



# NEWS In the Sky

June 2019

([www.opa.link](http://www.opa.link))

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

### Speaker: Glenn Freeman

After serving in the US Marine Corps and being deployed to the Middle East in support of Desert Storm, Glenn was medically discharged in December 1991, due to a leg injury. He was then accepted to Washington State University; where he graduated in 1995 with a Bachelor of Science degree in Mechanical Engineering. He began working with The Boeing Company in 1996.

From 1996 to 1998, Glenn worked as a Systems Engineer on the F-22 Raptor program; determining from the design drawings how many spares of each part would be required over the life cycle of the F-22, because Boeing owns roughly one-third of the aircraft. Glenn worked closely with the Logistics Supply Agency (LSA) as he developed prediction models for various parts of the fighter, in order to determine the frequency of part failures and the probability of such failures.

After leaving the F-22 program in 1998, Glenn moved to the Oklahoma City area where he worked on the B-1B bomber's Avionics Flight Software and the Avionics Integrated Test Function (AITF) areas. This software function was responsible for the self-diagnostic capability resident on the plane, in which errors would be reported back to the crew in real-time for situational awareness. In 2001, Glenn began supporting the Weapon Delivery software function for the B-1B during which time he became one of the senior systems engineers in that area. Glenn frequently traveled to Edwards AFB, CA, to support the ground testing for the B-1B.

In 2003, Glenn began his work on the B-2 program as the software systems engineering lead. He was part of a small team of engineers who traveled to Washington in 2003, to learn everything about Boeing's software portion of the B-2 in order to transition the software program from Seattle to Oklahoma City. The team spent four months in Seattle immersed in the B-2 program bring back as much knowledge as possible to begin an OKC-based team.

After 8 years as the software systems lead, Glenn was promoted to the Integrated Product Team (IPT) as Lead Engineer, where he had overall technical responsibility for the Boeing software onboard the B-2 bomber. In 2013, he accepted a management position in the same area and now runs the B-2 software area for Boeing. On the B-2 platform, Boeing has the responsibility for the weapons, the bomb bays, the fuel management system, and the simulation.



July 4, 2019 - Watch Bethany Fireworks  
at Page Building - No Dinner Meeting

Please contact Roger Walton for dinner reservations so we have enough food for everyone. [dinner@opa.link](mailto:dinner@opa.link) 405-219-5149

OPA Independence Day  
Celebration at Wiley  
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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.





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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

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

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## Pilot Flies to All 108 Airports in Oklahoma's System



Lt. Col. Deirdre Gurry completed her personal mission to fly into all 108 public-use airports within the Oklahoma Airport System (OAS) April 25, 2019. Gurry is a military and general aviation pilot and hangs her plane at Enid Woodring Regional Airport (KWDG).

In pursuit of general aviation, Gurry purchased an RV6 aircraft a little more than a year ago. Itching for an aviation adventure, it was mid-winter when she began looking for a goal to keep her busy. She said the idea came to her when she received the 2018 Oklahoma Aeronautics Commission (OAC) official aeronautical chart during the Oklahoma Women in Aviation & Aerospace Day event held in Tulsa

Gurry's journey launched this past December and was fulfilled April 24th at Duncan's Halliburton Field (KDOC). Over a four-month period, she took nine day-trips with the Oklahoma Panhandle being her longest. "I enjoyed finding buildings with paintings on the roofs. It's fun to think about the people who leave the art just for us pilots to find! I've seen an eight-ball, a smiley face, and even a rooster!" said Gurry. "One thing that was a small, but fun, challenge was transiting between the airports that were very close. I would only do one "touch and go" or "low approach" to wet grass fields, and then move on to the next. With some airports very close, switching frequencies, finding the airport, and scanning for traffic kept me on my toes."

Oklahoma has 4 commercial airports and 104 public general aviation airports and Gurry landed at every one of them. The OAC is a non-appropriated agency funded directly by users of the state airport system through aircraft excise and fuel taxes, and aircraft registration fees. These taxes and fees generate \$5 million on average annually funding the OAS.

"Lt. Col. Gurry probably has some great insight as to how the Aeronautics Commission is doing in our mission to maintain and improve the state's airports," said Grayson Ardies, deputy director of the Commission. "Pilots using the state's runways can tell you that our pavement has dramatically improved over the past two decades, and we are proud of our 108 airports. A commitment by state, local, and federal officials has resulted in what is now a well-maintained comprehensive airport system," Ardies continued. "OAC's recently proposed Airport Construction Program (ACP) which invests \$130M of federal/state/local funding in 66 projects will go a long way in helping ensure the state's runways, taxiways, and other infrastructure items are the best they can be for the users of the system." .....

Oklahoma Aeronautics Commission, Sandra Shelton, PIO

## OPA President Brian Hancock



If you are an active social media user you probably follow a few pilot pages on Facebook, Instagram, or other social media platforms... at the very least I hope you follow the Oklahoma Pilots Association on those media.

I am a member on a dozen or so pages and blogs and on one of them recently a pilot had posted some pictures of some tundra tires he had bought off a Barnstormers ad. For those of you unfamiliar with Barnstormers, it is basically an airplane specific online garage sale.

The tires he purchased had cracks in the sidewalls (see attached pictures) and he was asking the members of a particular Facebook page I follow for their opinion on the use-ability of the tires.

Like many others, I gave my opinion, which was, in summary; "the cracks could be superficial, or they could be something worse - given the importance of tires when landing I would purchase a new pair."

I was shockingly in the minority. Most commented that the tires were fine, the cracks were superficial and to go ahead and use them. Others commented that they are flying on much worse. The few naysayers, like myself, were discounted as unintelligent wasters of money, unresourceful, and overly cautious. All of which may very well be true.

I admitted on the site that I was not a tire expert; but I did know what ozone cracking (weathering) was and how it impacts the integrity of tires. I suggested, at the very least, he have the tires looked at by a mechanic or other expert and not rely on the opinions of people who saw a few photographs.

Again, I was ridiculed because, and I quote, "If you show them to four different mechanics, you'll likely get four different opinions, some of which might condemn them out of an abundance of caution and CYA."

Abundance of caution and CYA??? You mean like saving one's life... that abundance of caution?

I have always thought that when it comes to the operation of an airplane, and flying in general, that there are two types of pilots: those who inspect something and say, "that's good," and those who inspect something and say, "that's good enough." It may very well be "good enough"; but I would much rather have "good" given the unforgiving nature of something that was NOT, in fact, "good enough" when it comes to aviation.

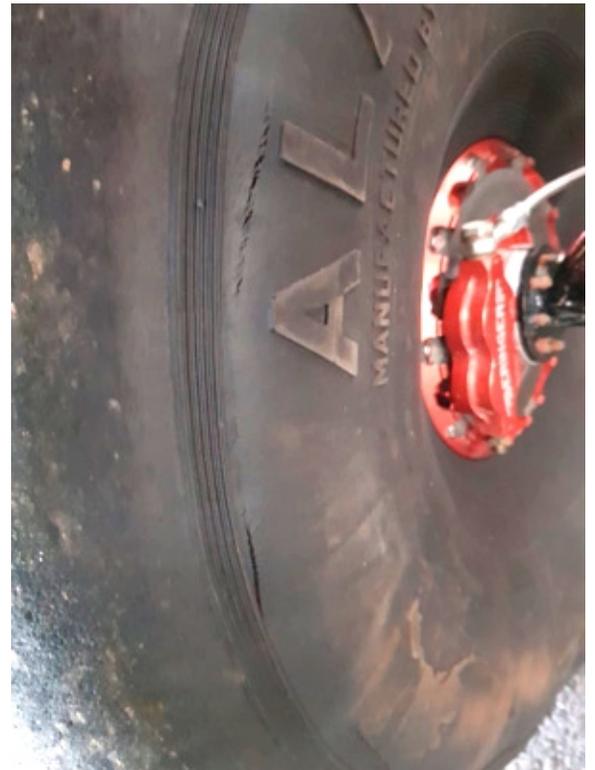
Obviously, the main argument for using the tires was cost. And, trust me, I understand that argument. A new set of Tundra tires runs approximately \$3000; an admittedly large sum. But, when compared to the cost of potential damage, given a tire failure while landing on flat concrete, let alone, a backcountry airstrip, your cost could skyrocket up to and including the cost of the aircraft, or worse, the pilot's life or that of a passenger's, or both.

Aviation is not an inexpensive activity and I feel there is little room to do things on the cheap. If someone told you it was; then get ready for disappointment. Do not let cost dictate the level of safety by which you fly.

The conversation left me realizing that there are many in our community that get by with "good enough" and I truly hope their luck holds out. But, if you have the means to eliminate luck as a main component of your ability to fly safe; by all means, do so. We all need a little luck; we just don't want to have to depend on it.

Stay Safe and Happy Flying,  
Brian Hancock

[Editors' note: We believe this is too important to condense into the regular column size. Be sure to read Brian's column.](#)



## Highlights from the May Dinner Meeting

OPA President, Brian Hancock, opened the meeting and Frank Bice led us in the pledges to the US and Oklahoma flags. Greg Finley talked about our upcoming OPA Fly Away on May 18th to Eisenhower Airport in Wichita to view Doc, the B-22 that flies out of there. Plans are to eat at the Hangar One Café. (You know what they say about the best laid plans, the weather changed them again.) The June trip is scheduled for an overnight the 15th and 16th to the Trade Winds Airport. Wheels down at 11, then transportation to lunch and the hotel. There will be a ranch style dinner before the play Texas at the amphitheater. Contact them to buy tickets and let them know you are with the Oklahoma Pilots Association (they won't understand OPA) so they can seat us close to each other. The ticket includes dinner and is about \$50 each. The hotel set up is the Best Wester at about \$119 a night. Ask for discounts and make your reservations ASAP. Let the Fly Away Committee know you are coming so they don't leave you at the airport.

Long time (over 40 years) OPA member and US Veteran, Bill Van Osdol, was went on a free Honor Flight to Washington D.C. to visit the WWII Memorial. They had 15 volunteers who looked after all their needs. Oklahoma no longer has Honor Flights, so his trip was with the Texas group. He said it was hard to admit because he is from Oklahoma, but it was Texas First Class. He was also sent an airline ticket to go to Normandy for the first week of D Day. He will stay with a family in France. We are all grateful to men like Bill who gave so much for our country.

Jim Dewey, one of our newer OPA members, told us about the OK Soaring Association in Hinton. They have 20 members and a lot of glider activity. The club owns 3 gliders, 1 single place and 2 with 2 places. Ten privately owned gliders are resident there. They fly from 11 to 12 mid-day and come back at 5 or 6 in the afternoon. They have tremendous soaring activity out there. There is really only one active instructor. They have turned away 24 people who wanted instruction, including 14 active pilots. They have one man close to getting his commercial rating who hopes to have his glider CFI by fall. He asked us to spread the word that they need glider instructors. John Persol is the glider pilot and tow person.

We welcomed Sgts Tim Campbell and Lem Mutii from the OKC Police Department Helicopter Unit. Tim said their two new identical helicopters rolled off the line 2 months apart. He told us his first reaction when assigned a Public Relations event was, "Oh man, I don't want to do that." Then when he learned it was for a pilots' group it was, "Oh, yeah, I'll do that." And when he learned we were going to feed them; he was ready to go right then. Everyone who attended the meeting will agree that they sent the right man for the job. He was very informative while entertaining us at the same time.

Tim served 9 years with the Owasso PD, then OKC PD, on the streets with the OKC gang task force, and motorcycle unit. He said now he has the best job of all. OKC covers over 666 square miles. It is vital to cover that. They have also assisted Stroud, Seminole, and Ardmore; anywhere they can get there, do the search, and get back on 1 tank of gas. They frequently do searches for missing people, especially elderly or impaired people. He sounded disappointed that less than 1% of their work is pursuit. He said, "Sorry, that's the guy in me." They had a "cool one" the night before our meeting. They saw the car blow up in fire. You may have seen that on TV.

He said they launch from their PD. If they can respond while air bound they get there faster than if they are in the hangar watching a Thunder game. Their equipment can find a person best in warm weather when they are not on concrete because the 98.6 body temperature is hard to spot on hot concrete. It works great other places. He said they can find our air conditioner and can tell when we mow and put our grass clippings in the trash because of the heat produced.



## Highlights from the May Dinner Meeting Continued

Sgt Tim said that even with a 27 knots tailwind, flying at 190 across the ground, it still seems like forever when the response time is only 2 – 3 minutes. It keeps people on the ground safer. Pilots tell the other responders that they have their guy, so they can turn off their lights and sirens. That's safer for people on the ground. He sold us that one time they chased a truck for 30 minutes or so. When it stopped the wife took the keys from him and he went in the house. Tim's wife told him that she's not that good of a wife. He said they can type in an address and the camera looks in GPS and zooms in to that address. He could see an officer walking around a building from 10.2 miles away. He watched a robber run out a door from miles away. They can respond faster when in the air, so they do regular patrols. They like to stay in south OKC when there is a south wind and north OKC when there is a north wind, so it pushes them. They caught copper thieves working at 2 or 3 am who thought they couldn't be seen. He said he always loved chasing bad guys on the street, but now it's much more fun.



Sgt Mutii is the first African American pilot from Kenya. He learned to fly in Kenya. He is trying to learn how to hover. It is PM – Pure Magic. You can't really teach it. One day you just "get it". Tim said the OKC ATC night crew is gold. When they are in pursuit in air one, ATC puts everyone on hold. They even put commercial flights on hold. They don't bust their runway without their permission. When asked about problems with news copters, he said they are at 1000 feet and the news are at 2000, so it is not a problem.



Sgt Campbell grew up in Okemah, OK on a cattle ranch by an old grass strip. He saw an airplane land and told his grandpa that he wanted to fly one. His grandpa thought he was crazy. He joined the Marines, hoping to become a pilot. His first orders were to a helicopter squadron. No one told him how expensive the training was. He had 50 hours and was ready to do his check ride when he got orders to Japan. He finished his flight training after he got out. He has a BA and MA from OSU and is an adjunct professor there. He loves talking to little kids about flying.

Tim said they don't usually hover because they have been shot at and it's harder to hit a moving target. One subject actually posted a video of himself shooting a high-powered rifle at their helicopter. He said drones are a sore spot right now because he almost hit one head on last week at 1200 feet in the air. They chased each other in circles at 60 knots. He hopes the motor wash hit it and caused it to crash and cost the owner a lot of money. (I'm guessing not near as much money as it would have cost the owner if they had caught him.) He said he has told cities to land their drones or he couldn't help them. They were hit by a Canadian Goose about 2 am about a month ago. There was blood all over the other seat. They do not have a hard deck limitation. Their biggest risk is engine failure at night when you can't see wires. They just got new goggles to help with that. They usually stay above 500 feet for noise abatement. Sgt Campbell shared more with us, but we need to save some space for pictures of the copter. Brian presented certificates for a 1-year OPA membership with our thanks. We had drawings for two PD copter unit patches Tim brought. Brian said the OPA scholarship information is updated on the website.



### More photos from the May Dinner Meeting



### OPA Fly Away May 18th - Wichita, Kansas - ICT and Tour B29 "Doc"



From OPA Fly Away Chair Greg Finley  
 Thanks to Roger Walton for the picture



Our OPA Fly Away for May seemed to have fallen victim to one of aviation's oldest adversaries. Thunderstorms and high winds riddled most of Oklahoma and Kansas causing us to once again cancel our flyaway event. However, there were some who battled the weather and gathered at our alternate location for lunch. Red Robin was the lucky restaurant that was able to host our association for a great time of food and fellowship. Pictured here you can see those who navigated the rain-soaked roads without an IFR clearance; holding the camera is Roger Walton.



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**OPA Fly Away - Amarillo, TX June 18th - 19th**  
 Dinner and play, "Texas", at Palo Duro Canyon



For the month of June, we will be flying to Tradewind Airport (KTDW), Amarillo, TX, and visit the Palo Duro Canyon State Park and Amphitheater where we will enjoy a chuck wagon style dinner then see the outdoor musical Texas. Afterwards, we will spend the night at a local hotel and depart for home the next morning. We ask that you are wheels down no later than 11:00 am on Saturday, June 15th, after which time we will have ground transportation for lunch and check-in to the hotel before heading to the amphitheater.

If you are interested in going along it's not too late! However, participation does require advance purchase of tickets and hotel reservations. First, you will need to call the Best Western hotel at (806) 655-1818 and make sure you can still get a room for a cost of \$111.87 (tax included). Let them know you are with the Oklahoma Pilots Association. We have a limited supply of rooms still blocked but they are on a first come first serve basis. Next, simply call the amphitheater ticket office at (806) 655-2181 and, again, let them know you are with the Oklahoma Pilots Association and you would like to purchase the chuck wagon and show tickets for the center section. The cost for the dinner and show is estimated to be approximately \$50 per person depending on a variety of discounts that may apply to you; such as, military, senior, etc. By mentioning you are with the Oklahoma Pilots Association, they will try to get you seated next to or close to others in our group.

After you have reserved your hotel room and purchased your dinner/show tickets, please email us at [flyaway@opa.link](mailto:flyaway@opa.link) and let us know to expect you so we don't leave you stranded at the airport.

We're going to have a great time and we hope to see you there!

Greg Finley  
 OPA Fly Away Committee Chair



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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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### 2019 OPA Calendar

- June 6th** - Dinner Meeting 6:30 p.m.  
 Page Building, Wiley Post Airport
- June 15th - 16th Fly Away** Amarillo, TX  
 Overnight - Palo Alto Play  
 Wheels Down - 11:00 a.m.
- June 20th** - OPA Board Meeting 6:30 p.m.  
 Page Building, Wiley Post Airport
- July 4th** - Watch Bethany Fireworks  
 Page Bldg, 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

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 Breakfast - Call Don Nuzum 580-767-0470
- 1st Saturday - Pauls Valley Lunch Fly In  
 Call 405-268-3925 (Breakfast in Summer)
- Saturday after 3rd Monday - Owasso Pancake  
 Breakfast EAA Chapter 10
- 4th Saturday - Enid Fly-In Breakfast - Woodring  
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