

# UNITED FLYING OCTOGENARIANS

November 2023

## SQUAWK



### UFO President. From the Port Side

*by Kenneth (Brownie) Brown*



Having just celebrated another trip around the sun for my 84<sup>th</sup> time and celebrating the 41<sup>st</sup> birthday of the United Flying Octogenarians organization, I am happy to say all is well.

Our organization is continuing to welcome new members and increase the board, but there are still some positions to be filled. Since last month's SQUAWK, we have added a Corporate Secretary and in-house Counsel Gary Sackett, and Treasurer

George Futas. Both are welcomed additions.

We would like to add additional people to handle Membership, Local Host Coordination, Marketing, Event Planning, IT skills, and directors for the international areas. If you have an interest in any of these areas, please let me know.

The holiday season has begun with the completion of Halloween and Thanksgiving quickly approaching. And before the December SQUAWK comes out, it will be Hanukkah. The year is wrapping up so quickly.

Flying season in most of the country is slowing down with snow, really cold weather, or rain, so get out there and fly when you can.

We are working on events for the Spring on both coasts, so stay tuned as our plans are completed. As always, I encourage each of you to become a "local host" and invite UFO and Auxiliary Wing (AW) members to a coffee or lunch get-together. Always a good time to talk about airplanes. You are the local recruiter as well, so spread the word. If you would like to leave information cards at your local FBO, let me know and

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we will send them to you.

As our charter states, our **PURPOSE** is to promote longevity and safety in aviation, to represent the interests of senior pilots worldwide, to inspire youth to fly, and to promote fellowship among senior pilots.

We have a “purpose” but we do not have a vision that incorporates our purpose. I was asked what is our Vision and I was stumped. I have not been able to express in simple terms what the UFO Vision or action plan is to accomplish the purpose. I would like to hear from you and what you think our vision should be. It’s something to think about. Write us as we build a Vision together.

To you and your families, I wish you a Happy Thanksgiving and Chag urim sameach.



*Tailwinds and clear skies,*

***Brownie***

*president@ufopilots.org*



Back in 1978, when I had a little play money, the choice was between a sailboat and an airplane. I lived in the Canadian province of Manitoba at the time; that's north of North Dakota, and for those of you who struggle to place North Dakota, let me tell you it gets pretty cold up in those parts in the winter.

I figured that since the ground there freezes on Halloween and the ice doesn't leave Lake Winnipeg until the end of May, I'd probably get more use out of an airplane than a boat. What I didn't count on was the fact that cold like that

has quite an effect on aviation, too. Minus 40 (Celsius or Fahrenheit, it's all the same at minus 40) is not uncommon for an overnight temperature.

It's the kind of cold that flat-spots your car tires, causing it to bump along until you've gone a few miles. It's also the kind of cold that will be the death knell of electric-powered airplanes. Batteries lose about 60 per cent of their capacity at those temperatures. All the parking lots there have electrical outlets so you can plug in the engine heater and maybe the battery warmer, giving you much better odds that your car's oil will still be liquid and it will actually start when you get back to it in the morning.

But you'd be wrong to think there's not much utility to be had from an airplane in that kind of climate. Accompanied by my 17-year-old son, I bought my Cessna 172 in Columbus, Ohio, on December 16 and spent the next day sitting in the cockpit in a nice, warm corporate jet hangar getting familiarized. With the dawning of Dec. 18 came sunshine, and after the runways were cleared, I mustered my 100 hours of VFR experience and launched for home. We made it as far as Dubuque, Iowa, before we ran out of daylight. I was not yet rated for flying at night, so we parked at the FBO and spent the night in a motel.

The next morning, with the temperature at Zero Fahrenheit, I made the first of many bad decisions to do with winter flying. I just walked out to the airplane and cranked the starter. No preheat. It was reluctant, but it started. We flew it home to Manitoba in four more hops. The airplane needed an import inspection, and I broke my leg, so it

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was February 8 before I was able to fly it again. That's the coldest part of the year, and the airplane was tied down outside in a spot with no electricity, so it never got pre-heated. I took six more flights that month.

Aside from the fact that doing a pre-flight inspection and climbing into the cockpit dressed in a heavy parka, mitts and snow boots was a little cumbersome, winter flying was wonderful. The performance was superb and you could see forever. We rarely worried about icing because all the moisture in the clouds was already frozen and couldn't stick to the airplane. The only time I ran into an ice problem was when I ventured further south into areas where it was not so cold.

I worried more about what all those cold starts were doing to the engine. I fiddled with building a propane heater, but it was hopeless. At those temperatures, the little propane bottle would freeze up after a few minutes and the gas would stop flowing. By 1989, I had moved the airplane to a half-mile grass field that had an electrical outlet by my tie-down, and the bird was protected by wing, cabin and cowlings covers and pre-heated with a "Little Big Heat" electric heater stuck into the space above the cylinders. But it was too late. After an annual inspection, I got the bad news: The engine was making metal. The camshaft had been worn and the hydraulic valve lifters had been seriously spalled. It was the dreaded H2AD engine problem. In retrospect, there was probably nothing that would have prevented the damage. Even engines that had been babied and routinely preheated were affected by this malaise. I bought a new engine from Lycoming with the T-mod, which came with larger diameter lifters and wider cam lobes to reduce the pressure that was causing the damage. It ran to TBO.

Today, the airplane is in a hangar in Maryland, where we have relatively mild winters but a lot more icy clouds. The engine has a pre-oiler that gets the pressure up even before the starter is engaged, and Ney Nozzles installed that spray oil on the camshaft. It's routinely pre-heated any time the temperature is below freezing. I don't have to wear a heavy parka or snow boots. I go flying when the weather is nice.

But sometimes I miss those days when the bird climbed like a homesick angel and you could see all the way into tomorrow.

*That's over and out for now.*

**Egon Frech,**  
[editor@ufopilots.org](mailto:editor@ufopilots.org)



**Meet Gary Sackett,  
UFO's New Corporate Secretary**  
gsackettg@parsonbehle.com



Gary Sackett's legal career has spanned 45 years and has been focused on corporate and regulatory law, primarily in administrative litigation before state tax and public service commissions, the Federal Energy Regulatory Commission and related appellate courts. He continues to provide counsel and advice to companies in the areas of general corporate law, corporate and partnership governance and transactions, property tax matters and certain areas of aviation law.

Since leaving corporate in-house practice in 1999, Mr. Sackett has augmented his regulatory and corporate practice with an active legal ethics and professionalism practice. With an extensive background in these areas, he represents and counsels lawyers and others concerning ethical and legal malpractice issues. As a private pilot, he also represents clients in resolving matters related to general aviation.

In addition to a J.D. degree from the University of Utah College of Law, he holds a Ph.D. in applied mathematics from the University of Southern California. He is a member of the Utah State Bar and is licensed to practice before the U.S. Supreme Court and the U.S. Courts of Appeals for the Fifth, Tenth, Eleventh (inactive) and D.C. Circuits. He served as a volunteer Utah Third District small claims judge for over 25 years, has served as an arbitrator for the American Arbitration Association and the Financial Industry Regulatory Authority (FINRA), and is a panel attorney for the Aircraft Owners and Pilots Association Legal Services Plan.

He has been flying as a general aviation SEL pilot since 1971, having learned to fly in Albuquerque, NM, when he was teaching at the University of New Mexico. He has logged 2500 total hours, of which almost 2000 were in a Cessna T210, and has been instrument-rated since 1980. When his 210 failed an AD for the carry-through wing spar due to possible corrosion or cracking in 2020, he bought a 2007 Cirrus SR22T, which he has been flying since. He has been an Angel Flight West volunteer pilot since 2002, although he has made very few flights since he turned 80.





**Meet George Futas,**  
**UFO's new Treasurer**  
gfutas@gmail.com



Senior advisor to corporate officers and Board of Directors. Former executive, with CEO/GM background in small, mid-sized, and large corporations. Over 40 years professional leadership experience, including most aspects of technology, manufacturing, and service related businesses, plus private investor and director in small to mid-sized companies. Domestic and International marketing, sales and management experience. Includes both commercial and military business areas. Started 5 companies. Over 20 yrs. focused on strategic preparation, mergers & acquisitions of mid-market companies, and divestitures of large

company subsidiaries. Background in engineering, computer science, marketing, finance, & management. MS Engr. & MBA degrees.

Specialties: Companies and organizations planning or undergoing strategic or growth changes, or considering acquisitions or divestitures. Extensive experience with companies having intellectual property and/or significant international components to their business.

*During Corporate life I was Treasurer/Director of Alexander Hutton Inc, before I became Chairman. My recent experience as a volunteer Treasurer & Board Member is:*

*Washington Pilots Association-Paine Field – Since 2016*

*WPA-Youth Aviation Scholarship Foundation (501c3) – Since 2020*

*Seattle Rotary Mariners Fellowship (501c7) - 2016-June 2023*

*I've been using Quickbooks Desktop since about 2001 for corporate and volunteer accounting and financial management. I have been accessing Quickbooks Online to review accounting and prepare financial reports as an advisor to the Board for two clients for several years.*

*My aviation experience spans over 60 years as a pilot, flying both for business and pleasure. I am a current CFII and do instrument training in airplanes and in an FAA certified simulator.*



*By Dr. Harry Wander*

## OVER THE COUNTER MEDICATIONS



As we enter the winter season, pilots – like everybody else- may have a variety of viral symptoms, such as runny nose, cough, sore throat, sinus congestion, chest congestion, diarrhea, etc. There are a wide variety of over the counter (OTC) medications advertised by CVS, Walgreens, etc., to treat those symptoms. For pilots, the big question is: Is it safe to take an OTC medication and then go fly an airplane? Often, the answer is NO. What follows should help one decide.

The first question should be, “How sick am I”? If having enough symptoms that you are thinking about taking a medication, you probably should not be thinking about flying anyway. It may be best to just stay home.

Are there warnings in the directions to not operate machinery or not drive cars? That would include not operating your airplane.

Is the medication an antihistamine? The only ones cleared by the FAA are Loratadine (Claritin); Desloratadine (Clarinex) and Fexofenadine (Allegra). All other antihistamines have the potential to cause drowsiness. Indeed, diphenhydramine (Benadryl) is the most common drug found in toxicology screens of pilots after fatal aircraft accidents.

Some nasal sprays contain sedating antihistamines. Decongestants may cause increased heart rate, dizziness or nervousness. Steroid nasal sprays are okay, as is Azelastine (Astepro, Astelin).

Eye drops are usually okay but may cause temporary changes in vision..

Read the ingredients. Some antidiarrhea preparations contain opioids, which can impair judgement and functioning. Loperamide has many potential side effects including fainting, cardiac arrhythmias, cardiac arrest.

You should wait 48 hours after taking any new medication before flying.

If you have taken any medication that is on the FAA “NO FLY” list wait at least five times the maximal pharmacological half-life of the medication before flying. If that is not available then wait five times the dosing interval before flying. Five dosing intervals means that if a medication is to be taken every 12 hours, then wait  $5 \times 12 = 60$  hours. Keep flying safe.



By Ralph Bennett

## And You Thought Starting Your Engine Can Be Difficult!

The US Airmail service began in 1919. Following a series of fatal flying accidents and a growing list of mechanical problems, the director of Airmail Service, James C. Edgerton, issued a series of "General Orders for All Aerial Mail Pilots". The document even included rules to be closely followed in starting the DH-4 400 H.P Liberty engine:

- 1<sup>st</sup>      *Close radiator shutters*
- 2<sup>nd</sup>      *Retard spark and close throttle*
- 3<sup>rd</sup>      *Turn on gasoline.*
- 4<sup>th</sup>      *Pump up three pounds pressure.*
- 5<sup>th</sup>      *Prime motor: i.e., turn on gasoline pet-cock to priming pump, pull plunger out slowly and discharge quickly. THREE times for Cold motor and ONCE ONLY for WARM motor.*
- 6<sup>th</sup>      *CLOSE gasoline pet-cock to priming pump.*
- 7<sup>th</sup>      *Turn motor over four times.*
- 8<sup>th</sup>      *Crank motor with ONE switch Only. (see note).*
- 9<sup>th</sup>      *After starting, open throttle slightly and advance about half way.*
- 10<sup>th</sup>     *Run motor at 450 to 500 RPM until water is at 40 to 50 degrees centigrade and oil pressure is about 10 lbs. Then run at 1000 RPM until water is 60 to 65 degrees and oil pressure about 20 lbs. (see note).*
- 11<sup>th</sup>     *Test ignition through each switch. Determine setting of spark for maximum RPM.*
- 12<sup>th</sup>     *Open the shutters.*
- 13<sup>th</sup>     *Use spark setting determined above for climbing.*
- 14<sup>th</sup>     *Never run motor 1400 RPM on ground longer than necessary to read tachometer for determination of spark setting. Note: Generator reaches voltage at about 750 RPM. NEVER use two switches below 750. ALWAYS use two switches above 750.*





Hi, Egon,

What do you think about heading up a drive to capture the bios or mini autobiographies of our aviators? I know that our members have wonderful stories about their flying career and their history.

What I am asking is if you would consider taking on the role of a historian to solicit and publish a synopsis or teaser of the article in the newsletter. We could post it on the website in PDF so others could enjoy it as well.

Then when someone goes West, we have a fitting article for them.

Thanks  
Brownie

*Good idea, but it sounds like a big job. I'll tackle it if I can get people to do the interviewing or members to send in biographies with pictures of about half a page each. Any volunteers out there?*

*Egon*

Hi Egon,

My son, who is a pilot and also enjoys reading the Squawk, had a suggestion that I would like to pass on. Since members from time to time age out of flying and need to sell their airplane, what if our newsletter had an ad section at the end? We could restrict listing planes there to UFO members only. We could charge a small fee for the listing, I think it might be a nice service for the members. Full disclosure --- I am thinking about selling my Cessna150 and upgrading to something faster and with more range, which is how we got into talking about this idea.

Best regards,

Harry Wander

*Another good idea. Consider it done, no charge for the listings. Send them in to editor@ufopilots.org.*

*Egon*



Mr. Frech,

Thanks for the interesting, informative newsletter; it is appreciated. Regarding the Reno Air Races. I attended on Friday, walked the entire ramp but couldn't locate any UFO site; the people at the front gate had no information either. Wonder if others had the same problem.

Tom O'Donnell  
CFI, KSQL

Editor,

Is there a way to see the recent ZOOM regarding insurance? I was unable to join during the live ZOOM.

Thanks,  
Steve Sullivan

*See below. Use Ctrl-Click to activate the links.*

*Egon*

## **Aircraft Insurance: New Offering on the Horizon!**

Recently via Zoom the Golden MO UFO pilots were the audience to hear from a new Aviation Insurance Company. The company is [AviatorsDirect.com](https://aviatorsdirect.com)

**Peter Swanson gave the presentation and this is the link to the recorded Zoom meeting [click here](#) The passcode is Za%sr4\$@**

The presentation actually starts at 6:29 minutes

**There is also a slide package for your review. [Click here](#) to download the PDF file.**

For more information contact:

Peter Swanson

Co-Founder, Aviators Direct

[AviatorsDirect.com](https://aviatorsdirect.com)

[peter@aviatorsdirect.com](mailto:peter@aviatorsdirect.com)



**It was our party and we had fun!**



Our party was a great success.  
Approximately 75-100 people joined.

The major topic across the country was Insurance for older pilots.  
I want to thank all of you who attended today.

A special shout-out to our oldest member George Kirkpatrick 08/18/1919 (104 years young and a UFO member since 09/28/1999) who managed to get the technology to work so he could be seen and heard by all. Way to go, George.

Some suggestions mentioned:

Use a buddy system to go places or help younger pilots get hours.

Have a quarterly ZOOM meeting for the UFO family.

Send information on upcoming events in your area to the [editor@ufopilots.org](mailto:editor@ufopilots.org) to be included in the SQUAWK .

Stay active, keep your mind working, and take good care of your health.

Until Next time

*Brownie*



### FAASafety WINGS Benefits for Pilots and Owners

*By George Futas, CFII*

We see the frequent announcements for FAA Wings seminars, but do you give them serious attention?

If you have airplane or renter pilots' insurance, you see they offer discounts for WINGS and other recurrent training programs. Why? Their statistics show that pilots who take ongoing learning and training seriously have a much lower accident and incident rate than those who do not. So, why not pursue ongoing education for your own safety and savings?

In my experience the best pilots are the safest pilots, Why? They pursue lifelong education and training activity. They learn from the good and bad experiences of others, from more experienced pilots, from subject experts, and apply that information for their own benefit.

I encourage every pilot to participate in the FAA WINGS program and pursue lifelong aviation education. Recent changes make it much easier to find and obtain credits.

Each WINGS Phase consists of two elements:

Knowledge credits are available by:

- Attending FAA-approved seminars and courses

- Completing online FAA, AOPA, Pilot Workshop, etc. courses

Flight credits are available by:

- Flight Reviews and specific training approved by CFI's

- Obtaining an additional certificate or rating, confirmed by CFI

Detailed information on WINGS is provided on the FAASafety website:

[https://www.faasafety.gov/WINGS/pub/learn\\_more.aspx](https://www.faasafety.gov/WINGS/pub/learn_more.aspx)

How does a pilot get WINGS credits?

- Log into [www.faasafety.gov](http://www.faasafety.gov)

- Register your email address with FAASafety.com

- Take responsibility for managing your own WINGS account.

- Each time you fly with an instructor, confirm they will give you WINGS credits.

If you need some assistance updating or getting started with your WINGS program, contact me by email at: [georgep4445@gmail.com](mailto:georgep4445@gmail.com).



## Central California Oct 2023 UFO Meeting

It was a lovely day for flying and the Spirit of San Luis provided the smaller north patio for the group. There was just room for the 13 people who showed up for the late lunch.

Jerry Long organized the meeting. Focus of the meeting was to plan for gatherings next year and it looks like there will be four fun fly-ins. We will skip the holiday season and January and meet again in February.

Wednesday, February 21, we will meet at Jerry Long's hangar at Santa Ynez. There will be a chance to order from the lunch menu before the meeting, and the food will be delivered to the hangar so we can share a meal together.

For May, Dave Fretwell has volunteered to organize a UFO West Coast Fly-In to Paso Robles. Members will meet on Thursday, May 16, at the Estrella Warbird Museum. There will be some organized activities and an opportunity to stay overnight and explore the Paso area.

August 21, back to Wednesday, we will plan a fly-in for lunch at KSBP.

October 16, the gathering will be for lunch at either KSMX or Cuyama at the Buckhorn Cafe.



*From left to right - Bill Krauch, Gary Guiliat and his copilot Bruce, Derrell, Elizabeth Dinan, Grace Crittenden, Jerry Long (standing) Dorothe and Dennis Vol (standing), Jim Hoffman is hiding (his wife Lois took the photo), Dave Frettwell and Mike Makowski*





## Northern Florida

*By George Kickhofel*

Always interested in the aviation industry and how pilots are trained, we searched and found a gem. Our grandson is looking for a college education and pilot training. We visited the Embry-Riddle Aeronautical University on a fact finding mission.



*Student Union (Exterior)*



*Student Union (Interior)*



*Typical campus outdoor view*



*Daytona Beach (KDBA)*



## A Chance Encounter

By Gary Ludeke

My wife, Sandy and I live in Creswell, Oregon, and decided to spend a couple of days on the Oregon Coast in our motorhome at a campground in Florence. While planning the trip I received the latest UFO membership update and saw a listing for Steve Saubert, a new UFO member living in Florence. As Oregon's local host, I thought it was appropriate to contact him and see if he would be available to come to the campground for a chat. He promptly called me and we set up the meeting. We spent a couple of hours sitting in my motorhome sharing flying stories and other experiences.

He pulled out a picture of his beautiful red and white Tri-Pacer. When I saw the picture, I said, "Wait a minute. I know that airplane!" I opened my wallet and took out Steve's business card which has a picture of the airplane on it! He had given me his card a few months before when, while camping at another Florence campground, I rode my bike to the Florence Airport just for the heck of it. We were part of a small group of "airport bums" standing around talking when we exchanged cards. Small world!! The attached picture is Steve (the tall guy) and me (the little guy) standing by the motorhome. I know we will meet again. My wife and I fly into Florence in our RV6A every so often for breakfast or lunch. I invited Steve to fly to Creswell and attend our regular monthly EAA Chapter 31 breakfast.



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## We're Invited to Triple-Tree in 2024

*By Ernie DiGiacomo*

During the Birthday Zoom Call, I mentioned a Fly-in at Triple Tree Aerodrome (SC00) in South Carolina in my conversation. Please take a look at their entire website as it further describes the beautifully manicured 7,000 foot long runway and the airport property. Everything from Piper Cubs to DC 3's, Warbirds and Caravans fly in there. There is no airshow or anything like that except for some fly-by's, a lot of pilot camaradery, plane watchers and great facilities with good food available. Oh, and they have steak night on Friday where you purchase a meal ticket, pick out your own raw steak and cook it yourself on one of 5 or 6 giant BBQ grills, then pick your sides and eat away! Also note that there are specific fly-in procedures that must be followed arriving and departing this airport during this event. A query to the organizers resulted in an invitation to UFO members to participate in the annual fly-in. (Ctrl-Click on the link below)

<https://tta.aero/ttfi/>





## UFO North Olympic Breakfast Meeting

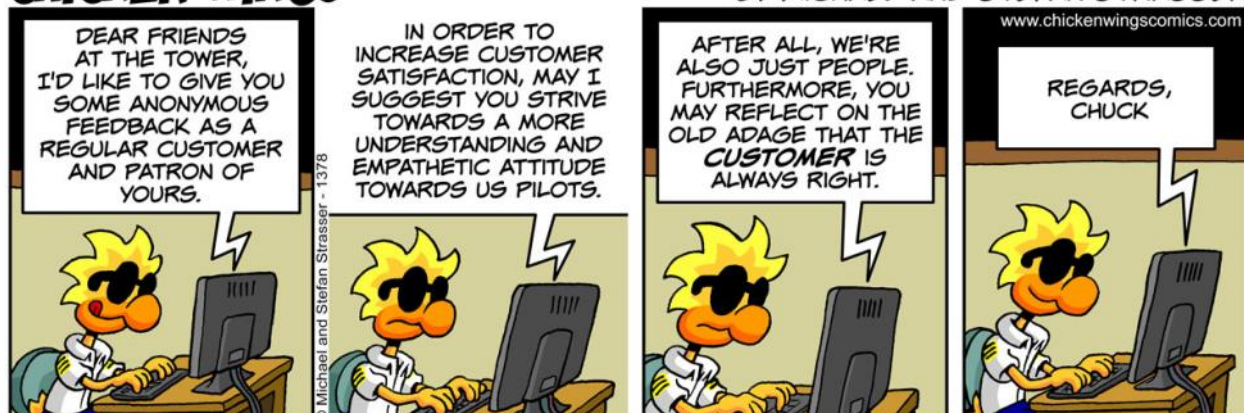
Report on the NOP monthly Breakfast Meeting.



The monthly UFO Breakfast of the North Olympic Peninsula (NOP) is held on the second Monday of the month. This month 5 UFO members attended and talked about all things aviation. Around the table are (L-R) Dave M. (RV12), Brownie (Vans RV9A), Brendon C. (RV12), Dave B., (Mooney), Collett M., (Citabria), and she is building a Sonic. All of these folks are still flying.

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER







## Wayne Wilson, New Zealand

I am a newbie who was introduced to your organization by Peter Collins of New Zealand. We are friends and fellow club members of the local flying club.

I was born in Cleveland, Ohio in October 1934 and joined the US Navy in 1952. Commissioned and became a Navy pilot in 1955. Flew mostly biggies around the world in patrol squadrons and a transport squadron flying Super Constellations. Spent two years flying in the Antarctic in a P2V Ski and a DeHavilland Otter. Qualified on most of the Navy-owned piston aircraft during four years at the Naval Ordnance Test Station north of Edwards Air Force Base. These included the AD5N, JD1D, DC3, super DC3, S2F and T28. Also qualified in the P3 and C130.

I married a New Zealand girl I met while in New Zealand with VX6, the Antarctic Squadron in 1959. Spent the last three years of my Navy career at the Naval Weapons Center, Dahlgren, VA and flew a specially modified P2 and P3 on special missions. I was tasked to also fly scientists at the center to various airfields on the East Coast and hired civilian aircraft for the job, a Cessna 206. We decided that acquiring our own plane for this task was cheaper and we wound up with a new Cessna 172. By then we had two young boys and decided to pack up and shift to New Zealand for a better quality of life for the boys.

While in New Zealand, I flew gliders and joined 2 local flying clubs. In 1995, I was appointed as the Administrative Officer of the World Glide Contest held in Omarama, New Zealand. That was a full-time job for two years and I was tasked with all the problems of keeping 500 people involved in the contest, pilots, lookies, etc. up to date and happy. I wound up as secretary or treasurer or both at one time or another with the local flying clubs and just retired from those jobs in 2023. I built a hangar at the Rangiora airfield and constructed 5 aircraft. I still am flying the last of the bunch, a Skyranger Swift with a Rotax 912 engine and now I am helping to build a kit plane, a Savannah S for the flying club.

I wouldn't change a thing.

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER







## Ron Ogan, Mississippi

### *SNIC Enterprises Executive Vice President- Operations*

Mr. Ogan formed SNIC Enterprises Inc., a veteran owned business specializing in cybersecurity solutions for the U.S. government, universities and companies to prevent hacker threats from disrupting normal business operations.

He has been a Disaster Reservist for Mississippi Emergency Management Agency for the last two years supporting the Watch Desk, Earthquake and Drone Surveillance programs

Mr. Ogan recently was a Senior Research Engineer at Georgia Tech Research Institute working on the Missile Defense Agency program supporting systems engineering and sensor developments. Prior experience at Raytheon Systems Company, Forest, MS and El Segundo, CA included development, design and testing of advanced Electronically Scanned Phased Array (AESA) radar systems for the F/A-15 and F/A-18 aircraft.

He worked as a Industry Adjunct Instructor at the University of North Texas, developed and taught a project-oriented course Radio Frequency Identification technology (RFId) for engineering in support of a National Science Foundation grant.

He is a Life Senior Member of the Institute for Electrical and Electronic Engineers (IEEE), a Major in the U.S. Civil Air Patrol, a pilot, a remote pilot and member of the Aircraft Owners and Pilots Association (AOPA).



He has a Bachelor of Science degree from Oklahoma State University and a Master of Science from Southern Methodist University.