



DANWA
P. O. BOX 55558
DEL CITY, OK 73155
1725 COPIES PUBLISHED
MONTHLY

DANWA Officers, email, and website info.

President - Ron McCall 677-7923
 Email: danwapres@cox.net
 Vice President - James Gordon 343-6020
 Email: jasgordon@cox.net
 Secretary - Pat Satterwhite 412-7925
 Email: psatterwhite@cox.net
 Treasurer - Yvonne Hirsch 670-3971
 Asst. Treasurer - Karla Trude 640-9315
 Patrol Capt - vacant
 Email:

 Newsletter Editor - Joe Satterwhite
 850-2177 Email: danwanews@cox.net

District Captains: These are the people responsible for getting your newsletters to the block captains for delivery.

- District 1: Steve Gold—670-2878
- District 2: Ron McCall—677-7923
- District 3: Jim Highfill—677-5044
- District 4: David Ellison—672-7904

DANWA Website
www.danwa.org

Del City Code Enforcement
 670-7379
 codecomplaints@cityofdelcity.com

Del City Animal Control Officer
Steve Ackerman
 977-6319
 DCPD—677-2443

Dates to remember:

DANWA General Meeting— Calvary Christian Church in the annex just north of the church, 3900 Epperly Dr. at 7:00 pm, second Monday of the month.

The Patrol Meeting will follow the General Membership meeting at the Calvary Christian Church annex.

CERT General Training Meeting, at 7:00 pm, Del City Community Center, second Tuesday of the month.

Del Aire Defender

DEL AIRE NEIGHBORHOOD
 WATCH ASSOCIATION

NOVEMBER 2018

From the DANWA President:

Greetings Friends & Neighbors,

Well we made it, all the way through October. The Appreciation Dinner on the 18th went well. The curb side bulk pick up took away all those forgotten treasures from bygone years and the mountains of tree limbs & brush (I'm surprised there were any trees left). Halloween with all those little goblins has past as well.

Don't forget to Fall Back on November 4th—Daylight Savings Time Ends.

For some of you, Election Day, November 6, will have come and gone as well. That's why I'm not going to get on my soap box, scream and shout how it's your duty, your responsibility to vote. Instead I'm simply going to say that by not voting, you signal that you are willing to let someone else decide your future. Even if the outcome doesn't go the way you want, at least you had your say about the matter, if you voted.

November 11th is the 100th anniversary of Veteran's Day. At 11:00 am there will be a ceremony at Patriot Park, 4505 S.E. 15th, (the east lawn of the Del City Community Center).

And then there's November 22nd, Thanksgiving Day. As some of our waistlines will attest, this is a favorite holiday. The fellowship of family and friends, and the aroma of succulent foods, all lend to the excitement of the start of the Holiday Season. Just don't forget to give thanks for all your blessings.

Soon after that we roll right into December, and another election. On December 10th, we will be electing the DANWA officers for 2019. Currently, it appears we will have vacancies for Patrol Captain and Treasurer. That doesn't mean interested members can't run for any of the positions on the Executive Board. Remember, it's your DANWA.

So, I look forward to seeing you on November 12th, we'll start at 7 pm. Come meet our new CPO.

May God bless you and yours.

Ron McCall, DANWA President, 677-7923 danwapres@cox.net

Days to fly the flag.

- November 11**—Veteran's Day **November 22**—Thanksgiving
- December 7**—National Pearl Harbor remembrance day, flag half staff till sunset
- December 25**—Christmas Day



**Come on People!
We need YOUR HELP!!!**

Need block captains for:

Angela Dr. (Angela Circle to Oakbrook)
Contact David Ellison 672-7904

Just a little bit of volunteering won't hurt much. Some blocks only have 20 homes to deliver to, most are less than 25 homes. If you can help with any of these please contact any of the District Captains above. It's really not hard to volunteer one day out of the month and it proves to be good exercise by delivering the newsletter door to door for your particular block or blocks. You might even meet your neighbors.

You don't have to be a member to volunteer to deliver the newsletters.

**DANWA Area Crime Statistics for
August 2018 plus City wide stats**

Prowler = 0 (0) [0] {2}

Vandalism = 1 (2) [0] {18}

44xx SE 41st St. 09/24/2018 15:53

Larceny = 7 (6) [4] {47}

39xx Bismarc Dr. 09/12/2018 13:04
43xx Wofford Ave. 09/16/2018 10:51
43xx Epperly Dr. 09/16/2018 12:55
55xx SE 29th St. (Business) 09/18/2018 18:35
44xx Sooner Rd. (Apartment) 09/23/2018 15:43
48xx Kristie Dr. (Apartment) 09/28/2018 17:24
47xx Meench Dr. 09/29/2018 19:11

Residential Burglary = 1 (0) [1] {7}

47xx SE 43rd St. 09/20/2018 22:18

Robbery/Extortion = 0 (1) [0] {1}

Stolen Vehicle = 2 (1) [2] {12}

42xx Sunnyview Dr. 09/11/2018 11:08
47xx Ridgeway Dr. (Apartment) 09/17/2018 10:30

Auto Burglary = 2 (4) [3] {9}

48xx Montclair Dr. 09/12/2018 11:12
46xx SE 37th St. 09/19/2018 10:57

Burglary of Business = 0 (0) [1] {0}

X = Current month count
() = Prior month count
[] = Same month last year
{ } = Del City wide count for same period

October 2018 General

Membership meeting highlights

The meeting began with 22 people present
Previous Minutes were provided
Treasurer report was provided
Crime Stats were presented.
Agenda items discussed.
Police Chief attended and spoke briefly
Door prize was drawn.
Meeting adjourned at 8:00 pm

**DEL AIRE
NEIGHBORHOOD
WATCH OFFICER
DUTIES –see
www.danwa.org**

**A gigantic thank you to
those who have donated
to help feed the Del City
High School football
team before games.**



Lakeshore Storage

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Climate Control Available
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677-7023 (fax)

James H. Nolen, EA, ABA, ATP, ATA

Jimmie Nolen

jimmie@nolens.biz

www.nolens.biz



The holidays are coming!

Afraid Rufus will eat the turkey right off the table?

Cousin is coming who's allergic to cats?

Going out of town for Christmas and your pet pig needs to be given meds?

That is what we are here for!

12/18

Make an appointment for a tour! Our clients enjoy a Low-stress home environment with plenty of play and people interaction! Toys, outings and parents get updates too!

<https://www.facebook.com/AspenPetRetreat>

Text: 719-355-6109

Email: info@aspenpetretreat.com



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Arvest Bank Tower, Suite 500
4600 SE 29th St., Del City, OK 73115
(405) 455-1032

10/19

MARY KAY

FREE.* FUN. FABULOUS!

Get your girlfriends together and let's play with makeup. You can earn FREE** products for playing hostess. Plus, I'll give the group customized product recommendations so everyone can look fabulous. It's girl time!

Contact me to get started.

*Available through participating Independent Beauty Consultants only and with \$200 in retail sales



Kathy Arnold

Independent Beauty Consultant

<http://www.marykay.com/KAArnold6795>

405-496-5181

1/19

Malone's Property Management Inc.

4301 S.E. 41st St.

Del City, OK 73115

405-670-1411 Office

405-670-1454 fax

malonespropmgt@hotmail.com

Whatever your home needs are, Malone's can handle them.
We can Manage your property—Give us your headache

We can rent you a property
We can sell your home or
We can find your forever home
Whatever your needs, we can help

9/19

Office hours:
M-F 8:30 am—5:00 pm



Regarding last month's page regarding the Chevy Volt produced some comments and questions and I hope to answer or provide my comments here:

In February 2012, Eric Bolling did test drive a Chevy Volt and report on his experience for Fox News, noting (among other factors) that the Volt took 12 hours to charge and ran for only about 25 miles before discharging the battery and switching over to the gasoline engine, aspects he found particularly disappointing for an automobile that cost \$46,500 and was heavily subsidized with taxpayer money:

However, this criticism somewhat misses the mark, as the Chevy Volt is not intended to be a car drivable for long distances in electric vehicle (EV) mode: It's a niche vehicle that attempts to offset the current EV issues of limited range and scarcity of charging stations by combining EV capabilities with a gasoline engine to provide enough battery range to satisfy many consumers' daily driving needs while also accommodating extended travel beyond that range. As noted in Car and Driver's full test report on the 2011 Chevrolet Volt:

The Volt sets itself apart from the Nissan Leaf and the forthcoming EV crowd: It also has a gas engine that can step in to extend the Volt's range when the battery's energy is depleted.

This is why GM calls the Volt an "extended-range electric vehicle," and the dual-power-source arrangement makes a lot of sense at a time when there's precious little charging infrastructure. Currently, 48 of 50 states have fewer than 10 charging stations, and even California's relative abundance of 422 pales in comparison to its roughly 10,400 gas stations. In other words, it's going to be some time before charging while at work or out on the town becomes the norm; for now, EVs' batteries will be replenished largely at home. And with maximum ranges in the 100-mile neighborhood, good luck with any long- or even moderate-distance travel. And forget about having a pure electric as your only vehicle.

What if your family in California needs you to visit? While a pure EV — needing long recharging sessions every 70 miles or so — will transport you back to the era of the month long road trip, the Volt could easily drive across the country on gas when there's no time or electricity available for recharging. Closer to home, if this writer had been driving a Leaf instead of a Volt, I would have had to deal a blow of rejection to a five-year-old nephew whose birthday party was 60 miles distant, due to the lack of a place to charge while there.

And although the Volt has both a gas engine and two electric motors — one primarily to power the wheels and a second to generate electricity from the gas engine — it is unlike any gas-electric hybrid on the road today: If charged sufficiently, it can operate continuously, at any speed, as an EV, without ever needing to switch on the gas engine.

The e-mailed item reproduced above starts out by claiming that:

It will take you 4 1/2 hours to drive 270 miles at 60 mph. Then add 10 hours to charge the battery and you have a total trip time of 14.5 hours. In a typical road trip your average speed (including charging time) would be 20 mph.

This statement is nonsensical, as time spent charging the Volt's battery has nothing to do with elapsed driving time; recharging would be performed before the beginning and/or after the end of a trip. On an extended road trip, the Volt's driver certainly wouldn't be stopping every 270 miles to spend 10 hours recharging the battery, as implied here — instead, under such circumstances the driver would simply refill the Volt's gas tank as needed and skip recharging the battery until the conclusion of the journey.

Next, the portions of this item dealing with energy-related operating costs of the Chevy Volt are unrealistic because they are based on erroneous assumptions and energy prices not reflective of current norms. When empirical data and standard energy prices are used, the operating costs for the Chevy Volt compare favorably with standard gasoline-powered automobiles.

For starters, although the Chevy Volt stores 16 kWh of energy in its battery pack, it actually uses only 9.6 kWh for propulsion and about another 3-4 kWh during the charging process, so recharging the Volt's battery does not typically require a full 16 kWh of electricity. As Car and Driver found during their Volt road tests: "In our experience, using only standard-household 120-volt power, it took about 13.4 kWh of electricity to replenish the Volt's 9 kWh of usable energy. Using a 240-volt setup instead is more efficient and would have boosted the mileage figure."

As well, Car and Driver observed that the 25 mile electric-range figure for the Volt was not an average mileage figure, but rather the product of worst-case scenario driving:

GM's recently revised electric-range claim is 25 to 50 miles, and we ended up in the low to middle of that band. Getting on the nearest highway and commuting with the 80-mph flow of traffic — basically the worst-case scenario — yielded 26 miles; a fairly spirited back-road loop netted 31; and a carefully modulated cruise below 60 mph pushed the figure into the upper 30s.

Additionally, the figures given for the Chevy Volt above are calculated using a price of \$1.16 per kWh (kilowatt hour) of electricity. Although electricity costs vary from place to place, nowhere in the United States is the average residential retail price of electricity anywhere close to \$1.16 per kWh. The average consumer price for electricity in the United States in December 2011 was only \$0.127 per kWh. Using that average price as a baseline and factoring in the proper amount of battery charging time (while maintaining a worst-case scenario mileage assumption), the quoted figures work out as follows:

13.4 kWh x \$0.127 per kWh = \$1.70 to charge the battery.
\$1.70 per charge divided by 25 miles = \$0.07 per mile to operate the Volt using the battery.

The national average price of a gallon of gasoline in the United States in February 2012 was \$3.565, quite a bit more than the \$3.19 per gallon figure cited above, so using current average costs, the comparison to a conventional gasoline-powered automobile would work out as follows: Compare this to a similar size car equipped with only a 4 cylinder gasoline engine that gets 32 mpg.

\$3.565 per gallon divided by 32 mpg = \$0.11 per mile.

So, according to the criteria used by the author of this item, rather than being a car that "costs more than 7 times as much to run and takes 3 times as long to drive across country" than a gasoline-powered 4-cylinder car, the Volt costs about one-third less to run (in electric mode) and takes the same amount of time to drive across country. Still the price for the Volt was excessively high— personal opinion.