

OFA Newsletter

AN ORGANIZATION OF FLYING ADJUSTERS

SUMMER 2014

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President's Message



I hope this message finds you well.

The summer flying season is in full swing and I have noticed a bit of an increase in business. I am sure that this increase has a lot to do with the summer flying season; however, other financial market indicators are trending upward ever so slightly. Although I do not see as many planes tied down on the ramp as I used to, let us hope this slight improvement in the economy continues.

Since my last "President's Message" things have been humming right along. It seems that those who came before me figured everything out because the business of running this organization falls right into place. I previously mentioned that when I became president of the OFA it was like being handed the keys to a vintage aircraft and being told, "Go fly." Well, I have been flying but this aircraft has an amazing autopilot.

Mid-Winter Meeting

The Mid-Winter Meeting and Cocktail Party in Dallas this past April was a huge success. A big thank you to all who helped make it a success. Also, thanks to all who were able to attend. And, if you were unable to attend, please put this meeting on your calendar for next year. Our Mid-Year Winter Meeting coincides with the SMU Air Law Symposium, which is usually held in April.

Aviation Insurance Association (AIA) Conference

The Aviation Insurance Association (AIA) Conference in Phoenix/Scottsdale, Arizona, this past May was also a huge success. As usual, Marty Brown, OFA #59, and Keith Brown, OFA #166, did a

fantastic job setting up and manning the OFA Exhibit Booth. Both continue to work tirelessly promoting the OFA and we all should be grateful for their efforts. Next year's AIA Conference will be held at The Broadmoor in Colorado Springs, Colorado, from May 2 to May 5, 2015.

OFA Annual Conference Report

I hope you all are looking forward to our upcoming OFA Conference in Baton Rouge, Louisiana. If you have not already made plans to attend, please do so immediately. The dates are Wednesday, October 1 to Saturday, October 4, 2014. Tommy Cook, OFA #120, and Patty Otto, OFA Honorary Member and Conference Coordinator, have put together a wonderful conference schedule. I hope you can attend.

Also, regarding conference attendance, please be reminded that Article IX of the By-Laws (Section 2) states that, "Any Regular member failing to attend 3 consecutive annual meetings shall be required to show good cause why he or she was unable to attend, and failing to do so, shall be dropped from the roll (Rev. Sept. 1999)."

"Gone West"

It has been a tough year for our organization and the aviation insurance industry. In January we lost Bob Betts, OFA #48, and in March we lost Howard McClusky, OFA #72. In April we lost Honorary OFA Member Brian Smith of Aerospace Claims Management Group and, shortly thereafter we received word of the tragic death of aviation attorney and OFA supporter Al Orgain. Then, just a few weeks ago, we received the sad news of the passing of Myron Carlson, OFA #94. I was fortunate to be able to attend the services for Brian, Al and Myron and all of the services were beautiful and memorable and I left each with a new respect for the OFA, the aviation insurance industry family and life itself.

Switching Off the Autopilot

As my term as president of the OFA comes to an end, and when I pass the controls to Eric Popper, OFA #156, my advice to Eric will be, "Turn off the autopilot and fly!" As I mentioned above, my term as president was worry free because those that came before me installed this wonderful autopilot. However, in order to write the next chapter of this wonderful organization we are going to deviate from that familiar course. Some of my most memorable flights were those where something unexpected happened that I had to manage. That is what I believe this organization needs to do going forward. We need to switch off the autopilot and see where we can go; see how high we can fly!

So, as so eloquently stated by Ralph Waldo Emerson, "[Let us] not go where the path may lead, [let us] go where there is no path and leave a trail."

All the best,

David E. Gourgues

David E. Gourgues (OFA #152)
President



Committee Assignments OFA Year 2014

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Kevin Wyckoff

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Thomas Cook

Executive Secretary:

Hope DeLong

Newsletter:

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Betsy Fulton
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Les Sychak
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Keith Brown

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Eric Popper

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Eric Popper

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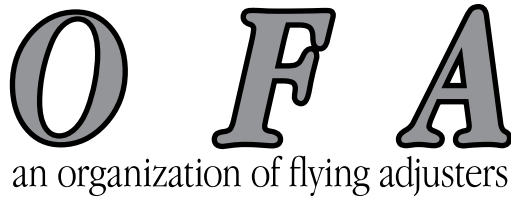
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President ElectEric Popper, OFA 156
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Executive Secretary.....Hope DeLong, OFA 141
Membership Chairman Allen Ryan, OFA 108
Conference ChairmenTommy Cook, OFA 120
.....David Gourgues, OFA 152
.....Eric Popper, OFA 156

The OFA Newsletter is published for the benefit of the membership, the Aviation Insurance Industry and other related fields. Opinions expressed by the Editor and contributions do not necessarily represent the position of the OFA.

Contributions and correspondence should be addressed to the Editor and emailed to: rob@arnoldoffice.com with "OFA Newsletter c/o Rob Spencer" in the subject line. Articles and photos not written or taken by the contributor need to have authorization from the author or copywrite holder attached to the submission.



**Visit us on the web at
www.ofainc.com**



OFA's 56th Annual Meeting in Baton Rouge, Louisiana

It is our pleasure to extend to you on behalf of the entire OFA an invitation to the 56th annual meeting of the OFA in Baton Rouge, Louisiana's capital, hosted this year by TW and Cathy Cook, and of course TW's Mom and family. The conference is being held at the Baton Rouge Marriott from 1 October (Wednesday) through 4 October (Saturday) 2014. Golf is scheduled for Wednesday, 1 October 2014 at the Baton Rouge Country Club; early registration begins that morning at 1200L.

Regular registration and the welcome party/meet and great will begin at 1700L, Wednesday evening, for some Louisiana cuisine in the hospitality suite. The room rates are \$109.00 per night (plus tax) for the conference dates as well as two days prior and two days after. Attendees can book rooms through Marriott Reservations (800) 228-9290 or call the hotel direct (225) 924-5000. Please mention OFA when making the reservation.

As our long time attendees well know, this conference is unique in the industry. No place else do Claims Managers, Adjusters, industry professionals and their families come together to learn more about aviation, insurance and each other. It is often said the OFA in itself is a family; no one comes away from the annual meeting without this feeling. There has been a lot of planning put into the annual 2014 conference, but WE NEED YOU!

As every year, the conference is looking for sponsors. Conference sponsorship is an excellent mechanism to get recognition for your firm across the industry.

Highlights

Wednesday: 17:00 Welcome Party , Meet and Great Louisiana Style

Thursday: Classes and the Dinner will be a Louisiana Surprise

Friday: Fun Day with Sporting Clays, followed by the Rural Life Museum and drinks with hors d'oeuvres (courtesy of the missed clays) and a casual dress Dinner followed by Installation of Officers.

Saturday: Recovery, cool down, and Farewell Lunch

Dress through out is very casual as we are advised that it is "Louisiana Hot!"

We look forward to seeing you in Baton Rouge, and we all know the Cook's know how to throw a party, Louisiana Style.

Cirrus aircraft: Wing removal...or Maybe not!

By Tom Lopes

In this review we are going to discuss the process of wing removal and the factors that could be considered in making the decision. We will go over the process in general, however before we get into that part we are going to discuss some types of damage that would bring into question whether the wing should be removed or not. Of course we are discussing damage that is structural, however it most likely is not large structural damage. I use those words loosely because all repairable structural damage is considered a major repair. That being said, it may be possible that it could be field repairable to some degree allowing for flight. Some of the incidents could be as simple as hard landings, prop strike, shop/maintenance induced (jack thru a wing) or it could be impact damage such as striking a fixed object (ie: post, sign, hangar, bird/deer or vehicle impact). Examples are crushing damage to leading edges, compression damage to aft spar (cabin floor structure), landing gear and fuselage all of which is in discussion here.

The first question before deciding if a field repair is possible, verses wing removal, is always: Is it safe to fly? Most of these field type repairs cannot be completed in compliance with the approved processes, therefore they are not considered "certified airworthy" so by the definition a ferry permit would be required to move the aircraft to a facility where the repairs can be completed. That leaves for other factors such as FAA approval and/or DAR involvement. That process is a subject in its self, so for this article we will just mention it.

For the most part landing gear damage whether it's main or nose is usually something that can be repaired in the field. Other repairs such as fuselage skins and substructure, leading edge damage and even aft spar floor structure are possible in the field as well. While at first look some of these type damages may appear as if the wing should be removed, it is often much less expensive and time consuming to complete temporary or partial repairs verses the wing removal process. Lastly, It even may be cost effective to complete the structural repairs on site per the approved drawings and final engineering, then fly the aircraft as an airworthy aircraft to where cosmetics, paint, etc. can be completed.

Let's go over some of the factors that can influence the decision making process:

First is location of damaged aircraft. This is almost always some airport/place inconvenient with minimum services and facilities. Access may be an issue as it may be off airport.

There is cost, which is generally the driving factor. After all, the plan here is to determine the most cost effective method of returning the aircraft to an airworthy status.

As most you know Cirrus aircraft are composite aircraft designed with one-piece wing. The removal of a cirrus wing and prepping, loading and securing for ground transportation can be completed in as little as a day. However the damage that can occur during this process can mean large secondary structural repairs costing as much or sometimes more than the original damage. The issue with removing a Cirrus wing is that almost always there is secondary damage caused by the removal of the wings and shipping of the aircraft. This damage should be kept at a minimum.

That being said this is where I plead: Please use technicians experienced with the process.

Inherent in the design of a Cirrus is that they can not withstand even the slightest impact or pressures to locations that are not designed for it. It really isn't any different than an aluminum wing. It's just that it is

somewhat easier to see an aluminum rivet line on a wing or fuselage that can be lifted, strapped or secured without causing damage. On a Cirrus it is a smooth exterior therefore the untrained individual does not know how or where to lift, pull, push or secure the structures of the fuselage and wing.

When a wing is removed, depending on the year make/model, there are also electrical connections with special connectors that require special attention to prevent expensive repairs/replacement. There are shims installed between the main wing attachment bracket and the fuselage mount bracket located in the spar tunnel. These shims are critical and it is critical that they are labeled and accounted for. They are part of the rigging and need to go back exactly where they came from. When the structures are loaded on a trailer or truck bed they should be on cradles or large pads to properly protect the skins and structures. Tires and moving blankets on a pallet generally do not fit the description of proper cradles and protective padding. When a fuselage structure is moved on a roadway it also must be turned approximately 60 degree or the stabilizers will be too wide for legal road transportation. There is a history of damage associated with this misalignment on the trailer as well.

After wing removal there is reinstallation. This installation process is not nearly as quick as it is to remove the wing, often taking weeks or more. As said before, there is most likely going to be some skin or structural repairs before or after wing reinstallation is done. Some of the additional challenges are as simple as rigging, however there can be issues such as electrical connections replacement and repair, fluid line (fuel, tks fluid, etc) repairs, and fairings repair/replacement. Let's not forget there will be painting required.

In conclusion, if the goal is to repair the aircraft and return it to airworthy status in the most cost effective and timely manner, then the wing removal process needs to be carefully considered verses field repairs and ferry flight. Maybe consider this, before deciding to remove the wing, ask the questions more than once as well as try to get yourself educated with the details relative to the specifics of the incident and damage. While it may seem like the only option at the time, I believe we have seen on several occasions that wing removal was not the best or most economical way.

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Editors Note:

We asked Tom for an article on how to remove wings from a Cirrus, obviously and thankfully we got more than we asked for. After receiving a draft of this article we did some editing of apparent typos, and unfortunately due to the time to publish Tom did not have a chance to review them. Any errors or typos are ours and we are very grateful to Tom for taking the time and effort to write this up. As can be expected Tom and Gateway Air Center are very busy.

When we called him after reviewing the draft article we asked "but specifically where do you cut the wings if you have to". I could sense Tom rolling his eyes and thinking "read the article". Then he said he would have to research the specific location, but at least 12 to 18 inches away from the fuselage, though a fuel tank, ... and I sensed "and just don't go there". He then stated he would really rather recovery crews call him before they warm up their Sawzall. We concur both from our own experience and stories heard. We put Tom's contact information above, as well as his web page link.

Thank you Tom Lopes.

Last Flight

Howard McCluskey, OFA 72

Howard passed away on 6 March 2014. He was from Lorenzo, Texas and member 72 of the OFA. Howard attended University of California but left to enlist in the USAF becoming a Jet Fighter Pilot in 1951 during the Korean War. He 1996 he retired from being the owner and president of John Scott and Associates doing insurance adjusting specializing in aircraft loss.

After retirement he spent his time in Baja, reading, hiking, and enjoyed a good joke, a good cigar, and a brandy.

He is survived by his wife Marilyn, daughter Laura, step daughter Timberly, brothers Ray and David, sister Laverne (all of California), and 4 grand children, 4 great grandchildren, and numerous nieces, nephews, and cousins. His wife Marylyn asks that we raise a glass and say "Cheers!" to Howard's life.



Myron Carlson, OFA 94

Myron Carlson was born 9 July 1949 in Longmont, Colorado, and passed away 1 August 2014 moving from Northglenn Colorado to Heaven. Myron joined the International Society of Air Safety Inspectors in December 1979 and was the Treasurer of the OFA in 1989. In 1973 he earned an AAS degree in Marketing and Management from Aims Community College in Greeley Colorado, then in 1975 he earned his Bachelor's in Aerospace Management from Metropolitan State Collage (now University) in Denver, Colorado. Myron worked as a Flying Adjuster up through 1997 when he joined AIG. In August 2013 he left AIG and in May 2014 reclaimed his OFA 94 number and became the Senior Claims Representative for Interstate Aviation Claims Service out of Northglenn, Colorado. When Myron was recently reinstated to Member status he wrote in recent e-mail to the OFA Executive Committee:

"Jeremiah 29:11 indicated that He has a plan, a future and a hope for all of us, so I've turned it all over to Him."

He enjoyed flying and especially Hot Air Balloons, owning one he named "Sherbert". He also loved scuba diving in Mexico, Lake Powell (where he's fallen asleep at the helm), and the Denver Broncos. The love of his life was his wife Sandy Carlson. In addition to Sandy he leaves four children, five Grandchildren, his pets, and a lot of Friends. Services were held on Saturday 16 August 2014 at the Crossroads Baptist Church in Northglenn, Colorado.

When news of his passing was announced we received several OFA member emails, all stating what a good guy he was, but also one confessing to owing him money for a Broncos / Chief game bet. We will miss Myron and his return to the OFA.



Brian Allen Smith, Associate Member

Brian Allen Smith, was a Wisconsin native. He attended Dartmouth College where, graduating with honors, he obtained a Bachelor's degree in English. At Boston College he completed law school before relocating to Dallas, TX. in the late 1970's. During his time at Dartmouth Brian obtained his Private pilot certificate and instrument ratings. In 1978 he worked as an aviation underwriter at Aerospace Insurance Managers, then in 1980 Brian took up the practice of law. For the next 20 years he was a successful attorney. In 1998 Brian joined Aerospace Aviation Managers as the head of the claims management department where he served until his death on April 21, 2014. Brian's knowledge of aircraft was second to none and his ability to settle complex cases is legendary.

In addition to his skills as claims manager, Brian used his abilities as an English major and attorney to draft policy forms and endorsements. Brian was also a gifted graphic artist and designer. As a hobby, Brian formed Wings Aviation Design Group and had a substantial following for his work designing intricate paint schemes for fixed and rotor wing aircraft. The N6867Y paint job on Page 2 is one of Brian's designs. Brian was also the Chairman of the OFA Advisory Committee and an Honorary Member

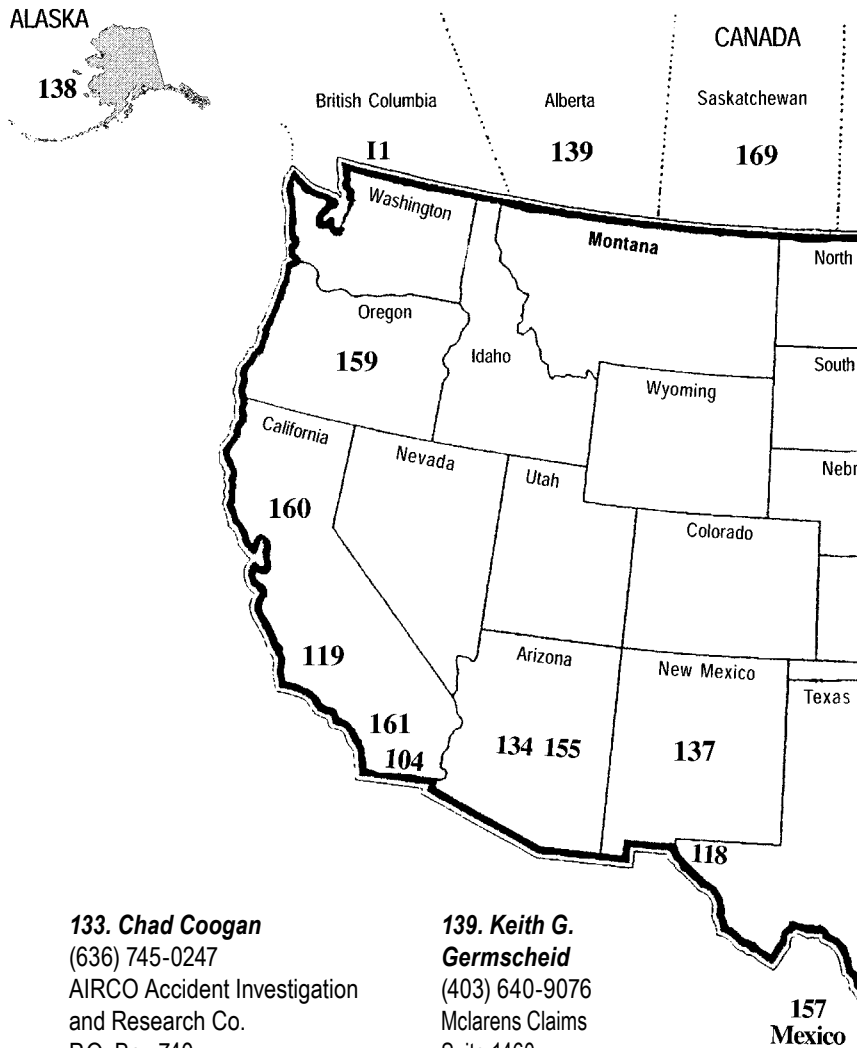


of the Organization of Flying Adjusters. This is not a title lightly given, extended to less than a dozen members over the organization's 55 years.

Brian was a unique individual having more talents than we have time and space to list. Brian made a difference in many of our lives as a friend, advisor, and mentor. Each of you knows how much his time here affected you.

He is survived by his wife Melany, his brother Barry and his wife Audrey and his twin sister Barb. He always thought of others and acted on those thoughts. His loyalty to his friends and family was complete and total. He was a true friend to all of us in the OFA and a great Gentleman. The organization is a family who feels this loss weighing heavily on their hearts. He will be missed.

The membership of OFA is dedicated to the highest standard of professional ethics in handling aviation insurance claims, investigating causes of aircraft accidents objectively and promoting every aspect of air safety.



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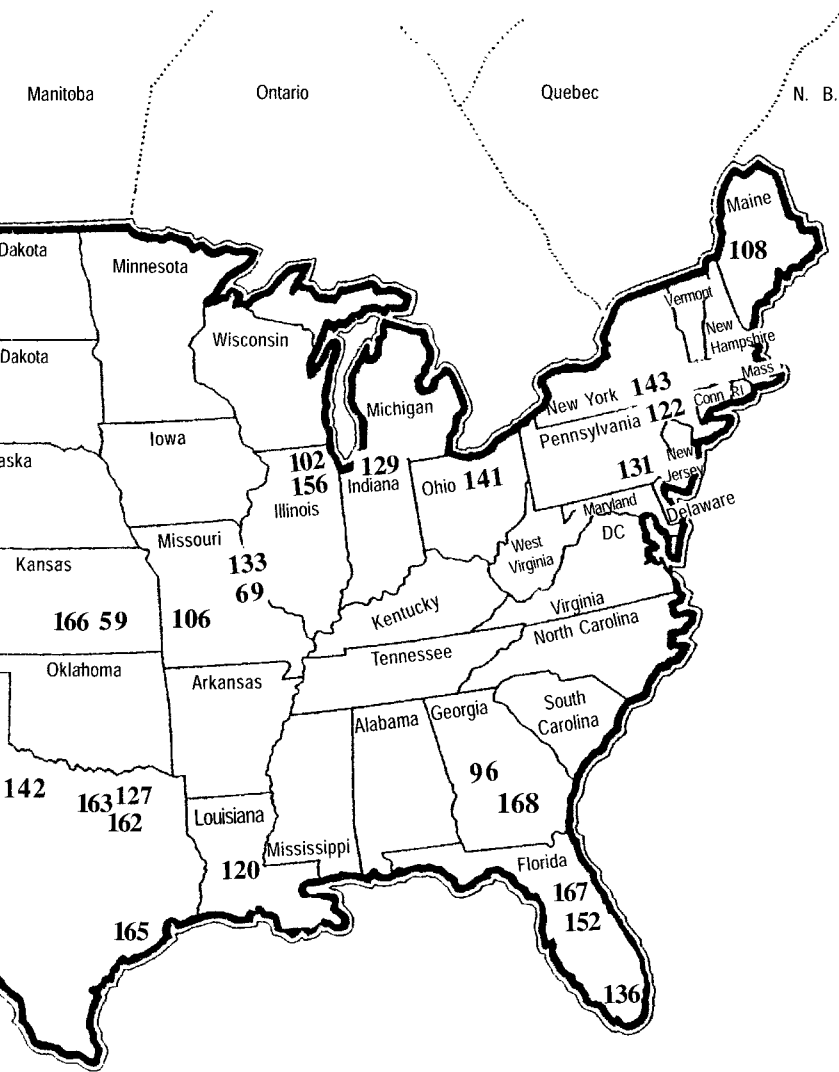
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Dallas, Texas Mid-Year Reception

2 April 2014





NAME THIS PALNE

Marty Brown sent me the following photo and stated that he saw one parked on a tarmac in his travels. Of course he knew immediately what it was, but wanted to know if anyone else did.

Well...?



OFA Scholarships

Last newsletter we showed Emily Schneider receiving her \$1,000.00 scholarship from OFA President David Gourgues. Since we have received two additional thank you letters. Pamela Larson, Donor Relations of Embry-Riddle in Daytona Beach Florida wrote Bernie Coogan (OFA 69 and Scholarship Committee Chairman) excerpt as follows:

Thank you for your generous support of Embry-Riddle Aeronautical University. The Organization of Flying Adjusters Scholarship continues to have a direct, positive impact on the lives of our students.

You are a vital part of something very special that we call "The ERA of U." Thanks to "U" and all those who have united in support of our mission, we are launching the next great ERA of student achievement.

Included with Ms. Larson's letter was a letter from Embry Riddle student Hanna Rooney:

I'd like to thank you for your generous contribution to my education. I cannot express how grateful I am for the Flying Adjusters Scholarship. Without your help, I would not be able to attend Embry-Riddle. A degree in Aeronautical Science is not cheap, and every little bit of money helps.

I am a sophomore in the Aeronautical Science degree program at the Prescott, AZ. Campus, with minors in Safety Science and Mathematics. I am approaching the end of the Instrument Flight course and hope to begin my Commercial rating this spring. I am actively involved in Greek life on campus and a member of the Jet Dragster Team. I plan on earning my Flight Instructor certificate at Embry-Riddle and hope to someday instruct for the university while pursuing a Master's Degree.

I have wanted to be a pilot since the age of fifteen, and donors such as you make it possible to pursue my education and goals. Thank you very much.

Sincerely, Hanna Rooney.

Job well done Bernie, and OFA members and supporters.



Member Spot Light Skip Higley, OFA 167



Skip Higley is our Spot Lighted member this issue, and as would be expected we had to go to the brains in the family to get information skips past. We thank his wife, Laura Tappan Higley, for being both the brains and the beauty. Sorry Skip.

Skip and his company handle the OFA web site and is the Web

Site Chairman. What he and his staff have done is truly awesome. But Skip is more than Laura's sidekick and our Web Site Chairman. He actually has some credentials. Laura sent me enough to fill this newsletter and then some, so we'll cut to the chase.

Skip is from a family of Cops and Airline Pilots; he could not decide what he wanted to do, so he did both. Starting as a cop with a pilots certificate at Age 19 with a "non-age waiver" so that he could carry a gun (scary). He started in narcotics and worked his way up to Detective Sargent while getting a degree in psychology and business as well as his CFII-ME. At 29 he retired from law enforcement (though he kept a hand in it) and focused on his aviation business.

Business was good, he eventually sold it and then went to work for Piedmont Airlines checking out as Captain after 13 months. He was checked out in all of their planes and spent most of his career flying internationally. Laura stated that he neglected to tell her that he got a pay raise as Captain, so when she found out about all that dough coming in she made a point of increased her spending habits while riding with him on the Trans-Atlantic flights to view the northern lights..

Skip has had his hands in all aspects of aviation, attended the NTSB Accident Investigation Training in DC, worked as an accident investigator, and expert witness. In addition to being certified in most commercial aircraft and having an A&P with IA, he has an MBA from Nova University and two Ph.D.'s one in Information Technology and another in Behavioral Health Sciences. It appears that he is almost as smart as his lovely wife Laura, who has a JD to keep him out of trouble.

After 9/11 in 2002 Skip retired from the Airline Industry and focused on Aviation Industry. Specifically Adjusting, Appraising, Ferrying, and Consulting. For his past Aviation work we understand that he recently has had his name placed on the Piedmont Wall of Honor in the Smithsonian Institutes Aviation Hall of Fame.

We understand that he is very proud of his family and his membership in the OFA as well as being awed by the stakeholders in our organization. He has a great history and credentials and we are proud to have him as a member and resource for the OFA.



Life with a Meyers 200 (Pull her up Marv Before we Crash!)

By Marv Rogge



I purchased N97M site unseen while it was parked in the weeds behind a restaurant on Pomona CA airport, in 1974. It's owner had died and it was in his estate. A Southwest Airline Capt., who was very good friend, called me. So I went to Western Union and wired him a \$500.00 deposit.

A couple weeks later I paid the Estate for the plane with out ever seeing it. Then I call my good friend Vince Vanderford. He agreed to meet me in Pomona and we would fly it to his place or Las Vegas which ever I chose. I took a couple friends in my Cessna 210 and we all met in Pomona. The weeds were taller than the plane so it took time to

cut them down. When it was cleared away the plane looked very sad, as it had not been washed or moved in over 6 years. The paint had been put on with a roller and the seats were clear cracked plastic. But it had white sidewall tires!

Vince kept encouraging me saying not to worry we [he] could restore it. I didn't want my wife to see it in this sad condition so Vince and I flew, followed by my buddies in the Cessna 210, it to Yuba City CA where he lived. We of course did a lot of checking before deciding it could be flown. After a few run-ups we gained enough confidence to give it a try. I presumed Vince would take to left seat as I had never flown one---but no, he made me get into it. We taxied out to the active runway, lined it up on the centerline, took a deep breath and started adding power. As the plane picked up speed it started pulling to the right and I couldn't get enough rudder to get back onto the centerline. Still gaining speed and getting closer to the runway edge Vince said "puller her up Marv before we crash" !!! Well I did and believe it or not she came off the ground and we were airborne. After cycling the gear we soon got word from the Cessna guys that we had one gear still down. After several try's we gave up, because it obviously wasn't going to come up for us. This occurred in August 1974 and it was hot [over 100 degrees]. We landed in Fresno CA [113 degrees] for fuel and a coke, fortunately the gear came down and we think it locked. Then we took off for Yuba City with one still hanging, but we landed on Vince's ranch runway [1600 ft.] and we were glad to be there.

In the following weeks and months I made numerous trips to Yuba City. We changed some cylinders, installed new upholstery and a new paint job was all done by Vince. After that I was able to bring the plane to Las Vegas so my wife could see it for the very first time. I was loaded with confidence because it really looked sharp now.

Since then I have flown it over 3000 hours. It now has a Continental 550-F engine [all port and polished] rated a 300 plus hp. and an 84" prop. My plane is the one that acquired the STC for the 550-F and longer prop. Thanks to Lone Mountain Aviation and Steve Bauman who assisted with this project which took over two years and a big bucket of money.

Marian and I are very thankful for all those who assisted and also to all our great friends and fellow Meyer's owners. We love the Meyer's more than anything else we own. My story suggests I could have been a little wiser during the purchase days, but these planes were hard to find those days and Vince had convinced me I needed to own one. I'm sure glad he did.

○.....○

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