

Subscribers:

Check your mailing label to see if your subscription is about to expire.

PRSR STD
U.S. POSTAGE
PAID STONE MT, GA
PERMIT NO.1068

Oklahoma Aviator



Vol 19, No 4

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

April 2001

Five Tulsans Fly Coyotes to Cancun

by Tom Gutmann



The opportunity to fly to Mexico presented itself last year at Oshkosh, when a half-dozen of us RANS Coyote owners were visited by a couple of Mexican RANS dealers. They were planning a trip to Cancun from their home base in Monterrey, Mexico and wondered if we wanted to go. We said, "Yeah, sounds like fun-- we might be interested." Well, in about two months, they called Richard Harrigill saying they were putting the trip together. Richard called me saying he was going whether anybody else was. I immediately said, "Man, count me in!" Pretty soon, Bill Rothrock, Ron Huffman, and Mick Fine had also signed up,

with Mick planning to ride in Bill's Coyote.

To get ready, all of us did work on our Coyotes. Bill put a new motor on his airplane. Richard installed a cockpit-controlled video camera on the lift strut of his airplane. I did a lot of engine work on my Coyote, the only Subaru-powered airplane in the group. It turned out to be good that I did, since we found the only aviation fuel available to be 100/130 octane, the old "green gas" that has not been available in the U.S. for decades. My engine did not like the high lead content, and I was to do more maintenance on the trip.

We planned our itinerary, talked to FAA and AOPA about how to fly into Mexico, when to put 12" N-numbers on the airplane to cross the Air Defense Identification Zone, how to handle customs, who do you pay for what, etc.

The closer the departure date got, the more excited we got. It was to be a 4500-mile adventure! We left on Monday, February 19 and, because of headwinds, made it only to Waco, TX the first day. We

were to battle headwinds almost the entire trip. When we landed, the airport folks asked if we were the group going to Cancun-- turned out the local paper had already run a story on us, as did the Associated Press, and the Tulsa Tribune! We were already famous and the trip had just barely started.

We had gotten contradictory information about filing a flight plan from the U.S. direct to Monterrey, so we decided to play it safe. The next day we flew to Laredo, TX, just at the border. Then we filed a flight plan from Laredo to Nuevo Laredo, just on the Mexican side of the border. As soon as we were airborne, the procedure is to activate the flight plan and immediately cancel it as you cross the border.

When we landed in Nuevo Laredo, we had our first encounter with the Mexican bureaucracy. Now, everybody we dealt with was great-- there was not an unfriendly person anywhere we went in Mexico. However, everywhere we landed, we were greeted by Mexican soldiers carrying M-

16s-- you get used to it after awhile and if you are there for any length of time, the soldiers relax and kid around. Our favorite thing was to offer them cookies!

Every flight in Mexico requires an approved flight plan. You can only fly day VFR, from sunrise to sunset. Every airport, even small private ones, have a Commandant. And everywhere you land, there is a landing fee, generally ranging from about \$1.50 to \$10.00. In one place, we had to pay the landing fee twice, because we taxied out to the runway for take-off and then taxied back! Gasoline prices are generally about \$4.00 a gallon, but at one airport, we were charged \$16.00 a gallon! We learned to ask the price before the fuel was pumped.

The approval process for our flight to Monterrey required us to go to five different offices, including a trip to Customs, a trip to Immigration and two trips to the Base Commandant. It took about two hours to get the flight plan approved. This pattern was repeated almost everywhere we

went over the next fifteen days.

At a private strip near Monterrey we met up with our Mexican friends, expecting a quick departure on toward Cancun. But we found out they wanted to fly another RANS airplane which they had not yet finished building! After a quick conference at lunch between the five of us, we decided we needed to help them finish the airplane, so that afternoon we ran control cables and wired up radios. Around 4:00 PM, everything was finished and they said, "OK, we're ready to go." They started the engine for the first time, taxied out, and immediately took off on the first leg of the flight toward Cancun!

Our first stop was another airport about 18 miles away, where we met up with the rest of their group. That night, they took us to their homes in Monterrey to spend the night. We expected maybe a concrete block building with a tin roof, like most of the ones we had seen on the roads. But these places were palaces, much big-

continued on p. 4.



"Cinco pilotos"-- l. to r: Tom Gutmann, Ron Huffman, Bill Rothrock, Mick Fine, and Richard Harrigill



Most of the flight was along the coast of the Gulf of Mexico-- much of the time at a 10-foot altitude-- virtually a 1000-mile-long runway!

SATS Expo Slated for Weatherford

What does the future hold for General Aviation? A team from NASA's Langley Research Center is working to realize just what that future might be with a program called Small Aircraft Transportation System (SATS). Dr. Bruce Holmes has been the SATS Program Director until recently. He is currently assigned to work with a team at the White House to develop a National Transportation plan for President Bush.

Dr. Holmes believes that, in the future, our existing overloaded aviation hub-and-spoke transportation system will be supplemented with SATS Technology. By enabling localized air accessibility, those innovations will provide economic development for communities of all sizes, choices for bypassing highway and hub-and-spoke transportation systems delays, an efficient means for intermodal connectivity between small airports and the global aviation system, and an exportable transportation revolution with affordable "instant infrastructure" for developing nations around the world.

Dr. Bill Miller, Executive Director of the Oklahoma Air & Space Commission (OASC) was instrumental in getting Oklahoma signed up as a SATS Demonstration State. SATS will give more time to more people, satisfying a large portion of the emerging public demand for safe, higher-speed mobility and increased accessibility, while unleashing the full potential of the knowledge-based industrial expansion to more suburban, rural and remote communities.

Weatherford's SATS Expo is one of

the ways Oklahoma is involved with SATS. Dr. Miller said, "Last year's SATS exposition was an overwhelming success. The ability of the Weatherford Community, working as a team, to bring about such a professional and informative event was truly inspiring."

How do you find out more about SATS? Attend the second annual SATS Expo to be held at the Thomas P. Stafford Airport in Weatherford, OK, May 4 & 5, 2001, sponsored by the City of Weatherford, Weatherford Area Chamber of Commerce, and Southwestern Oklahoma State University.

Aviation-related exhibitors from all parts of the country are invited to participate in the Expo and attendance is free to the public. NASA's Dr. Holmes, Jim Burley (SATS Deputy Program Director), and Dr. Miller will all be featured speakers at the Media Event starting at 10:00 a.m. Friday May 4th.

SCHEDULE OF EVENTS:

Friday, May 4th

Exhibits open- 8AM-2PM
Featured Speakers/Media Event- 10AM
OASC Monthly Meeting- 1:30PM

Saturday, May 5th

Free Fly-In Pancake Breakfast- 7-10AM
Exhibits open- 8AM-2PM

For exhibitor booth information, check our website at www.weatherford-ok.org/sats2001.htm or call the Chamber of Commerce at (800) 725-7744.

HELP WANTED FROM SHORT-WING PIPER OWNERS

The Short Wing Piper Club (SWPC) is asking some 51,635 owners of high-wing Pipers to fill out a questionnaire in anticipation of a wing strut attachment fitting AD. The fitting was the subject of a recent Special Airworthiness Information Bulletin (Piper SB1044), but according to the club, the NTSB is pushing for a full-blown Airworthiness Directive because failure of the part would be catastrophic. The SWPC is asking owners to go to the club's web site and fill out an Airworthiness Concern Sheet (ACS), which will collect data on the severity of the problem, methods of correction/inspection, and alternative approaches to correct the problem. ACS information will be forwarded to the FAA prior to a decision on an AD. SWPC has 30 days to collect data and send the FAA a response.

If you own a short-wing Piper or have interest or knowledge about the wing strut attach fitting situation, go to http://www.shortwing.org/ACT/strut_acs.html for further information.

A Message from Bob Jandebour

STARBASE OKLAHOMA

As we all know, the aerospace industry is now facing shortages of pilots and mechanics. And, as time goes on, these shortages are expected to become more acute. Air travel is expected to increase dramatically over the next ten to twenty year and, by the same token, Vietnam-era aerospace workers and airline pilots will soon be retiring.

Thus, opportunities will exist for young people to get high-paid, fulfilling jobs in the aerospace industry. But first, they must become interested. We who have long been involved in the aerospace industry have a special spot in our hearts for it. It is up to us to impart that enthusiasm to our young people.

Oklahoma is fortunate to have a rich aerospace heritage and an education infrastructure which encourages young people in those directions. We start them out early with aviation camps such as those carried on by Oklahoma University, Tulsa Air and Space Center, and Tulsa Community College. As their interest grows, they can further their education at our fine institutions of higher education such as Tulsa Technology Center, Metro Tech in Oklahoma City, Spartan School of Aeronautics, and the aviation programs at State universities and vo-tech schools across the state.

However, for this column, I want to spotlight a wonderful resource we have to interest young people, namely Starbase Oklahoma. The focus of this national program, which is sponsored by the military, introduces disadvantaged kids to aviation. Our state chapter has two great facilities, in Oklahoma City and in Tulsa. Kids receive first-hand experience in what it would be like to live and work in space. Kids love this stuff-- it is a "gee whiz" experience. Using aerospace to interest kids in math and science results in an early awareness of the importance of education. By inspiring these kids through Starbase, we are helping them and helping the future of aviation. As a member of the Board, I encourage you to contact Bill Scott, the Starbase Tulsa Director at 918-833-7757 or visit their website at www.starbaseok.com -- you and your children will love it!

If you would like to discuss this or other topics, please email me at bob@jandebour.com

THE OKLAHOMA AVIATOR

Published monthly at
4621 E. 56th Place
Tulsa, OK 74135
(918) 496-9424

Founders

Joe Cunningham and Mary Kelly

Editor/Publisher

Michael Huffman

Advertising Sales

Michael Huffman

The Oklahoma Aviator is published monthly. All rights reserved. Bulk Mail postage is paid at Stone Mountain, Georgia. Subscription price of \$15.00 per year may be sent along with other remittances and correspondence to:

The Oklahoma Aviator

4621 E. 56th Place
Tulsa, OK 74135
email:
ok_aviator@mindspring.com

SUBSCRIPTION FORM

If you would like **The Oklahoma Aviator** delivered to your mailbox, complete this form and mail it with your \$15.00 check to:

The Oklahoma Aviator
4621 E. 56th Place
Tulsa, OK 74135

Subscribers, please check your mailing label to determine if you are still current. If your subscription is about to expire, please send in your \$15.00 check so that you can keep receiving the paper for another next year.

Name _____

Bus. Name _____

Address _____

City/State/ZIP _____

Telephone _____

Email _____

Up With Downs



Earl Downs

Weather or Not-Building the Kitfox Lite

The Big Box had arrived and construction was under way, I had a timetable for completing my Lite but little did I know that the biggest controlling factor on this project would be the weather. It seems that we pilots just can't seem to get away from the weather messing up our plans.

I started building in earnest after my return from Oshkosh in August of last year. My plan was to be finished by the end of November. The initial building of the fuselage went pretty well because the hard stuff (welding, etc.) is already done by the factory. The wing ribs and spars are pre-assembled, but there are many fittings that must be finished and attached to the fuselage and wings. Most of these

attachments are performed with pull rivets and bonded with an epoxy adhesive. Sounds easy enough and it is, until Mother Nature steps in.

If you happen to remember, we had a summer heat wave that lasted well into September last year. The adhesive used to fasten parts and the epoxy varnish used on the wings works best between 65 and 85 degrees. At temperatures pushing 100 degrees it all dries much too fast and is a challenge to work with. Since my hangar is not air conditioned, I had to start working very early in the morning and quit by about noon. This slowed my progress, but work did proceed.

By the first week in October, I was ready to start the fabric covering process. I had taken a class in how to use the Poly Fiber process several years before, but had never done anything more than a few repairs on a fabric airplane. I approached this part of the project with a little trepidation, but found it to be fun and rewarding. Skystar includes all the required materials with the kit and I started with the wings.

Applying the fabric really reminded me of my model airplane days. It is sort of like an arts and craft project. The nice thing about a "tube and rag" airplane is that if you mess up the covering all it costs you is a little time and perhaps some money for more material. A mistake with the fabric can simply be redone with no effect on the airplane itself. The Poly Fiber process is very forgiving and allows you to teach yourself as you go. All was going along well until the middle of October and then the weather struck again.

Last year the weather went from scorching summer to the dead of winter in about two weeks. I believe our

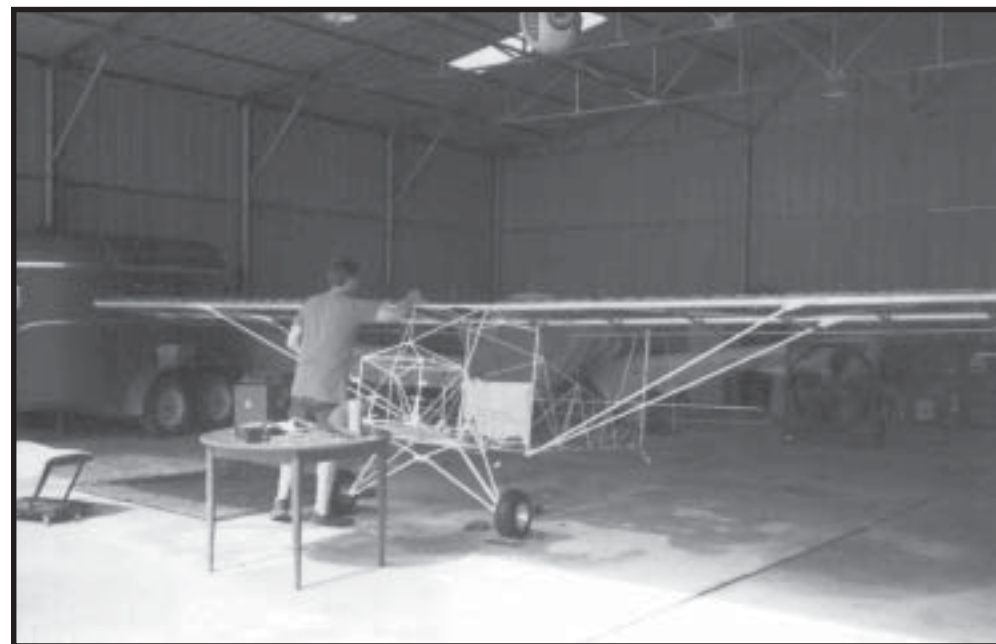
beautiful fall weather occurred on about October 10th but I must have been out of town. The fabric coating process also works best in moderate temperatures. By the end of October, it was simply too cold to continue, so I had to innovate. I built a tent over the work area in my hangar and used a heater to bring the temperature up enough to finish applying the fabric. By the end of November the fabric covering was done, but there was no way I could complete the spray painting in my makeshift tent. My progress came to a screeching halt!

I was committed to have my Lite at Sun-'n-Fun the first week in April but by January, I was still stopped cold (excuse the pun). Then, Bert Blanton, president of the Ponca City EAA chapter, came to my rescue. He offered to let me use his heated workshop to do the final painting. Bert, and his wife Sandra, pulled my bacon out of the fire. I transported the

wings, fuselage, and tail feathers up to Ponca City in my pickup truck. I think you can probably follow my tire tracks from Cushing to Ponca City because it took many trips going back and forth to complete the job but, complete it we did. I also had the advantage of Bert's experience and advice based on his airplane rebuild projects.

As I write this, it is the middle of March and it looks like the Lite will make it to Sun-'n-Fun. Timing will not allow me to perform the first flight before it leaves, so I will have to wait until it returns. In case you are wondering, Skystar is going to stop by Cushing and pick it up in a trailer. Believe me, I am more concerned about the long drive and the crowds at Sun-'n-Fun than I am about the first flight. I will keep you posted.

Any questions about my Lite project? Contact me at earldowns@hotmail.com.



Earl Downs' Kitfox Lite fuselage, with all the "big pieces" installed.

Hear the Dissenting Voice

By Dave Wilkerson

We should tip our hats to John King. With his wife Martha, founders of perhaps the world's most recognized ground school, John King spoke a truth that many fliers consider heresy in the March 2001 issue of Flying magazine. He said that flying is unsafe. Heresy!! Or is it? Aviation has long chanted its mantra that the most dangerous part of any flight is the drive to the airport. If that's true, why aren't we pilot examiners drivers-license examiners? The work would be steadier, and we could write captivating articles about the spiritual moment of departing the parking stall, the challenge of skillfully reading road signs, and of the determined study of automobile performance limitations. At bedtime, we would bid good night to ghosts of friends long taken by the highways and byways, and shiver at their yearly increase. We don't. We test applicants in their proficiency and knowledge of aircraft, and their procedures. We share the thrill of each

takeoff, quietly noting the applicant's planning. We marvel at the magic of each bumpless bank, at silky stalls, at manicured maneuvers and at placid, planned landings each of which is the fruit of student/instructor teams whose mutual goal is the fragrant blossom of temporary airman certificates and the joyous utility they promise.

New pilots sashay away from successful checkrides thankful to be part of an American legacy that includes 1920s barnstormers hawking their wares to dubious countryfolk with "It's perfectly safe, ladies and gentlemen, perfectly safe!" To our equally dubious relatives and friends we speak the same words today, ignoring decades of statistics, endless scholarly volumes, and wave after wave of federal edicts aimed at improving safety by channeling pilot behavior. (When did you last attend a public driving-safety seminar?) Every airplane-oriented magazine offers columns or articles quoting statistics to make their case. Examiners absorb statistics with gusto, but, like the

Dead Sea, too infrequently create useful life from what we take in. Perhaps John King's admission will breach our aeronautical Dead Sea. Examiners know that flying is dangerous. The Practical Test Standards affirm this by holding us responsible to temper our duties with that knowledge when it charges us to determine that each applicant meets the acceptable standards of knowledge and skill outlined in the objective of each task.

Convention has long held that practical tests are two-part; oral and flight. The Practical Test Standards, though, define no formal division between the knowledge and skill portions of the practical test: oral questioning is ongoing throughout the test. Questioning reveals applicant knowledge of tasks and related safety factors. These touch every aspect of flying, as the nervous system insinuates itself throughout the body. They far eclipse any checkride, or any one examiner. Or any one person. John King, long and rightly respected in

aviation, speaks the truth. This March, Flying magazine's editors were equally right to publish it in words that non-pilots can absorb. Aviation includes dangers. Pilots cause most of the events that threaten safety, therefore pilots can make it safer. Examiners should be a national resource toward that safety.

NOTICE

The OU Aviation Department is having its first Student/Alumni Spring Banquet on Thursday, April 12, at 6:30PM at the Commons Restaurant on campus. They are trying to locate alumni, but anyone interested in aviation is welcome to attend. Their guest speaker will be Greg Crum, the Vice President of Operations at Southwest Airlines. The cost of the banquet is \$15.00 per person. Call 405-325-1635 to make reservations.

The Yucatan Dash, cont'd

continued from p. 1.

ger and nicer than any we live in!

The next morning we took off for our first stop, called Big Bass. From there, we flew in low ceilings to Tampico, on the coast, across what turned out to be very mountainous terrain. We gassed up at Tampico, flew on to Tuxpan, gassed up again, and then stopped for the night at Vera Cruz, where we stayed in a very nice five-star hotel. Vera Cruz is on the coast almost at the bottom of the Gulf of Mexico.

From Tampico on, we flew along the coast almost all the way to Cancun, at an altitude no more than about 50 feet and generally about 10 feet over the surf. The beach was completely deserted for hundreds of miles, with no evidence of houses, cars, or humans. If we had had engine problems, we could have landed anywhere-- a 1000-mile-long runway!

When we taxied out the next day at Vera Cruz, my engine was running rough, so the four of us stayed there while I did maintenance on my airplane. The Mexicans went on to Pelenque, the location of some ancient ruins. Later, after I had fixed the problems, we took off again and flew to Villa Hermosa.

On the way, my engine started running rough again and I was forced to land at what looked like a grass strip. However, on short final, I saw that it was a flat stretch of grass over a pipeline. There were concrete stanchions on each side of the grass, maybe fifty feet apart. Since my wingspan is forty feet, I was a little concerned. However, with the rough engine, I was committed.

I landed successfully, but during rollout, I noticed that there were several mean-looking bulls at the end of the strip and, seeing my red airplane, they were heading my way. With the engine still running, I quickly found the source of my problem, fixed it, turned the airplane around and headed back to the other end, hoping to take off before the bulls arrived. However, at the end I found there was not enough room to turn the airplane around, so I quickly hopped out to grab the tail, whereupon I discovered a Mexican man climbing over the fence headed my way.

Now, I don't speak a lot of Spanish, but as I swung the tail around, I apologetically yelled something like, "Problemo-el toro- vamos!" I hopped back in, pushed the throttle in and began hurtling toward the oncoming bulls. Luckily, I cleared them with room to spare.

A few miles further on, I heard what sounded like an exhaust leak and was forced to find yet another landing strip. This time, a real crop-dusting strip appeared and Richard and I landed. My problem turned out to be a broken muffler. By that time, some of the local people had appeared and, with our halting Spanish, we determined there was a man in the town who had a welder. Someone gave me a ride into town (\$25) and I found the man in a little concrete house with his 225-amp Lincoln "cracker

box" welder. The clamp was gone from the ground lead, so his helper held the wire in contact with the muffler while the man accomplished the repair (actually quite well).

When I got back to the crop dusting strip, over a hundred of the local kids had shown up. Richard had taken a local boy for an airplane ride and he was strutting around proudly.

Richard and I flew on to Villa Hermosa that night, at the bottom of the Gulf of Mexico. Meanwhile, Ron, Mick, and Bill had made it to Pelenque. Meanwhile, the Mexicans were at Campeche, halfway up the Yucatan Peninsula, and were headed for Tulum, on the east coast of the Peninsula about 60 miles south of Cancun.

The next day, Richard and I caught up with Ron and Bill at Pelenque. From there, our plan had been to continue following the coast around the north end of the Peninsula to Cancun. However, since we were behind the Mexicans, we decided to take a shortcut from Campeche straight across the Peninsula (about 170 miles) to land at the Naval Air Station at Tulum. That route turned out to be almost solid rain forest. Although our trusty AAA map (there are no sectional charts for Mexico) showed roads across the Peninsula, they ran out about a quarter of the way across. From there on, for the next 100 miles, there was not a sign of humans nor any place to land.

The Tulum Naval Air Station turned out to be funny. We were expecting an impressive airport with military personnel and equipment. However, it was a single asphalt runway carved out of the jungle, with a few deserted concrete block buildings. The ever-present Commandant carried on radio communications using a handheld ICOM radio! Our Mexican friends had landed at Tulum just twenty minutes earlier, so our whole group was back together at our destination, Saturday, February 24.

We got a hotel on the beach and, the next day our wives flew into Cancun by airlines. For the next four days, we had a great time doing the tourist thing all over the area-- touring ruins in Tulum, snorkeling in Cancun, touring the island of Cozumel, eating, drinking, and lying on the beach.

Our wives left on March 1 and, after a day of island-hopping around Cancun in our airplanes, we started on the long journey back. The first day we made it to Villa Hermosa, and the second to the area around Tampico. On the third day, we made it back into the U.S., landing at Harlingen, TX. We were so glad to be back "home"-- as usual, we did not fully appreciate what we have here until we had gone to another country! The rest of the journey home was long, but much easier, and we arrived back in Tulsa on March 6. The 4500-mile trip had taken 65 flight hours.

Would I do it again? When we first got back, I thought not. But now, I'm thinking, well, there's this other place...

Ada Aircraft Painting, LLC

High Quality Professional Finishes
In Business Since 1962



Phone: 580-332-6086
Fax: 580-332-4547
Email: adaairpt@wilnet1.com

Dewey Gandy
Greg Gandy

- Specializing in single engine and light twin aircraft of all types
- Professionally applied Acry-Glo acrylic urethane paint products
- Factory and custom designs
- Aircraft completely and professionally stripped to ensure high quality standards

CALL TODAY FOR A QUOTE ON YOUR AIRCRAFT



WWW.HOWARDAIRCRAFT.COM

Specializing in the sale, acquisition, & brokerage of Cessna 210 Centurions and other quality high-performance aircraft.

Offering these 210's and other piston singles & twins:

- 1957 C-182A, 3380 TT, 880 SMOH, IFR, recent Part 135, VERY CLEAN!
- 1966 T-210F, 3030 TT, 590 SFRMN, King IFR, AP, CLEAN, 9/8+ Leather
- 1966 T-210F, 3600 TT, 425 SFRMN, STEC-50, King IFR, LOADED, 8+/8+
- 1967 T-210G, 4500 TT, 700 eng & prop, KX-155, AP, 7/7, fresh annual, 7+/7
- 1968 T-210H, 3037 TT, 10 SMOH, New Paint, King, GPS, STEC-40, 9+/7
- 1981 T-182RG, 2138TT, 468 SMOH, Radar, A/C, IFR GPS, MAX LOADED!
- 1999 C-206H, only 25 hours TTSNEW! Still under factory warranty. Save 75K!

Tulsa, Oklahoma
Phone: 918-260-7727
Fax: 781-623-5386
E-mail: DHowardAir@aol.com



EXPERIENCE TRUE TEXAS HOSPITALITY!

Gainesville, Texas

Unicom 123.0 AWOS 118.375



100LL- \$1.79 Weekdays
\$1.74 Weekends
Jet A- \$1.75



•Open 24 Hours- 7 Days/Week
Attendant on call after 5:00 PM
•Major Credit Cards Accepted
Including Multi-Service & Avcard, CAA, Phillips Into-Plane & UVAir Discounts

•DTN WX Satellite System
•5 Mins to Outlet Mall
•18 Hole Golf Course
•Conference Room
•Courtesy Cars (3)
•Pilot Lounge

940-668-4565 940-665-6884 Fax
www.gainesville.tx.us/GMAindex.shtml
email: airport@cooke.net



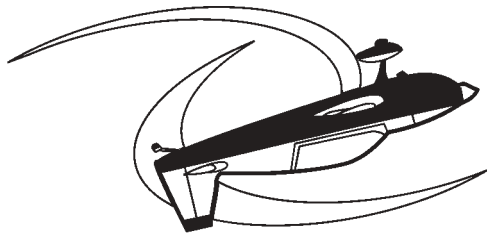
Oklahoma
Airport
Operators
Association

FLY
OKLAHOMA

Serving the interests of the owners and operators
of all airports in Oklahoma

For information or application contact Debra Coughlan, Executive Director OAOA, P. O. Box 581838, Tulsa, OK 74158

Telephone 918.838.5018 Fax 918.838.5405



Wings As Eagles

is proud to support the Oklahoma Aviator!

We challenge other companies to do the same.

Wings As Eagles

Aviation Medicine

Dr. Guy Baldwin Tulsa OK
www.acrodoc.com

For flight physicals or answers to aviation medical questions, give us a call.

Wings as Eagles, 11445 E. 20th, Tulsa, OK 74128 918-437-7993

How Many Should We Build ? How Big Should We Build Them ? You Tell Us!

We have the land and the airport just minutes from downtown Tulsa. We need your help in determining our building needs for the immediate future. Drop us a note or call and tell us your needs. What size plane? What size hangar? What are your service requirements from your chosen airport?

Name _____ Company or personal _____
Type of Aircraft _____ Want to build to own _____

Want someone else to build for you to lease _____

Address _____ Phone _____

ALL INFORMATION TOTALLY CONFIDENTIAL

LAND LEASE PRICES LOWERED TO 10 CENTS PER SQ. FOOT THIS YEAR
STRICT BUILDING REQUIREMENTS*

CALL (918) 246-2605 OR 246-2504

*WE ARE DEDICATED TO STAYING A BEAUTIFUL AIRPORT

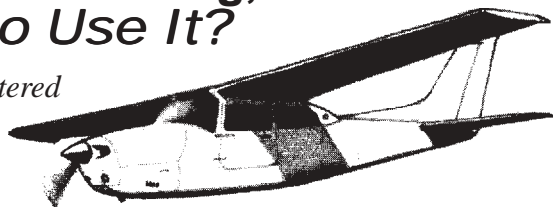


5,800 foot runway
NEW Courtesy Car
DUAT DTN Weather
Jet A. - 100 LL
Volume Discounts
Full Length Dual Taxiways

"The Airport with a City Behind It"

Got an Instrument Rating, But Afraid to Use It?

You've trained hard, mastered the skills, and passed the exams. Now what?



Call us-- we fly instrument cross-country training to FUN DESTINATIONS!

- Colorado, New Mexico, Florida or (insert your destination here!)- 1-3 days trips.
- Two or three students share the cost-- each flies his/her share.
- Get comfortable with actual trip planning, clearance changes, enroute communications, flight through special airspace, actual IMC, etc.
- Fly in our Cessna Turbo 210-- get experience in a complex IFR airplane.

Ken Clark 918-438-7272 Larry Dodson, CFII, 918-437-3315

NOTICE

The 15th Annual Biplane Exposition and Convention, normally held in early June at the Bartlesville airport, has been rescheduled, because of a major taxiway construction project there. The Expo will be held September 21 and 22, in conjunction with the Tulsa Regional Fly-In. It is anticipated that more than 500 sport aviation airplanes and 7,500 people will attend the largest sport aviation event in the south central United States.

For additional information contact Charles W. Harris at 918-622-8400



ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



VISION

I thought this month we would talk about FAA vision requirements. Generally, the regulations specify vision requirements in three ways: uncorrected, corrected, and how the standards apply to each eye. For near vision acuity, your eyes need to be 20/40 or better at 16 inches. The standard applies to each eye, with or without correction. When you get over the age of 50 for Class I and II medical certificates, the same standard applies for intermediate vision: your intermediate vision acuity needs to be 20/40 or better at 32 inches, for each eye, with or without correction. Distant vision standards for Class III require 20/40 visual acuity for each eye, with or without correction. For Class I and II, the distant vision standard increases to 20/20.

If your vision in one eye cannot be corrected to better than 20/100, the FAA has provided a way out, known as "monocular" (meaning "one-eyed"). As long as one eye meets the standards, and

you have been monocular for at least six months, you can do an FAA Medical Flight Test to regain your medical.

Regarding color vision, the same standards apply all to classes: you must be able to perceive colors necessary for performance of airman duties. Most aviation medical examiners use the Ishihara test, the red/green dot test. However, some people have problems with that test and you should know that there are other acceptable tests. The problem is, the other tests are hard to find.

Regarding contact lenses, current FAA requirements allow their use only for distance correction, not for near-vision correction. Bifocal contacts are not allowed. To address that issue, a new question now appears on the FAA medical application form: "Do you wear contact lenses for near vision, Yes or No?" We find that many people misread this question and check "Yes" when, in fact, their contacts are for distance vision only.

More and more, we are seeing aero-medical applicants who have either undergone refractive eye surgery or are contemplating doing so. Currently, the FAA allows radial keratotomy, photo refractive keratectomy, automated lamellar keratoplasty, and laser assisted intrastromal keratoplasty.

If you have any questions beyond the scope of this article regarding vision, do not hesitate to contact my office for the answer.

Camp Gruber to Host CAP Search and Rescue School

Camp Gruber near Muskogee has been selected as the site of the Civil Air Patrol's 2001 Southwest Region Ground-Search and Rescue School, according to Oklahoma Civil Air Patrol (CAP) Commander Col. Virginia Keller. The week long school will begin June 23rd and will attract participants from at least six states. Instructors will teach proven procedures and the latest techniques used to locate and rescue occupants of downed aircraft.

"The school is primarily for CAP members in the Southwest Region but we will also accept members from outside the region," Col. Keller said. CAP Southwest Region states include Oklahoma, Arkansas, Louisiana, Texas, New Mexico and Arizona.

CAP is the civilian auxiliary of the U.S. Air Force. Its volunteer members, both adults and cadets, train extensively to be ready for search and rescue missions. CAP conducts more than 90 per cent of the inland U.S. search and rescue missions when an aircraft is reported overdue or known to be down. Mission ground teams coordinate

their efforts with flight crews searching from above.

"Aircrew members cannot always see a crash site, particularly in timbered country," Col. Keller explained, "and trained ground crews are often credited with the actual 'find' in those cases. Our search planes cannot land at an off-airport site, so ground crews are essential to each rescue mission. We are very pleased to have the qualified people in Oklahoma needed to conduct such a regional school."

Satellites and Global Positioning Satellite (GPS) Receivers have revolutionized CAP search methods. Langley Air Force Base in Virginia continuously monitors a large group of satellites that listen for signals from Emergency Locator Transmitters (ELTs) carried aboard most U.S. aircraft. ELTs are designed to be triggered on impact and then continuously transmit a beacon signal. Langley AFB notifies CAP when an ELT signal is received, and CAP ground and air teams spring into action. The search begins at map coordinates charted by satellite receivers that intercepted the ELT signal.

Tulsa Air & Space Center News



by B Mann

A Short History of the U.S. Aerospace Industry

From the sand dunes of Kitty Hawk to the red soil of Mars, the aerospace industry has left a powerful footprint on the world's history, and has provided a symphony of masterfully orchestrated adventures and unequaled achievements. The aerospace industry today offers opportunities and challenges for the future.

The aerospace industry traces its origins to December 17, 1903, when Orville and Wilbur Wright made the first powered flights of a heavier-than-air machine. A coin toss decided which of the brothers would fly the Wright Flyer. In the beginning, America neglected this great invention. In the decade following the Wright's first flight, the United States had only a few struggling aircraft companies, which produced fewer than 100 airplanes. However, France, Germany, and Great Britain began building a thriving aircraft industry.

At the start of America's participation in World War I, only 16 companies were building airplanes in the United States, only six of which had built as many as 10 airplanes. This group became the nucleus of a wartime industry composed largely of mobilized non-aviation companies. This hodgepodge industry built 29,000 aircraft, more than any other nation, but the aircraft were mostly of foreign design.

The United States aircraft industry was officially born on September 30, 1919, with the creation of the Aeronautical Chamber of Commerce (ACC), the ancestor of today's Aerospace Industries Association. The ACC forged the independent plane builders into an integrated industry. Thus began a period of national interest and investment in the promise of aviation. Our aircraft industry was able to catch up with European rivals within a decade. In the 1930s, the United States became the world's leader and has never relinquished that status.

During World War II, the industry produced a manufacturing miracle. In the six-year period 1940-45, the United States turned out an incredible 300,718 military aircraft.

The 20-year span from 1950 to 1970 was a period of accelerated change and expansion. In 1950, the needs of the Korean War recorded large increases of production of military aircraft. The U.S. Air Force's first supersonic fighter (North American F-100) became operational in 1954. The same year the first jet-pow-

ered long-range bomber (Boeing B-52) made its initial flight.

Activity increased in the production of commercial airliners as the industry built several advanced types of piston-engine aircraft. In 1959, the first U.S. built jet transport, the Boeing 707, was introduced. In the 1950s and 1960s, the U.S. established itself as the dominant supplier of transport aircraft to the world airlines.

At the same time, in other areas of the industry, guided missiles were going from experimental to operational status. Production began on a widening range of missiles of increasing sophistication, from air-launched rockets and short-range battlefield weapons to strategic ballistic missiles of intercontinental range.

Advances in guided missiles led to another new field of activity: space flight. In 1958, the United States responded to the Soviet Union's Sputnik with the first U.S. satellite, Explorer 1. The initial series of manned space flight, Project Mercury, was soon followed by the Gemini and Apollo programs, which put men on the moon in 1969. Many experts consider this the greatest technological achievement of all time.

These programs were followed by the Space Shuttle and longer-term living in space. The Wright Flyer has now evolved into the International Space Station.

Besides other benefits we have received from aerospace industry achievements, here are some "spin-offs" which have benefited all our lives: weather satellite storm prediction, long-range weather forecasting, satellite navigation and communication, climate change prediction, satellite imagery crop management, long-distance telephone networks, international TV broadcasts, car phones, energy-saving air-conditioning, water purification systems, environmentally safe sewage treatment, food processing control, car chassis and brake design, dry-film machinery lubricants, powerful microcomputers, advanced materials for airplanes, CAT and ultrasound scanners, programmable pacemakers, automatic insulin pumps, firefighter breathing apparatus, instantaneous infrared thermometers, laser surgery and heart monitors, to name a few.

Sponsor a TASC Scholarship!

TASC is ready to launch Aerospace Summer Camp 2001. Last summer scholarships were provided for 29 students that could not otherwise attend. Wouldn't you like to support a student with a scholarship this year? A full scholarship is \$198.00 for one student; any donation would be appreciated! Our goal is to raise \$6400.00 in scholarships. Please mail in your check (made out to TASC Scholarship Fund) or drop it. Your gift is tax deductible. Call B Mann for more information at 834-9900 or drop by Tulsa Air and Space Center, 7130 E. Apache, Tulsa, OK 74115. Thank you! Let Dreams Take Flight!



QUALITY AIRCRAFT ACCESSORIES, INC.

OVERHAUL • REPAIR • EXCHANGE

- Mags
- Alternators
- Starters
- Prop Governors
- Starter Generators
- Wet & Dry Vacuum Pumps
- Generators
- Tach Generators
- Fuel Pumps
- Turbos, Wastegates
Controllers & Valves
- Ignition Harness Kits
- Hydraulic Pumps
- R985 & 1340 Accessories

Call **JUSTIN HICKS**
at **918-835-6948**

CALL TOLL-FREE
1-877-833-6948
Fax **835-2804**

5746 E. Apache St. • Building A
Tulsa, Oklahoma 74115
FAA Repair Station #QYIR334Y
jrhicksair@aol.com

"Ask About Our One Day Turnaround"

QUALITY
is our name
for a
reason.

www.qualityaa.com

TRANSMISSIONS UNLIMITED

- ALL FOREIGN & DOMESTIC TRANSMISSIONS
- COMPLETE REMOVAL & REPLACEMENT SERVICE
- QUALITY AT AFFORDABLE PRICES
- COMPUTERIZED TRANSMISSION DIAGNOSTICS
FREE ESTIMATES • FREE ROAD TEST



HOURS 8:00am - 5:30 pm
Monday - Friday

All Major Credit
Cards Accepted



405-272-9667

2732 W Reno • OKC 73107

John Hilker, owner of Transmissions Unlimited, flies out of OKC Downtown Airpark and understands your desire to never have to walk!

SPARKS AVIATION CENTER

TULSA INTERNATIONAL AIRPORT

HANGAR 23

918-835-2048

Unicom 122.95
24-Hour Service



Jet A



100LL

Courtesy Van
Rental Cars
Catering
Restaurant
Hangaring

New Home of

**AUTOPILOTS
CENTRAL** INC

Autopilots
Avionics
Instruments
Maintenance
Interiors

Phone: 918-836-6418

FAX: 918-832-0136

Angel Flight, Inc.



Volunteers flying people in need.

To learn more about how you can help someone in need, contact Angel Flight.

www.angelflight.com
918-749-8992



Stillwater Municipal Airport

Wash your own plane, your way, at Oklahoma's only covered commercial self-service aircraft wash.

*Fly in & use our new State of the Art Equipment
High pressure sprayer and bubble brush
Will accommodate 52' span, 16' tail height*

Bring your step stool, tow bar, and chamois.
\$1.25 per cycle or \$3.50 per token- 3 cycles.
Tokens avail at airport terminal or line service
Open dawn- dusk, April- November
Call 405-372-788 - Unicom 122.7 - VOR 108.4
Auto WX 135.725

HEM SAW

The saw that cuts straight.
Manufacturers of Industrial Bandsaws



Our 80"x80" Saw Cutting a Datsun Pickup in Half

HE&M Saw manufactures over 40 different models of metal cutting bandsaws: vertical, horizontal, plate, and double-column saws with capacities ranging from 12"x12" to 80"x80".

HE&M, Inc is proud to support The Oklahoma Aviator

HE&M, Inc, PO Box 1148, Pryor, OK 74362
Located in the Mid-America Industrial Park adjacent to the Pryor Airport
www.hemsaw.com 888-729-7787



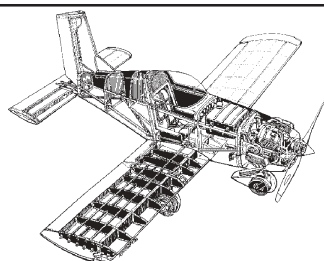
The Republic of Aviation
"Plane Stuff for Plane Folks"

We offer quality pilot supplies, gifts, toys, and much more at very low prices

Free Shipping to US Addresses

Visit us at
www.RepublicofAviation.com

Use discount code 31605 for 5% off on-line order
Effective through April 30, 2001



Wanted- building and flying partners. Nicely-equipped Bradley Aerobat. 150 mph single-seat aerobatic aircraft. One tenth share- \$2500. For performance and specifications go to <http://www.intelgampa.com/bradley/>
918-250-7230

Enrollment Begins for Sooner Flight Academy Summer Camps

NORMAN - OU Sooner Flight Academy summer aviation camps are slated at local airports across Oklahoma, Texas, Arkansas, Kansas, and Missouri for children currently enrolled in the second through fifth grades. Norman camps will serve children between the ages of 6 and 18. The flight camps will introduce children to local pilots and airport employees who will give them a special inside look at how an airport is run. Academy instructors facilitate learning activities that enable cadets to experience the mathematical and scientific principles of flight through hands-on lessons at the airport.

"Our goal is to get students excited about learning math and science and at the same time revitalize interest in aviation throughout communities," said Pam Kennedy, director of the OU Sooner Flight Academy. "Our Satellite Camps travel across Oklahoma and a five-state area to educate children using aviation education. By involving airport operators, pilots, community groups, parents, and local aviation-related businesses, children see positive role models and meet mentors who help them stay focused on exciting careers and positive lifestyles," added Kennedy.

Cadets experience the effects of science, math, engineering and technology as they participate in hands-on lessons throughout the four-day camp. The students learn aerodynamics and the principles of flight while experimenting with rockets, kites,

parachutes, flight instruments, and real airplanes. Magnetic compass and gyroscope lessons help cadets understand basic aircraft instrumentation. These experiments incorporate team building and cooperative learning to teach the principles of aerial navigation, Newton's Laws and the physics of flight. Weather and parents permitting, students will receive an airplane ride. "There is no substitute for "airtime" to help tie all the concepts together and allow students to experience the science of flight," Kennedy

added. Whenever possible, local EAA chapters donate airplane rides through the Young Eagles Program. The flights are the highlight of the week!

The Oklahoma Aeronautics and Space Commission is providing six \$100 scholarships in every Oklahoma town to help students cover tuition costs. Scholarship applications are available on the Academy website at <http://flightcamp.ou.edu>.

Local community leaders are encouraged to contact the OU Sooner Flight Academy at 405-325-1635 if they are interested in providing additional tax-deductible scholarships for students. Since the Academy is self-supported, tuition is required to cover camp costs.

The OU Sooner Flight Academy's schedule for the summer of 2000 includes camps in the following locations:

Altus, Alva, Ardmore, Bartlesville, Bethany (Wiley Post Airport), Burns Flat (Clinton-Sherman Airport), Chickasha, Claremore, Clinton, Denton Texas, Duncan, Elk City, Emporia Kansas, Enid, Fayetteville Arkansas, Frederick, Fort Smith Arkansas, Gainesville Texas, Guthrie, Guymon, Jenks, Idabel, Lawton, McAlester, Muskogee, Norman, Okmulgee, Oklahoma City (Sundance Airport), Pauls Valley, Ponca City, Poteau, Seminole, Shawnee, Springfield Missouri, Weatherford, and Woodward.

Cadets attend the program from 9 a.m. to 4 p.m. Tuesday through Friday and are encouraged to enroll early. Class size is limited to 30 students and tuition is \$175. Registration forms are available in the lobbies of participating airports and on the Academy's web site at <http://flightcamp.ou.edu>. For more information call the academy at (405) 325-1635 or e-mail: ewright@ou.edu.



"A picture is worth a thousand words..."



AVIATION INSURANCE GROUP, LTD.
5506 North Rockwell
Bethany, OK 73008

WHERE AVIATION IS NOT JUST A SIDELINE
COMPETITIVE RATES - WORLDWIDE
AIRCRAFT - PRIVATE - COMMERCIAL
MEXICAN INSURANCE - MARINE - FBOs - AGRIBIZ

CALL TOLL FREE
1-800-654-4215 1-800-825-2828
405-495-4230

CALL AVIATION INSURANCE GROUP, LTD BEFORE RENEWING YOUR AIRCRAFT INSURANCE

<p>Tulsa International - TUL ELEVATION: 677' RUNWAYS: 18L/36R- 10,000' Conc 8/26- 7695' Conc 18R/36L- 6101' Asph RADIO: TWR- 118.7 GND- 121.9 Clnc Del- 134.05 ATIS- 124.9 ILS (18L)- 109.7 ILS (18R)- 111.1 ILS (36R)- 110.3 CONTACT: (918) 838-5000</p>	<p>Richard L. Jones, Jr. - RVS ELEVATION: 638' RUNWAYS: 01L/19R- 5101' Asph 01R/19L- 4207' Asph 13/31- 2807' Asph RADIO: TWR- 120.3/119.2 GND- 121.7 ATIS- 126.5 Unicom- 122.95 CONTACT: (918) 299-5886</p>
--	--



Come Fly with Us!
Tulsa Airport Authority

OAOA Member





OPEN T-HANGARS NOW AVAILABLE- \$60/MONTH
Gundy's Airport
3-1/2 mi E. of Hwy 169 on 76th St. N
Owasso, OK 74055
918-272-1523
www.randywieden.com/gundy

Myths, Legends, and the B-17: Part 2- The "Belle" Survives, But Most Boeings Don't

by Dan Stroud

Last month, we explored the history of the "Memphis Belle," perhaps the most famous B-17 bomber. After her legendary European tour and the U.S. publicity tour which followed, she was relegated to training new B-17 pilots. However, before the end of the war, she was ferried to the military aircraft depot in Altus, OK. The Belle sat at Altus for about a year, among row after row of other war-weary and new B-17s.

However, in early 1946, destiny intervened when a citizen from Memphis happened to be walking among those rows of Fortresses. We do not know his name, but we do know he was pivotal in saving the Belle. He recognized her serial number, confirmed it with a call to friends back home, and began the process of transferring her to the citizens of Memphis.

Although many warbirds were actually sold to civilian owners, many others were simply transferred to various organizations by the Army Air Corp (later the Air Force), which meant that the government would retain ownership. That is what happened to the Memphis Belle.

After the approval to transfer her to Memphis, a group led by a former B-17 pilot headed to Altus. They worked hard for several days to restore and test her systems for a test flight. In March 1946, the volunteer crew fired her up, rolled onto the Altus runway, and lifted her off for the first time in many months. They expected some sort of trouble, but got none! In fact, it was such a perfect test flight, they decided it would be spitting in the face of good fortune to land her back at Altus. So, they kept her in the air and flew directly back to Memphis!

Believe it or not, her entirely coincidental reprieve from the smelter and return to Memphis was the easy part, compared to what happened next. She was parked outside the National Guard Ar-

mory in Memphis on a concrete pedestal. To be parked in front of a building the bore the name "Guard" was almost funny, since the Belle then became the target of opportunity for dozens of vandals and thieves, who pried off, tore out, unbolted, or unscrewed anything that caught their fancy.

The situation became so serious that many thought the Belle should go right back into the protective custody of the Air Force Museum (who, remember, still owned the bomber). That would have happened, if not for the efforts of a local businessman named Frank Donofrio, who formed the "Memphis Belle Committee" in 1972. While that group did begin the restoration process, it did not go well at first. Critics said it was not being restored as professional restorers would do. Corrosion control was nonexistent, incorrect parts were being used, and other parts could not be found.

Finally, all the criticism began to help the effort. Money began to come to the group once the City of Memphis and her citizens saw that it was possible to lose their namesake bomber to the safety of Dayton and the Air Force Museum. Many donations in the form of money and missing parts began to arrive. Parts were stored in a warehouse, and were replaced once they had been rebuilt. A new protective shelter was erected over the bomber and, even though it was not completely enclosed (the sides did not touch the ground), it was the best protection from the elements the Belle ever had!

An effort was made to find Tony Starcer to repaint his original nose art, but Tony died before he could take on the project. However, his nephew, Phil Starcer, did complete the markings the Belle had proudly worn in combat.

Finally, on May 17, 1987, her original pilot, Robert Morgan, dedicated the re-

stored Memphis Belle. Six other original crewmembers were present as was her namesake, Ms. Margaret Polk. As they opened up her new home, everyone was delighted to be able to look up and witness the overflight of seven flyable B-17s!

Should you be able to visit the Belle on Mud Island, you will be thrilled by the attention they are once again lavishing on her. Her restoration is not complete yet, and many items are still in the warehouse, ready to be added when their time comes and money permits.

The downside of this site is that it is not totally safe from vandals, even now. There is a manned guard shack not 200 yards away to the north, but there are no windows in the guard shack facing the bomber. So, the guards have to go outside the shack to watch for trouble. And, the fact that most vandals have to swim across a short expanse of water does not seem to have stopped some of them.

I have been told about vandals who swam across the marina cover nearby, and then hauled big rocks from the riverbank just to throw on top of the Belle! Some were caught inside the bomber as the restoration crewmen arrived for work detail. Still other vandals tried to take items during daylight hours, sometimes when volunteers were working on other parts of the airplane! Incredible! The bomber is even missing one of her wingtip navigation lights, which has to be at least ten feet above the ground. I sure hope the person who took it fell off his buddy's shoulders!

And now, some facts that may surprise even the hardest of hard-core B-17 fanatics: The first fact is the rather large number of B-17s still in one piece. You no doubt have seen one or two flying, perhaps as many as three or four at a time. But did you know that, at last count, there are at least 32 complete B-17s in the U.S. alone! A half-dozen more are in Europe, and one or two are still laying out in the boonies, complete none-the-less.

Boeing built only 5 of the 32 remaining airframes (all G-models). No Boeing-built B-17 is now airworthy. Douglas built 17 of the 32 at their Long Beach/Santa Monica plant, including CAF's "Sentimental Journey," "Texas Raiders," and Great Britain's "Mary Alice." The Vega Division of Lockheed in Burbank built 10 of the 32, including the Lone Star Museum's "Thunderbird."

At least 7 of the remaining 32 came from the Altus boneyard, including Seattle Flight Museum's "F"-model, the National Air and Space Museum's

"G"-model, the Lone Star Flight Museum's "G"-model, EAA's "Aluminum Overcast," the famous "gas-station bomber" (a G-model on pylons over a service station just south of Portland, OR), Great Britain's "Mary Alice," and the "Memphis Belle."

Why did so many Douglas-built B-17s survive? Probably for several reasons. During the final months of the war, B-17 production was going so well that many went unneeded. Boeing built its last B-17 in April of 1945, then concentrated on the B-29 exclusively. However, Douglas and Vega kept building B-17s until the end of July. Most of the late Douglas-built Fortresses went directly from the factory to a storage area at Patterson Field in Dayton. From there, many of these brand-new airplanes were assigned to active duty, to various research programs, or other storage fields. And, when hostilities ended, many of the remaining new airplanes were transferred to the Navy and Coast Guard (as PB-1Ws and PB-1Gs) or were provided to other countries in Europe, South America, and the Middle East. Thus, there were scads of war-weary Boeing-built Forts to cut up at Kingman, Ontario, and Altus.



"Best seat in the house!" - an in-flight view from the bombardier's station of "Sentimental Journey."

**Flight Instruction
Felecia Barton, CFI**

Greater Tulsa Area

918-296-5531
918-408-9680 (cell)



The famous Art Lacey "gas station bomber" near Portland, OR. Art Lacey flew the airplane from Altus to Portland.

IAC Chapter 10 News- Duane Cole Visit and Okie Twist-Off



Duane Cole Visit

At the regular monthly meeting on March 5, 2001, hosted by Carl and Julia Clay, IAC Chapter 10 was honored to be visited by none other than Duane Cole, one of the country's most legendary airshow pilots and aerobatics instructor. We had hoped his wife Judy would visit also; however, she is suffering from Alzheimer's disease and was not able to travel. As you may recall, Duane was originally scheduled to visit last spring.

Now approaching his 87th birthday, Duane Cole is a living legend. He was born during WWI into a large, poor farming family in Toulon, IL. Duane had his first airplane ride in a Velie Monocoupe in 1930 at the age of 14. It cost \$1.50 and he sold everything he

could to raise the money.

He dropped out of high school after his freshman year because he could not afford the textbooks. In 1933, he enlisted in the Civilian Conservation Corp, where he worked for \$30.00 a month, keeping \$5.00 for himself and sending \$25.00 home to his family.

When in 1937, Duane married his dream girl, Judy, they had only 3¢ to their name. So, Duane got into a small game of chance and increased his 3¢ to 85¢, which was the equivalent of a full day's pay and allowed them to eat for several days. He persevered, working whenever and wherever he could.

He continued to love flying and, by scraping together enough money to buy flying time in 15 and 30 minute increments, he earned a Private license in May 1939, a Commercial rating in June 1940, and a CFI rating in September 1940; he was now a professional. He worked himself into the Cadet Pilot Training Program as an instructor pilot and went on to Cal-Aero at Ontario, California to do Aviation Cadet in-

structing. He instructed aviation cadets as a civilian instructor all through the war in Stearmans, UPF-7s, BT-13s, and AT-6s. Finally, the Cole family was making a living in aviation.

After the war, Duane and his brothers Marion, Lester and Arnold formed the Cole Brothers Airshow. Later, Judy joined the group as a wingwalker, a role she continued for over twenty years. Still later, their sons Rolly and John were also part of the group. While the economics were always difficult, it was airplanes, family flying, the thrill of the performance, the cheers of the crowd, and the glory of it all. The Duane Cole Family was living their dream. But, there were tragedies; in 1963, Rolly was killed in the crash of a 450 Stearman, an event which affected Duane and Judy very deeply.

However, there were also many good times; in the mid-sixties Duane won a place on the U.S. World Aerobatic Team. He won the U.S. National Aerobatic Championship in 1962 and 1964 in his signature red-and-white clipped-wing Taylorcraft, a far cry from the half-million-dollar unlimited competition aerobatic airplanes of today! Later, Duane was instrumental in organizing and running the Reno Air Races.

Duane is also an author of note, having written several books on aerobatics and the history of the EAA. In recent years, he has continued to teach flying and aerobatics from his school in Burleson, TX. And, notably, Duane organized and has conducted an annual aerobatic contest which is aimed at allowing pilots of average means in relatively inexpensive airplanes to compete in a meaningful way- an increasingly rare situation!

Duane has been inducted into the EAA International Aerobatic Club Hall of Fame. He is a life-long EAA member; his EAA number is 8 and his IAC number is 17!

Being in the presence of a man of such renown was a treat for everyone who attended.

IAC Chapter 10 is teaming up with IAC Chapter 59 from Stillwater to conduct the 17th Annual Okie Twist-Off on May 31-June 1, 2001 at the Stillwater Regional Airport. Chapter 59 was organized in 1983 by a dedicated group of Oklahomans including Carl Whittle, Bill Mann, and the late Tom Jones. Nicknamed the "Okie Twisters," the Oklahoma City-based club began hosting the Okie Twist-Off aerobatic contest in 1984.

An average of 35-45 pilots attend the event, competing in one of five categories: Basic, Sportsman, Intermediate, Advanced, or Unlimited. Throughout the years, a number of world-class pilots have competed in the Twist-Off, including Tom Jones, Rick Massagee, Patty Wagstaff, Clint McHenry, Phil Knight, and Debby Rihn-Harvery.

Each year, a number of the USA World Aerobatic Team members attend the contest to sharpen their skills for the upcoming contest season.

Competition is fast, furious, and fun! The public is always welcome to attend. Contest participants and the public eagerly anticipate each year's official Twist-Off T-shirt which is generally recognized as being one of the most creative and collectible items on the aerobatic circuit.

Next month, see this space for a "primer" on the sport of competition aerobatics. We'll tell you about categories, maneuvers/routines, the aerobatics "box," and judging, so you'll be prepared for more enjoyment when you attend!



The legendary Duane Cole, with his devoted followers: l. to r.- Guy Baldwin, Warren Silberman, and Dwight Hardy.

NOTICE

On May 19, Rex Niver will host a get-together at the TTC Jones/RVS campus in Tulsa, featuring the DreamWings Valkyrie aircraft. Factory representatives from DreamWings, Inc, Lawrenceville, KS, will be present to demonstrate the machine and answer questions.

For more info, contact Rex Niver, 918-298-3123

Okie Twist-Off




Kitfox Lite Sales and Service

- Factory-direct prices, including all factory discounts and promotions
- Additional discounts on pro-build of complete kit, builder assist program, and flight/ground training

Earl Downs, Golden Age Aviation, Cushing, OK, 918-225-7374, 918-840-2200 (Mobile), Earldowns@hotmail.com

www.skystar.com



ACADEMIC AIR

HELICOPTER FLIGHT TRAINING

Jones/Riverside

Private-Commercial-CFI- \$180/Hr- 10-Hr Block- \$170/Hr

Frank Sweet- CEO--918-749-0657



Need Airport Improvements?

Call Leard Bice Reeder, Inc.

Airport Consultants

Serving Oklahoma Aviation Since 1978

TEL 405-789-0200 FAX 405-789-0260


105 TERMINAL BUILDING - WILEY POST AIRPORT - BETHANY, OK 73008

Come See Us At The OAOA Conference

FBO Hours:
M-F 8:00-6:00
S&S 8:00-8:00
Tel: 918-343-0931
Fax: 918-343-1619

Pilots Lounge,
Conference Room,
Rentals, Courtesy
Car, DTN Weather

New Identifier: GCM



CLAREMORE REGIONAL AIRPORT

Rated #1 in Oklahoma by the FAA for 1999
Rental Aircraft Now Available

100LL: \$2.25 Weekdays
\$2.05 Weekends

Jet A: \$2.05
Cash or Air BP Card

**Come Fly In for
Hamburgers on the
Weekends**

ATTENTION: Unicom/CTAF has changed to: 122.70

Equipment Installations: Have You Thought About This?- Part 2

by Bob Ferguson

In the February issue, we looked at some of the 20 questions I proposed which deal with the practical aspects of installing aircraft modifications. This month I want you to think about the other questions.

Where will it go? How will it look? Will it interfere with controls or access to other items in the plane, and vice-versa? Will you be able to reach it, see it, operate it after it is installed? These questions are of critical importance because your direct safety is involved. I have been in aircraft where the throttles or mixtures had to be pulled back to operate a radio control or change a code on a transponder. Most recently on a twin I was flying, my finger was pinched painfully when I pushed the prop controls forward and ran smack into the knobs on the ADF. Somebody didn't think about that! In other airplanes, I have checked the controls for freedom of travel and found it limited when the control yoke mechanism hit the back of the radio rack behind the panel. Sometimes the whole instrument panel flexed from the impact.

Once, I had the elevator control lock in flight when a device mounted directly above the control shaft shifted slightly in its mounting and prevented ANY up elevator travel from level flight. Fortunately, I had

the tools and the presence of mind to loosen the screws and remove the unit to restore control of the airplane.

The final appearance of a modification might seem a bit trivial. But a transponder hanging under the panel with exposed wiring does little to inspire confidence from your passengers (some of whom already doubt your piloting skills!). And, when a prospective buyer looks at your panel, it certainly does not assist in closing the sale. It is true that you never get a second chance to make a first impression.

Does it need power? How much power, what kind, load analysis required? Does it need circuit protection, what kind- fuse or breaker? If you are adding an electrically-powered device, you must consider power requirements. The most obvious is aircraft voltage. Seems simple, but there are a lot of devices out there that require power converters to match your aircraft. Did you order one with it? Did you ask about it? How are you going to provide the power and how are you going to protect the circuit? Are you going to use a fuse or circuit breaker and what gauge/type of wire is required to comply with FAA specifications and the manufacturer's recommendations for proper operation. Shielded wire,

shield terminations and proper grounding are critical to a quiet intercom audio system and running your audio wires bundled with your alternator wiring is a sure way to have alternator whine in your headsets forever. If you are installing a power-hungry device, have you done a load analysis? Will your alternator/generator system handle the additional load or will everything suddenly go dark when you hit all the switches?

Will this mod interface or interfere with other systems already in your plane? Most electronic devices these days are not stand-alone. They usually enhance the operation of other equipment or interface with mechanical systems to provide electrical control or indications. Digital fuel flow systems all use mechanical transducers which are inserted into the fuel delivery system somewhere. STOL kits sometimes interface with trim and flap systems and add-on trim tab gadgets are actually placed right into your primary control system.

Is weight and balance affected? Are structural considerations involved? If structural changes or interfaces are involved, you should seriously review Part 1 of this article. If you are not making the mod according to someone else's previously approved data, then you may need the

services of a structures Designated Engineering Representative (DER) to review your data and perform a structural analysis to make sure you don't introduce weaknesses that could result in catastrophic in-flight failure. DERs do not work for free and their reports do not always approve or support your proposed modification. You may have more work to do to get it right. But, of course, getting it right is the goal!

Many of the potential problems I've discussed here can be avoided by simply **READING** and following the manufacturer's installation instructions. One manufacturer I know of prints a large warning message on the cover of the installation manual. The message warns that wiring errors, if not avoided, can render their system totally useless. Further, it adds, "Read this, even if you do not read the rest of the Manual."

In summary, paying attention to these considerations will guide you in installing aircraft modifications that will work, will be safe, will be ergonomically acceptable, and can be easily approved for return-to-service.

[Editor's Note: Bob Ferguson works for Autopilots Central at Tulsa International Airport. He can be reached at 918-836-6418.]



After Dark Interiors

Aircraft Interior Restoration

- *Top Quality Work- 50 Years Combined Experience
- *Satisfaction Guaranteed - Competitive Pricing
- *Use Only FAA-Approved Materials
- *Mobile Service in Northeastern Oklahoma

6557A E. 40th, Tulsa, OK 74145 918-665-3986



Tulsa Community College

AVIATION CAREERS ACADEMY

Grades 10 - 12
June 4-8, 2001
or
July 9-13, 2001

At Tulsa Technology Center • Riverside Campus
Class meets M-F, 8:30 am - 4:30 pm
\$175 includes all materials plus 3 hours of flight time.
Some scholarships available.
Call (918) 595-7766 to get a brochure.
Cospponsored with the Tulsa Aviation Alliance.

Go online - www.tulsa.cc.ok.us
Go to Continuing Education, Youth Programs.

CRABTREE AIRCRAFT COMPANY

Guthrie Regional Airport



100LL COURTESY CAR
UNICOM 122.8
NDB & GPS

JET A RENTAL CARS
ASOS 133.975

Quick Access To Edmond And North Oklahoma City

EXPERIENCED MAINTENANCE STAFF
ANNUAL, 100-HOUR, & PRE-BUY INSPECTIONS

AIRCRAFT SALES
SINGLE- & MULTI-ENGINE PISTONS, TURBINES & JETS
WE WILL BUY OR BROKER YOUR AIRPLANE
PROVEN SALES RECORD-- 35 YEARS IN SALES

405-282-4250 PH 405-282-3130 FAX
EMAIL: cacinc77@aol.com WEBSITE: www.crabtreeaircraft.com



PERFORMANCE AIRCRAFT SERVICES

Full-Service FBO- Ada Municipal Airport (ADH)
Named Oklahoma Airport of the Year
6203-Ft Runway - AWOS
PH: 580-310-6062 FAX: 580-421-7721

Complimentary Gourmet Chocolate Airplane for All Our Customers

- Phillips 66 Jet-A & 100LL Premium Fuels
- Hangars Available
- 24-Hr Call Out
- Aircraft Detailing
- Rental Cars
- Courtesy Car
- WSI & DTN Weather



- All Brands of Oil
- Maintenance
- All Major Credit Cards
- Pilots Lounge
- Catering
- Conference Room
- Aircraft Rental

Don't forget Oklahoma's Best Bar-B-Q minutes from the airport!

AOPA's Phil Boyer Hosts Tulsa Town Hall Meeting

TULSA - On Tuesday, March 13, about 200 people gathered here to meet with Phil Boyer, President of the Aircraft Owners and Pilots Association for his AOPA Town Hall Meeting. What could have been a dull recounting of AOPA's stand on various issues turned out to be an enjoyable and informative presentation.

Phil Boyer is an excellent speaker and obviously enjoys the subject matter. He used a lively, state-of-the-art Power Point presentation, complete with video footage and real-time collection of audience responses to various questions he posed. About fifty participants were given little electronic black boxes with which to record their responses, *ala* "So You Want To Be a Millionaire." Results were presented instantaneously in bar graphs on the screen, which allowed the attendees to compare their responses to those of all AOPA members.

After an introduction by Brent Kitchens, Director of the Tulsa Airport Authority, Phil began his talk by asking how many people in the audience were wearing big, gaudy pilot watches. After getting the expected embarrassed response, Phil showed the big, gaudy pilot watch on his own wrist and then showed slides of "next generation" pilot watches, including one which has a built-in Emergency Locator Transmitter broadcasting on 121.5 MHz. Another is a full-fledged GPS navigation unit, complete with 100 programmable waypoints-- only problem seems to be the

necessity to hold one's arm out the cockpit window to receive signals!

One of the highlights of the presentation was a video in which Phil surprised AOPA member Alex Thurber, a 550-hour private pilot from Portland, Oregon, with the keys to AOPA's 2000 "Millennium Mooney" sweepstakes prize. Thurber had been lured to the conference thinking he had won a \$20,000 UPS Aviation Technologies avionics package. After Boyer called him to the stage to present the "prize," he asked Thurber if he needed something in which to carry the avionics home. To the gasps and applause of the audience, Boyer then announced that Thurber's prize was really AOPA's Millennium Mooney, a custom-refurbished 1987 Mooney 201.

"Wow," was all the dumbfounded Thurber could say. The only bad news was that the IRS values the airplane at \$162,770 and would be waiting to talk with Thurber!

The AOPA Sweepstakes airplane for 2001 will be a completely refurbished V-35 Bonanza, the most expensive AOPA refurbishment project yet. Part of the refurbishment includes a turbonormalized engine installation by Tornado Alley Turbines, a subsidiary of General Aviation Modification, Inc (GAMI) in Ada, OK. This Bonanza cruises at 215 kts at 20,000 ft! Also, the airplane will feature the first FAA-certified all-glass cockpit in a single-engine airplane.

Woven throughout Phil's talk were discussions of the issues about which AOPA feels strongly, including user fees, more runways, and government relations in general. Phil showed video clips of President Bush and Senator Jim Inhofe directly addressing the concerns of general aviation. AOPA feels that the general aviation was a winner in the national elections last year. In fact, more than 90% of the House and Senate candidates which AOPA supported were elected. AOPA Southwest Regional Representative Jerry Hooper reported that the major issue AOPA is supporting in Oklahoma is the proposed separation of the Oklahoma Aeronautics Commission from the Department of Transportation.

Phil spoke at length about ADS-B, a traffic awareness technology AOPA supports, which could ultimately replace the current radar/transponder system. A special transceiver in the aircraft broadcasts GPS position, altitude, and groundspeed data to other aircraft in the vicinity and to air traffic control stations. A multifunction display in the aircraft can show traffic, weather, terrain avoidance information, and ground traffic during taxi operations. FAA is currently implementing the Capstone program, in which up to 200 airplanes in Alaska are being equipped with ADS-B technology. It is anticipated that a full Capstone panel, including the multi-function display, an IFR-certified GPS/Com, a conventional VHF Nav/

Com, and a Universal Access Transceiver (think high-speed wireless modem) will be available within five years for \$4000-\$5000. For more information, see <http://www.alaska.faa.gov/capstone/>

Phil outlined several new AOPA member services, which are available now or in the near future:

- Airport data and airport diagrams in a convenient kneeboard size can now be printed from the AOPA website. Soon they will be downloadable to your PC, laptop, and Palm Pilot.

- The AOPA Handbook for Pilots is now out of print, but is available online, is updated frequently, and is searchable. Users can add comments on airports and services.

- All instrument departures and approaches are available online--no subscription necessary.

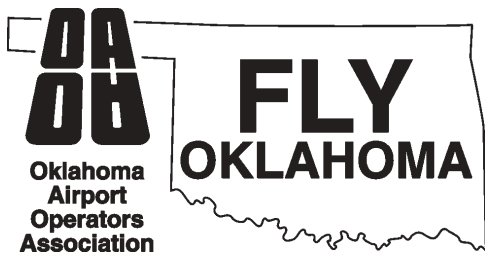
- Through AOPA's efforts, GPS databases, which have been a major expense item, will be available within 18 months for free from the FAA, at least the portion of the database which is essential for IFR flight.

- To address the runway incursion problem, AOPA has fielded an online Runway Safety Program. Participants earn FAA Wings credit for completing the program.

- The AOPA Air Safety Foundation and Jeppesen have teamed up to provide online CFI renewal via a website devoted to the purpose.

PLACEHOLDER FOR AOPA
ADVERTORIAL.PDF

An Interview with Fred Reese, 96-Year-Old Former Shawnee FBO



by Lori Bowlan

[Editors Note: This article begins what we hope will be a series about interesting airport happenings, related by members of the Oklahoma Airport Operators Association. Lori Bowlan is the new Assistant Airport Manager of the Shawnee Municipal Airport and a member of OAOA.]



Fred Reese, 96-year-old retired FBO, inspects the tetrahedron.

The road to the Shawnee Municipal Airport terminal is named Fred Reese Drive. A bronze bust of Fred Reese and news clippings about the "Fred Reese legend" are displayed in the terminal lobby. And sitting in my office, dressed in a windbreaker and tennis shoes, the 96-year-old World War II pilot and retired Shawnee FBO sat waiting for me to ask him a few questions about the history of the airport.

I made a few notes as we got acquainted: "...learned to fly in the late 20's; flight instructor and aircraft mechanic for L.E. Reagan Flight School in 1938; flew a Cessna 150 and 172; his last flight was 1982..." As I paused to gather my thoughts, Mr. Reese asked if we could go for a walk to see the runway.

The wind was gusty. Our eyes watered and our noses ran as we headed

out across the terminal apron. Despite the cold, Mr. Reese began telling wonderful stories. He told about how pilots used to land on a runway east of the airport. On the end of that runway was the remains of a rig platform left behind by Standard Oil.

When he owned Fred Reese Air Service, Inc., Mr. Reese ran a repair station, flight school, and paint shop in the large hangar now leased by Higgins Aviation. "We had six on the payroll," he added.

Our pace quickened as we approached the runway. Mr. Reese had read in the Shawnee newspaper about a dip which has developed in our runway and about the approval of \$270,000 in FAA funding to rehabilitate it. He speculated that the "natural spring" that runs next to the runway was creating instability underneath. "I'll show you something," he said as he pointed out mysterious little holes in the clay along the west side of the runway. He bent over and poked his finger into the mud. "Would you believe that crawdads live down there?" He cited details about the soil and vegetation as we walked. He credited a geologist who flew for the Civil Pilot Training Program for teaching him about the local geology.

He pointed toward what is now the OBU campus and explained that the old fire station used to be there. He said the horses stood in the station with harnesses hung above them. When the fire alarms rang, "The horses were ready to go!" he said. The horses were turned out to graze on what is now airport land. "Boy we would have loved to have had grass like this," he said. The topic then shifted to the coyotes that used to cross the runway and sniff out scraps of food back by the Brown Derby drive-in. He remembered how, when taxiing, he used to try to get his wing over them and flush them out as they hid in the grass.

Mr. Reese told me how, in the 40's, the Army and Navy branches argued over whether to build an airbase in Shawnee or in Dale. As we discussed the military, Mr. Reese explained that he was stationed in Japan, and served there as an Air Force pilot in World War II from 1943-1946. While he was in Japan, the City of Shawnee leased 365 acres to the Depart-

ment of Defense to build a defense landing area and Naval Air Station. After the war ended, the DOD transferred the airport property back to the City under the Surplus Property Act. According to the notes from the transfer, the City received its original 365 acres, 61 additional acres, three 150' x 4200' runways, a taxiway system, an apron, a fueling system and 15 buildings. The Naval Air Station became the Shawnee Municipal Airport just in time for Mr. Reese's return from Japan in November 1946. Back then, "any hay field big enough was an airfield," Mr. Reese said, and if it had a white circle painted on it, "it was an airport."

As we came to the wind rose, he stepped up on the painted, concrete slabs and inspected the tetrahedron. "I salvaged this from military surplus. All military fields had one," Reese explained. "The City Manager said that I could buy it if I could get it for under \$500 or it would have to be approved by the City Commission."

We walked back to the terminal and watched an airplane fly over. Mr. Reese remembered the complaints he received from pilots who flew over the OBU college campus. Once, the President of OBU had called and said a pilot had flown over their Bison dedication ceremony and splattered oil on them. Mr. Reese assured the angry caller that that it was unlikely that the oil was caused by an aircraft pilot. He said he later learned that

the oil splatter was the same pattern as that thrown from a Model 70 Harley Davidson motorcycle chain.

While we walked outside for what seemed only a few minutes, the temperature dropped several degrees and the wind picked up. When we returned to the terminal, Mr. Reese thanked me and said, "Take care of the airport and the pilots. You've got a great job."

As I watched, Mark White, FBO and owner of Air Flite, Inc., Marcus Dunn of Specialty Aviation Services, and Bob O'Connor of O'Connors Flying Service greeted Mr. Reese and enthusiastically shook his hand. I fully appreciated the fact that I had just spent an hour with an aviation legend.

Lori Bowlan
Assistant Airport Manager
Shawnee Municipal Airport (SNL)
(405) 878-1625



Mr. Reese, examines crawdad holes beside the runway.

YOUR ONE STOP AIRCRAFT PARTS SUPERCENTER



Aircraft Specialties Services is your complete one stop aircraft parts and pilot supplies headquarters. You can fly-in, drive-in, or order on-line 24 hours a day seven days a week 365 days a year. Aircraft Specialties Services is located at 2680 North Sheridan Road in Tulsa, just across the street from the general aviation runway at Tulsa International Airport.

In addition to parts and pilot supplies Aircraft Specialties Services still offers the finest in aircraft engine machine work which includes their exclusive Platinum Precision Reconditioning. They can take your proven steel engine parts; crankshaft, camshaft, connecting rods, rocker arms, tappet bodies, counterweights, and starter adapters and return them in like new condition.

Aircraft Specialties Services also offers the latest in digital crankshaft Balancing and they have recently added a full line of aircraft hardware. Their goal is to be your complete one stop aircraft parts supercenter. Stop by, call, or shop on-line today, Aircraft Specialties Services.

www.aircraft-specialties.com



SUPERIOR



2680 N. Sheridan Road, Tulsa, OK 74115 Phone: 918-836-6872 Fax: 918-836-4419

TIRED OF SKY HIGH GAS PRICES?

DID YOU KNOW THAT

GAMIjectors

CAN CUT YOUR FUEL BILL BY 15%?

TOLL-FREE: 888-FLY-GAMI OR VISIT WWW.GAMI.COM

Calendar of Events

For a free listing of your event, email us at ok_aviator@mindspring.com or call 918-496-9424

WHEN	WHAT	WHERE	CONTACT	DETAILS
1st Thursday	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	
1st Saturday 7:30AM-10:00AM	Fly-In Breakfast- Ponca City Aviation Boosters Club	Ponca City Airport, Ponca City, OK	Don Nuzum- nuzum@poncacity.net Bruce Eberle- 580-762-5735	Held rain or shine
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Martin Library Tulsa, OK	Frank Capps	
2nd Thursday 7:00PM	Meeting- Oklahoma Windriders Balloon Club	Metro Tech Aviation Career Center, Oklahoma City, OK	Ron McKinney- 405-685-8180	For all balloon enthusiasts
3rd Saturday	Meeting- Green Country Ultralight Flyers Organization (GCUFO)	Call 918-632-6UFO for location and details	Bill Chilcoat- 918-827-6566	
3rd Sunday	Tulsa Cloud Dancers Balloon Flight	Contact Frank Capps for time/location	Franks Capps- 918-299-2979	
3rd Monday	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 RHR jem@yahoo.com	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
Saturday following 3rd Monday	Pancake Breakfast- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
4th Tuesday 7:00PM	Tulsa Chapter 99s Meeting	Robertson Aviation, Jones/Riverside Airport, Tulsa*	Charlene- 918-838-7044 or Frances- flygr17102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Apr 8-14	Sun 'n Fun Flyin	Lakeland, FL	863-644-2431 www.sun-n-fun.org	
Apr 20 7:30PM	Art Show Awards Presentation Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	
Apr 20-21	Education Camp- "Women in Flight," Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	For Grades 1-5. Overnight for mom or guardian and daughter. \$30/student.
Apr 21 8:00AM	EAA 732 Second Annual Biscuit and Gravy Fly-In	Springdale Municipal Airport (ASG) Springdale, AR	www.eaa731.org	Homebuilt, antique, and ultralight aircraft displays. Note: Springdale tower now operates on weekends- 118.2 MHz
Apr 21 8:00-4:00PM	Fly-In Breakfast and Arts/Crafts Show	Pogue Airport Sand Springs, OK	Ken Madison- 918-246-2605	Shuttle rides after breakfast to the Sand Springs "Herbal Affair" Arts & Crafts Festival
Apr 21	Art Show, Exhibit Launch, Cockpit Day, B-25 Rides, Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	
Apr 21 8:00AM-11:00AM	OSU Flying Aggies "Fly-in and Breakfast"	Stillwater Regional Airport	Gary Johnson- 405 372 7881	
Apr-21	Angel Flight Annual Meeting, Fly-In, and Free Barbecue	Picnic Pavilion, Jones/Riverside Airport, Tulsa	Doug Vincent- 918-749-8992	
Apr 22-24	15th Annual Conference- Oklahoma Airport Operators Association (OAOA)	Quartz Mountain Resort	Debra Coughlan- 918-38-5018	For exhibitor information, contact Carl Cannizzaro at 918-663-0870.
May 4-5	2nd Annual Small Aircraft Transportation Systems (SATS) Expo	Thomas P. Stafford Airport Weatherford, OK	OrdisCopeland- 580-772-7451 ordis@nts-online.net www.weatherford-ok.org	
May 5-6	Fort Smith Regional Airshow	Fort Smith, AR	Maj. Hoaker- 501-648-5100	Free admission, Blue Angels, Golden Knights, Tora-Tora, 188th Fighter Wing Fire & Fury, Jan Colmer
May 12 8:00AM-4:00PM	All Aircraft Roundup and Flyin Breakfast	Tahlequah Municipal Airport Tahlequah, OK	Fred Barrs- 918-431-4139	Breakfast 8-11AM; events all day long
Jun 1	Aerobatic Competition- 15th Annual Okie Twist-Off, IAC Chapter 59	Stillwater Regional Airport	Debbie Hamble- 405-372-0208 debbie.hamble@lycos.com	Practice day May 31, competition Jun 1
Jun 1-3	5th Annual Durant Magnolia Balloon Festival	Durant, OK	Frank Capps 918-299-2979	
Jun 2	11th Annual AOPA Fly-In and Open House	AOPA Headquarters Frederick Municipal Airport, Maryland	Warren Morningstar- 301-695-2162 warren.morningstar@aopa.org	
Jun 4-8 8:30AM-4:30PM M-F	Aviation Careers Academy, Tulsa Community College	Tulsa Technology Center, RiversideCampus	TCC Continuing Education Office- 918-595-7766	Covers aviation history, flight basics, air traffic control, avionics and more. Field trips to Nordam, United Airlines, Boeing, and Tulsa Int'l. \$175 per person; some scholarships available

Classified Advertisements

To place a plain-text classified ad, mail us the text along with a check. Plain text ads with first line bold- \$0.35/word/month- \$15.00 min/month. For ads containing graphics, photos, or custom text formatting, email ok_aviator@mindspring.com or call 918-496-9424 for rates.

T-HANGERS

New, insulated, lease or buy. Page Airpark, OKC (F29). 40' wide x 12' high doors, skylight. Financing available.

405-495-0812 or 405-354-7433

HANGAR FOR SALE

Seminole Municipal Airport (H45) 60 x 50 engineered steel building with sliding folding doors- office with heat & air, restroom and closet. Contact Jim Goff, days 918-486-8411 or nights 918-279-1110

AeroSpecs for confidential NAAA Certified Aircraft Appraisals. Visual inspection, logbooks and record research. Written report with detail information. Approved by banks, FDIC, and many government organizations. Less expensive alternative, none certified. Market Analysis Report available. Contact Lee Compton (918)342-0820. www.aerospecs.com lee@aerospecs.com

SMALL AIRCRAFT OWNERS PILOTS AND AMATEUR BUILDERS SHOP MANAGERS

For Airworthiness Certificates, C of A for Export Certificates, Ferry Permits or Airworthiness Consultations, contact R.E. "Bob" Richardson, FAA Designated Airworthiness Representative. Phone (918) 455-6066. 1217 W. Vandever St., Broken Arrow, OK 74012

AIRPORT HOMES TENKILLER AIRPARK COOKSON, OK

Three airport homes located on beautiful Lake Tenkiller. 2 bed/2bath/on wooded runway lot/with hangar. Lakeview/2bed/2.5bath/2-car garage/on 1.7 acres. 2 bed/2 bath/hangar-home combination/wooded runway lot

Century 21 Wright Real Estate

Call Ed McGee or Mark Anderson
Office: 918-457-3111 800-364-1016
Home: 918-457-3448 918-457-3191
Email: lake@century21wright

Flight Instruction Chad Nail, CFII

Northeast Oklahoma Area

918-782-9696
918-230-6245 (cell)

BARRETT AIRCRAFT MAINTENANCE, INC.

Gainesville Municipal Airport
Gainesville, TX

Maintenance and Repairs on Recip & Turbine-Powered Aircraft

Pre-Buy Inspections, Annuals, Prop Balancing

Call 1-940-668-2009

CLAREMORE AIRCRAFT SERVICE

Full-Service Aircraft Maintenance
Claremore Regional Airport

Maintenance and Repairs on Recip and Turbine-Powered Aircraft

Full-Service Fixed-Gear Annuals
\$440.00

Factory PT6 Training
Factory Socata Training
Factory Cessna Training

Call 1-918-343-6174

Lloyd Stelljes

Steel Clear Span Buildings
Construction Management



8501 Highway 271 South, Suite C
Fort Smith, Arkansas 72908
Phone 501-646-0747 FAX 501-649-3435
Toll Free 888-572-3322
(888-LSB-3322)

Mini Storage Buildings- Aircraft Hangars

ULTRALIGHT AVIATION

Tulsa, OK

918-724-0821
randy@ultralightaviation.com
www.ultralightaviation.com

Western Okie Soda Blasting Dry Aircraft Paint Stripping

No Chemicals -
Environmentally Safe
Safe for Aluminum, Steel, Composites

Portable Rig-- We Come to You!

Art Rhoads, RR1 Box 25 Colony,
OK 73021 405-929-7337

Kingfisher Municipal Airport

24-Hour Unattended
Self-Service Fuel- 100LL/\$1.99
Amex, VISA, Mastercard, Discover

Located 1 mile West of
Kingfisher on Airport Rd

Tel: 405-375-3705
Fax: 405-375-3630

Cleveland Municipal Airport,
Cleveland, OK, currently has large
hangar available for FBO. Please
call 918-865-8075.

FOR SALE AVGAS FOR \$1.90 A GALLON

(subject to change)

Available Self Service Only
24 Hours a Day at
GOLDSBY'S DAVID J. PERRY
AIRPORT
New Identifier 1K4 (Prev. OK-14)

Phillips, Master Card, VISA,
Discover, Diners Club
International, Carte Blanche, and
American Express cards
are accepted.

We also have open T-hangars
for rent.
Call Vergie @ 405-288-6675.

Speed Craft Interiors

Aircraft Upholstery
Gundy's Airport
Owasso, OK

Call 918-272-9863

John & Jane Fisher Owner/Opr.



FAA-Certified Repair, Overhaul,
And Dynamic Balancing
Over 20 Years Experience
Dynamic balancing half-price with
overhaul or major repair.

Remember!
If it shakes don't delay!
Call Dr. Dan Today!

in Owasso, OK
Phone# (918) 272-3567
FAX# (918) 272-7664
email: PropDoc@aol.com

WANTED: AIRPLANE FOR AIR- PORT ENTRANCE PEDESTAL

Gundy's airport in Owasso is looking for an airplane (BD-5 or ???) to mount on a pedestal at the airport entrance. If you have a project you want to sell cheap, contact Roger Wieden at 918-272-1523.

Be a better Pilot! Sharpen skills,
broaden aviation knowledge and break
bad habits by training with Earl C.
Downs, ATP, CFII, A&P. Antiques,
classics, modern aircraft. Taildragger
training in 1946 Champ. Flight re-
views, ground training. EAA Flight
Advisor. Thirty-eight years experience
in flight and ground training.

Be the best you can be!
Golden Age Aviation, Inc,
Cushing, OK.

918-225-7374 (Home & Office)
Email: earldowns@hotmail.com

The Right Approach



Certified Repair Station QNAR051K
Fort Smith Municipal Airport

FAA Medical Certificates John C. Jackson, D.O.



410 Cherokee, Wagoner, OK 74467
Office: 918-485-5591
FAX: 918-485-8455
Wagoner Community Hospital:
918-485-5514
email: formula@ionet.net



For Sale

1966 Cessna 150-F, 517 hrs
SMOH, Feb-01 annual, Loran 100-
C Navigator, new intercom, elec-
tric oil heater. \$16,500. 580-336-
5307.



Southwest Aviation Specialties, LLC



AVIONICS INSTALLATION & REPAIR

Our highly-qualified team delivers unsurpassed avionics installations, troubleshooting, and repair. SWAS has the experience to install and maintain your avionics systems.

Avionics Installation

- GPS
- Autopilots
- TCAS
- GPWS
- AFIS
- Flight Management Systems
- Digital Phone/Fax
- Multi-Media Entertainment Systems

Authorized Lab Component Repair

- VHF/COMM
- Weather Radar
- NAV Systems
- Audio Systems

Authorized Dealer for:

- Garmin
- BF Goorich
- S-Tec
- Trimble
- II Morrow
- Northstar
- Ryan
- Insight
- Sandel, and many more!

Repair and Service

- Allied Signal
- Honeywell
- Garmin
- Arc/SigmaTee
- 24-Hr Tech Assistance and AOG Support

Riverside/Jones Airport, 200 Learjet Lane, Tulsa, OK 74132

Phone: 918-298-4044 FAX: 918-298-6930

www.swaviation.net

Precision Aircraft Maintenance - Mil-Spec 1594 Aircraft Welding - Custom Aircraft Interiors - 24-Hr/7-Day On-Call Service



We Can Do It All!

Halverson Management, Inc.

Ada Municipal Airport (ADH)
Named Oklahoma Airport of the Year
6203-Ft Runway - AWOS
PH: 580-332-1950 FAX: 580-421-7721

■ MAINTENANCE

- All recip and turbine aircraft
- Pre-purchase evaluations
- Annuals, 100-hours, and phase inspections
- Airframe repairs and mods
- Engines- anything from oil change to overhaul
- Computerized maintenance tracking

■ AIRCRAFT MANAGEMENT

- All recip and turbine aircraft
- Let us be the caretaker of your aircraft!

■ AIRCRAFT SALES

- Single- and multi-engine turbines & jets
- We will buy or broker your aircraft

■ AIRCRAFT RENTAL

- Cessna 172, IFR, like new, with leather

■ FLIGHT TRAINING

- Full Program- Private through Multi-Engine

■ AIRCRAFT DETAILING

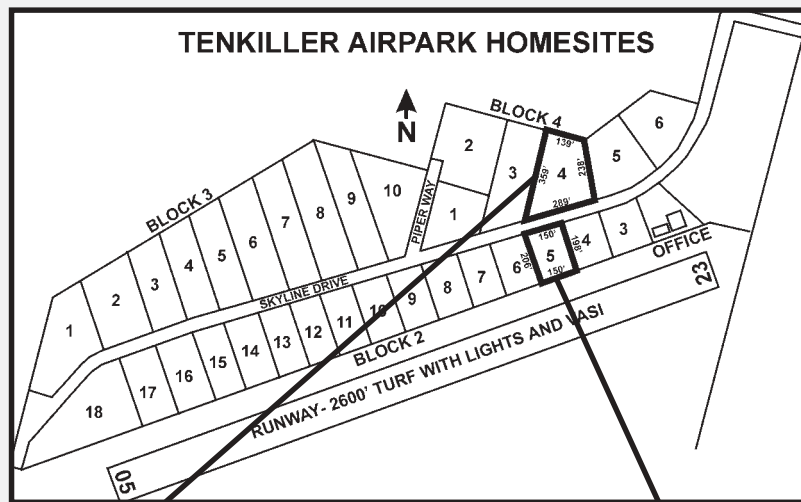
- Interior and exterior- make your bird shine like new!

■ FULL-SERVICE FBO

- See our ad for Performance Aircraft Services

Central Oklahoma's Maintenance Headquarters Since 1995

NOW AVAILABLE! TWO BEAUTIFUL LOTS ON TENKILLER AIRPARK



LOT 4 BLOCK 4

- 289-Foot Frontage
- 359-Foot Depth
- Approx. 1.5 Acres
- **Price: \$14,000**

LOT 5 BLOCK 2

- **Choice Runway Location**
- 150-Foot Frontage
- 206-Foot Depth
- Approx .7 Acres
- **Price: \$31,000**

FOR DETAILS,
CALL 918-496-9424



The
Remarkable Benefits of
Local Fractional Ownership.

Flight
concepts
918-832-7100