



NEWS In the Sky

August 2021

(www.opa.aero)

**August 5, 2021 - Social Hour 6:30 p.m.
Dinner Meeting at 7:00 p.m.**



**OPA Officer and Board
Elections Will Be Held
In SEPTEMBER!**

Speaker: Jeff Sandusky, Oshkosh 2021



**September 2nd, 2021 - 6:00 p.m.
"Planes, Bikes, & Cars"
at Wiley Post Airport!
6701 N Rockwell
Fly your plane in, display your
special car or bike, or do both!
No entry fees**

If you plan to attend, please RSVP as soon as possible, but no later than the Tuesday before the Thursday Dinner Meeting, so we can get a count to the caterer (\$15 each). You can RSVP by sending an email to dinner@opa.aero

IMPORTANT! Catering and Dinner Meeting News from OPA President Greg Finley

A few months ago, we needed to raise the cost of our membership dinner meeting meals from \$13 to \$15. I wanted to remind you that this was done mainly to offset the cost of meals as we lost our usual caterer because he did not choose to continue his business because of COVID. The rising cost of food products and supplies, along with our new caterer, caused us to raise our price of the dinner meal.

Now that we have been operating with our new price for a few months, the Board has noticed that we have been insufficient in the cost of our dinners. We have narrowed down the cause to a couple of items. First, not everyone who attends our dinner meetings are sending us an RSVP as requested in our monthly meeting reminder emails. This causes a shortage of food and suggests that we need to order an overage the next month. In the distant past with our old caterer this did not create a big issue because he brought a significant amount of food; but he only charged us for the actual number of people who attended the meeting. Our new caterer charges us for a required specific number of attendees, which is provided each Tuesday afternoon prior to the meeting. We obtain this number because of RSVPs to our reminder emails.

The second cause of the insufficiency is that some of those who do RSVP do not notify us of any cancellation. As you can see if someone lets us know they are coming, and we order their food, but they do not arrive and pay for it, we have a deficit for the meal and we cannot guarantee that will be the time we have extra people attending to compensate for the shortage.

Because both situations are difficult to predict each month, we are reaching out to you, our membership, to help bring a balance to the dinner costs. We are keeping the cost of the meal at \$15 but we ask that you RSVP to the meeting reminder email or send us a separate email NO LATER than Noon each Tuesday, prior to the dinner meeting Thursday. If you later need to cancel, PLEASE let us know as soon as possible. We will create a list of those who do RSVP and maintain it at the entrance table. If you have not RSVP'd by the deadline and it has been determined we have enough extra food, you will be able to purchase a meal ticket at the cost of \$20. First and foremost, we want you to attend the meeting, and we hope to continue having enough food for everyone. We do not want this to deter you from attending. As a suggestion, the meetings are always the first Thursday of each month and I encourage you to go ahead and mark those dates on your calendar and plan ahead of time to attend the meetings.

We look forward to seeing you all soon and I ask you to feel free to contact me with any questions or comments at president@opa.aero



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



OPA President Greg Finley

Recently, a co-worker and I were talking about flying when I was asked when the last time was that I had gone flying. I imagine if you were able to freeze that moment in time, you would have seen that my face had the same look as a deer, in early spring, having its late night roadside grazing interrupted by the headlights of a passing car. Painfully, I had to inform him that it had been a while. In fact, I later looked backed at my flight log and realized that I had only flown 1.2 hours in the past 15 months. Coming out of "the year of COVID" I was due for a flight review this past May and was able to finally get a hold of an airplane and an instructor. That was the last time I have gone flying!

The shortage of my flying activity was not for the lack of interest. Although I had a short delay in flying due to trying to get my medical renewed during COVID, most of it was the lack of available aircraft for rent. Both Part 141 and 61 flight schools are pushing out students at an amazing rate in an effort to fill the much sought-after jobs with the airlines. The Part 141 schools only allow the students to use the aircraft during their flight training, but they have to go to somewhere else to rent a plane for their fun-flying. Unfortunately, there is only one place to rent airplanes for fun in my local area. The overflow of usage causes the planes to need the 100-hour inspection more frequently than in years past. During these past 15 months, I have reserved an airplane 9 times only to be notified the afternoon before or the day of my flight that the airplane has just gone down for maintenance [inspection].

All this has caused me to rethink airplane renting and look for other options. The first thought was to purchase my own airplane, but this does not seem to be the wise thing to do at the time. In the past six months, it appears the cost of aircraft has increased a significant amount. After doing a quick analysis and creating a rough cost per flight hour (and finding a place to keep the airplane) I realized that renting was a better choice unless I find a large bag of money laying on the ground somewhere to defer the initial purchase cost. Another option that most in my area does not seem to talk much about is joining a flight club. Although there is only one club I know of around my location, it still seems to be a better choice over the renting option.

This past week, I compared the rental and flight club costs of two similar Cessna 172 aircraft. Because the rental FBO rents based upon a "wet" [fuel included] airplane and the club rents them "dry" [fuel not included], I chose to refer to the airplane's performance data - considering start up, run up, taxi, take off, climb, cruise, and descent - and I calculated a per hour fuel usage to create a standard for my comparison. This calculation included the fuel price at my host airport where both airplanes are based. I added that fuel usage to the "dry" cost, to bring it to balance with the FBO's "wet" rental rates. Although the flight club seemed to be the better deal by at least \$30 per flight hour, I had to consider the flight club figures needed to include the compensation of monthly dues; whereas the rental FBO did not charge dues. When including the monthly dues, the flight club still beat out the FBO by \$4 a flight hour if I fly at least 4.7 hours a month. I'm sure any pilot, with access to a plane, will tell you it is easy to fly 4 or 5 hours a month.

Financially, the flight club is a better deal by a slim margin of just a couple of dollars, but I think there are other benefits that will cause the club to soar up to be the obvious choice for me. My experience has been the rental FBO has an enormous number of pilots and students using the aircraft, causing an overwhelmed schedule and sooner than normal maintenance; mainly the 100-hour inspection. Additionally, the rental aircraft are not allowed to be gone over night nor are they authorized for early departures and late returns, causing us to operate during the FBO's working hours; which is less during the winter months. Conversely, the club's membership is restricted so as not to overwhelm the airplane usage. Also, each member can leave and return whenever they want and there is no 100-hour inspection with club-owned airplanes. A good plus is that the membership of a club-owned airplane takes care of the planes much more than those who rent.

If you are finding it difficult to rent and you are not able to purchase your own aircraft or, even part owner, I suggest you look around for flight clubs near you and do a cost comparison to see which is a better deal. One last note to keep in mind is that a flight club may require an initial, one-time fee. Although it will be a lump-sum fee, you should be able to self-justify it by breaking it down to a monthly rate and incorporate it into your hourly rate, or simply ignore it, as it will no longer be an issue after your first year of membership.

Please let me know your thoughts about the comparison between and FBO rental or flight club membership. If you have any other ideas or questions, please contact me at president@opa.aero

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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Highlights from the July Dinner Meeting

Article by Brian Hancock - Thanks Brian! Thanks to Mike Grimes for the Photos

Our guest speaker at the June Dinner meeting was Bill Moore. Moore has spent his life documenting some of Oklahoma's more notable figures, including Thomas P. Stafford, Arthur Ramsey, and Wiley Post. Moore has written four books including *Oklahomans in Space* and is currently working with Oklahoma astronaut and Apollo 13 crew member, Fred Haise, on a book about Apollo 13 from Haise's point of view called "Never Panic Early".

For his presentation during our dinner meeting Moore highlighted Parts of Oklahoma manufacturing that helped put astronauts in space and the Oklahomans who were a part of those missions.

His first noted company was North American. In 1962 won the contract to build various components of the Saturn V Rocket. North American eventually merged with Rockwell and then Boeing purchased them, and it was Boeing that built the Payload Doors for every Space Shuttle in their Tulsa plant. Sen. Robert S. Kerr of Oklahoma, Moore noted, was highly responsible for the Arkansas waterway that was built from the Mississippi River up to Tulsa. As the Chairman of the Senate Space Committee, he envisioned Tulsa as being a major player in building parts for the space program and using the waterway to deliver those components. He passed away in 1963 and never fully realized his vision.

Moore then switched to speaking about the various astronauts from Oklahoma and highlighted their memories of how they first became interested in flying. Moore noted that an Oklahoman has flown in space in every phase of space exploration from Mercury to the present.

Gordon Cooper (Shawnee, OK) - He is one of the original Mercury 7 and flew the last Mercury mission, Faith 7, before NASA started the Gemini program. He also flew with Pete Conrad aboard Gemini 5 and spent 8 days in space. Their mission was to ensure that humans could live and function in the zero-gravity environment of space. Cooper was also the alternate for Jim Stafford on Apollo 10.

Cooper remembers his first flight aboard a Curtiss Robin Monoplane at the age of five from Regan Airport in Shawnee with his father. By eight His father would let him fly the plane using blocks that he would attach to his feet so he could reach the pedals. His first solo was at age 12. Cooper spent a lot of time at the airport and eventually worked for the local FBO. He remembers meeting Amelia Earhart, Wiley Post, and Roscoe Turner. Cooper was the first Oklahoman in space.

Thomas P. Stafford (Weatherford, OK) - Stafford flew aboard Gemini 6, Gemini 9, Apollo 10, and Apollo Soyuz. Apollo 10 was the precursor to Apollo 11 and upon their return he told Neil Armstrong and Buzz Aldrin that they painted a white stripe on the moon for them to follow. Soyuz was the first mission that involved both U.S. and Russian astronauts that paved the way to the International Space Station.

Stafford didn't become a pilot until he joined the military; but he does remember his first ride in an airplane. His math teacher, Letha Spann, encouraged her students to join the various military service academies and asked her neighbor, Jessie Duncan, who owned a Taylorcraft and was a flight instructor, to take Stafford for a flight. A 30-minute flight ride locked in his desire to become a pilot.

Fred Haise (Graduate of OU) - Haise was born in MS but attended OU after his military years so that he could earn his engineering degree and keep up his flying through OU's flying program. With an engineering degree, Haise could become an astronaut. Of course, Haise was the Lunar Module pilot on the ill-fated Apollo 13.



Highlights from the July Dinner Meeting

Article by Brian Hancock - Thanks Brian! Thanks to Mike Grimes for the Photos

Stuart Roosa (Claremore, OK) - After attending Oklahoma A&M, Roosa moved to the Pacific NW and became a smoke jumper with the forest service. From there he joined the US Airforce Cadet Program. Roosa was the Command Module pilot for Apollo 14.

Bill Pogue (Okemah, OK) - Was on Skylab IV and was the second to last Apollo mission. His Apollo Command Module is hanging on the ceiling at the Oklahoma History Museum and is the only fully intact and unaltered Command Module left. In 1938 9-year-old Bill Pogue watched a metal skinned Ford Tri-motor take off from Oak Grove and do a loop. In 1946 he took his first lesson at Cushing Airport aboard a J-3 Piper Cub. Ten years later he was flying with the Thunderbirds.

Fred Leslie (Graduate of OU) - Leslie flew aboard the Space Shuttle Columbia on mission STS-73. He managed a fluid gravity lab aboard the payload bay of the Space Shuttle. While attending OU Leslie earned his skydiving certificate at a skydiving school in Slaughterville, OK, which was when he first flew aboard a small plane.

John Herrington (Wetumka, OK) - Harrington flew as a member aboard the Space Shuttle Endeavor as a part of mission STS-113. He was the first Native American Astronaut. His mission installed the P-1 truss on the International Space Station. His family flew in and out of Wetumka. After he served as an astronaut, he came back to OK to take part in a venture called Rocketplane; and he was supposed to be the pilot for that craft.

Donna Shirley (Wynnewood, OK) - Shirley was the first female engineer for the Jet Propulsion Lab. She was involved in several missions with NASA, including the Mariner 10 mission. At 15 Shirley's father gave her flying lessons and she solo'd in a Champ. At the University of OK she enrolled in aviation classes and joined the AirKnockers Daredevil Flying Club at OU.

Shannon Lucid (Bethany, OK) - Lucid flew on several Shuttle Missions including STS-51-G, STS-34, STS-43, and STS-58. Lucid is best known for her fifth spaceflight, when she spent 188 days in space, from March 22 to September 26, 1996, including 179 days aboard MIR, the Russian space station. Both to and from MIR, she travelled on Space Shuttle Atlantis launching on STS-76 and returning on STS-79. She held many space flight records during those years. Lucid learned to fly at Max Westheimer field in Norman while attending OU. She got her private license on Valentine's Day in 1963. She learned in an Aeronca Chief and she has owned two aircraft, a Piper Clipper and a Tri-pacer. She flew out of Wiley Post Airport and earned her Commercial, Instrument, and Twin Engine ratings.

Eileen Collins (Vance AFB) - Collins was the First female jet pilot student at Vance Air Force Base. She would later become the first female Shuttle Pilot and first female Shuttle Commander.

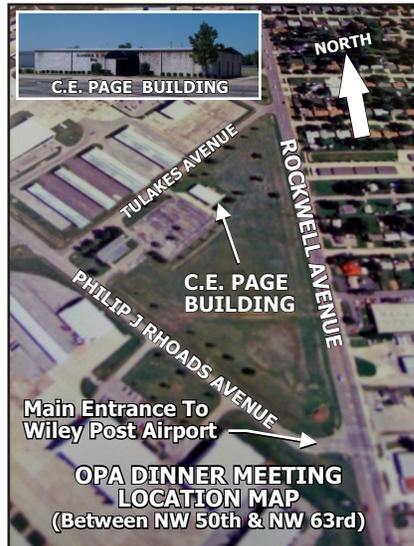
Laurel O'Hara - Served as a project engineer for Rocketplane in 2006-2008. She just recently completed Astronaut training and now she is eligible for space missions for NASA. Keep your eye out for future flights evolving this young woman.

Bill Moore noted that, in his dealings with various astronauts, he said they seem to light up whenever they discuss flying. Moore said you can really tell they enjoyed their flying stories as much if not more than their stories of traveling to space.



Highlights from the July Dinner Meeting

Thanks to Mike Grimes for the Photos



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.



July 21 OPA Fly Away - Weatherford, OK Stafford Air and Space Museum



Submitted by Betty Smith, OPA member
Edited by Lee Holmes, OPA Fly Away Chairman

The Fly Away to Weatherford began on a beautiful Saturday morning. It looked like a perfect day for flying. I was enjoying the flight in the Cessna 182 N1473M and watching the beautiful clouds in the sky. The airplane had a smooth landing at the Weatherford Airport terminal after the short flight from Page Airport in Oklahoma City. There was a nice group waiting for the tour of the Tom Stafford Air and Space Museum. Those attending included: Steve Zahorsky, who lives in Weatherford; Bill and Theresa Camp; Jeff Hopkins, who drove from Guthrie; DeAnn Ediger and Ken Hollrah from Enid; David Ames and his guest Dave Best; Joey Sager and his guest, Alex Holt (Joey flew his Mustang); Jim Putnam and his guest, Robert Beem (Jim in his new, real fast, RV10); Lee Holmes; Betty Smith; Gary Manning, who flew in his new (to him) 1946 yellow Ercoupe; Kyle Fulton, and Danny and Vi Davis.

As we entered to museum, the tour guide, Max Ary, began his knowledgeable description of our space program. His vivid description of the artifacts kept you glued to his every word. He was amazing. There was even an exhibit of the original Wright Airplane and a model of Lindberg's Spirit of St Louis.

All Oklahomans should be proud to know that we had many astronauts from Oklahoma. Gordon Cooper was from Shawnee, Tom Stafford from Weatherford, Owen Garriott from Enid, William Pogue from Okemah, John Herrington, the first Native American, from Wetumka and Shannon Lucid, among the first female astronauts, was from Bethany.

The Stafford Air & Space Museum is named in honor of astronaut, Lt. General Thomas P. Stafford. He was born in 1930 and grew up in Weatherford. His mother came to Oklahoma in a covered wagon and lived to see her only child fly to the moon.

The Stafford Air and Space Museum has just completed a \$5M+ expansion and some remodeling has been completed, which includes the Conference room, lobby, and gift shop.





July 21 OPA Fly Away - Weatherford, OK Stafford Air and Space Museum



Mr. Ary shared many stories, comments, and experiences of Tom Stafford, including his military career after the space program. While taking flying lessons at the Navy Academy he and a friend wrote instructions about how to teach cadets to fly the planes, which was put to use. Because of a technical problem while returning from space, Tom had to hand-fly the space capsule. Off course by a fraction of .1 percent and the craft would have stayed in space or burned up on entry. He was the captain of the US/Russian space joiander.

After the tour, most of the group went to Lucille's Roadhouse to have lunch. This is a very popular place to eat. The menu is very diversified and would satisfy anyone. I highly recommend Lucille's. It would be a short drive from Oklahoma City to have a nice lunch.

We were watching the weather closely, as the beautiful weather early in the morning was beginning to show arge dark clouds forming, so after lunch those who flew o Weatherford headed to their airplanes to get home before the storms hit. We landed safely in Oklahoma City and we able to land before the storm hit. It was a great trip to Weatherford, and we thank the tour guide, Max Ary, for a wonderful educational tour of the museum.





August 21 OPA Fly Away - Enid, OK
Barnstormers Breakfast



Enid Woodring

REGIONAL AIRPORT



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Barnstormers Breakfast Buffet
8:00am-10:00am
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All scheduled items are subject to change as necessary.

2021 OPA Calendar

August 5 - OPA Dinner Meeting 6:30 pm
 Page Building, Wiley Post Airport

August 21 - OPA Fly Away - Enid, OK
 Barnstormers Restaurant for breakfast

August 19 - OPA Board Meeting 6:30 pm
 Page Building, Wiley Post Airport

September 2 - OPA Dinner Meeting 6:30 pm
 Page Building, Wiley Post Airport

September 16 - OPA Board Meeting 6:30 pm
 Page Building, Wiley Post Airport

September 25 - OPA Fly Away
 El Reno Airport, OK

October 2 - OPA Fly Away - Norman, OK
 Max Westheimer Aviation Festival

October 7 - OPA Dinner Meeting 6:30 pm
 Page Building, Wiley Post Airport

October 21 - OPA Board Meeting 6:30 pm
 Page Building, Wiley Post Airport

Make dinner meeting reservations at dinner@opa.aero
\$15 per Dinner due to increased cost

Monthly Oklahoma Fly-Ins

CHECK THE OPA CALENDAR PAGE ON THE WEBSITE FOR UPDATES

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

3rd Saturday - Goldsby Airport breakfast
 Donations benefit youth aviation



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ALL DONATIONS ARE TAX DEDUCTIBLE

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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.**

