriously deleted after that.

Glenn asked if we knew the difference between God and a fighter pilot. The answer: God doesn't think he's a fighter pilot.



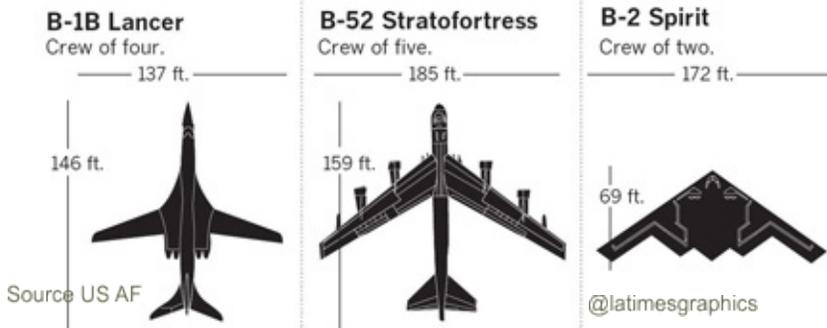
Highlights from the June Dinner Meeting Continued

A B-1B at EAFB touch and go with a F-106 Delta Dart chase plane in the early 90's: The EAFB is a close-knit community and there is a friendly rivalry between the pilots. The pilot flying the B-1B was flying very slow with wings all the way forward to conduct his 'touch and go'. His buddy flying chase was running a high alpha and couldn't slow down enough. Once the 106 went ahead, the B-1B (with wheels barely off the runway) did a hard-right turn and punched the afterburner. The copilot and OSO felt like they were chewing grass as the B-1B accelerated in the opposite direction and left the F-106 behind. The pilot did not tell the guys in the back what he was going to do, and it really scared them. They could see the pebbles beside the runway.

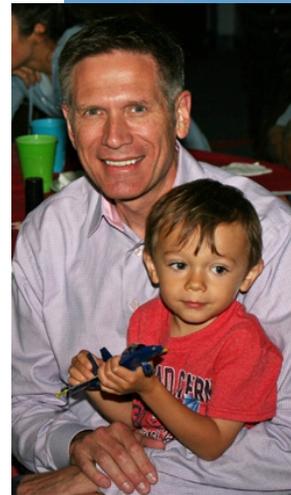


Another story referred to a Red Flag (bad guys headed to the base) exercise in Alaska in the early 1990s. (B-1B was involved in a red flag against an AFB (trying to simulate a Tu-22 Backfire). Base was alerted as to the day and vector when the B-1B would be flying in; F-16s were patrolling that vector at 25k. B-1B came in 200 ft off the ground (below the effective range of most airborne radars). Eventually, base radar picked him up and an F-16 was sent to investigate. B-1B dropped the simulated ordnance on the base and was picked off on the exit vector.

After Glenn told us about some of our rocket capabilities, he was asked why we use manned bombers. He said we need the man in the loop because factors change, intelligence may have changed (a mobile missile site may have been moved, etc.). Planes can linger around for hours until the guys on the ground say they need help. Pilots can shoot from 8 miles away before the bad guys know they are there. He also said that flying drones can be hacked, just like your computer. We would share more of what Glenn said, but we want to have room for some of his photos. Mike Grimes thanked him for a great presentation.



Flying Together



X-31



OPA June Fly Away - Palo Dura State Park, Amarillo, TX

From OPA Fly Away Chair Greg Finley

Thanks to Roger Walton, Greg Finley & Angela Drabek for the pictures



The Flyaway for the month of June was special in that we did an over-nighter in the Texas panhandle to see the musical production of "Texas", a short history of the Texas panhandle area. After arriving at the Tradewind Airport in Amarillo on Saturday, June 15th, we sought the advice of the airport FBO employees for the best place for lunch. After hearing the name "Feldman's Wrong Way Diner", we couldn't resist. Once we entered the diner, we noticed the aviation décor with a large propeller on the wall behind the reception area and the aviation photos on most of the walls. Perhaps most noticeable was the full-sized airplane hanging upside down from the ceiling. N3769 was originally registered as a 1972, Bowers Fly Baby which is a homebuilt, single-seat, open-cockpit, wood and fabric low-wing monoplane that was designed by aircraft designer and The Boeing Company historian, Peter Bowers.

After having a super lunch together, we all went and checked in to our hotel and had free time before leaving for our main event... most of us took a nap. Ironically, we learned that out of all the restaurants between the cities of Amarillo and Canyon, we chose the only restaurant that catered the dinner that we were to partake of that night at the musical. That evening, we drove down into the Palo Dura Canyon where we ate a "chuck wagon" style dinner which consisted of BBQ pulled pork, pulled brisket, sausage, baked beans, coleslaw, and potato salad. I did not see any chuck wagons around, but we did have rows of picnic tables with open-sided covers; which, came in very handy because a short thunderstorm rolled through just as we got in line to be served dinner.



OPA June Fly Away - Palo Duro State Park, Amarillo, TX

Once it was time for the show, we all went to our seats in the outdoor amphitheater. Although I expected a show with professional actors, I learned the entire production - from singers, dancers, actors, stage props, lighting, sounds, etc., was all done by students from the West Texas A&M University in Canyon, TX. Everyone involved performed in an area related to their classes and respective college degrees. I believe they did an amazing job and I recommend this musical to everyone.

After eating breakfast in the hotel, the next morning, we all travelled back to the airport and departed. All in all, we had 18 people attend this flyaway and 3 airplanes. Due to various maintenance issues or other reasons, the rest of us drove. Those attending included: Lola and David Ames; Vi and Danny Davis; Angela Drabek and Wyvema Startz; Leanna and Larry Eversmeyer; Cristi and Greg Finley; Jan and Roger Walton; Danielle, Josie, Jett, and Joey Sager and Irene and Dwayne Sager. If you missed this flyaway and would like to join us the next time, look for emails and another newsletter article about our July Fly Away to McAlester, OK, where we plan to have lunch at Pete's Place on Saturday, July 13th.

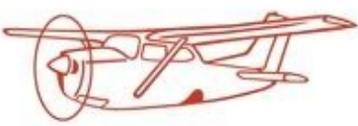


More photos on Page 8



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**OPA July Fly Away - McAlester Regional Airport
Saturday, July 13th
Pete's Place, Krebs, OK**



Please make sure to mark your calendars and get your planes ready for our July Fly Away to McAlester Regional Airport (KMLC), on Saturday, July 13, 2019, where we will go and enjoy some Italian style family cuisine at Pete's Place. We should all be wheels down by 11:00 am, and really hungry. If you would like to start looking at the menu and get more information on lunch, you can visit Pete's Place at <https://www.petes.org> Also, you can start your flight planning by visiting <http://airnav.com/airport/KMLC> See you in July!



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Contacts: Steve Schroeder: 405-691-8629 (home phone) sandsschroeder@cox.net or QB Governor Jim Sutton 405-760-1988 (mobile phone)



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OPA Fly Away Committee

Please contact any committee member with questions about Fly Aways or suggestions for future OPA Fly Aways.

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and Bill Pappadopoulos - 405-417-7876

June Fly Away Photos



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2019 OPA Calendar

- July 4th** - No Dinner Meeting
 Pizza at AirOne, Wiley Post Airport
- July 13th Fly Away** - McAlester, OK
 Lunch at Pete's Place in Krebs
 Wheels Down - 11:00 a.m.
- July 18th** - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport
- August 1st** - Dinner Meeting 6:30 p.m.
 Page Building, Wiley Post Airport
- August 10th Fly Away** - Bentonville, Arkansas
 Crystal Bridges Museum
 Wheels Down - 11:00 a.m.
- August 15th** - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport
- August 17th** - Okie Derby Proficiency Air Rally
 Sundance Airport - OK Ninety-Nines
 Funding "Wings of the Future Scholarship"
- September 5th** - Dinner Meeting 6:30 p.m.
 Southern Wings Hangar, Wiley Post Airport
- September 14th** - Lake Murray, OK
 Lunch and golf
- September 19th** - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

Be sure to contact Roger Walton
for dinner reservations
 405-219-5149 dinner@opa.link

Monthly Oklahoma Fly-Ins

- 1st Saturday - Ponca City Aviation Booster Fly-In
 Breakfast - Call Don Nuzum 580-767-0470
- 1st Saturday - Pauls Valley Lunch Fly In
 Call 405-268-3925 (Breakfast in Summer)
- 4th Saturday - Enid Fly-In Breakfast - Woodring
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ANNUAL DUES ARE \$35
ALL DONATIONS ARE TAX DEDUCTIBLE

The OPA General Aviation Newsletter is published monthly. Articles for the newsletter are sought from members, trade organizations, etc. Stories and articles can include flying trips, rebuilding and restoration experiences, special tips, activities, etc.

Material for publication will be accepted up to the deadline which is the 15th of each month, space permitting. The editorial staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the OPA Newsletter is not an endorsement by the Association, nor does the Association assume any responsibility for the accuracy of the information contained in the Newsletter. Permission is granted to reprint, provided credit is given to The Oklahoma Pilots Association Newsletter. **For circulation issues including newsletters not received or email and address changes contact Roger Walton 405-219-5149 or email mem@opa.link.**



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