



NEWS In the Sky

September 2020

(www.opa.aero)

September 3rd, 2020 - 6:00 p.m.
"Planes, Bikes, & Cars"
at Southern Wings Hangar at Wiley Post Airport!

6701 N Rockwell - Hangar 28

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Full dinner \$13 at 7:00 p.m.

No entry fees



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



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

**October 1st, 2020 Speaker: Robert Ragozzino
Pilot of the Spirit of St. Louis 2 Project**



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.



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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info@opa.aero

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OPA President Greg Finley



Over the past few months I have been part of a few conversations involving BasicMed. I have been asked by several people if I knew what the recertification rules were, and if someone flying under BasicMed had to get a third-class physical after every ten years. I quickly realized that I knew very little about this popular topic that has arisen in recent years.

The requirement to be "physically fit" to fly an aircraft can be dated back as early as 1910, when Germany developed the first aeromedical standards. The United States published aviation physical examinations in 1912, followed by actual aeromedical standards in 1916. Albeit these requirements were for the military, it was not until 1926, when similar standards were adopted for civilian pilots as well. As we fast forward nearly 100 years, we see another major reform in the medical arena for pilots. After several years of hard work by some of our general aviation organizations such as Aircraft Owners and Pilots Association (AOPA) and Experimental Aircraft Association (EAA), the FAA Extension, Safety, Security Act of 2016, was passed by Congress on July 15, 2016. A portion of this newly passed legislation allows for the relief of holding an FAA medical certificate for qualifying pilots.

In order to fly under BasicMed, there are at least three areas you need to know. In aviation, we are definitely use to acronyms and I know we all should be familiar with a MOA [Military Operations Area]. Now, I would like to introduce to you another use for MOA that I just made up and it should cover the requirements you should consider... Medical, Operating, and Aircraft.

Without getting into the nuances of the traditional three medical classifications or the Sport Pilot requirements, I would like to provide you with some basic information that may answer most questions regarding medical requirements to fly under BasicMed. In order to qualify to fly an aircraft without having at least a third-class medical, you must be able to qualify with all of the following:

- possess a current state issued driver's license
- have held at least a current third-class medical on or after July 15, 2006
- complete a physical exam every four years by a state-licensed physician (he/she must use the Comprehensive Medical Examination Checklist; does not need to be an Aviation Medical Examiner - AME)
- complete a BasicMed educational course every two years

The examination checklist can be found online with the FAA at https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2.pdf Also, a couple of online sources to complete the education courses are with AOPA at <https://basicmedicalcourse.aopa.org/client/app.html#/auth/logon> and The Mayo Clinic at <https://basicmed.mayo.edu>.

Note: Meet at Southern Wings in September
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 August OPA Dinner Meeting

Thanks to Mike Grimes for the information and pictures

OPA President Greg Finley welcomed all to the meeting. Everyone present at the August dinner meeting heard a very interesting presentation from Steven Thompson, the Oklahoma State Recreational Aviation Foundation (RAF) Liaison. He shared the RAF Mission Statement "The Recreational Aviation Foundation preserves, maintains and creates airstrips for recreational access." And that the mission of the RAF is to ensure that aviation is recognized as a legitimate means of access to public lands and recreational destinations." He said that "you can help preserve aviation access to America's scenic wonders by adding your voice to that mission." He shared stories of places the RAF has developed or preserved airstrips in recreational areas. Lee Holmes told me that it made him want to go to some of the places he learned about.

In 2003 the RAF was active in one state and had six members. They had no idea what they were doing and no clear path; but they had dedicated volunteers, enthusiasm, and commitment. In 2020 they are active in all 50 states, have over 9000 members, are a 501c3 entity, have a clear vision for the future and still have dedicated volunteers with enthusiasm and commitment.

(More pictures on Page 4)



President's Column Continued from Page 2

Your operating limitations or requirements are actually pretty broad for a general aviation pilot. Under BasicMed, you can fly with these following conditions:

- carry no more than five passengers (if second pilot used then limited to four passengers)
- VFR and/or IFR allowed, not to exceed 250 knots, less than 18,000 feet MSL
- flight not allowed for compensation or hire
- flight must be within the US or US territories; the Bahamas allows BasicMed flights

The aircraft requirements needed to fly under BasicMed are that the aircraft:

- be certified by the FAA to not carry more than 6 occupants (including crew)
- no more than 6,000 pounds certified take-off weight

As long as you fly under the conditions listed above, you may continue to fly as long as you continue to maintain your physical exam every four years and education course biennially. If you are in a situation where your last FAA medical exam by an AME was denied, then you should clear that up before you fly under BasicMed. Any special Issuances you have received should be addressed with the FAA process. The FAA website clarifies what now qualifies for special issuance under BasicMed and they have several answers regarding special issuances (and other related topics) on their FAQ page located at https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/media/basicmed_faq.pdf

I should note a couple more items. The expiration dates on your physical and education course are not the traditional FAA "end of the month". They expire on the specific date four or two years later. Also, this article specifies the BasicMed requirements, you should still maintain your respective airman currencies, certificates, and ratings within FAA standards.

If you have any questions about this article or topics for future articles, please email them to me at President@opa.aero.

Pictures from the August Dinner Meeting





OPA August Fly Away - Tulsa Riverside Lunch at Las Cabos - Tour Oklahoma Aquarium



Article and pictures from Lee Holmes

Our August OPA Fly Away was scheduled for Tulsa Riverside Airport on Saturday the eighth. Destinations were Los Cabos for lunch and then over to the Tulsa (in Jenks) Oklahoma Aquarium.

One of my duties as Fly Away Chairman is to be sure weather AND Notams do not require a cancellation. FSS reported good weather and no Notams. Oklahoma and Tulsa airport winds reported about 10 miles from the South/good. Winds aloft from the South at 40! That sounded really good (for going) and it was.

OPA "messages" reporter Kyle Fulton (a.k.a. "communications Vice President") reported to everyone Saturday morning "Okay to go". Jim Putnam had messaged that he and Billy were going. Danny Davis reported that he and Vi were going to drive with their grandchildren Josie and Jett.

My plane was full; with new OPA members, Clifton and Janet Thomas and Betty Smith. OPA President Greg Finley arranged for ground transportation in his Rhema Bible Church bus. Lunch was great and the aquarium was quite "cool" (really good air-conditioning) and after being in the "cool" aquarium for about 90 minutes it felt great to go outside and warm up. This was my first visit to the Oklahoma Aquarium, and I was impressed.

It has BIG sharks etc. that you can walk through a tunnel with fish and sharks on both sides and overhead. To me the most interesting are the variety of small aquatic creatures and plants. If you and your kids (and grandkids) have not been recently, I believe you would enjoy a visit to the Tulsa Oklahoma Aquarium.

**Be sure to go to the OPA website
to view all the photos in color!**





OPA August Fly Away Pictures from Lee Holmes



Josie has grown a lot since our last aquarium





OPA August Fly Away Pictures from Lee Holmes



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El Reno Airport Held it's 1st Annual Fly-In and Community Day

OPA was represented with a table at the Fly-In
Thanks to Angela Drabek for the excellent pictures



El Reno Airport 1st Annual Fly-In and Community Day

Thanks to Angela Drabek for the excellent pictures



Be sure to go to the OPA website to view all the photos in color!



Looking for a Location for a Special Event or a Meeting?

Try the Page Building at Wiley Post Airport! For Page Building rental rates contact: Steve Schroeder: 405-691-8629 (home phone) sandsschroeder@cox.net or QB Governor Jim Sutton 405-760-1988 (mobile phone).



Cessna 182 or 210 Seminars in Tulsa

Article submitted by Lee Holmes

I have been an owner of Cessna 182 since 2007. After purchasing N 1473 M and being solely responsible for its maintenance, etc. I attended a 2-day Systems & Procedures Course, which was very helpful. The two-day Legacy 182 Course is September 26 to 27, investment \$720 (2 days of instruction and lots of "tips". The Cessna 210 Course is October 2, 3 & 4. Investment \$820. Call me if you want to discuss. To register www.cessna.org/course-schedule/.

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**OPA September 12th Fly Away - Fairmont Field FFFF
Lunch at the Fairmont Airport - then Veteran's
Museum at Woodring 2:30 - 4:00 p.m. 
Wheels Down 11:00**



Article from Fly Away Committee Chair Lee Holmes

Our September Fly Away will be on September 12th and we are going to be FFFF at Fairmont Field, East of Enid. **FFFF = Fairmont Food Fun Fellowship.**

The owners, OPA members Kenneth Hollrah and Dee Ann Ediger, are having a Fly In and we are invited. **They will provide the meats and drinks. Invitees, at our discretion, can bring???/Whatever.** You know the drill (drill is used here as a verb not a noun).

The airport information is at 1OK (a new airport identifier this year), reports elevation 1170 feet, Runways 17 – 35, and length 2600' and 65' wide grass. Their card that they gave me says "turf". The old identification was OK16. This is on the Wichita sectional. Our landings are optional – at 1OK, 122.9 unicom or at Enid's Woodring Airport, KWDG, tower Frequency 118.9. Woodring AW05 is 120.625. Fairmont Field is 6 miles East of the Woodring VOR. We plan to have courtesy cars available for transportation from Woodring to Fairmont Field.

I will need a good report if you are flying into Woodring Airport and how many are going with you so that we will know how much transportation to arrange from the Woodring Airport to Fairmont. Also, let us know, hopefully by September 10th, if you plan on flying into Fairmont Field. Driving Directions: From Enid East on 412 to Fairmont blacktop (114th Street). 2.5 miles South to RR tracks, 2 miles East on Southgate Road, .25 mile North, East side. For field conditions: 580-242-6627. Land at your own risk. No landings on taxiway.

Because Vance Air Force Base is a training base and has a pretty large MOA, I always use flight following going to or through the area. Usually on Saturdays Vance does not control the airspace but the Air Force pilots fly into and out of Woodring a lot on Saturdays and Sundays.

After lunch and visiting, back to Woodring Airport, where the Veteran's Museum will be available at 2:30 PM to 4:00 PM. This museum includes their flyable A26.

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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.

September 3rd - Dinner Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

September 12th - **OPA Fly Away** - Fairmont
 Lunch at the field - they provide meats and drinks
 Bring whatever you want to add to the meal
 Wheels Down: 11:00 a.m. See article p. 10
 Veteran's Museum at Woodring 2:30 - 4:00 p.m

September 17th - OPA Board Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

October 1st - Dinner Meeting 6:30 p.m.
 Page Building, Wiley Post Airport

October 11th **Fly Away** - TBA

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

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

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)

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



Rick Jones

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 Address _____ E-Mail Address _____
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MEMBER: Approximate Hours _____
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 Oklahoma Pilots Association
 Mail to: 5810 Tulakes Ave.,
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 Bethany, OK 73008

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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.aero.**

