

Oklahoma Aviator



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Your window to Oklahoma Aviation...Past, Present, Future

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Luscombe Moves Toward Certification

ALTUS-- Work continues toward type certification and production of the new Luscombe "Spartan" at the 110,000 sq. ft. Luscombe Aircraft Corporation facility located on the Altus Municipal Airport. Support from the Altus community and from the state of Oklahoma were instrumental in convincing Luscombe Corporation to locate in Altus. Economic benefits to the company, the community, and the state are anticipated once production begins in late 2000.

The Model 11E Spartan is a modernized version of the original 1948 Luscombe Sedan Model 11A pictured below. The company expects the Spartan to compete directly with the Cessna 172, the Piper Archer, and even perhaps the Cessna Skylane.

The most apparent design change is the new tricycle landing gear incorporating spring steel main gear legs. Not so obvious are other changes which include:

- Replacement of the original Continental E-185 engine with a Continental IO-360-ES, derated to the same horsepower rating.
- Modernized instrument panel with backlit instruments, Bendix/King KX 155A navcom with glideslope, II Mor-

row Apollo GX 60 GPS with moving map, Bendix/King KT 76 Mode C transponder, and a PS Engineering audio panel.

- Electric trim and flaps
- Dual vacuum pumps

The original Luscombe 11A Sedan, designed by Don Luscombe as a follow on to the highly successful Model 8 series, made its debut in 1948, hoping to capitalize on the expected postwar boom in aircraft sales. Unfortunately, the boom never occurred and, as a result, only about sixty Sedans were built.

The 11A's excellent safety and maintenance record appealed to aeronautical engineer, Alfred Ney. In the mid-1950s, Ney purchased a heavily damaged 11A from the Waxso Flying Club. Until 1988, he dedicated himself to the refinement of the 11A.

His changes lead to lower operating costs, safer handling characteristics, and a more spacious cabin. Ney incorporated the tricycle landing gear along with various other changes to create what has become the Luscombe Model 11E.

In 1992, Land Air Sales and Leasing Corporation purchased all rights to the



The new Luscombe Spartan Model 11E

Type Certificate. Later, ownership transferred to Luscombe Aircraft Corporation, which re-engineered the design for the 21st century.

The company finished the first pre-production prototype using all new parts, tooling, and assembly fixtures in June 1998. Since then the aircraft has been used for market research purposes.

As part of the type certification process, the company will complete two test aircraft built in accordance with the latest engineering drawings. Subsequently, the two aircraft will be tested against FAA certification requirements. Type certification is expected to be completed by mid- to late summer 2000.

The relocation of Luscombe Aircraft to the Altus area is a textbook example of industry-community cooperation. The company first caught the eye of a local Altus businessman, who conceived the idea of bring-

ing Luscombe Aircraft to Altus and brought the opportunity to the attention of the local Economic Development Council.

After a positive initial re-

As production of the Spartan begins, the company will receive credits for new jobs it creates in the area; those credits will be used to repay the company's indebted-



sponse from Luscombe Aircraft, the Economic Development Council got other organizations involved, including various state agencies and the Southwest Technology Center located in Altus.

The final arrangements resulted in local investment in Luscombe Aircraft by members of the Altus community and in the city agreeing to build the new facility.



The original Luscombe Sedan Model 11A



From Mike...

Welcome to The "New" Oklahoma Aviator! In publishing this first edition, we are very pleased to continue the tradition started by Joe Cunningham more than twenty years ago. Since the November commemorative edition was published, we have received many letters of encouragement and offers of assistance, and many old friendships have been rekindled.

We are especially grateful to those who are already buying subscriptions and advertising space (thus making this edition possible).

The Oklahoma Aviator was Joe's creation and labor of love. Publishing the paper fit in so well with his natural friendliness, love of aviation, and interest in the people involved. Readers looked forward to its arrival in the mailbox, not only for the news it carried, but also because it came from "good ol' Joe." Receiving the Oklahoma Aviator always felt like a personal gift from him to each of us.

Thus, with humility and a little touch of fear, Barbara and I attempt to fill his shoes. To do so, we'll need your help. In this age of computers, email, and the Internet, we have asked ourselves what purpose a small, monthly, printed newspaper can/should serve. What message are we trying to bring? What audience are we trying to reach—just Oklahoma aviators? Anyone interested in aviation? Old and young, men and women, experienced pilots and students? Etc, etc, etc.

We came up with a only general philosophy. First, we want to "localize" the aviation news for Oklahomans and those in the surrounding states. Second, we want the paper to have an peaceful, friendly, humorous, and uplifting personality, since those values are important in our own lives.

Beyond that, we are actively seeking your help. Please write, call, or email (the best way to reach us) your suggestions, news, details of upcoming events, articles, or other aviation-related information.

We have some ideas for future editions. For instance, airport courtesy cars have always been an interesting sidebar to the general aviation experience. In what other commercial, recreational activity is a participant offered the free use of a vehicle, on an overnight basis or even longer? On the other hand, courtesy cars have their

challenges. On a recent trip to New Mexico, the courtesy car I used at a small West Texas airport was especially so, and it reminded me of other such experiences I've had. Surely there must be a thousand airport courtesy car stories. Send in your favorites and we'll publish the best ones.

Same thing with airport dogs. If I remember correctly, at the Tahlequah Airport there was a German Shepherd who liked to play "catch" with a 6:00 x 6 Goodyear tire. Send us your airport dog stories.

In the coming months, we intend to publish articles about "living with your plane" on the many wonderful airpark communities Oklahoma has to offer. (We ourselves have purchased property on the Tenkiller Airpark in Cookson and will be moving there in the spring.)

As you look through this edition, you'll notice that much of it looks very similar to what you have seen before. But you'll also see some obvious changes. First and foremost, we are publishing the paper electronically for the first time.

That allows us much more flexibility to vary layouts, include photographs, and present a more crisp appearance. Electronic publishing will also allow us to move to full-color pages when our revenue permits.

Which brings us to the final topic: For us, publishing The Oklahoma Aviator is fun. However, we must also approach it as a business. Unless it is profitable, we will not be able to continue it very long. Therefore, we are actively seeking new advertisers and paid subscriptions. If your subscription has expired and you want to continue to receive a copy by mail, please send us a check for \$9.95, which covers our printing, postage, and a tiny bit of our labor cost.

The reincarnated Oklahoma Aviator will allow Joe's dream to continue. In doing so, it will gradually change, as all things do-- we hope for the good of everyone. We believe Joe would have wanted it that way.

space industry in Oklahoma. Joe and Mary fit that bill perfectly.

In 1988, Joe and Mary married and began to participate in aviation adventures of a lifetime. The duo flew two National and World Record flights together. The first flight in a 1964 Piper Cherokee 180 began at Will Roger's birthplace near Oologah, Oklahoma, and continued to Alaska, where Rogers

From Barbara...

Michael and I are starting out on another new adventure - publishing this newspaper. When the opportunity first arose, we were intrigued. Then, when it began to actually occur, we became truly excited. Now that our first edition is out, our enthusiasm cannot be contained. We want to create this paper for every aviation enthusiast, from the youngest student pilot to the seasoned World War II veteran - for we can all learn a great deal from one another.

A big challenge came when I realized that I would actually need to write a column for the paper. I am a forty-six year old student pilot who realizes all the knowledge she lacks. I'm not a pilot yet, have never built an airplane, have never been to Oshkosh or any of the other big

fly ins. But I have passed my ground school exam, flown several long distance flights with Michael, and thrilled at the aviation museums we have attended. And, being an active member of EAA Chapter 690 in Lawrenceville, Georgia has afforded many opportunities to learn and grow in aviation. But I am still a baby aviator. What might I have to offer? My degrees in English and education do not carry much weight in aviation. And, this is one of those times that just being married to a seasoned pilot isn't enough to pull me through. I'll have to come up with my own ideas, share my own expertise, and pray that I have a lot of help (from you) in doing so!

For those of you who will choose to read my column each month, I offer a few details about my life, my marriage, and my desire to become a pilot. When I was in the fifth grade, I, like many other little girls of my time, became fascinated by the stories of Amelia Earhart and her aviation adventures. In fact, I checked out her biography from my grade school library so many times that our librarian jokingly said she wished she could just give me the book. With that book, my dream of flying was born. It would be a lifetime later, however, when that dream

began to come true.

In 1996, I met a man in my church choir. That man turned out to be Mike Huffman, Oklahoma native, engineer, experienced pilot, airplane builder, A&P mechanic, and general aviation enthusiast. He introduced me to aviation and a match was made. Now, three years later, I am Michael's wife, fellow adventurer, business partner, fellow choir member, co-airplane owner, mechanic assistant, airplane washer, sometimes navigator, and friend. We're flying through life having so much fun that I'm sure it must be outlawed by law! What a trip the past three years have been!

My goal in writing this column, is to deal with issues and events that can potentially move an interested man, woman, or child from the passenger seat of an airplane into the pilot seat. I want to discuss various routes to certification including flight schools, videotapes, and other educational materials, as well as discussing my "first time" experiences to which many of you will relate - either remembering your own experiences through mine, or giving all you potential pilots out there some motivation and something wonderful to look forward to.

If you have suggestions for the column, or subjects you would like covered, please send an email to the Oklahoma Aviator office at ok_aviator@mindspring.com or call me at 770.381.6379. I would love to hear from you!

My dream is coming true, and I hope that yours is, too. Happy flying!



Mike and Barbara Huffman

Joe and Mary Honored With 1999 Clarence E. Page Trophy

On September 25, 1999, Joe Cunningham and Mary Kelly were posthumously presented with the Clarence E. Page Memorial Trophy. The award was accepted by their daughters at an awards banquet at the Kirkpatrick Center in Oklahoma City. The trophy is given each year to an individual who has contributed greatly to the support and promotion of the aero-

space industry in Oklahoma. Joe and Mary fit that bill perfectly.

In 1988, Joe and Mary married and began to participate in aviation adventures of a lifetime. The duo flew two National and World Record flights together. The first flight in a 1964 Piper Cherokee 180 began at Will Roger's birthplace near Oologah, Oklahoma, and continued to Alaska, where Rogers

and Wiley Post crashed. The second flight took place in 1991. Joe and Mary, along with Tulsa resident Tom Quinn and Senator Jim Inhoffe, recreated Wiley Post's 1931 around-the-world flight.

Mary was killed in a 1998 plane crash while giving flight instruction. Joe continued to publish The Oklahoma Aviator until his death in May of 1999.

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Up With Downs



Earl Downs

Over the more than 38 years that I have been in aviation education, I have been asked millions of questions. Everyone, from brand new student pilots to experienced airline captains, must keep learning to become safe and remain current. Many of the questions stem from the same basic need to understand the reasons why we do what we do in aviation. I have often found that the answer lies buried somewhere in the rich history of mankind's search to soar through the sky.

As I research to find an answer to a question, I often feel it's a shame that only my student and I will benefit from the information-- a waste that more aviation-minded people couldn't share in the thing my students and I have learned.

Well, that's the purpose of this column. I will finally get a chance to share some of these questions and answers. I will pull a lot out of my bag of memories but I also want to give you a chance help add to that bag. This column will not have a subject format. We can explore rules, regulations, safety, aerodynamics, history, and whatever else you want. I will take your questions through my e-mail address and will do my best to come up with some answers. I look forward to being included in the new Oklahoma Aviator and to meeting new aviation friends through this column. With the introductions out of the way, it's time to open my bag.

While teaching a seminar in Kansas City recently I was asked to explain the difference between the a "complex airplane" and a "high performance airplane." Here's the scoop:

A while back the FAA changed the rules regarding the training requirements to fly complex airplanes. Actually this is the second time this has been addressed in the last 25 years. I guess that's not too bad as FAR changes go. If I start at the beginning it may help you to understand how we got from "there to here."

Back in the "good old days," once you got a license that said "Airplane Single Engine Land" or "Airplane Multi Engine Land" you could fly about any airplane in the class license you held with little restriction or required train-

ing. Type ratings were not required unless the weight exceeded 12,500 lbs. When I checked out in the P51 Mustang and the lightweight MS760 Paris Jet in the early 1960's, there were no requirements for training or for an instructor logbook endorsement. I felt I was pretty well qualified but I have to admit, the lack of rules could have led to abuse. By the late 1960's the FAA decided to tighten things up a bit.

First came the rule that required a Type Rating for any turbo jet regardless of its weight. In the early 70's the "complex rule" was put in place, which applied to any plane with more than 200 HP, flaps, retractable landing gear, and a controllable prop. Under this rule, training and an instructor logbook endorsement were required.

The change in August of 1997 removed the horsepower rating from the "complex" definition. Complex now means just retractable landing gear, controllable prop, and flaps. If you are checking out in one of these complex airplanes you must have an instructor endorsement for your complex training. The 200 HP is now separated out as "High Performance" training. I guess the FAA thought that many planes with over 200 HP had performance that required special training even though the prop is fixed and the landing gear is always down. They must have also thought that some airplanes are complex even though they have low HP. The concept may be valid but it has resulted in some unusual applications.

The rule now requires training and a "High Performance" logbook endorsement for any plane with an engine of more than 200 HP. A Cessna 182 Skylane is a good example. But, this new rule also caught other planes that don't seem to fit the mold. For instance, the old Boeing PT17 Stearman, the beloved old World War II biplane, is lucky to do 100 MPH on a good day but it has a 220 HP engine. A High Performance log endorsement is now required to fly one. What's even more interesting is that the rule is based on an engine, and not total HP of all engines. For example, the non turbo-charged Piper Seneca has two 200 HP engines. Because it does not have an engine with more than 200 HP, it is not a high performance plane but it does require the Complex endorsement. Go figure!

If you were flying airplanes that met the new High Performance and Complex definitions prior to August of 1997, no new endorsements are required. But, if you are just now checking out in new planes, be aware of the requirements.

Have any questions? Contact me at www.mimis@galstar.com.



Two Boys in Church

Lately, it is popular to say, "The only difference between a man and a boy is the price of his toys!" This may be true, but what is the price of a page from the church bulletin? During the service last Sunday, I watched a small boy of eight convert part of the weekly church publication into the best paper airplane I have ever seen. I should know because I have been folding them for nearly sixty years. As I watched, it seemed as though the little fellow had an inspiration. Suddenly we both had the same thought. "It's just about right for a paper airplane."

He began immediately, careful seaming, folding and firmly rubbing the folded seams. He stopped occasionally to check the balance and compare dimensions. He accomplished the work with care and precision.

Although seated several rows away, I could happily observe the construction. The pointed nose was changed several times and after due consideration, winglets were added to the wing tips, carefully adjusted and

pressed into place. The balance required constant attention while minor changes were being made to the wing tips and vertical fin.

At last, the project seemed to be finished, but flight-testing was a problem. You can't conduct flight tests in a crowded church filled with a lot of pious adults. After a few minutes dragged by the temptation was too much for the young fellow. A small launch brought an irritated nudge from the boy's father. Yes, testing would have to wait.

I had confidence it would fly like a dream, but my problem would be getting out of the building in time to see the initial flight test. I looked around and began to plan my exit. The press of departing parishioners would be a real holdup. Getting my wife going would be another obstacle. Finally, the service was over, but I was unable to get out in time. I will never see or know the success or failure of that flight. It was no failure, I am sure; too much thought, concentration and love went into its construction.

Now, I know there are a lot of good people who will say that the boy and the old man should have been listening to the word of God instead of thinking about paper airplanes and such, but I am sure that the Good Lord appreciates a well built, great flying paper airplane and will forgive us both this time.

Remembering Mary and Joe

By Bill Pogue

Joe and I met in 1979 while I was working in Tulsa. He immediately put me to work so I wouldn't have too much time on my hands. Joe and Ken Wiggins from OSU always seemed to have some meeting planned and included me in a lot of them. I soon learned an invitation from Joe meant he wanted me on the program but I didn't mind; we had lots of good times.

If he didn't want me to talk too long he could fix that, too. He and Ken invited me to speak at an annual meeting of the Oklahoma Airport Operators in Altus. They were running behind schedule so they moved the luncheon presentation outside in a patio area. It was hot, the sun was blazing and thus, my speech was short! I never did figure out which one thought of the idea but it sure worked.

Joe and Ken used to go by and visit my dad in Sand Springs when they were on the way to or from Stillwater. Dad really loved their visits and asked about them frequently.

Joe introduced me to Mary Kelly in the late 80s and she and my wife, Jean, really hit it off. We were both amazed at Mary's vitality and energy which was matched by her professional competence in flying. After Joe and Mary got married and moved to Cookson, Jean and I drove over to visit them several times a year. They would

tell us about their latest plans for setting a new record or retracing an historic flight route - and then they would do it! It was a joy to listen to their stories about their adventures.

Before they retraced Wiley Post's first round-the-world flight, Joe asked me to be their technical consultant. I asked why and he said it would look good in their financial grant proposal! I agreed and made the suggestion that they get the latest GPS for the aircraft - my sole contribution. In his typical fashion, Joe wheedled a GPS/moving map from the manufacturer. Their account of flight segments across Russia with Tom Quinn and Sen. Jim Inhofe is a riveting narrative, punctuated by problems like trying to find rest rooms after especially long flight legs.

Mary kept a diary of their flying escapades and was writing a book about them at the time of her death. Joe finished the book last spring as a memorial to Mary, naming it "On Short Final." In reviewing it, I was amazed at details I'd never heard before. It is a fitting memorial to both of them and a happy story of their adventurous life together. Their loss still grieves me, but the grief is mitigated by the pleasant memories of the many hours we spent together and the knowledge that their life together brought such joy to both of them.

Former WASP Shares Her Story

Editors Note: In November of 1999, Barbara Huffman interviewed Mrs. Lela Loudder Harding, former WASP, of Oklahoma City, Oklahoma.

OA: How did you get involved, so many years ago, in the WASP program?

Mrs. Harding: Well, I was in my last year of college at West Texas State, now a part of Texas A & M, and they started the Civilian Pilot Training (CPT) program. So, I applied for it. There were thirty people allowed and three percent of them could be women, so there were only three of us who could get in the program. Fortunately, they took us on grade point average, so I was able to be one of the ones to train under the CPT program. This was in the spring of 1941.

OA: What made you apply? Had you always wanted to fly?

Mrs. Harding: I had always wanted to fly. I was just fascinated with airplanes. I had never been up in one until I took my first lesson. My instructor wanted me to be the first one to solo, so I soloed after 6 hours. Then went on and completed the program and got my private license in May 1941.

OA: So, your fascination with wanting to become a WASP was that you had a fascination for flying.

Mrs. Harding: Yes.

OA: When was the first opportunity you had to become a WASP? How



Lela Loudder in 1943.

did all of that come about?

Mrs. Harding: Well, the next year after I got my license, I taught and with my meager salary of \$97.50 a month was able to buy part of an airplane. That way I could build up my hours. In August of 1941, I heard that the Navy wanted trainer instructors. They had to have a private pilot's license. So, I applied for that, went to Corpus Christi, and became a Link trainer instructor and that's where I first heard of the WASP.

OA: What kind of trainer instructor was that?

Mrs. Harding: A Link trainer. That is the simulated instrument flight. So, I did that from August of 1942 until finally they released me, or transferred me so that I could become a WASP in May of 1942. I was in class 43-7.

OA: Now tell me how the classes were numbered. I was looking on the WASP website and couldn't figure out the numbering system.

Mrs. Harding: The "7" meant that I was in the seventh class of women who went through the program, which happened to be in 1943. Our training lasted six months and we had first primary training in a PT 19, which is a Fairchild. Then our basic training was in the BT 13. Then the advanced training was in the AT 6, which was a single-engine plane but had retractable landing gear. Then our next phase of training was twin-engine flight. That was in the Bamboo Bomber. So, I graduated in November, and my first station was at Williams Field in Arizona. I was what they called a PLM pilot, production line maintenance, which meant that we took up the planes that had been cracked up by the cadets to be sure that the men would be OK in them.

OA: Oh, the weaker sex had to protect the men?

Mrs. Harding: We were expendable, but the men were not.

OA: You really tested the planes to make sure that they were flight-worthy for the men?

Mrs. Harding: Right.

OA: Incredible! How brave you must have been to fly a plane you weren't even sure was safe.

Mrs. Harding: Well, it was great, because we were able to fly bigger planes than we would ever have been able to fly if we'd just gone on our merry way. Then, the next Spring I was transferred to Love Field and there I was a ferry pilot.

OA: And what types of planes did you ferry and where?

Mrs. Harding: Mostly they were AT-6's. I ferried an awful lot of them from the plant in Grand Prairie up to West Point. We were almost test pilots there because they would make the airplane, run up the engines on the ground, but they had never been flown until we, the WASP's, flew them to be ferried to where they needed to be.

OA: When you ferried the planes to their destinations, how did you get back home? Did you fly commercial?

Mrs. Harding: Yes, we flew commercial. We had a pass that allowed us to bump off everybody except the President of the United States.

OA: Did you ever have to use that privilege?

Mrs. Harding: Some gals did bump off senators and other high-rank government officials.

OA: The government felt it was pretty important that the planes got

where they needed to be quickly?

Mrs. Harding: Yes - and I'll tell you about one of the funny flights I had. They sent me down to Waco, Texas to pick up a Cub, you know, a little Piper Cub. I had to take it to Utica, New York. There was not one instrument on the plane that worked. I didn't even have a radio. It was in the summertime and I flew from sunup to sunset. I was usually in the air at least 14 hours a day. I had to land about every hour-and-a-half for gas. I'd fly down the section lines to make out my route of travel. It took me four days to get from Houston up to Utica, New York.

OA: My guess is that that Piper didn't have a large engine in it?

Mrs. Harding: No, it certainly did not! I would fly down beside the railroad tracks and wave at the engineers - it was a fun flight. I'd have to buzz the tower to get the green light to land because I didn't have a radio for radio contact. We all had peculiar things like that happen.

OA: This was in 1944?

Mrs. Harding: Yes, in 1944. And then I was transferred again to Lubbock at the Lubbock Army Airfield, and there I was nothing but a glorified chauffeur. I just flew non-flying personnel wherever they had to go.

OA: So you were like an Army-level corporate pilot?

Mrs. Harding: Yes, just like that. And then, of course, we were disbanded in December of '44.

OA: How did you feel about the disbanding after all you had...

Mrs. Harding: Very unhappy! We would have gone on flying forever, if they would just let us, for no pay or anything else.

OA: Was unhappiness the general feeling of most of the WASP's?

Mrs. Harding: Yes. There were very few of them that were not unhappy.

OA: And the WASP's were never officially militarized were they?

Mrs. Harding: We finally got but recognized as veterans. No, we were never militarized. But we got recognized as veterans in 1978, I think it was. It was when the class of women that are now in the military were first allowed to fly. At first, it was said that they were the first women that were allowed to fly military aircraft, but we started a letter-writing campaign, and finally got recognized as veterans.

OA: Can you receive veteran's benefits; go to veterans hospitals, that kind of thing?

Mrs. Harding: Yes, we can go to veteran's hospitals if we're needy.

OA: What about GI bill?

Mrs. Harding: No. No GI bill. They will bury us.

OA: I understand that, during the war, the women pilots that went down were not given military burial.

Mrs. Harding: No, sometimes the girls would have to take up a collec-



Lela Loudder Harding today.

tion among themselves to send her body home.

OA: How do you feel about the 1978 recognition? How does it make you feel at this point?

Mrs. Harding: I was glad it was recognized that we had done something for our country.

OA: Yes, something incredibly valuable! Do WASP veterans ever participate in Memorial Day parades and Veteran's Day events?

Mrs. Harding: Quite a few of them do. And we have meetings every two years, just for the WASP.

OA: Mrs. Harding, what is the best thing that ever happened to you when you were a WASP?

Mrs. Harding: Just getting to fly those big airplanes.

OA: And what was the worst thing that happened?

Mrs. Harding: I guess the worst thing that ever happened was that, when I was in basic training, we were checked out, after we had completed that phase of training, by Army pilots. You know, Air Force pilots. The BT-13 I was being checked out in has a real high nose, and I'm short, so, even sitting on pillows when I landed, I'd sort of kick the nose to the right to make sure that the flight path was clear. My instructor said, "Now don't do that with this Air Force pilot or he'll wash you out." So I didn't. And the next thing I knew, my wingtip had caught the tail of another plane. And it was just chewing into that plane. Of course, I didn't know what had happened and I just killed the engines and sat there. The Air Force pilot got out and lifted me up by my parachute and set me on the ground and said, "it could still catch fire." I found out later that the plane that had landed in front of me had a flat tire and the tower had not notified me that there was a plane on the runway.

OA: But you had a radio and the tower did not let you know?

Lela Loudder Harding Interview, continued

Mrs. Harding: The tower did not let me know. So, it was not my fault. That was about the worst thing that ever happened.

OA: So, did the Air Force pilot say anything to you about that, or did you ever have a conversation with him about why you did what you did?

Mrs. Harding: He passed me with flying colors.

OA: Good. And I'll bet you never landed another plane without doing your clearing maneuver, did you?

Mrs. Harding: No. From then on, I always did what I had to do to make sure that that landing strip was clear.

OA: Very interesting. Did you continue to fly?

Mrs. Harding: I did for a little while. A friend of mine from our little town of 2,000 had gone through grade school, high school, and college with me. We had not seen each other since

we graduated from college. Our mothers were in the grocery store one day, inquiring about what their crazy daughters were doing, and discovered that we had both been accepted into the same WASP class from that one little town in Texas. She and I were still in close contact. We took a job in Ft. Worth flying these old PT-19's from Burnan, Texas. We flew some out to Cuero, Texas and some out to Wickenburg, Arizona. And then he'd bus us back, we'd pick up another plane and fly it wherever he told us to take it. Then, we didn't know what we wanted to know. We were over-qualified for every job that we tried to get around home.

OA: So you were college educated and had all of your flight experience and couldn't get a job?

Mrs. Harding: Right. So we decided we'd go out to Phoenix. Nell had an aunt we could stay with out there.

So we finally got a job out there as managers of the Luke's PX. Well, I lasted one day. I didn't know you had to stand on your feet all day. I think Nell lasted five days. She ended up staying out there and I came on home. There wasn't anything for me to do. Then I saw an advertisement for American Airlines stewardesses. So I thought, "well, at least I'll be IN an airplane, even if I can't FLY one." So, I applied for that in 1945, and stayed with American until I married in 1946.

OA: And then you went the route of mother, wife, homemaker?

Mrs. Harding: Yes, and have just flown, intermittently, at various air shows since then.

OA: And what is your favorite thing about airplanes?

Mrs. Harding: Just being up in the air.

OA: And you like flying the big ones instead of the small ones?

Mrs. Harding: Well, I like to fly anything. Even a kite!

OA: Mrs. Harding, what would you have to say today to young women

who really want to learn to fly but are scared to do it? How would you encourage women to go into aviation?

Mrs. Harding: I'd just tell her it is the greatest feeling in the world to be up there in the air. There's no feeling like it!

OA: Thank you so much for sharing your history and experiences. This is so valuable. These stories are not in the history books, as I'm hearing them now.

Mrs. Harding: Goodness no. My grandson was studying WWII, and he went up to his teacher and said, "why isn't there any mention of the WASP's"? He said, "my grandmother was one, a Woman Air Force Service Pilot." We're not even mentioned in the history books. We were an unknown quantity until we started fighting for our veteran's benefits.

OA: Thank you again. This has been so valuable for me - and will be of great interest to our readers.

Mrs. Harding: You are so welcome. Thank you for asking me.

Patty Wagstaff To Visit Tulsa

TULSA-- Experimental Aircraft Association International Aerobatic Club Chapter 10 presents "An Evening With Patty Wagstaff."

On January 14, 2000 from 6:00 p.m. to 9:00 p.m., Patty will address



Patty Wagstaff..

an audience of pilots and aviation enthusiasts at the Tulsa Technology Center at Jones Riverside Airport. There will be no charge for the event, though contributions to EAA IAC Chapter 10 will be accepted. Featured speakers include Ms. Wagstaff, Senator Jim Inhofe, Mr. Monte Barret, and Mr. Charlie Harris as Master of Ceremonies.

Signed copies of Patty's book, "Fire and Air: A Life on the Edge" will be available, and chances for rides in a B-25, a Skybolt, a Pitts, and Patty's Extra 300L will be sold.

Patty Wagstaff has flown air shows and competitions throughout North America and around the world in such exotic locations as South America, Europe, and Russia. Every year she performs in aerial exhibitions before millions of spectators. Her breathtaking, low-level air show performances give spectators a front row view of the precision and complexity of unlimited aerobatics.

Patty was born in the USA to an Air Force family. When she was nine years old, she moved to Japan where her father Captained 747's for Japan Airlines. She began her cross-cultural academic career in Japan and continued her education in Europe. After a six year work-study program in Australia, she moved to Alaska, where in 1979 she began her career in aviation.

Patty's first flying lesson was in a Cessna 185 floatplane and since then she has earned her commercial, multiengine, instrument, seaplane, and helicopter ratings. Additionally, she holds multiengine and instrument instructor ratings.

A six-time member of the U.S. Aerobatic Team, Patty is three-time U.S. National Aerobatic Champion, the 1993 IAC Champion, and a six-time recipient of the "First Lady of Aerobatics" Betty Skelton Award. The first woman to ever win the title of U.S. National Aerobatic Champion, Patty has won numerous medals in Olympic-level International Aerobatic Competition. She has trained with the Russian Aerobatic Team in the Soviet Union. She coaches and trains aerobatic competitors from around the world and is an IAC rated judge

Piggy-Back Landing-- Everybody Walks Away Safely!

The pilots of two trainers in Florida received an early Christmas present when they walked away from a midair collision that occurred while both planes were on final for touch-and-goes. In what has to be one of the most unique landings ever accomplished, after colliding at an altitude of about 200 feet the two planes became interlocked, but proceeded to a safe landing at Plant City Municipal Airport. The new design over-and-under multi-engine biplane was made up of a Piper PA-28 Cadet wedged on top of a Cessna 152. Weather at the time was reported as good visibility, with a few clouds at 15,000 feet. "It was truly amazing," said Marilyn Gauthier of the Hillsborough County Aviation Authority, which operates the uncontrolled Plant City field between Tampa and Lakeland, Fla. The accident was a classic demonstration of the visibility conflict between low- and high-wing GA aircraft. The low-wing Cadet, flown by Jay Perrin, 19, of Melbourne, was descending above the high-wing Cessna 152, both on final for the same runway. The Cadet's nosegear shattered the Cessna's windshield, and the two

planes became locked together. Instructor Alan Vangee, 65, of Brandon, assumed control of the Cessna from student pilot Barbara Yeninas, 56, of Valrico, and was able to land the piggy-backed aircraft combination safely on the grass north of the airport's single runway. No, we don't know who got to log the landing



Piper PA-28 Cadet locked together with Cessna 152 after a midair collision and a safe landing at the Plant City Municipal Airport, Plant City, FL.

This originally appeared in AVweb, the Internet's aviation magazine and news service at <http://www.avweb.com> and is reprinted here by permission. Copyright 1999 The AVweb Group. All rights reserved. Photo by permission of WFLA in Tampa, FL.

Women Airforce Service

By Barbara Huffman

[Editor's Note: Last October, Mike made a trip to Las Cruces, New Mexico to deliver our Bede BD-4 to its new owner. On the way, he stopped at Avenger Field in Sweetwater, Texas for an overnight stay. There he found a display dedicated to the Women Airforce Service Pilots (WASP) of World War II and inquiring, learned that the WASP had trained at Avenger Field. Knowing my blossoming interest in aviation (especially for women) and sensing an opportunity for a story, he brought home WASP literature and made a mild suggestion that I take a look at it. I did, and immediately became enchanted by their history.



WASP trainees in their "zoot suits." Micky Axton gets a fitting from classmate Leonora Horton.

After reading two books about their brief but important role during World War II and spending many hours corresponding with some of the remaining WASPs, surfing the WASP website, and interviewing Mrs. Lela Loudder Harding, a WASP currently living in Oklahoma City, I came to fully appreciate the magnitude of dedication, skill, and service these women exhibited in the performance of their jobs, especially in view of the challenges they faced. To fully appreciate their accomplishments, one must realize that they occurred in a different time and in different circumstances than today.

First, it was a time of worldwide warfare, a situation most of us today have never lived through and thus cannot imagine. Second, the prevailing culture in the United States was very different from the one we know in 1999. The country was just coming out of the Great Depression. Prior to the War, jobs were held mostly by men, perhaps

the majority of them still in agriculture, while women worked primarily as mothers and homemakers.

The war, of course, started changing all that. Suddenly there were more jobs than there were men to fill them, so women found themselves pressed into service in many occupations. Often, the women viewed work as opportunities to have experiences and develop skills that society might have frowned on in normal circumstances. However, the attitudes of men were sometimes less than accepting.

To do justice to the WASP history, one must face the fact that they entered a military organization that was physically unprepared to accommodate them and was, in some cases, openly hostile to them. This story describes some of the WASP accomplishments and, as a result, deals with some of the difficulties they faced.

However, I want to quickly say that this is not meant as a judgment of the men. It is simply my humble attempt to bring recognition to a wonderful, talented group of women aviators].

The climate in the 1940s was not as accepting and encouraging of women in non-traditional roles as it is today. As I read "We Were WASP" by Winifred Wood, written in 1945, and "On Silver Wings" written by Marianne Verges in 1991, two themes occurred repeatedly. The first was that these women had grit. They were tough, non-complaining, hard-working, accomplished flyers who were always at the ready to upgrade into new, harder-to-fly airplanes. They shirked no opportunity to better themselves and become more valuable to their country. The second theme was that the WASP had to work harder and exhibit more dedication than their male counterparts in order to prove themselves and succeed in less than friendly environments. Consequently, in many instances, "the girls" did it better, faster, and more admirably than "the guys."

The WASP organization was formed in 1942 to free male pilots from stateside duty so that they could participate in either the Pacific or the European combat theaters. There was initial resistance to putting women in the air, but women had already been serving in the WAC for some time, and General Hap Arnold saw no reason why experienced and well-trained women pilots could not handle the burden of stateside flying duty.



WASP in a Stearman, completing her seventy hours of primary flight instruction.

The woman who probably exerted the most influence over whether or not women pilots would fly United States military planes was Eleanor Roosevelt. Mrs. Roosevelt took a public stand in favor of women pilots, and published her views in her regular Washington Daily News column. She visited American women who had been flying successful ferry missions in England for some time, and was influential with the generals who eventually approved training for women pilots.

Jacqueline Cochran, the famous woman air racing pilot, was put in charge of the training program by Gen. Arnold. Ms. Cochran was allowed to make the decision that the women would begin training as civil service employees, rather than as military officers. This decision had a long-range effect on the women. While they trained as military pilots, wore uniforms, marched in formation, saluted officers, and were subject to military discipline, the WASP were never fully militarized, and until the late 1970's did not receive any veterans benefits, not even burial rights or the right to have their coffins draped with the American flag.

All candidates for WASP training were required to have a private pilot's license and hours of flying experience before being considered. [Note: Male candidates for flight training did not have to have any prior flying experience.] If accepted, the trainees lived in barracks at Avenger Field in Sweetwater, Texas with six cots to a room and very few bathroom facilities. They attended ground school and learned to fly "the Army way." They marched, ate in the mess hall, and spent



DeDe Johnson and Dora Dougherty with Col. Paul Tibbetts, who taught them how to fly their B-29 Superfortress named "Ladybird."

Pilots of World War II



The six WASP who were part of a flight of twenty-three PT-17 Stearmans ferried from Montana to Tennessee. The women piloted the first planes to arrive after the long cross country trip and they beat most of the men in the group by several days. Theresa James (far right) was flight leader. To her left are: Florene Miller, Delphine Bohn, Nancy Batson, Katherine Thompson, and Phyllis Burchfield.

hours learning cross-country flying, night flying, and instrument flying. They practiced in the link trainers, and graduated from simple primary trainers to advanced trainers.

When the women first reported to the main WASP training base at Avenger Field, there had been no planning as to the uniforms they would wear. They were issued men's coveralls, mostly in size 42-44. About one-third of the women were 5'2" and under. The girls named these coveralls "zoot suits" because the crotches hung to their knees and the legs had to be rolled up multiple times for safe walking.

Living conditions were less than graceful at Avenger Field. The first women trainees had one bathroom for every 28 women. While the men's barracks were air conditioned, the women's barracks were not.

The WASP faced open hostilities from many of the men in charge of their training and subsequent assignments. All during their training, the girls had male instructors and check ride pilots, many of whom belittled the women. When they graduated, a percentage of the WASP were assigned to Romulus Air Base where the C.O. was openly hostile to the idea of female pilots. They were given the worst assignments, or worse yet, no assignments.

During a ferrying flight of twenty-three PT-17 Stearman trainers from Great Falls, Montana to an airbase in Tennessee, six Stearmans were flown by female flyers and the rest by male flyers. The planes scattered and made their own way during the flight. It es-

aped no one's notice that the first six planes to arrive were all piloted by the women. As the reports came in, it seems like all of the male flyers had either gotten lost or had stopped to pay social calls along the way. At one base, WASP Betty Taylor Wood died when her engine failed.

After graduation from pursuit school, the flying ability of the female graduates was about the same as that of men, and their accident rate was lower. The WASP in the ferrying division had superior on-time performance over the men.

When WASP were assigned to Camp Davis, North Carolina, the commanding officer was shocked and his men were horrified at the idea of work-



WASP Elsie Dyer discussing a tow target mission with an AAF officer.

ing with women. For weeks, he assigned them no duty or light duty, flying Piper Cubs. As soon as Jackie Cochran showed up at the base and realized the severity of the situation, the WASP began flying the same airplanes as the men.

Lt. Col. Paul Tibbets, in charge of introducing the new B-29 Superfortress, had heard many complaints from the men pilots who were first assigned to fly them. So, he actively sought two WASP to train in the airplane, which had a positive effect on the men's attitudes. However within a month or so, congressional pressure was brought to bear and the WASP were not allowed to fly the airplane further.

The A-24 Douglas Dauntless dive-bombers used for target towing were worn out survivors of combat. The girls flew them anyway, because all new parts went to the front for the men's planes. No WASP was ever injured during target-towing duty, though a few planes were hit with ill-aimed bullets.

WASP were also assigned as test pilots. They flew new planes that had never been flown and planes that had come back from combat in need of repair. Their job was to make sure that the planes were safe enough for the men to fly.

WASP B. J Erickson made four two-thousand-mile deliveries in slightly more than five days of actual flying, setting a record for ferry pilots of either sex. When Air Staff in Washington got word of her success, B.J. was recommended for the Air Medal.

In the face of an airforce ill-equipped to handle women and even hostile towards them, the WASP worked hard and achieved an awesome record of service, by any standard. In less than two years, the WASP flew more than 60 million miles for their

country, flying every type of Air Force mission except combat duty. Thirty-nine WASP gave their lives in service to their country, but no military funds were available to transport their bodies home for burial.

Times change, and now the surviving WASP are beginning to enjoy a new recognition. Though the WASP did not receive veteran's benefits for over thirty years, in 1977 they were finally recognized as the first women to fly military airplanes. They received their veteran's benefits, though the GI bill benefits for education were never granted. In 1979, the first WASP was granted an honorable discharge. In 1984, each surviving WASP received the Victory medal, and those who served for more than one year received the American Theater medal.

Though WASP files were hidden away for over thirty years and most textbooks do not mention the nearly 2,000 women who flew military aircraft for the benefit of their country, history is beginning to right itself. There are currently 665 remaining WASP, all willing to tell their stories, and add new truth to the pages of the history books. I would like to hear all of those stories, and give credit where due. The more I learn about these fearless, patriotic women, the more hope I hold for the future of female pilots in this country. Maybe one of their stories will light a spark in the hearts of a newer generation of young women, and encourage them to fly on silver wings.



B-26 bomber pilot Libby Gardner, Harlingen AAFB, TX

Photos used with permission from the WASP organization.

To serve; to add my strength to theirs
Who give their all;
To Fly; to do my part
Is all I ask.



ASK THE DOCTOR

BY DR. GUY BALDWIN
Senior Aviation Medical Examiner
ATP, CFII-MEI



Attention Deficit Hyperactivity Disorder

Dear Doctors:

I have been told that I may have Attention Deficit Hyperactivity Disorder (ADHD). My doctor wants to put me on medicine, but I'm worried that it might interfere with getting my FAA Medical Certificate. What should I do?

Dear Sir:

ADHD is one of the most common neurobehavioral disorders of childhood. In my family practice we have several ADHD children and a few adults. Most are on medication. The diagnosis of ADHD is split into three parts: inattentive type; impulsive/hyperactive type, and combined type.

By now everyone knows about this disorder. It has become popular over the last several years. It seems that if a child "acts up" in class, the teachers and parents think that the child should be on Ritalin, as if it is the answer to everything. It appears that some of the children do have the disorder, but not all of them will require medication. The disorder is characterized by restlessness, inattention, easy distractibility and the inability to inhibit extraneous activity. It does seem to have a family history. It has been thought that boys with ADHD outnumber girls, but lately, it may really be more equal. The boys exhibit more of the extremes of the hyperactivity, while the girls exhibit more of the inattentive type. As to whether you outgrow ADHD, it is not so sure as first thought. It appears that

adults with this disorder still have it but they have developed social skills in controlling it.

Medications for ADHD range from stimulants like Methylphenidate (Ritalin) and non stimulants like the tricyclic antidepressants. The use of clonidine (Catapres) and guanfacine (Tenet), which are blood pressure medicines, have been successful. Also, the use of antidepressants like bupropion (Wellbutrin) and bupropion (Buspar) are common.

In regard to the FAA and your pilot license. If you are taking medicine for an established history of ADHD, it is unlikely that you can get an FAA Medical Certificate. The important discussion at this point is whether you have ADHD. You need to see a psychologist or psychiatrist and get a thorough history and examination. Due to new changes at the FAA, applicants with this diagnosis are required to have an evaluation to confirm if an underlying condition is present that is disqualifying. You need to be off medications for at least three days before being tested. The following tests should be conducted:

1. The Trail Making Test
2. The Wisconsin Card Sorting Test
3. The Paced Auditory Serial Addition Test (PASAT)

At last check, there are four adults taking Ritalin who have FAA Medical certificates. None of them have a diagnosis of ADHD or ADD as established by the above tests. Also, they must be off medicines 24 hours before flying. The approval was by the Chief Psychiatrist Consultant in Washington D.C.

When all the above testing is completed, package it all together in one mailing to the FAA.

Good luck.
Guy Baldwin

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The Real Flying Nun

When Sister Teresa became a cloistered nun and left America more than 40 years ago, she gave up normal contact with the outside world and dedicated her life to praying for others.

This month she stepped outside the walls of her monastery in the French Antilles to travel to Waco so she could tell the story of her service as a pilot during World War II. Her account as one of the Women Air Force Service Pilots is being chronicled with the help of Baylor University, KTCF Public Television and local resident Nancy Parrish, who is the founder and guiding force behind Wings Across America.

"These ladies are incredible role models," said Parrish, whose mother, Deanie, was a WASP member and is helping record the group's history. "When you think of words like integrity, honor, commitment, these ladies are the role models for those words."

The mission of the WASP corps when it was first conceived in 1942 was to free male pilots from stateside flying duties so they could fly combat missions overseas. The mission of WAA, a non-profit entity which is now a Baylor University project, is to ensure that the story of the women who served as pilots, largely ignored until now, is not lost forever.

Collecting the former pilots' oral histories has taken on new purpose because all the surviving members are at least 70 years old and with each year their numbers dwindle. Out of the 1,074 original WASP members in 1943 and 1944, less than 600 remain. Last year alone, 20 passed away.

"These pilots are a vanishing source of history, but no one has bothered to find out about them," Deanie Parrish said.

As a B-26 pilot, Parrish towed targets through the air for live air-to-air practice for pilots heading into combat overseas. When asked if her plane was ever accidentally hit with friendly fire, she smiled and said, "Yes."

Sister Teresa, whose birth name is Anita Paul, was an engineering/maintenance test pilot based in Altus, Okla. She got to check out planes that had been repaired or modified for combat. Even though her job was perilous at times, she said male pilots were quick to disparage their female counterparts despite the important role they played.

"Women just weren't supposed to be doing something like that," said Sister Teresa, who decided she wanted to be a pilot when she saw a plane fly over her New Hampshire home when she was 4 years old. "But we just lived with it. We didn't know what discrimination was. That term hadn't even been coined yet."

Sister Teresa's story and others like it will be put into a video archive and eventually developed into a digital library and virtual museum accessible through the Internet as an educational tool. Sister Teresa was the fourth former WASP to be interviewed by WAA, but the lengths the Carmelite nun had to go through to get to Waco, which included writing church leaders in Rome for permission, were unique, Deanie Parrish said.

Though WASP pilots did not fly combat missions over foreign soil, they played a critical role in buoying the strength of the U.S. military during the war. The female pilots towed targets for live air-to-air gunnery practice and live anti-aircraft artillery practice, transported cargo, simulated strafing and night tracking missions, and ferried fighters and bombers to take-off points for their male counterparts. They even helped train future pilots and bombers for combat duty.

"Just because we were female didn't mean we got the easy jobs," Deanie Parrish said. "If no one else would do it, they gave it a WASP."

The story of the WASPs would have been part of modern text books but the female corps was unceremoniously disbanded before the end of the war in the fall of 1944. Some of the official records of their service was inadvertently lost while much of the documentation was locked away in government archives for 33 years, according to WAA.

The WASPs were hired as civilians but promised they would "militarized" and given formal recognition as soldiers. The conspicuous dismantling of the group coupled with the social politics of the 1940s meant former WASP pilots were not even allowed to have their coffins draped in American flags when they died. The 38 WASP pilots who lost their lives while flying for their country were not even given military burials. Their fellow female pilots had to scrape money together to buy coffins and have their remains sent home.

Jacqueline Cochran, a famous female aviator during that time, had convinced Army Air Corps General Henry "Hap" Arnold that if women were allowed to serve domestically as military pilots, then young men could be freed to fly combat missions overseas. Gen. Arnold agreed and authorized the formation of WASP.

"We need to have something for the 21st century, a tool to teach children about what these women did," Nancy Parrish said. "We can't rewrite the history books, but we're trying to provide a new way for kids to learn."

Living With Your Plane: Oklahoma Aviator to Feature Airparks

Upcoming issues of The Oklahoma Aviator will feature various airpark communities around the state. Many pilots dream of living on an airport. Now that the number of airpark communities is growing, the dream is becoming attainable by more people.

Would you like airpark to be featured? If so, please send in the following information. We will choose the best entries and publish them.

1. A very brief history of your airpark,

founder, etc.

2. Size of the airpark with simple growth statistics.

3. How many residents live there, whether sites are still available, and average cost per lot.

4. Number and types of airplanes permanently hangared or tied-down.

5. FBO or other services offered, such as fuel.

6. At least one brief personal story about something that has happened

at your airpark

7. A very brief sentence or two about your experience as a pilot.

8. How your life has changed since you moved to an airpark community.

9. At least one photograph of you, other airpark residents, your plane, or the planes at your airpark. Two to four photographs are preferred. (Sorry, photographs cannot be returned.)

TASC To Host Astronaut Weekend

TULSA-- To announce its new exhibits, the Tulsa Air and Space Center (TASC) will host Exhibit Launch 2000, a weekend of "up close and personal" encounters with six NASA astronauts on January 28 and 29. Events will include an Evening for Adults on Friday night and a Family Day on Saturday.

The Friday evening activities will begin at 5:30 PM with a Sponsors Party. Sponsors who have contributed to Exhibit Launch 2000 at levels of \$1,000, \$1,500 and \$2,000 will meet the astronauts. Miss Tulsa, Miss Grand Lake and Miss Tulsa State Fair will provide entertainment, as Australian Sea View Champagne and space food are being served.

Then, at 7:00PM, the Exhibit Launch, open to all TASC members and their guests, will begin. Attendees will enjoy the results of a food competition between fourteen of Tulsa's finest restaurants. The Center's current exhibits will be on view and attendees will learn about plans for upcoming interactive exhibits. DC Roberts of KTUL Channel 8 will emcee the evening, and the main entertainment will be rock and roll music provided by the Max Q Band, made up of the six visiting NASA astronauts. Tickets are \$75 for TASC members and \$100 for their guests.

On Saturday, the Center will open at 10:00AM for TASC members and their families and at 11:00AM for the general public. Attendees may view the exhibits, meet the astronauts and take home astronaut photos and autographs. Admission is free for children under 6, \$1 for children ages 6-12, \$3 for adults, and \$2 for seniors and students.

Future exhibits at the Center will include:

Space Station Tulsa. A life size model Space Shuttle and International Space Station which will allow students to experience the importance of teamwork and other challenges astronauts encounter while working in space.

Vought A7-D Corsair II Microtrainer. A full-motion trainer designed for children six to eleven to pilot themselves "into the wild blue yonder."

Ranger 2000. A sleek unique jet trainer developed by Rockwell International.

1912 White Monoplane Restoration. This aircraft, built only 9 years after the Wright Brothers first powered flight, was recently located in Tulsa and donated to the Center for restoration and exhibition.

Robotic Arm Experience. This "hands-on" exhibit gives young people the experience of manipulating objects in space using robotic technology.

Gyro-Copter. This experimental rotary-wing aircraft was built by a local aviation enthusiast.

For tickets call the Tulsa Air and Space Center at 918-834-9900.

EAA Scholarship Applications Now Available Online

EAA AVIATION CENTER, OSHKOSH, WI- Students interested in pursuing aviation studies can now learn more about up to \$67,000 in EAA Aviation Foundation scholarships and receive applications through a new service on the EAA World Wide Web site (www.eaa.org).

These scholarships, which range from \$500 to \$25,000, recognize, encourage and support excellence among individuals studying the essential technologies and skills of aviation. The awards assist outstanding students demonstrating a financial need to accomplish their

goals.

"One of the missions of the EAA Aviation Foundation is to inspire a new generation to become the next aviation innovators," said Tom Poberezny, President of the Foundation. "These scholarships are a way to assist students who are fulfilling their dreams in the world of flight."

EAA Aviation Foundation scholarship applicants should be well-rounded individuals, involved in school and community activities as well as aviation. Their academic record should indicate that they can successfully complete the course of study described in the scholarship.

To reach the scholarship page, connect with the EAA website then click on "aviation education" or type in the page address (www.eaa.org/education/scholarships).

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation Center in Oshkosh, Wis.

For more information contact: Dick Knapinski, Media and Public Relations (920) 426-6523 dknapinski@eaa.org

"Travelers are always discoverers, especially those who travel by air. There are no signposts in the air to show a man has passed that way before. There are no channels marked. The flier breaks each second into new uncharted seas."-- Anne Morrow Lindbergh, 'North to the Orient,' 1935

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Backing Into Aviation By Randy Harris



required to maintain an airplane. I've been knee deep in aviation for so long that frankly, there is some suspicion that my wife is getting tired of listening to me talk on and on about airplanes. I bet she'll love talking about old cars! The only refuge I could find to talk airplanes was EAA meetings, pancake breakfasts, and the local flyins.

The first few weeks of the car restoration were very relaxing. Car restoration is very similar to airplane building in that you have to order parts (like airplanes everything comes mail order), learn to do new things, seek out expert advice, and so on. The project was going along blissfully until it came time for painting. Like many other homebuilders, I have always elected to do the final painting on my airplane projects. Just like the airplane you start out by painting bunches of small parts, which goes so well that by the time you are nearly done, you would never consider having anyone else paint the completed project. You fool! Ask anyone who has just finished painting a complete airplane and you would be hard pressed getting him or her to consider doing it again anytime soon. Time (and/or beer) however, has a way of recanting the "never agains."

The car's finish turned out great but, it was not without the usual pains. Newer generation automotive paints are getting even more difficult to apply and the finished results are not as attractive as the older technology. The new paints are referred to as "high solids." This is not a selling point. Older paints have approximately 30% pigment and the rest is a resin binder. The 'high solids' paints have up to 55% pigment to comply with new EPA regulations. If you combine the new paints with the new HVLP spray guns you can be in for a big challenge. All of the painstaking tasks associated with painting the car ended my hopes for a calming alternative hobby. The experience has taught me an important lesson; if I'm going to endure the disappointments of these new challenges, I need to stick with my first love (OOPS! Sorry dear, I meant to say my second love). Duck, that may not be a VCR tape falling!

This month's article was going to be titled: Randy Answers His Wife's Inquiries About the Lack of Progress on the Two Airplanes in the Hangar. Or her version: "Why Don't You Sell That Crap So We Can Use the Money to Build a Sun Porch"? Trying to answer this question in a mere 650 word article is technically impossible; unless you employ the popular male tactical response: "I dunno." Beware of this tactic however, or the loud smacking sound you hear at close proximity may not be the sound of a VCR tape falling on the floor.

There are plenty of distractions from flying, building, or restoring. So many in fact that we all need some kind of goal to foster our progress. (An honest goal. Doing it to keep the wife from nagging doesn't count.) Example: my goal for the Bellanca is to have it flyable by Christmas so that Linda and I can fly home to North Carolina to visit her family. (PS: I also used this excuse to buy the airplane, so I'm really under pressure here!) This is an achievable goal, especially since Fox has stopped showing Simpsons reruns. Forget the Commanche project for now because it is progressing even slower than fingernail growth.

A project that got me side tracked from airplanes this summer was a car restoration. I was hoping that a mindless project would be an enjoyable alternative to the meticulous attention

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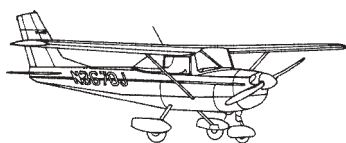
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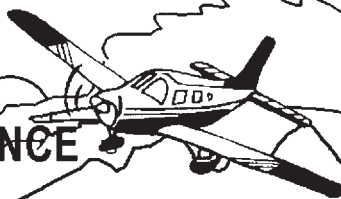
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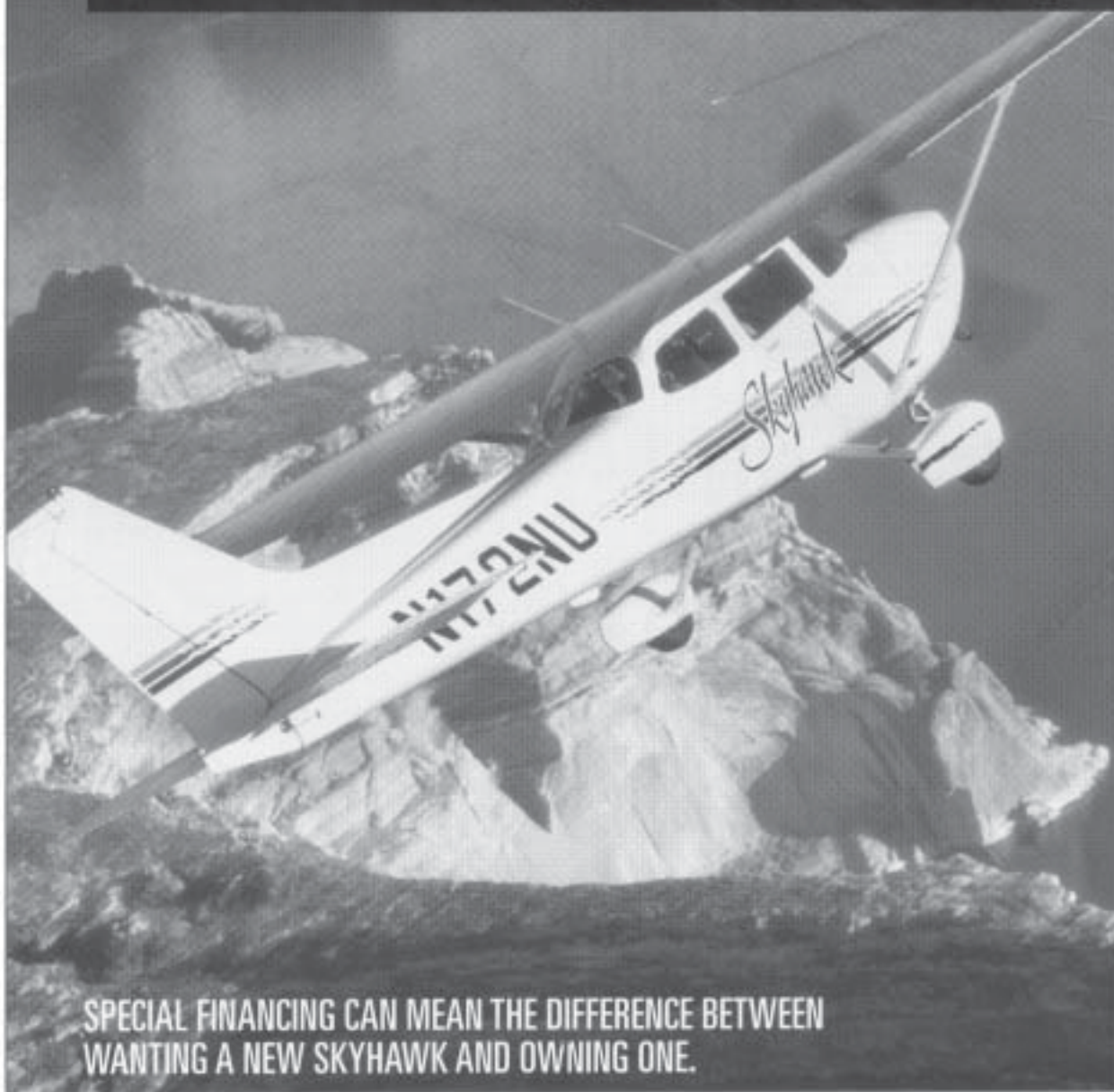
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