



NEWS In the Sky

October 2020

(www.opa.aero)

**October 1st, 2020 - Social Hour 6:30 p.m.
Dinner Meeting at 7:00 p.m.**

**Speaker: Robert Ragozzino
Pilot of the Spirit of St. Louis 2 Project**



VERY IMPORTANT: As a result of COVID-19, we are in a transition of testing new caterers. As such, I'm asking that you RSVP sooner than usual because our deadline for the caterers is earlier. Please RSVP with the number of people in your party as soon as possible. I suggest that you go ahead and RSVP now while you're thinking about it so you don't forget later. **I need to have a count to the caterer by Monday afternoon so, please RSVP by then. You can RSVP by sending an email to dinner@opa.link**

The goal of the SOS2 (Spirit of St. Louis 2) project is to recreate Charles Lindbergh's 1927 solo flight from New York to Paris across the Atlantic Ocean. Robert serves in multiple capacities, including aircraft specification and design, fundraising, marketing, general project management and board membership. He will pilot the SOS2 aircraft across the Atlantic.

Robert Ragozzino is a professional pilot, aircraft builder, and aviation world-record holder. He was born in 1958 in San Diego, California. His father, a professional pilot, introduced him to aviation at the age of 5. His older brother is an airline captain, aircraft mechanic, and authorized aircraft inspector. Robert has owned a flight school and worked as a corporate pilot for 32 years. He has flown over 35 different aircraft, ranging from gliders to biplanes to private business jets. He holds private, commercial, multi-engine, instrument, and glider ratings, including ratings for Falcon 20 and I.A. Jets.

In 1994, Robert founded the Stearman World Flight Team, which produced a magnificent, highly modified, Super 450 Stearman biplane. In 2000, Robert flew the Super Stearman around the world, a flight that set the record for the only solo open cockpit flight ever around the world.

As we continue forward with our October meeting this coming Thursday, October 1st, at 6:30 pm, we have changed the location to Tony Plant's hangar, Southern Wings Aircraft Sales, 6701 N. Rockwell Ave., Oklahoma City, OK 7312. We made this change as a special treat to you. Our guest speaker, Robert Ragozzino, will be bringing over his Spirit of St. Louis II. This aircraft will be used to replicate the transatlantic flight of Charles Lindbergh and it will be on display at our dinner meeting on October 1st. Robert will discuss the preparation of the airplane and the details of the upcoming transatlantic flight.

**November 5th, 2020 - Social Hour 6:30 p.m.
Dinner Meeting at 7:00 p.m.**

**Speaker: Adam Fox
El Reno Airport Manager**

Adam Fox was born and raised in southern Alabama but eventually moved to Oklahoma as an Army aviation veteran and pilot. He is a graduate of Auburn University's aviation business program. Adam has worked for both the Alabama Aeronautics Bureau and the Oklahoma Aeronautics Commission. This unique combination of working for two different state aviation organizations allows him to view airports with a clear sight picture. In April of 2020, Adam began managing the El Reno Regional Airport in El Reno, OK. Within days of his current appointment and during the midst of the COVID-19 day-to-day challenges, he began to plan, organize, and successfully hosted one of Oklahoma's largest general aviation events to-date last August. He plans to continue to support and grow the aviation industry in El Reno and the State of Oklahoma.





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
Circulation: Mike Rangel

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

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As I awoke this morning and stepped outside to enjoy the coolness of the day with a fresh, hot cup of coffee in my hand, I realized today marks a significant seasonal time of the year.

Fall is upon us, as we have now entered the Autumnal Equinox [September 21, 2020]. The days are becoming cooler and the air is denser. Because our Oklahoma weather patterns are not as consistent as the regions extended out to our east and west, we our bound to have a few more hot days in the near future. Nonetheless, this season is a good marker that winter is coming soon; and it is a good time for all of us to start refreshing our minds about flying in the coldest part of the year.

I realize it is not fun to stand around outside in the cold but there are a couple of positive aspects with the winter weather. Typically, the visibility is clearer so we can see further. Also, aircraft performance is much better than in the hotter months due to the denser air flow into the engine, causing more thrust. Additionally, the dense air flowing over the wings should result in an increase of lift.

I mentioned before, it is not fun to stand around in the cold. However, this is not the time to allow the cooler temperatures trick you in to rushing a good preflight inspection so you can hurry up and get the engine started and turn on the heater. We do a preflight for a reason and cooler temperatures does not mean those unknown problems with the airplane magically go away. In fact, the cold can bring on a whole new level of maintenance issues that we do not get in the hotter times of the year. If you do not routinely fill your fuel tanks full you may want to do so in the winter to help reduce water build up in your tanks due to condensation. Either way, be especially thoughtful to check your fuel for any water. Both tire and struts will register lower pressures in the winter-time months as well. This time of the year is a good time to take special caution with the plastic parts of your aircraft such as, fairings, windshields, other trim pieces, etc., because plastic cracks and breaks easier when it is cold.

Another consideration is the warmth of your engine when starting. If you keep your airplane in a heated hangar or have access to an engine warmer this could save wear and tear on your engine. I read a recent article that reported the starting of a cold engine can cause as much piston wear as 500 hours of normal operation.

Granted, this article does not list all the topics you should consider before flying in the winter months, but I would like to mention the weather. Although you may not run into those pesky hot summer thunderstorms that have a tendency to brew up in the afternoon hours, winter brings on a different set of weather-related concerns.

Earlier, I mentioned the effect of condensation on partially empty fuel tanks. One common mistake I have heard over the years is that a pilot will keep the airplane in a heated hangar, do their preflight inspection in the warmth of the hangar, only to pull it out and fill it with fuel. Most fuel trucks or self-service fuel systems are maintained in the cold outdoors. The cold fuel entering in the warmer fuel tanks can cause condensation to form on the outside surfaces of the wings surrounding the fuel tank areas.

**Pictures from the August OPA Meeting - Planes, Bikes and Cars at Wiley Post
Thanks to Angela Drabek for the pictures
Thanks to Randy and Tony Plant for hosting our meeting at Southern Wings**



President's Column Continued from Page 2

In freezing or near freezing temperatures it will cause that condensation to create a layer of frost on your lifting surfaces. I know I am stating the obvious; but regardless of the later situation or if you leave your airplane outside overnight to gather that early morning frost, you will need to remove the frost before your departure. Statistics show that frost will increase drag up to 40% and decrease lift up to 30%. In another article I have read, it stated that there have been at least 30 general aviation aircraft accidents directly related to frost in the recent 10 years. I know that averages to only three accidents a year, but they are accidents that could have been avoided.

A final thought is to consider airport conditions both at your departure and arrival airports. Make sure both the runways and taxiways are to your liking and clear of snow or ice. Even though your planned fuel status may not require an alternate airport, it may be a good idea to plan for one just in case you arrive, and the conditions are worse than reported.

Hopefully, I am not scaring you into staying on the ground and waiting until the spring to fly. My desire is that you refresh your memory about flying in the winter and then go out and enjoy your flight. In fact, the shorter days and longer nights allow for more time for night currency.

You can visit https://www.faa.gov/gslac/alc/libview_normal.aspx?id=10520 for more tips on winter flying. If you have any questions or comments for me, I can be contacted by email at president@opa.aero

**Pictures from the August OPA Meeting - Planes, Bikes and Cars at Wiley Post
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Now we know why the hangar floor shines so much!



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Lee's Tip of the Month

You are never to leave the kitchen with something cooking, even for what you think will be 30 seconds. Turn off the gas/electric. A burned pot can create a lot of smoke/smell throughout the whole house or start a fire. AND – Pilots never get into the plane for a flight, or to start the engine, without first walking completely around the plane.

I, or someone I know, would have found: Tow bar, tow tug (result tug and Bonanza totaled) oil check door open, tool or other stuff left on elevator, gas cap not replaced correctly, low tire, I-Pad on passenger side wing, cowling not fastened (over \$9,000 to get new one built), chock on front tire. (Embarrassing when the plane does not move after filling the gas tank.)

I timed a walk-around – about 60 seconds!
 "Good is wonderful, waiting for perfection is futile."
 Lee

"It is better to give than to lend and it costs about the same."
 Phillip Gibbs

OPA Members – write your tip, or story, or advice, or experience, etc. and send to June and Ben Roy for inclusion in the OPA newsletter, as space permits.



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Nice Bike!



**September 12th OPA Fly Away - Fairmont Field, OK
Article from Fly Away Committee Chair Lee Holmes**



The September OPA Fly Away to Fairmont Field on September 12th was a fun trip. OPA was represented by Jim Putnam, Billy Putnam, and Lee Holmes who landed at the Enid, Woodring Airport. And Danny and Vi Davis who arrived by motorcycle. Vi's brother and sister-in-law also arrived by motorcycle. The Fairmont Field is a grass strip, so landing there was discouraged because of the heavy rains a few days before the flyaway.

The Fairmont Field Flyaway was a combination of our OPA members, and the local EAA Chapter 455, and military families from Vance Air Force Base. About 70 for lunch.

My son, Mark Holmes, my 14-year-old granddaughter, Zoe, and nine-year-old grandson, Gabe were with me. The kids had a great time because there was a lot to do: running around, playing games, and drawings for prizes, etc., in addition to a lot of good food. Unfortunately, I did not take pictures of our group. Mea Culpa. (I think that's lawyer talk for "I messed up"!)

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or a Meeting?**

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Amelia Bearheart

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October 17th OPA Fly Away - Hobart, OK Lunch at McCollum Market Downtown Tommy Franks Museum

**County Museum across the street if you want
Wheels Down: 11 a.m.**



Article from Fly Away Committee Chair Lee Holmes

The OPA October Fly Away is scheduled for the weekend of October 17th. We plan to go to Hobart, Oklahoma and visit the Tommy Franks Museum. As you may recall, Tommy Franks was the four-star general who was in charge of Desert Storm. Tommy Franks grew up in the Hobart, Oklahoma area and that is why his museum is there.

Tommy Franks had a very interesting career. After high school he went to Texas University. A copy of his Texas University transcript is at the museum. Bad grades. After a short university experience, he joined the Army as a buck private and rose to be the top General in the United States Army. His museum is loaded with a lot of memorabilia and a lot of interesting things for us to see.

We'll have lunch at a new downtown restaurant, McCollum Market, which is owned by Tammy McCollum and her husband. They bought a downtown building which had been a pharmacy and spent a few years planning and then a few years developing it into a neat downtown restaurant.

Wheels down at 11 o'clock. We need a good headcount because we must arrange for transportation. Please contact the OPA Fly Away Committee at Flyaway@OPA.aero with your name and how many plan to attend. So please let me know by Friday morning, October 16th if possible. If you plan to fly down later - message and call me at 405-833-7201. If you want to drive, it is about a 2 hour drive from the Oklahoma City area.

While in Hobart, another really neat place to visit is the County Museum. It is in the old railroad station right across the street from the Tommy Franks Museum. If you want to take the time, that museum is loaded with old things that we older people can relate to. It is a fun museum to visit.



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2020 OPA Calendar

All scheduled items are subject to change as necessary to meet directed Covid 19 requirements and for the health and safety of our members and guests.

October 1st - Dinner Meeting 6:30 p.m.
Southern Wings Hangar
 Wiley Post Airport

October 17th Fly Away - Hobart, OK
 Lunch Downtown - McCollum Market
 General Tommy Franks Museum
 County Museum
 Wheels Down: 11 a.m.

October 15th - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

November 5th - OPA Dinner Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

November 19th - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

November - **OPA Fly Away - TBA**

December 5th - Dinner Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

December - **OPA Fly Away - Cancelled**

December 17th - **NO OPA Board Meeting**

Make dinner reservations at dinner@opa.aero

Monthly Oklahoma Fly-Ins
CHECK THE OPA FLY AWAY PAGE
ON THE WEBSITE FOR UPDATES

CANCELLED DUE TO COVID
 1st Saturday - Ponca City Aviation Booster Fly-In
 Breakfast - Call Don Nuzum 580-767-0470

CANCELLED DUE TO COVID
 1st Saturday - Pauls Valley Lunch Fly In
 Call 405-268-3925 (Breakfast in Summer)

3rd Saturday - Enid Fly-In Breakfast - Woodring Airport (WDG) April through October



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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.aero.**

