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Vol 19, No 12

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

December 2001

Skiatook Pioneer Days Fly-In Honors Joel Owens, WWII P-38 Ace



Flying and fun abound at the Skiatook Pioneer Day Fly-In 2001.

by **Chet Reyichert**
Edited by **Donna Pearce**

Skiatook Pioneer Day Fly-In 2001 may have had its challenges on Saturday October 13 - an overcast sky, stiff northern breeze in the morning and competition from other area events - but it was a huge success. Perhaps it was Mother Nature and the Big C.O. smiling over the ef-

forts of so many working so hard to make the day really special.

The highlight of the day was honoring our pioneers, our veterans, and especially Skiatook's one and only Major Joel Owens, WWII P-38 ace.

Commander of the 27th fighter squadron, Major Owens flew his P-38, called the "Daisy Mae," in the Mediterranean Theater of Operations. The nose art on his airplane was a map

of Oklahoma with a star denoting the location of Skiatook and an Indian head rum bottle with feathers, representing his nickname "Rumhead."

As Grand Marshal of the Pioneer Day Parade, Major Owens was introduced at the airport and presented with a plaque identifying him as Skiatook's "Aviator of the Millennium." He was also presented a key to the city by Mayor Don Billups.

Major Owens was also presented with a special citation from the Town of Skiatook. Town Coordinator Rodney Ray found out about an incident that took place in Skiatook 60 years ago. Apparently in 1941, a young P-38 driver named Joel Owens and his wingman buzzed Skiatook's main street, doing a tight pylon turn over the water tower.

Well, when Rodney Ray got hold of this "infraction of the law," he just had to do something about it. Ray asked if the

esteemed Grand Marshall was "the real Joel Owens." Owens, still very quick at 82, could see what was coming. (Fighter pilots always know something is coming at them.)

He denied his true identity, but his denial went unheeded. Ray called for a police officer from the audience to assist; then, producing official-looking documents, confronted Owens.

"Sir, I have two choices for you. I have here a bill amounting to \$162,000 for structural damages to our water tower caused by the shock wave from your P-38 ...which you can either pay or this officer will arrest you!" said Ray.

As is often the case, fighter pilots' comments are not printable, especially in a family newspaper.

But, after laughing at the joke and being presented his special awards, Major Owens' comments at the microphone were both printable and memorable. He quietly denied being a hero. While expressing his appreciation for the honors bestowed upon him, he told the audience the real heroes are "those of September 11th and those on our

front lines in this crisis we face today."

While at the microphone, Owens introduced an old fighter buddy and 60-year friend, Tom Maloney of Cushing, OK. Maloney was also a P-38 pilot and WWII ace. A week before the Pioneer Day/Fly-In festival, Owens had called Maloney to ask if Maloney could ride along in the parade. Owens said Maloney had learned of the upcoming events and planned to be in the crowd to "boo and hiss" as Joel went by. (Fighter pilots show no mercy to each other.) Joel figured if Tom were in the parade, he couldn't boo and hiss!

We were very, very proud to have Joel and Tom come home and "fly with us" on this special day. We're really thankful for what they and all their other buddies did for our country and us so many years ago.

[Editors Note: this article first appeared in the Skiatook Journal and is reprinted with permission. The Skiatook Journal is part of the Retherford Publications Neighbor Newspaper Group.]



Joel Owens looks on as Chet Reyichert displays the nose art from Owens P-38.



From left to right: Tom Maloney- WWII P-38 ace, Senator James M. Inhofe, and Joel Owens- WWII P-38 ace and the Skiatook Pioneer Day Fly-In honoree.

From Mike...



Welcome to our December issue! It seems hard to believe that we've now been publishing the Oklahoma Aviator for two years. In the interest of Christmas shopping and all the other things that need to be done during this season (by me as writer and you as reader), we've shortened this issue. After New Years, we'll be back up to full strength.

The approaching holiday season and end of yet another year (!), always tends to put me into a reflective mood, looking back at where we've been during the last year.

What I realize this year is that aviation, this activity that we hold dear, has made the world smaller. Of course, this is not a new revelation-- aviation has been making the world smaller from the time it came on the scene almost a hundred years ago.

Obviously, in its role as a world-shrinker, aviation has brought undeniable benefits to humanity and to civilization. We don't have to look far to find them-- they are everywhere.

However, like other technologies, the uses which aviation has served have obviously not all been of a humanitarian nature.

One of aviation's biggest uses has been as a tool of war, through five major wars

since WWI and many smaller conflicts. In these roles, aviation has unfortunately but necessarily brought death and destruction.

And now, since September 11, we are acutely aware that aviation can also be a very effective tool for terrorism.

So, these thoughts bring me to a basic question: is the world better because of aviation?

I believe the answer is "yes," even in the face of some of its less humanitarian uses. The thing that aviation does best is to introduce us to our neighbors. In the early days, it was neighbors from other towns. Then, as aviation technology advanced, it was neighbors from other states and across the entire country. Now, we are getting to know our neighbors on a truly global scale.

Why is this important? Because, by being introduced to our neighbors, we come to know the similarities and differences in people from far away places with different customs and beliefs from our own. If we are thoughtful people, we see that there are other legitimate ways to think, experience the world, and believe than those we, in our wealth and isolation, have grown up with.

It is much harder to hate people one has come to know. I'm reminded of a true story I heard on the radio a few days ago. In the months prior to the Christmas season of 1914, British and German troops were stalemated in mud-filled trenches a few hundred feet apart on either side of a cratered and corpse-strewn no-man's land in the southern portion of the Ypres Salient, France. The fighting had been fierce, each side having repelled the hated enemy in charge after charge.

Since the fighting had stalemated, the troops spent most of their time dealing with the mud and taking occasional potshots at one another.

As Christmas approached, troops on both sides received food, gifts, cigarettes, warm clothing, etc, from their governments and their families. The Germans even had small Christmas trees, each with candles clipped onto the branches.

Soon, each side was signing Christmas hymns, often the same ones. When one side finished a hymn, the other side, not to be outdone, would send over another hymn-- a competitive "volley" using music rather than mortars.

On Christmas Eve, the Germans put their Christmas trees on the parapets of their trenches and lit the candles-- hundreds of small, glowing trees! The British eyed the Germans but did not shoot at them. Each side began shouting good Christmas wishes to the other and soon the troops began warily lifting their heads and looking at one another across the expanse between them.

Of course, military commanders on both sides issued orders banning such "fraternization," but it continued anyway. Soon, German and British soldiers had met in the middle of no-man's land and negotiated a truce to last through Christmas and, in some areas, through New Years Day.

The truce allowed each side to meet,



A Visit From Bill

Next to the early Piper J-4 Cub Coupe, our favorite Cub is the Vagabond. Oh, the J-3 is okay, if you want to fly from the back seat, but the Coupe and Vagabond both have real side-by-side togetherness. The latter, also known as the PA-15 (ATC 800) and later as an improved PA-17 "Vagabond Deluxe" (ATC 805), was one of Piper's most basic aircraft, having absolutely no frills or extras and priced at a modest 1948 price of only \$1995.

But, it is not so much the old Vagabonds we are thinking about today, as it is the memory of a visit from old Bill Piper himself, flying (you guessed it) a PA-15 Vagabond.

The exact date and year have been clouded by time, but it was probably late in the summer of 1949 when light aircraft sales had slowed considerably. The Piper folks concentrated on moving the low-priced PA-15 (and later the more deluxe PA-17) with some early success. But soon those sales also began to bottom out. Then, Mr. Piper decided to make the rounds of his dealers and distributors, doing his own market survey while enroute. At the time, we had an obscure Piper dealership in Butte, Montana, so Bill Piper, who was not one to schedule formal visits, merely dropped in to see us and find out what was going on.

When we looked up that late summer afternoon and observed the little yellow Vagabond tacking its way toward our parking area, selecting a tiedown, and lurching to a stop, we had no idea that one of the small aircraft greats of all time was about to disengage himself from the little cabin and extend his hand with a smile.

"Name's Bill Piper," he said, clamping his gray felt hat on his head over a thatch of silver hair and reaching for a rumpled coat to match his rumpled blue business suit. His tie was askew and he

sort through the bodies, and bury their dead. In a few cases, joint German/British commemorative services were held.

Many soldiers enjoyed meeting the unseen enemy and were surprised to discover that they were more alike than they had thought. They talked, shared pictures, and exchanged items such as buttons for food stuffs.

On Christmas Day, after the no-man's land had been cleared, some of the British troops produced soccer balls and more than one soccer match was played between the opposing "teams."

So far this story, although heartening, is not unique-- similar things happened during the American Civil War, for instance. However, the unique part of this story is that, once it was time for the truce

was wearing a wrinkled white shirt in need of a good laundry. The well-known "Cessna press" was also applicable to the Piper airplane pilot.

Mr. Piper wasn't much for small talk, but discussing airplanes and the airplane business never rated as small talk with him. He settled into an old wooden armchair and talked about his airplanes, the future, the upcoming tricycle-geared model (which became the PA-22 Tri-Pacer, CAA approved in December 1950), and his plans for a future small twin (the earliest of the new light twins, the PA-23 approved in early 1954).

During our discussion, Bill Piper laughed and said, "My airplanes might not be the biggest, flashiest, or the most sophisticated, but they are the money-makingest and don't you forget it!"

We were all impressed that the head of a major small aircraft manufacturing company would take the time to personally contact operators in the field in an effort to promote sales, flying alone and demonstrating one of his own. Also, impressive was his directness, gruff sincerity, and that touch of down-to-earth charisma that so many of the old time aviation hands had.

Needless to say, Mr. Piper was very interested in our prospects for Piper sales, noting that we had a curious mix of Cessna 120s and 140s, Aeronca Champs, and a Beech Bonanza. We were quick to show him we had indeed sold some Pipers in the past, at the same time showing great interest in his forthcoming tricycle trainer. We got the feeling, however, that he felt we could have done much better for Piper Aircraft.

Next morning, with a clean shirt and a squarely-knotted tie, but with the same wrinkled blue suit, the clean-shaven CEO of the Piper Aircraft Corporation climbed into his little yellow Vagabond. We swung the prop for him and he waved goodbye as he headed west to drop in on and chat with his next dealer.

We never saw Mr. Piper again, but recently the United States Postal Service saw fit to issue a postage stamp in his honor, thereby considerably upgrading their image, in our opinion.

Incidentally, the next year, we did order one of the first Tri-Pacers (N642A) and just as Bill Piper promised, it made us a few bucks.

to be over, neither side rejoined the battle with any enthusiasm. In order to "get the war going" again, commanders on both sides were forced to replace their troops with new combatants who were not "tainted" by the Christmas goodwill.

Now, in 2001, as we aggressively pursue the present necessary war, let us all remember this story. Let us all pray that, even as we wage war, we humbly keep thoughts of peace uppermost in our minds, and be always ready to dispense justice and lovingkindness, even to our vanquished enemies. After all, we will have to live with these people when this is over!

May God bless you, your loved ones, and the entire world during this hopeful time of year!

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Up With Downs



Earl Downs

America's Skies

So much has already been said and written about the tragic September 11 attack on our country, that I wondered what I could add. We are all dealing with our sorrow and anger in our own ways. As I have kept up to date with the news reports and seen the effect this has had on aviation, I began to realize just how much "collateral" damage has been done. I don't mean physical damage; I mean damage to our way of aviation life in this country.

The United States of America is the very birthplace of modern aviation. We lead the world in technology and in aviation freedom. The freedom of flight privileges we enjoy are unmatched by any other country in the world. Notice that I use the word "privilege." Look closely at your pilot certificate-- mine says, "Earl C. Downs has been found to be properly qualified to exercise the privileges of Air-

line Transport Pilot." Our freedom of flight is not a right guaranteed by our constitution. Our freedom of flight is earned by us and bestowed upon us by our fellow countrymen through an elected government. Our elected government responds to its constituents and an overwhelming number of these constituents respond to what they see, hear, and read in the mass media.

A seemingly surprised public is asking, "Can anyone just come to the United States and learn to fly? Can general aviation pilots fly anywhere, anytime they want? Is such freedom safe? Perhaps these 'Piper Cub' pilots (according to the mass media all us private pilots fly Piper Cubs) have too much freedom. Perhaps they have too many privileges."

The freedom to fly our magnificent American sky has been damaged. This very freedom was used against us and now it is up to us general aviation pilots to build a wall of understanding and compassion to thwart another attack. The attack I am talking about this time may come in the form of losing the privileges we hold so dearly.

Sure, we do train the world's pilots. Training in the United States is high quality and affordable. Open skies, lots of airports and a small percentage of restricted airspace speed the process and improve cost effectiveness. The murdering terrorists evaded our immigration laws and then used our aviation system against us. We have already seen Federal and State legislators proposing that flight schools and flight instructors take on the burden of identifying potential lawbreakers and murderers. We in aviation know this is not the answer, but to a hysterical mass media and a gravely concerned public, this may seem like a good idea.

You and I must answer the call to

responsibly demonstrate that we "Piper Cub" pilots are not the problem. We are also victims of the horror of September 11th. We must be the voice of reasonability and we must demonstrate our commitment to the responsible use of the system we operate in. Lets take a look at what we can do.

First and foremost, stay up to date with what is going on. We have new terms such as Temporary Flight Restrictions (TFR) and Enhanced Class B airspace. Many of the war-related notices to airmen (NOTAM's) are issued as Flight Data Center (FDC) NOTAM's. Many times a TFR will change a rule or regulation-- that is what FDC NOTAM's are used for. Instrument pilots are used to these but they are something many VFR pilots are not used to dealing with. Every pilot, including those flying ultralights, should call a Flight Service Station (FSS) prior to every flight or series of flights to determine TFR and NOTAM status. We should all call Flight Service even prior to local pattern work or for a short flight to another local airport. This is especially important if you operate near the Tulsa or Oklahoma City/Tinker Class C airspace. Any credible threat to security at these airports could lead to a shutdown for all flying within, under and over these airspaces. Remember, the nation wide FSS phone number is (800) WX BRIEF.

I almost fell into the "not knowing trap" myself. I don't pay much attention to collage football (I realize that for some of you this admission will I relegate this column to bottom of the bird cage) and was unaware the Stillwater Airport was closed because of an OSU football game. Fortunately, my call to FSS clued me in.

Keep your radio turned on and turned up. If you are not using it for

communications, tune it to 121.5 MHz and turn the volume up. Any national emergency announcements will be transmitted on this frequency. Don't use 121.5 Mhz for communication unless you have no other choice-- just use it to listen on. If you have two communication radios, keep one tuned to 121.5 MHz.

Visit the AOPA and EAA web sites for detailed information, but remember, they may not be as current as the latest NOTAM. Good places to go on the Internet are www.eaa.org, www.aopa.org, and faa.gov.

We have been put in a position in which we must prove that we deserve our privileges. One general aviation pilot actually tried to "sneak" under the radar during the airspace shutdown following September 11th. Needless to say, it didn't work and he jeopardized flying privileges for all of us. A wanton violation or an inadvertent violation of special flying restriction will all be reported by the mass media as an indication of the threat general aviation poses to our security. We must be professionals.

If you are not sure how about how all this affects you, ask a flight instructor for some advice. The people at the FAA Flight Standards District Office (FSDO) in Oklahoma City will be glad to offer advice and information. You can call them at (405) 951-4200.

Become a spokesman for general aviation. Talk to friends and neighbors about the importance of our free skies and the value of our aviation industry. In short, fly responsibly. You have worked hard to earn your privilege to enjoy the freedom of America's sky. Lets all work harder to keep that privilege.

Comments or questions? earldowns@hotmail.com.

"Examiners" to "Safety Counselors" in One Fell Swoop

By Dave Wilkerson



It surprises some pilots to learn that Designated Pilot Examiners (DPEs) must also take practical tests, and undergo continued training. Most pilots feel the need to ad-

dress DPEs as "Your Airworthiness," so it is natural to think there is nothing more that examiners need prove. Wrong.

With winter come the recurrent rides, seminars, classes, and tests which DPEs face. Sometimes, much to a pilot applicant's chagrin, the examiner innocently asks if he or she would mind a "passenger" or "observer" during the proceedings. If you encounter this, your examiner has not singled you out for greater torture-- the FAA mandates that Principal Operations Inspectors (POI) observe each examiner conduct a complete practical test from start to finish. Lots of Oklahoma DPEs must meet this requirement in the closing months of each year.

Truly, for an applicant, it is cold comfort to hear an examiner explain that the FAA Inspector sitting in the back is there to observe the examiner, not the applicant! Still, with all the stress that this brings, most applicants do well, and applicant

stress subsides when the test ends.

Not so for the examiner. On November 13, we met in Oklahoma City for part of our ongoing training. We reviewed procedures and concerns that bore normal people to tears, but riveted examiners' attention like a perfect chandelle.

Then came the news: DPEs will also now be appointed by the FAA as "Aviation Safety Counselors" (ASCs). ASCs have a good history in the Federal Aviation Administration's arsenal of public service. Traditionally, they have been experience, respected pilots who have a desire for aviation to be better in all respects, hinged always on safety and public perception. ASCs conduct safety seminars and other festive, fun activities, counsel pilots whose actions may need gentle review, and answer questions that pilots sometimes have but prefer to not ask the FAA. This strengthens the FAA's old plea that pilots having such questions should contact local

pilot examiners whenever practical.

Having examiners also serve as Aviation Safety Counselors should save the FAA some workload. To a degree, the ASC role is not much different than what examiners have done anyway.

The greatest difference is that, when acting as a DPE, the examiner fully represents the FAA Administrator. However, when an examiner acts as an ASC, he or she is not a representative of the Administrator. There may be some future confusion over this issue. We hope not.

The other question is how much extra time will be required of DPEs to perform the volunteer ASC duties. Like most of the rest of society, our jobs already intrude on our personal lives. Time will tell as to how successful we will be at balancing our personal lives with our desire to perform the ASC functions well.

Dave Wilkerson can be contacted at dwilkrns@mail.gorilla.net

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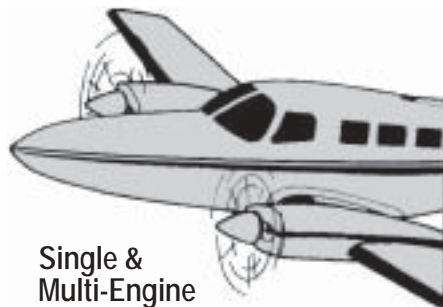
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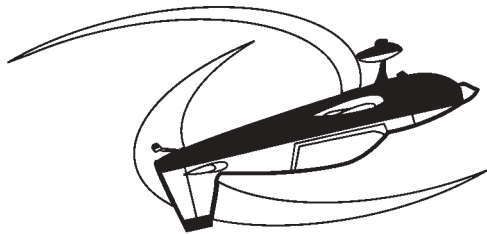
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ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



The subject matter for this month's column came from an article in the September 2001 issue of the *Aviation Space & Environmental Medicine Journal*. The article reports results of other studies that have investigated the link between air travel and DVT/PE. Significantly, none of the studies conclusively indicated risks specific to air travel. One study showed that air travelers have basically the same risk as non-air-travelers, when the results are adjusted for age and sex.

TRAVELER'S THROMBOSIS Economy Class Syndrome

Not too long ago, the news media devoted a good bit of time talking about deaths that have occurred due to the development of fatal blood clots during long commercial airline flights. The coverage got a lot of attention because it appeared to be focused on economy class seating-- the seats I ride in! A number of lawsuits were filed; a class action suit may still be pending.

The deaths were for the most part due to pulmonary embolus (PE), a blockage of the arteries leading from the heart to the lungs. In these cases, the emboli were caused by blood clots that formed in the deep tissue areas of the lower legs, a condition known as Deep Vein Thrombosis (DVT). Proposed factors that cause DVT and PE are dehydration, hypoxia, excess alcohol, and prolonged immobility, among others.

The condition was first recognized by a physician who traveled from Boston to Venezuela in 1946 on a non-stop flight lasting 14 hours. The term "economy class syndrome" was coined in 1977 by two British researchers, Symington and Stack. The term suggests that the condition does not occur in business or first class-- a very misleading statement.

However, even though the studies did not establish a conclusive link to air travel, DVT and PE are very serious and potentially fatal conditions. Reasonable precautions should be taken during air travel or any other activity that tends to confine a person's movements for long periods of time. I agree with the author that it is a good idea to change positions often and to walk about the cabin when appropriate. I also recommend additional precautions, including maintaining good hydration (drinking lots of water) and avoiding excess alcohol.

For people who are prone to DVT, the use of elastic compression hosiery is also a good idea. Compression hosiery is knitted with elastic threads that apply a graduated pressure to the lower leg, with maximum pressure at the ankles gradually lessening up the length of the stocking. This compression forces blood from the veins near the skin into the primary deep vein system, thus preventing back flow and pooling of blood in the deep veins and stimulating the venous pump valves to achieve proper blood flow to the lungs and heart.

If you have any questions about this article or about other aviation medicine topics, address them to me at the *Oklahoma Aviator*.

99s Flying Companion Seminar: Perfect Christmas Gift

The Oklahoma Chapter 99s will sponsor a Flying Companion Seminar on Saturday, February 23, 2002 at Metro Tech, 5600 S. MacArthur Blvd., on Will Rogers Airport. The event will begin at 8:00 AM and continue until 4:45PM. Advance Registration of \$30.00 is required by February 16th. The 99s will provide coffee and donuts and lunch. Profits will be placed in the Mary Kelly Scholarship Fund.

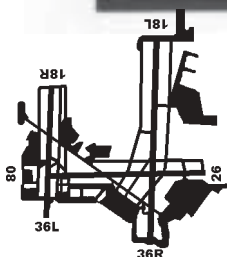
This is a great Christmas Gift for the person who sits in the right seat of your plane.

Registration Chairman is Rita Eaves; 3818 NW 36th St., OKC 73112, 405-942-6339. Chairman is Sue Halpain, 405-789-0272, 405-495-9638 (FAX), e-mail SHALPAIN99@aol.com.

Subjects presented will be:

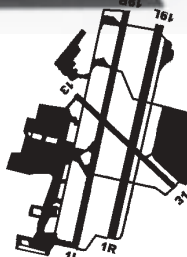
- Requirements for Private Pilot Certification- Sarah Tobin;
- Aerodynamics: What Makes an Airplane Fly- Margie Richison
- The Basic Flight Instruments- Robert Hensley
- The Flight Environment- Poochie Rotzinger
- Sectional Charts- Megan McNeely
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Calendar of Events

For a free listing of your event, email us at OklahomaAviator@home.com or call 918-496-9424. To allow time for printing and publication, try to notify us at least two months prior to the event.

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 Tuesday 6:30PM	Meeting- Women In Aviation	Spartan School of Aeronautics Jones/Riverside Airport	Laura Yost- 918-831-5354	
2nd Tuesday	Meeting- EAA Chapter 24	Aviation Tech Center OKC Airport	Martin Weaver- 405-376-5488 pcaer59f@juno.com	Start 7:00PM
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- flygrl7102@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	
Dec 18 6:30PM	EAA Chapter 24 Workshop- Woodworking	Canadian Valley Tech Center El Reno, OK	Martin Weaver- 405-376-5488 pcaer59f@juno.com	
Dec 20	Open House Tulsa Air and Space Museum (TASM)		918-834-9900	
Feb 23 8:00AM - 4:45PM	Flying Companion Seminar- Oklahoma Chapter 99s	Metro Tech, 5600 S. MacArthur Blvd., on Will Rogers Airport	Rita Eaves- 405-942-6339 Sue Halpain, 405-789-0272, SHALPAIN99@aol.com	Advance registration of \$30.00 is required by February 16th. Includes coffee and donuts and lunch. Profits benefit the Mary Kelly Scholarship Fund Mar 13-15
Mar 13-15	13th Annual International Women in Aviation Conference	Nashville, TN		



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