



NEWS In the Sky

May 2018

(www.opa.link)

May 3rd, 2018 - Social 6:30 p.m.
7:00 Dinner Meeting

Speaker: Scott Sarver: "Doc" Restoration

For our May dinner meeting, we will be back at the Page Building at Wiley Post Airport on May 3rd. Our May speaker will be Scott Sarver. Scott worked for Cessna Aircraft Company for 32 years and upon retirement became a volunteer and one of "Doc's Friends" who helped restore one of only two flying B-29's Superfortresses in the world. Scott will share his experiences restoring "Doc" and a slide show chronicling how "Doc's Friends" acquired the aircraft and what it took to get it back to flying status. Scott graduated from the University of North Dakota with a degree in Aviation Management. He went directly to Cessna Aircraft Company and ended up working there for the next 32 years. Scott held a myriad of positions, culminating in the Sales Division, selling Special Mission Citation Aircraft as the Manager of Special Mission Sales. After retirement he has been a restoration volunteer and once they got flight certification, he has been certified as the Lead Scanner in the flight crew. Doc is owned by a local group of businessmen known as Doc's Friends. They are a 501 3c corporation. Last year was their first year of flight operations and they were all thrilled to be able to take the aircraft out and display it to the public.



June 5th, 2018 - Social Hour 6:30 p.m.
Dinner Meeting at 7:00 p.m.

AOPA President Mark Baker, AOPA Senior Vice President of Aviation Strategy and Programs. and **Katie Pribyl**, leader of AOPA's Aviation Strategy and Programs Division.

Mark will discuss the present state of business for AOPA and Katie will provide our members with a comprehensive overview of AOPA's efforts to grow the pilot population.

Mark Baker is a longtime general aviation pilot and only the fifth president in the 75-year history of the AOPA. Prior to his appointment at AOPA, Baker served in numerous senior executive roles, including COO at Scotts Miracle-Gro Company, President and CEO of outdoor outfitter Gander Mountain Company, Chief Merchandizing Officer and Executive VP for The Home Depot, and CEO of Orchard Supply Hardware Stores Corp. He uses his extensive business experience to help AOPA build value for its members, with a special emphasis on aligning association resources with member priorities. Baker, a graduate of the University of Minnesota, has also served on numerous corporate boards and has taken leadership roles with nonprofit organizations, including City of Hope, a top biomedical research, treatment, and education institution in Duarte, California. In conjunction with his role as president and CEO of AOPA, Baker chairs AOPA's Political Action Committee, is CEO for the AOPA Foundation, President of the International Council of Aircraft Owners and Pilots Associations (representing pilots in 72 countries), and publisher of AOPA Pilot, the world's largest and most influential aviation publication. Baker took the left seat at AOPA on September 6, 2013.



"Doc" - B-29 Superfortress
one of only 2 flying B-29s



Katie Pribyl is responsible for its "You Can Fly" Program and the Air Safety Institute. Under the "You Can Fly" umbrella, Katie and her team are building initiatives designed to get lapsed pilots back in the air; provide more affordable access to aviation through flying clubs; support best practices in flight training; and introduce high school students to aviation. The AOPA Air Safety Institute has been producing free programs with the goal of helping pilots fly safer for more than 60 years. From groundbreaking online courses, to popular live seminars and videos, ASI covers the spectrum of aviation safety education. Katie earned a degree from Embry-Riddle Aeronautical University and flew the Canadair Regional Jet with Atlantic Coast Airlines/Independence Air before serving as the Director of Communications for the General Aviation Manufacturers Association. Katie is also a CFI and rated seaplane pilot. Her idea of the perfect weekend involves flying her 1956 Cessna 180 Skywagon in her home state of Montana.



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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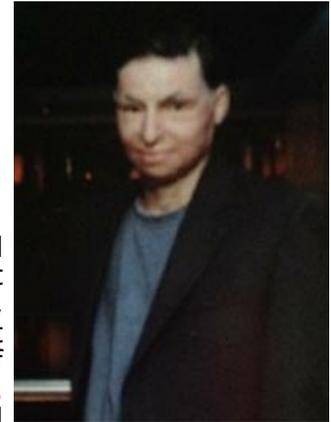
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**OPA President
Matt Cole**



Good info on refining IFR skills

For those of you who are instrument rated pilots or are training for your IFR ticket and want to refine your instrument skills, do a Google search for "Instrument Pattern A and Pattern B." Near the top of the results should be a PDF by Gleim. Starting on page 4 you will see a verbal description and a pictorial description of these Patterns. And while you will not see these exercises on the checkride, nor in real life, these patterns, including the other ones listed, [Vertical S, S1, S2], are the critical building blocks of your instrument skills. Far too often when I ask instrument rated pilots or pilots working on their instrument rating if they have ever done these exercises, the answer is almost always that they have never even heard of them. This is mind boggling to me, as I have no idea how you can build the walls and roof of a structure without first building the foundation. Yet a reoccurring theme I consistently see, especially with people who own their own airplanes containing glass cockpits, or pilots trained in glass cockpits, is a dangerously high reliance on automation, including the autopilot.

I am not saying if you have an autopilot not to use it. A good pilot should always use ALL available resources, especially during single pilot IFR; where a good autopilot can be a huge help by greatly reducing work load. Plus, you may be required to complete an approach on the instrument checkride, coupled to the autopilot, if you have one capable of doing so. However, how then does an instrument rated pilot who has never practiced flying the airplane by hand, or hasn't done so in a very long time, know how to control the airplane solely by reference to the instruments, should the autopilot fail? What if all they have ever done are approaches coupled to the auto pilot and they are then cut free with their newly minted instrument ticket and they are flying in IMC and experience an auto pilot failure?

For this reason and many others, I personally try to not acquiesce and start right off with approaches, without first making sure the pilot can do all these patterns with ease while hand flying the airplane, i.e. no auto pilot. Then and only then, when they are proficient with those, I have them practice hand flying these patterns partial panel, i.e. with the attitude indicator and directional gyro covered up/failed down. Then when it's time to fly the ILS, it's generally not as much of a chore as it otherwise can be. So, the next time you really want to see how your instrument skills truly are; grab a safety pilot, your hood, a copy of these patterns, and try hand flying them WITHOUT THE AUTOPILOT, followed by hand flying them with partial panel. You may be quite surprised with the results.

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.



Highlights from the April OPA Dinner Meeting - "An Evening with Lt. Gen. Thomas P. Stafford"

Many thanks to Gen. Stafford for allowing us to use his photos and to Joey Sager for allowing us to use his commentary

It was a real joy to experience "An Evening with Lt. Gen. Thomas P. Stafford", co-sponsored by Oklahoma Pilots' Association (OPA) and the Oklahoma History Center. A welcome was given by Dan Provo, OK History Center, acknowledging OPA, OK History Center, and Friends of the OK History Center. The Pledge of Allegiance was led by Mike Grimes, with a brief explanation of what OPA is and does. While we enjoyed a wonderful meal, we viewed two of General Stafford's fantastic videos. Joey Sager, who serves on the board of directors for both OPA and the OK History Center, set the mood for the evening; a casual discussion with Gen. Stafford. The "flight plan" format for the evening was informal, with Joey asking Gen. Stafford questions and him responding. I can tell you that I was totally astonished at the memory and mental ability Gen Stafford displays. He can answer questions about MANY years ago much better and in more detail than you can imagine if you were not present. And he is still working with the same abilities as he did all those years ago, and still serving our country as head of the Oversight Committee for the International Space Station.

Joey said there would be no boring introduction because we could read a biography anywhere. We listened as the world's fastest man (28,547 mph) told his stories of history in the making. Much of what he accomplished has been written in the history books, but much of his most notable accomplishments have been classified, until recently. We heard from him in his own words, what it felt like, and what he remembers from a career that we've divided into 3 eras: Aviation, Space, and the "secret stuff."



Highlights from the April OPA Dinner Meeting - "An Evening with Lt. Gen. Thomas P. Stafford"

Joey asked how Stafford's mother, who came to Oklahoma in a covered wagon, felt about watching her son go to the moon – on a color TV. He said she was nervous before the flight but liked it after. Stafford said it was a pleasure to be there and talk to a bunch of pilots and interested people. He mentioned that there are 44 airports in OK that are jet capable and that it wasn't like that when he grew up in the dust bowl. His love of flying started when he was 5 years old. Every day 2 or 3 "big silver airplanes" (Douglas DC-3's, the 1st transcontinental planes) flew over his head in Weatherford, OK, along Route 66. The first airplane he ever flew was a Taylorcraft BC 12-D owned by a friend of his math teacher, and it was on a grass strip when he was 14 -15 years old. His first solo flight was in a T-6 Texan. His teacher encouraged the boys in her class to go to a Service Academy and he went to the Naval Academy. The Korean War was going on when he was about to graduate, and he wanted to go over there to shoot down MiGs, but it ended about a month before he got his wings. He flew a Lockheed T-33 at the start of his actual aviation career.



Taylorcraft DC-12B

He always wanted to fly high and fast. To do that he had to be a test pilot, and he had to work very hard to accomplish that. F86 Sabre was the first



swept-wing fighter jet he flew. The T-38 was sometimes called "the astronauts' taxi" or "astronauts' airliner". He shared details of some very exciting flights, including when the H drive blew out of the bottom of the T-38 when he was doing some touch and goes. He heard a big crash-bang and the plane flipped over. They asked if he was okay and he said H--- no. The left flap was full down and the right was flapping up. There was a big hole in the bottom of the plane. They redesigned the mechanisms for the H drive, etc. Stafford said, "That's what test pilots are for." He said insurance agents weren't knocking on the doors of test pilots and astronauts.

Stafford said sometimes situations are self-made; some are lucky; and his were lucky so far. During one flight in training a classmate was doing loops and the prop cut a hole in Stafford's plane. That pilot didn't make it. Joey said he during the story he wondered if Stafford made it. Another time a plane hit them. The prop of a T-6 was about 10-12 inches above the cabin. They told him to get out of there, so he did.



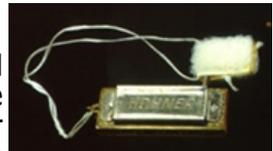
Highlights from the April OPA Dinner Meeting - "An Evening with Lt. Gen. Thomas P. Stafford"

There were 10 Gemini missions, all with 2 astronauts each, but 4 astronauts, including Stafford and John Young, flew twice. They flew 10 missions in 20 months. The trip to the moon couldn't have happened without the in-space rendezvous, and Apollo couldn't happen without Gemini. Stafford took a picture of the rendezvous, and we watched a video of that historic event that made the moon shot possible. Most people have no idea of how much of the preparation and planning for the space effort was done by Gen. Stafford. He can see a problem that others don't see and works until he finds a resolution.

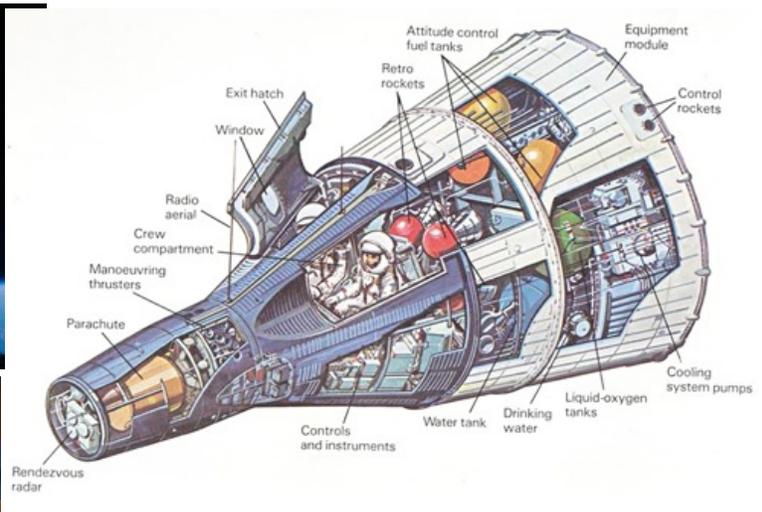
Stafford's first space mission was Gemini 6. Joey set the scene for another first on Gemini 6. "On December 16, 1965. You and Wally are about to re-enter the earth's atmosphere. You keyed the mic, contacted Mission Control, and reported the sighting of an Unidentified Flying Object." (See photos.) "We have an object, looks like a satellite going from north to south, probably in polar orbit.... Looks like he might be going to re-enter soon.... You just might let me pick up that thing.... I see a command module and eight smaller modules in front. The pilot of the command module is wearing a red suit." So, in reality, this was not actually the first actual sighting of a UFO, but it was the first-time musical instruments were played in space. We heard the recording of that transmission. These actual instruments are on display at the Smithsonian Air & Space Museum. Replicas are on display here at the OK History Center." We enjoyed a private concert of Jingle Bells, with Joey on the mini harmonica and Stafford on the bells. Stafford said the idea was Wally's.



When he and Gene Cernan flew the Gemini 9 mission, Gene did the second spacewalk. It almost ended in a disaster, when Gene almost didn't make it back into the capsule. Stafford said Cernan lost 13 pounds during the 1 1/2 hour spacewalk, and his face was red like he had been in a sauna for too long. The suit was overinflated, making him look like a Michelin Man. He had a rip in the back of his suit that caused a burn. Stafford was afraid he couldn't pull him in, but had been told that, "We can't have a dead astronaut floating around in space."



His third space mission Apollo 10, was a dress rehearsal for the Apollo 11 moon landing. When asked why he didn't land on the moon on the Apollo 10 mission, since they were so close (less than 10 miles), Stafford replied, "My name isn't Kamikaze". The Apollo 10 lunar module was still too heavy for a successful moon landing.



Highlights from the April OPA Dinner Meeting - "An Evening with Lt. Gen. Thomas P. Stafford"

Shortly after returning from Apollo 10, he was assigned as the Head of the Astronaut Corps. In that role, he assigned the astronauts to the remaining Apollo and Skylab missions. In the 1970's there were 2 world superpowers, the US and the Soviet Union. In 1972, there was an agreement struck between President Richard Nixon and the Soviet President for something called the Apollo-Soyuz Test Project or the ASTP. The astronauts and cosmonauts trained extensively in Russia and the US, launching in the summer of 1975. This mission involved the docking of an Apollo Command/Service Module with the Soviet Soyuz 19. When asked what language they spoke when he worked with the Russian Cosmonauts, he said they spoke three languages, English, Russian, and Okie. Stafford and Aleksei Leonov became close friends and remain so today.

Stafford became the Commander of the super-secret Area 51, where he flew the high subsonic Soviet-built MiG-17 and MiG-21. Much of Stafford's work was a level above top secret. Commonly known as the "Stealth Fighter," the F117 Nighthawk's maiden flight was in June 1981. Stafford was a designated test pilot for the Stealth and said at the time that it "would change air warfare forever; if it works." He said that was 1/2 because of the shape and 1/2 because of the radar and electronics. He also spent time in charge of AF research and development. He wrote the specifications for the B-2 bomber project on a hotel notepad. His accomplishments in the research and development of US air and space will probably never be even imagined by the public.



Since I can't even start to make his stories as interesting as they really are, or list near all his numerous accomplishments, we will let some of his personal photos tell more of the story. To see many of the artifacts and aircraft in person, fly or drive to the Stafford Air & Space Museum at the airport (KOJA) in Weatherford, OK. If you missed this evening, you missed something really special. Gen. Stafford was presented with a Lifetime Membership to the Oklahoma Pilots Association and many thanks for letting us spend An Evening with Lt. Gen. Thomas P. Stafford.





April 14th OPA Fly Away - Stafford Air and Space Museum Lunch at Lucille's - Weatherford, Oklahoma Thanks to Brian Hancock for the article and pictures



If you missed April's flyaway then you missed, what this writer will term as, one of our best OPA Fly Aways yet. Museum Director Max Ary gave a great behind the scenes tour of the Stafford Air and Space Museum. Ary told his and General Stafford's personal stories of artifacts on display; as well as some that were not yet available to the general public, including the Space Shuttle Test Capsule, which was used to train the astronauts for all 135 Shuttle missions.

The Museum houses thousands of artifacts collected through the efforts of Stafford, Ary and others. Ary has been the director of the Museum for the past 6 years and prior to that the founder and director of the Kansas Cosmosphere and Space Center. Ary informed those in attendance that the Stafford Air and Space Museum is about to add an 18,000 sq. ft. addition and new façade, that will allow the Museum to display many more items. He encouraged us to visit their website, staffordmuseum.org and click on the Legacy Campaign to learn more.

28 OPA members and their guests joined us for the flyaway that turned to a "driveaway" for most. We did have a couple of brave souls who dared the 27mph winds in the morning and flew anyway; Randy Buttram and Ricky Fulton. No one was envious of their return flights when winds had picked up to 40 mph with stronger gusts.

Those attending included: Chuck Waldrop with guests Christie Ramsey and three grandchildren; Bill Hines and his guest Lemon; Roy Cowan; Ricky Fulton with guests Kyle Fulton and Phil Thurston; Brian Hancock; Brent Meyers; Randy and Kathy Buttram; Mark Howard; David and Lola Ames; Elaine Regier (lunch only); Angela Drabek (lunch only); Wyvema Startz (lunch only); Greg and Leona McGee (lunch only); Jeff Brown; Eric Lang and his three kids (museum only); and Museum Director Max Ary joined us for lunch and gave us a special guided tour.



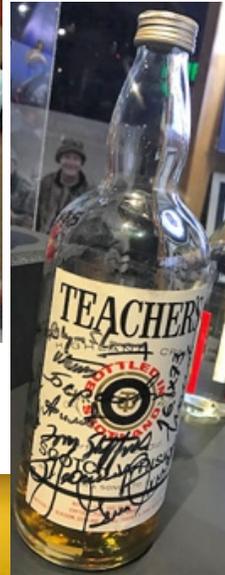
A-10 put on display 3 weeks ago

1st color photo received from space. Apollo 10 patch (framed in museum)





April 14th OPA Fly Away - Stafford Air and Space Museum Lunch at Lucille's - Weatherford, Oklahoma



Bottle in museum signed by astronauts and cosmonauts



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May 12th OPA Fly Away - Springfield, Missouri
Lambert's Restaurant - Home of the "Thrown Rolls"
Wheels Down - 11:00 a.m.



May's Fly Away is to Springfield, MO for lunch at Lamberts Cafe, "The Home of the Thrown Rolls." Bring your appetite, as they advertise "generous portions," and, of course, be prepared to catch a roll. We will land at the Downtown Springfield Airport (3DW) and then take transportation to Lambert's.

Usually we need a head count (for the restaurant & for ground transportation when needed), so if you plan to go along, please email Roger Walton at flyaway@opa.link with the number in your group (or text or call: (405) 219-5149). We'll meet you on the ramp. If you have a seat available or need a ride please contact one of the following: Brian Hancock: (405) 757-5706 - Hancock73660@gmail.com, or Bill Pappadopoulos: (405) 417-7876, or Roger Walton: (405) 219-5149 - flyaway@opa.link, or Danny Davis: (405) 990-5201 - abadavis@sbcglobal.net



April 14th OPA Fly Away
Stafford Air and Space Museum



Max Ary tells us about he Wright Flier - photo left



Ricky Fulton's Cessna 180 and Randy Buttram's Beech Bonanza

CD coming due? Compare our rates.



Brian C Hancock
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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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2018 OPA Calendar

- May 3rd-** Dinner Meeting 6:30 p.m.
Page Building, Wiley Post Airport
 - May 12th** - Fly Away - Springfield, Missouri
Lambert's Restaurant - Wheels Down - 11:00 a.m.
 - May 17th** - OPA Board Meeting 6:30 p.m.
Page Building, Wiley Post Airport
 - June 7th** - Dinner Meeting 6:30 p.m.
Page Building, Wiley Post Airport
 - June 16th** - Fly Away - Dodge City, KS
Front Street
Wheels Down - 11:00 a.m.
 - June 21st** - OPA Board Meeting 6:30 p.m.
Page Building, Wiley Post Airport
 - July 4th or 5th TBA** - Watch Bethany Fireworks
Page Building, Wiley Post Airport
Time - TBA
 - July 14th** - Fly Away - Grand Lake
Monkey Island - Aqua Bar and Lounge
Wheels Down - 11:00 a.m.
 - July 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)
 - 2nd Saturday - Ardmore (Cancelled until spring)
Breakfast Lakeland Aviation - Call 580-389-5000
(No heater in the hangar, waiting for installation)
 - 3rd Saturday - Alva Regional Airport Fly-In
Breakfast - Call 580-327-6778 March through Nov
 - Saturday after 3rd Monday - Owasso Pancake
Breakfast EAA Chapter 10
 - 4th Saturday - Enid Fly-In Breakfast - Woodring
Airport (WDG) April through October

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Approximate Ad Size Monthly Rate

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One-Eighth Page 2 1/2" x 3 3/4"	\$40.00
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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.**

