

## Waynoka's Aviation History: Transcontinental Air Transport

by Sandie Olson,  
President, Waynoka  
Historical Society

[This is an edited version of a story we ran in February 2002. With the Centennial of Flight and the Ford Air Tour visit to Oklahoma (see page 6), we thought it would be interesting to re-run it- Ed.]

It was winter 1928-29 when Col. Charles Lindbergh landed his airplane in an alfalfa field about three miles northeast of Waynoka, OK. Two teenage farm boys, Roscoe and Punk Kelsey, watched him from their home across the road. As he climbed out of the cockpit, they immediately recognized the tall, slender Lindbergh, made famous by his transatlantic flight in 1927. Lindbergh was looking for land for a new airport to be built by Transcontinental Air Transport (TAT).

In early 1928, Lindbergh and three other TAT founders had drawn a map on an envelope showing a potential route that would take passengers from coast to coast in 48 hours, using a combination of air travel and rail travel. A few months later, Lindbergh finalized the route and TAT was born.

The plan was for passengers to take a night train from New



A latter-day poster showing TWA's roots in Transcontinental Air Transport (TAT).

York City to Columbus, OH, on the Pennsylvania Railroad. The next morning, they would board a TAT airplane and fly west, mak-

**For more Waynoka aviation history, see page 4**

ing stops in Indianapolis, St. Louis, Kansas City, Wichita, and Waynoka, arriving about 6:00PM. That night, after din-

ner at Waynoka's Harvey House, they would board a Santa Fe train to Clovis, NM. The following morning, another TAT airplane would take them to Los Angeles, with stops at Albuquerque, Winslow, and Kingman. The fare was to be \$360 per person.

With Col. Lindbergh as its technical advisor, TAT quickly became known unofficially as "the Lindbergh Line." Lindbergh selected airplanes, pilots, and airport sites.

### The Ford Tri-Motors

Lindbergh's technical committee investigated six multi-engine airplanes for the new passenger line. Lindbergh preferred the sturdy Ford Tri-Motor, dubbed the "Tin Goose," even though it was slow and noisy. Powered by three Pratt and Whitney 400-hp Wasp engines, the all-metal plane could sustain flight with two engines. In an emergency, it could maintain a slow descent with only one engine; from 5000' altitude, it could reach any landing spot within twenty miles.

The Tri-Motor had a wingspan of 77 feet 10 inches, carried

fuel for a 500-mile trip, and cruised at 100 mph. For the TAT flights, cruising altitude would be 2500 feet westbound, and somewhat higher eastbound.

### Historic Oklahoma Aviation Art

This is the second of twelve in our series of historic aviation art prints, created in the mid-1980s by Joe Cunningham and noted Tulsa artist Monte Toon, depicting significant events in Oklahoma aviation history.

Five wicker seats lined each side of the luxurious cabin. Each passenger had his or her own window with a brown velvet drapery, reading lamp, electric cigar lighter, and ashtray. The noise level made communication other than note writing impossible. A heater kept the cabin a somewhat comfortable 60 degrees.

### The Pilots

Col. Lindbergh's pilot recruitment committee hired thirty-eight pilots, mostly from other airlines, aircraft companies, and the military. They were the "cream of the aerial crop," with an average flying time of 3000 hours each, including an average of 500 hours in Tri-Motors. Their salary was \$300 per month, plus expenses.

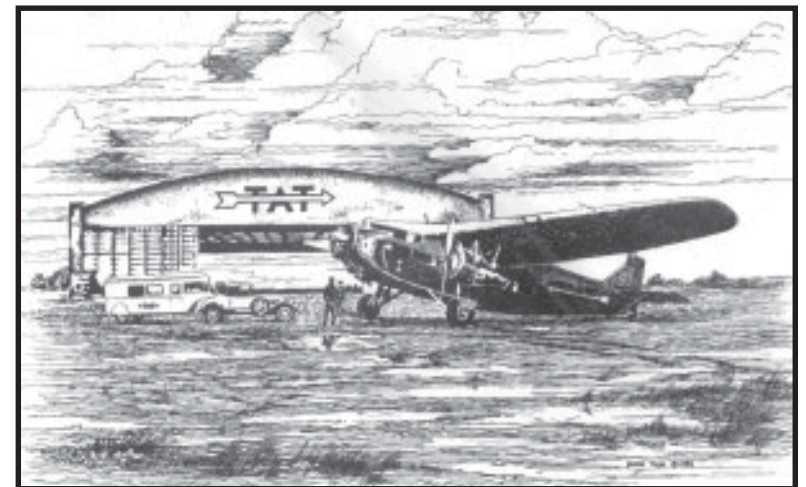
### The Landing Field

On March 3, 1929, a joyous crowd of about 4,000 gathered at the Waynoka site to witness the groundbreaking ceremony and partake of a big barbecue sponsored by the Chamber of Com-

continued on p. 9.



Charles Lindbergh (third from left, standing) posed with Waynoka TAT crewmembers during his 1929 visit.



This scene depicts the TAT Ford Tri-Motor and the Aerocar passenger transport vehicle on the ramp at Waynoka in 1929.

# The Horizontal Windsock

by Mike Huffman



## Airplanes and World Peace

In one of this month's articles, you will read about an early Oklahoma aviation experimenter named Lindsley who, looking forward to military uses of aircraft, made the grand prediction that airplanes would become "the greatest factor in the history of the world in establishing universal peace."

Now, as we watch the war in Iraq unfold in real time before our very eyes, with almost unimaginably sophisticated aircraft-- even to our jaded 21st-century eyes-- delivering equally sophisticated weapons to wreak stunningly precise devastation on massive scale, Lindsley's prediction is certainly open to question.

Has the development of aviation over the last 100 years aided or harmed the goal of world peace? It is a question well worth asking.

After all, the first customer of the Wright brothers was the U.S. government. Since then, money spent on military uses for aircraft has undoubtedly far outstripped that for non-military applications.

Starting with the first hand-dropped bombs and pistol shots from WWI open cockpit biplanes, airplanes have been refined to become ever more efficient machines for destruction and death.

Because of that, it is tempting to think that perhaps the world might have been better off if the airplane had not been developed.

However, if we look at how the world was organized a hundred years ago, we may change our minds. The world up through the 19th century was a big place, populated by cultures existing in various degrees of isolation. News did not travel fast and neither did people.

In the absence of reading news and being acquainted with people from other cultures, it was easy to conjure up images of them as being very different from us, and to think of them as evil.

That way of thinking pervaded the world, even through the middle to late years of the 20th century-- not only between nations, but down to the finer scales of states, cities, communities, neighborhoods, and religious or ethnic groups. For instance, as a white Anglo-Saxon Protestant high school kid growing up in Oklahoma City, the only "foreigner" I knew

was our Latvian exchange student. I didn't know any black people. I knew a few Catholics, but nobody from New York.

In short, the world was still tribal in nature. Some of the tribes had gotten quite large and powerful, but the same types of suspicions and rivalries existed.

Technology, of which aviation is a major part, changed all that. Now, at the dawn of the 21st century, the world is a small place. Because of television, the Internet, and airplanes, we go places, see things, buy and sell items, and are generally exposed to cultures from around the world. We are mildly surprised to see that Baghdad has streets, buildings, cars, and morning rush hour just like Tulsa. And, while we do see differences, we see that the Iraqi citizens and families look a whole lot like us.

I am convinced the only hope for world peace is for the world to become even smaller-- to get loose from tribal thinking, so that we see other nations as part of our own community and begin to understand that we must learn to live together.

Airplanes help make that possible. And so, I begin to recognize that, like all technical advances, it is not the technology that is good or bad, but the uses human beings devise for it.

For now, airplanes are being used to destroy, and that may very well be the only viable alternative. But they are also being used to shuttle diplomats all over the world, to bring food and medical supplies to those needing it, and for other humanitarian uses.

My fervent hope is that we, the United States, will have the wisdom and the will to use our massive power for the good of the world, not just our own country. God bless not only America, but the entire world!

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#### Founders

Joe Cunningham and Mary Kelly

#### Editor/Publisher

Michael Huffman

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Michael Huffman

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# The Higher Plane

by Barbara Huffman



## Our World at War

I feel moved to write a few lines about the recent developments in our country. A few nights before publication of this issue, we listened to our president talk about the immediacy of war with Iraq. I cried-- and was not sure how to feel. Thousands of people on both sides of the conflict will perhaps die. There will likely be mass suffering, soldiers separated from their families, and more than likely, more terrorist attacks upon our country like the 9/11 disaster.

I don't know how to feel. On the one hand, I can't believe that a God of love and mercy wants His people killing each other. On the other hand, how can we allow ourselves to be the targets of such insanity as we have seen in the actions of the Hitler's, Osama Bin Laden's, and Saddam Hussein's of the world? Do we not deserve to live in peace without madmen threatening the very security of our streets, families, communities, and churches? And when we elect a president and a congress to do what is best for the American people, don't we then need to support their decisions? Yet, what if they are wrong, and led to war by greed, the desire for power, or something other than the benefit of the American people? How many of the decisions are based on oil economics?

Most of my friends and colleagues are on one side of this thing or the other - and seem to fault me for not "taking sides." One friend says that if we don't kill off the Saddam's of the world, we are not even supporting Christianity. This position really bothers me. Another friend has been in the streets for weeks, carrying signs of war protest. This also bothers me.

Often, though I hate war, I have thoughts of what might happen if we do NOT wipe out the Saddam Hussein regime. It sounds great and noble to protest any kind of violence-- especially war. But what happens if we leave him in power

and he, with all of his riches, resources, and political connections, begins systematic, well-planned attacks on America and the other peace-loving nations of the world? So if we don't support this war, will we even be alive later to say that it was a mistake? Or will the term 9/11 have as company new terms such as 4/17 or 8/20 that play out in our memories additional American tragedies? How many of us need to die before we take the war on terrorism seriously?

Lots of people are making jokes about "kicking a\_\_ and taking names," or "killing 'em all and lettin' God sort 'em out." This is, I believe, bravado based on fear. If there is an American alive today that is not afraid of the potential consequences of our political situation today, I'd like to meet them. This is frightening! And if anyone thinks they have all the answers, I'd like to hear from them, too - for I don't see how anyone could grasp the far-reaching consequences of this war or what it will do to all of us emotionally.

So how can we lean on our faith in God, our faith in each other, and yes, even our faith in our elected leaders, and stand strong - as America has always done?

It is a sober time, for sure. A time for reflection about what we know, what we feel, and what we are willing to do about it. It is a time for neighbor to be kind to neighbor. A time to let old grudges and animosities go, a time for forgiveness and kindness. And it is a time for prayer. Prayer that God places a keen intelligence and an open heart into every one of our political leaders and into every human heart. Prayer that at least a lengthy war can be averted. Prayer for the safety of our soldiers, and all Americans at home. And prayer that there is no more pain and suffering on either side.

Maybe it is a time to reconnect with family members, to make sure those we love know it, and to dedicate ourselves to keeping life as upbeat, cheerful, and normal as we can during this awful time that is most likely leading up to tragedy after tragedy. There is so much good in the world - so much to enjoy and look forward to. Let us keep our eye on Higher Plane, as we move through these difficult times.

I invite your comments. This editorial has not been aviation-related, but the Oklahoma Aviator staff believes that the current status of our country is of high importance, and deserving of our focused attention.

Blessings on us all!

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# Up With Downs

by Earl Downs



## Power to the Max!

This year marks the centennial celebration of the Wright Brother's first powered flight. I am sure it won't be long before we start hearing about other inventors of their time who also experimented with powered flight and, to a limited extent, achieved some sort of powered aerial levitation. I figure I may as well jump on the bandwagon and share a story about one of my favorite pre-Wright aeronautical inventors. In 1894, Hiram Steven Maxim not only achieved a brief powered flight, he also carried passengers.

Born in 1840 in Maine, Hiram only progressed through 5 years of formal schooling. As he grew up, he proved to be an avid reader and read every book he could get regarding scientific and engineering subjects. In his early days, he worked as a wheelwright, carriage painter, cabinetmaker, mechanic and draftsman. By the time he was 30 years old, Hiram was so well respected as a self-taught engineer that he was hired as a chief engineer for one of New York City's first electric utility companies.

In the late 1870's he invented and patented a gun that could automatically chamber and fire hundreds of rounds per minute. His unique design used the recoil of the fired bullet to eject the spent cartridge and automatically chamber a new round. He attempted to sell his gun to our government but the U.S. military was not interested in his design. While on a business trip to London in 1881, he decided to present his design to the British War Ministry. They liked it and, by 1884, the Maxim Machine Gun, which could fire 600 belt-fed rounds per minute, was put into service by the British military.

Hiram Steven Maxim became a British citizen, was knighted by Queen Victoria and attained considerable wealth. His machine gun design is the basis for most modern, automatic-firing weapons in use today.

However, this is a story about airplanes. From 1885 to 1890, Maxim turned his wealth and energies to aeronautical experiments. He developed airfoils and propellers and calculated lift tables. He was an early user of a wind

tunnel in his experiments. In 1891, he began work on a full-size flying machine.

Like several other experimenters of the day, Hiram Maxim believed that the power plant was the key factor for success. He focused his design towards perfecting an efficient, lightweight, steam engine. The result was a 180-hp engine that weighed only 320 pounds. While the engine itself was remarkably light, the boiler and condenser system added considerably to the overall weight.

He designed an airplane to use two of these engines and, after several design changes, ended up with a huge two-winged monster. The body was 40 feet long and 8 feet wide. It stood over 30 feet high and it had an amazing 104-foot wingspan. Two 17-foot propellers provided thrust for his three-and-a-half-ton airplane. The airplane rolled on iron wheels and Maxim laid 1800 ft. of track for it to roll on. The flying machine had no flight control system, so it was designed to remain in "captive" flight. A set of wooden upper rails was constructed above the track. If the machine lifted more than a few inches, outrigger wheels would hit the upper rails and keep his monster captive.

In 1893, Maxim's flying machine was perfected to the point that he began giving demonstrations and rides. It must have been quite a sight to see his steam powered monster swinging its huge propellers, speeding along its track. On July 31, 1894, something went wrong-- or maybe right. Maxim and his three passengers rolled down the track for a demonstration. The machine rose sharply and the upper rails broke. Now unrestrained, the 5,000 pound machine rose into the air about two or three feet and traveled for about 200 feet before Maxim could shut-down the engines and crash land. This one "flight" ended Hiram Maxim's flying experiments.

I can't help but compare Hiram Maxim to the Wright brothers. There are similarities and differences. Both Maxim and the Wrights were self-taught scientists and self motivated to succeed. Maxim's machine gun was a significant invention, but was initially rejected by our government. Our government also rejected the Wright Brothers airplane for several years. Both Maxim and the Wrights found initial financial success for their inventions in Europe, not the United States.

However, as aeronautical inventors, the Wrights and Maxim focused on different aspects of powered flight. For Maxim it was the engine; for the Wrights it was control of the machine. The Wright Brothers experiments prevailed and, on December 17th of this year, we will celebrate the 100th anniversary of the first controlled, powered flight.

# Ask the Doctor

by Dr. Guy Baldwin, AME



## Color Vision

Last week, an airman came to the office and applied for a First Class medical certificate. During the exam, he missed seven of fourteen plates of the Ishihara color vision test. As most of you know, each Ishihara test plate has a pattern of colored dots all across its face. On each plate, subtle color differences in some of the dots reveal the image of a number, which the applicant must be able to distinguish.

According to the FAA rules, the airman who missed seven of the fourteen plates must be considered "green-red deficient" or color-blind. As such, a limitation must be placed on his medical certificate saying "Not valid for night flying or color signal control."

Most of the airmen I see are seeking

Second and First Class Medicals. These are the folks that make a living in aviation, and of course, if they cannot fly at night, it puts a big limitation on their ability to obtain employment. Therefore, as a rule we try to get this limitation removed via alternate color vision tests (of which there are several) or by a test with the FAA at the time of their private pilot check ride via a medical flight test.

I have found the best alternative for pilots in northeastern Oklahoma is to send them to the School of Optometry in Tahlequah, where a "Farnsworth lantern test" can be administered. I believe the test costs about \$100. The majority of airmen I have sent have passed this test. Once they have passed the test, the School of Optometry issues them a letter to that effect. They then bring the letter to my office; we keep a copy ourselves, send a copy to the FAA, and issue their medical certificate without the night flying limitation.

We instruct each airman to hang onto the original letter and make a copy for their logbook, so that if they see another aviation medical examiner, they will have some proof that they did pass an alternate test. I believe the School of Optometry in Tahlequah is only place in northeastern Oklahoma where the Farnsworth lantern test is administered. If you know of another place, please do not hesitate to contact this office at 918-437-7993.



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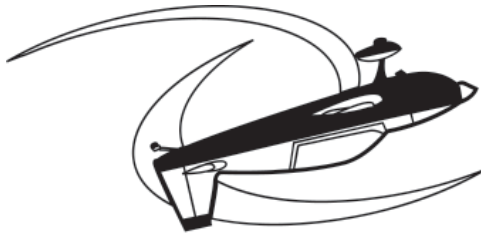


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# William D. Lindsley- Waynoka's 1910s "Aeroplane Inventor"

by Mike Huffman

In the years following the Wright brothers first powered flight, designers, inventors, and industrialists representing a wide range of abilities and knowledge rushed to capture a piece of the developing market for flying machines. Some of them, such as Glenn Curtiss, were successful early on and went on to become major players in the aircraft industry. Others, such as Clyde Cessna, waited



William D. Lindsley, inventor.

until the 1910s to get started, but went on to attain their own success. Others, however, briefly experimented with aircraft designs and, without notable success, were all but lost to aviation history. This is the story of one of the latter individuals, William D. Lindsley of Waynoka, OK.

Lindsley was apparently a professional tinkerer of sorts, inventing and manufacturing mundane items such as fishhooks and flyswatters. Always the promoter, he advertised his fly swatter as able to "do the work of ten ordinary fly swatters."

About six years after the Wright brothers successfully took to the air at Kitty Hawk, NC, he began experimenting with aircraft designs. He called his

first design the *Oklahoma Monoplane*; a sketch of which appeared in the *Waynoka Democrat* newspaper on March 5, 1909.

By October of that year, Lindsley was offering shares of the project for sale; they sold quickly. Shortly thereafter, he went to St. Louis with his secretary, C.D. Willard, to see aerial flights by Glenn Curtiss and the Wright brothers and to witness tests of air-cooled engines.

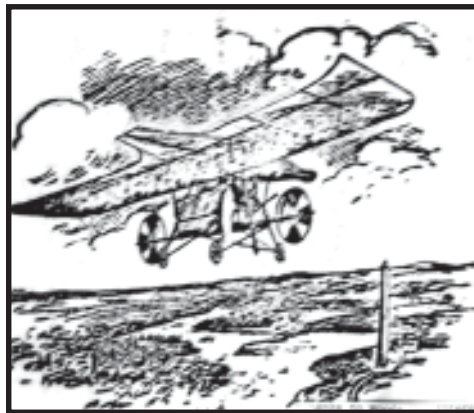
The *Waynoka Democrat* enthusiastically predicted that special trains from Kansas City and Amarillo would bring thousands of people to Waynoka to witness three days of exhibition when the *Oklahoma Monoplane* was completed. Until then, a large pavilion would be erected, and only stockholders would be admitted— after paying an admission fee!

From St. Louis, Lindsley went on to New York to supervise the casting of the monoplane's parts and to select the engine. In January 1910, he applied to the United States Patent Office for a patent on his flying machine, which was granted on September 5, 1911.

Lindsley chose the Great Salt Plains, five miles southeast of Jet, OK for test flights. According to Edward H. Phillips, author of *Cessna: A Master's Expression*, Lindsley was acquainted with Clyde Cessna, a fellow "aeroplane inventor" from Enid. Not long after Lindsley's arrival at the Great Salt Plains, Cessna shipped his *Silverwing* airplane to Jet on a freight car from Enid, and reassembled it there for testing. Both Lindsley and Cessna were struggling to get airborne. The two men supported each other's efforts, and planned to make flights together. Lindsley was frustrated because he had barely attained more than a few feet of altitude using his four-cylinder, two-stroke Elbridge "AeroSpecial" powerplant. In April 1911, Lindsley sold Cessna his engine, which Cessna installed in the *Silverwing* and used for over two years. Apparently, Cessna had been using a V-8 engine, which was removed from the *Silverwing* and installed in Lindsley's plane. In mid-May, the V-8 engine blew up on a test hop, and

Lindsley placed the craft in storage.

Lindsley did not give up on flying machines, but went on to design at least one more airplane, which was known as



The sketch of Lindsley's Oklahoma Monoplane from the *Waynoka Democrat*.

the "New Number Four Passenger-Carrying Parachute Flying Machine," which he also referred to simply as the "O.K. Parachute." In a letter dated January 20, 1913, he wrote to the Honorable Dick T. Morgan, a U.S Congressman from Oklahoma, detailing the design of the craft and seeking orders from the government. The price of the airplane was to be \$5,000.

Lindsley began the letter by com-

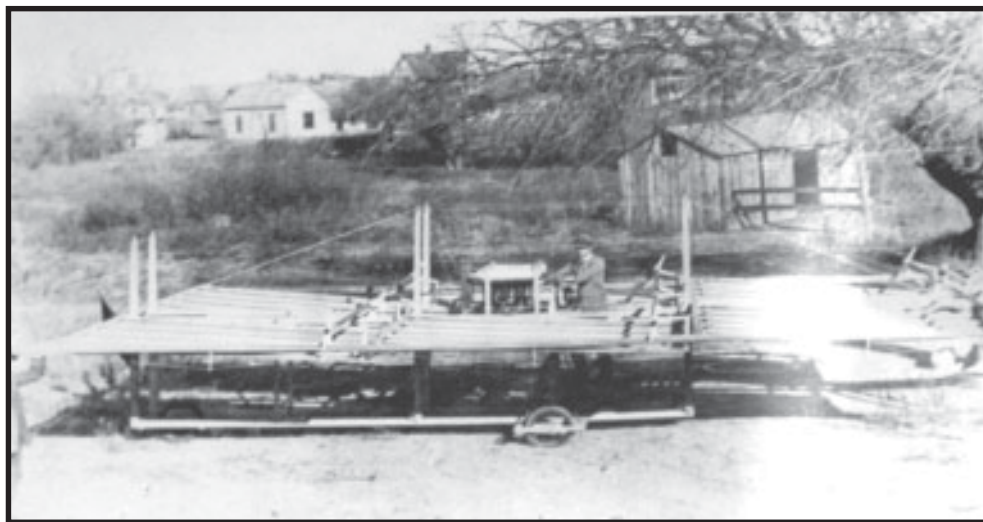
menting on what he considered to be the flawed design of the Wright, Curtiss, and other successful airplanes of the day:

"...Please allow me to call your attention to our present styles of Flying Machines. The Monoplanes and Biplanes. First, that there has been plenty of money behind them, that they have been perfected to their limit. Yet as dangerous as when Lieutenant Selfredge was killed at Fort Meyer in Orville Wright's machine. These same machines have caused the death of over 200 men and women, and that they have reached their zenith is evident, their glory despoiled with much human blood. Why, the principles on which they are constructed are utterly at fault..."

Of course, he went on to extol the virtues of his design, touting its supposed ability to descend like a parachute in case of engine failure:

"...How different with the O.K. Parachute, a machine embodying the only principle in all the realm of nature with which man may safely navigate the air. First, the weight all central and well below the supporting surface making it [im]possible to turn turtle or fall head

continued on p. 5.



Lindsley with one of his creations. This may have been the "O.K. Parachute," but some details do not seem to fit his descriptions. Note the engine located amidships. Visible on the sail-like wings are apparently the "rock shaft" mechanisms used to adjust the wing incidence. The front of the machine is apparently at left.

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## OAC Approves Airport Grants



### Max Westheimer Airport

At its January meeting, the Oklahoma Aeronautics Commission (OAC) approved a \$49,024 grant for the University of Oklahoma's Max Westheimer Airport in Norman. The grant will provide ninety percent of the funding for the replacement of the backlighted directional signs for all runways and taxiways with highly reflective signs.

"This grant will help the airport eliminate a hundred 45-watt bulbs on the taxiway and runway that normally run four to six hours every night," said Walt Strong, Airport Administrator.

The cost saving measure will reduce expenses used on lighting, which can be used for other improvements at the airport. Mr. Strong also added that the cost of replacing a lighted sign can be as much as \$2,500 versus

replacing a reflective sign at about \$25.00.

"The Commission is very pleased it could provide ninety percent of the funding for this project," said Commission Director, Victor Bird.

A total of 142 airplanes are based at Westheimer and over 138,256 total operations take place every year. With these improvements, the signs at Max Westheimer Airport will now meet current FAA standards.

"Westheimer is a valuable asset to the University, the city of Norman, and central Oklahoma. This will help the airport operate more efficiently," said Bird.

### Hinton Municipal Airport

At its February meeting, the OAC approved a \$2,250 grant for the Hinton Municipal Airport. The grant will fund ninety percent of the cost of an environmental assessment for a runway and taxiway extension.

"The city of Hinton can use this noise assessment to promote and insure compatible land use, thus protecting future expansion of the airport," said Dale Williams, Commission Airport Engineer.

"We are grateful to the Oklahoma Aeronautics Commission for helping fund this assessment," said Steve Guest, Airport Manager for the Hinton Municipal Airport.

A total of 14 aircraft are based at Hinton, and over 2,300 total operations take place at the airport each year.

## Powered Parachute Fly-In Planned for Aerospace America

As part of Aerospace America 2003, a first-ever Oklahoma powered parachute fly-in will be held June 13-15 at Will Rogers World Airport. According to Bob Hawkins, Claremore dealer for the popular Powrachute powered parachute models, Aerospace America officials came up with the idea.

"We will have our own separate fly-

ing area away from the other airport and airshow traffic. We expect to be flying all three days during early morning, late afternoon, and during the day as the weather permits. We hope to have 20 to 50 powered parachutes in attendance," says Hawkins.

For more information, contact Bob Hawkins at 918-284-0032.

## Lindsley

*continued from p. 4.*

down or lateral or to skin the cat backward. The supporting surface not rigidly attached to the frame of the Machine, but in the form of four wings, six feet and six inches wide by twelve feet deep, giving a total area of 312 square feet. In our No. 4 Machine the wings hinge at their front edge on the cross bars in front of each wing. Four feet from the rear edge of each wing, twelve-inch stands are bolted on the frame of the machine for the purpose of supporting the rock shafts. The rock shafts are equipped with pivotal arms twenty-four inches long bolted thereon, the loose end of said pivotal arms enter spring clasps, said spring clasps are bolted on the back of each wing twenty-four inches from the rear edge of each wing. Now, by rocking the rock shafts by means shown in the blue prints, the wings may be raised up to the rock shafts, their rear edge now fifteen inches higher than their front edge, will allow the machine to glide forward with sufficient speed to be under perfect control though the engine be dead. Now, by reversing the rock shafts, the wings are feathered down until the machine levels, therefore, the frame of the machine maintains its horizontal position ascending or descending, hence a safety with greater speed and better flying qualities than possible in any other style of machines."

His letter ends with a grand prediction: "P.S. As a scout Machine capable of carrying 25 gallons of petrol, as a Machine of war, equipped with our maga-

zines for carrying and dropping bombs at night, able to put a battery out of commission in short order or annihilate an army. The greatest factor in the history of the world in establishing universal peace."

The Waynoka newspaper, still enthusiastic, wrote, "W.D. Lindsley, the aeroplane inventor, has just completed a fine drawing of his 4-passenger parachute flying machine, which in itself shows Mr. Lindsley to understand just what he is doing when it comes to making a safe machine. This machine would be a power in the hands of Uncle Sam to save his men from being slaughtered in case he starts in on the Mexicans."

It is unclear whether or not his last airplane was ever built or ever flew. The photograph accompanying this article seems to bear out some the details related in his letter, but appears to be different in other details.

One thing is certain: Lindsley's aeronautical experimentations did not go much further—he died in 1915. Despite the lack of long-term success, he did achieve one noteworthy aviation first: his design used aluminum tubing as the main structural material—perhaps the first aircraft to do so.

The Waynoka History Museum has an interesting display about Mr. Lindsley, the focal point of which is the propeller from his airplane, on loan from the Oklahoma Historical Society. For more information, contact Sandie Olson, 580-824-5871 or sandio@pdi.net.

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# Oklahoma Centennial of Flight Commission

On December 17, 2003 the world will celebrate the accomplishments of Orville and Wilbur Wright by commemorating 100 years of powered flight. Oklahomans will join in on the year-long celebration by hosting events of their own.

Organizations and communities across the state have partnered together to form a coalition called the Oklahoma Centennial of Flight Commission (OCOFC). The main goal of the OCOFC is to promote and encourage the Centennial of Flight celebration statewide by holding a variety of events across Oklahoma.

A memorandum of agreement has already been entered into between the U.S. Centennial of Flight Commission and the Oklahoma Centennial of Flight Commission in order for the OCOFC to use the official U.S. Centennial of Flight logo and other media contacts.

Please contact Erin Wright at (405) 604-6901 or by email at [erin.wright@oac.state.ok.us](mailto:erin.wright@oac.state.ok.us) to list an event, get involved, learn more about participating organizations, or for further information on the Oklahoma Centennial of Flight Commission.

Some of the planned Oklahoma Centennial of Flight events include those described below.

## Biggest Young Eagles Fly-In Planned for Claremore Airport

Come to the Claremore Airport on April 25<sup>th</sup> and 26<sup>th</sup> and help make aviation history. As part of the Centennial of Flight celebration, Claremore Airport will be holding what we hope will be the largest Young Eagle event ever.

And just what is a Young Eagles event? The Experimental Aircraft Association (EAA) began the Young Eagles Program with a mission to help young people discover aviation as well as their own potential. The goal of flying one million Young Eagles by the 100<sup>th</sup> anniversary of the Wright brothers' achievement on Dec. 17, 2003 is very real and attainable. Youngsters ages 8 through

17 will be flown by experienced, registered pilots and best of all the flights are free of charge; only a parental permission slip is required!

A brief aviation ground school training, Otto the Clown and his helicopter, and other aviation-related events, along with hot dogs, will round out the airport experience.

"Our hope is to fly more children on Friday and Saturday than we have ever flown before in a Young Eagles program," said Sheri McKenzie, Claremore's Airport Manager. "All parents need to do is bring as many children as they can and a signed permission slip," added Ms. McKenzie.

To obtain permission slips, contact Tom Egbert at (918) 341-6377 or the Claremore Airport office at (918) 343-0931.

Don't miss this wonderful opportunity for future Oklahoma Aviators to experience this unique, free day of aviation education!

## National Air Tour 2003 to Stop in Tulsa

On September 14, Tulsa will host the arrival of 25 or more antique airplanes, as the National Air Tour 2003 makes a stop there.

The National Air Tour 2003, sponsored by the Aviation Foundation of America is a re-creation of the National Air Tours that took place during the "Golden Age of Aviation"—the period in aviation history between the two World Wars. National Air Tours were held in each of the seven years from 1925 through 1931. Over the years, an average of 29 aircraft flew various routes across the United States and on occasion, into Canada. The routes varied in length from 1,775 miles in 1925 to more than 6,300 miles in 1928.

Beginning September 8, the National Air Tour will take to the air again, flying a route that was planned for a 1932 Tour but never flown, due to hard times brought on by The Great Depression.

Just as with all previous Tours, the National Air Tour 2003 will begin and end in Dearborn, MI. The Tour will stop for fuel and/or overnight stays in 26 cities along a 4,000-mile route. Weather permitting, the Tour will return to Dearborn on September 24.

Prior to the Golden Age of Aviation, many citizens thought flying was either a military function or an entertainment by showmen, such as wing walkers and barnstormers. The notion of safe and reliable passenger and cargo air transportation was a foreign concept to most people. Few airports as we know them today even existed. Instead, airplanes would routinely land on farmers' fields, river sandbars, or other unimproved areas.

The National Air Tours were conceived to demonstrate the safety and reliability of civil aviation, while promoting the development of aviation design, manufacture, and infrastructure. It worked. The National Air Tours raised public visibility of the safety and reliability of civil aviation, showcased the development of the latest aircraft models, and encouraged Tour stop cities to develop airports.

The Golden Age of Aviation and the



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Ins

National Air Tours marked an era of great advancements in aircraft technology and infrastructure. Concrete runways, airport facilities, radio navigation, enhanced instruments, and all-metal aircraft became the new standard in air transportation. The National Air Tour 2003 marks the first time many of the aircraft on the Tour will have flown together again since the Golden Age of Aviation. Some of the vintage aircraft in the 2003 Tour actually flew in one of the original National Air Tours; others are of the same make and model, or are representative of the era.

The aircraft on the 2003 Tour are the "best-of-the-best" of America's vintage aircraft fleet including tube-and-fab-



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nation's aviation and transportation infrastructure. The National Air Tour 2003 celebrates Ford's support of the original tours and coincides with Ford Motor Company's 100th Anniversary.

For more information, visit [www.nationalairtours.org](http://www.nationalairtours.org).

[Look for an in-depth article on the National Air Tours in a later issue of *The Oklahoma Aviator-Ed.*]

## Aerospace America 2003: A Call to Arms.

Oklahoma City's Aerospace America International Airshow, twice recognized as the top airshow in North America, will take to the air for its eighteenth year June 13-15 at Will Rogers World Airport. With its theme of A Call to Arms, Aerospace America salutes America's military men and women, with special consideration to the Oklahoma Air National Guard.

Designated as a Centennial of Flight airshow by the U.S. Centennial of Flight Commission, Aerospace America will once again, on Fathers Day Weekend, fill the skies with vintage aircraft that revive the lost art of barnstorming, with deafening roars and blowing smoke, nostalgic and historic warbird aircraft and modern military aircraft not dedicated

to the war effort.

A few returning performers to Aerospace America 2003 who have been spectator favorites in the past include Dan Buchanan, a smiling 40-plus-year-old paraplegic, who adds magic to powerless flight. In his graceful and silent Moyes hang glider, Dan fills the sky with brilliant flashes and shooting streaks of color as he performs his twilight version of "the rockets red glare, the bombs bursting in air," while talking from his glider.

By popular demand, the Shockwave jet truck returns to Aerospace America, with a 375-mph roar down the runway. Steve Coan, a five time national aerobatic champion, flies his self-launching glider aircraft in a tribute to America. Eric Beard, Russian Thunder, delivers 12 minutes of high-speed, intense aerobatics. In the only Yak 54 on the airshow circuit. And, new to Aerospace America this year is Jim Leroy of Bulldog Airshows, 2002 winner of the Art Scholl Showmanship Award.

Rich Gibson of Rich's Incredible Pyro returns to create the "booms and fireballs" you will see and hear at Aerospace America.

Also new to Aerospace America is the Junior Pilot Play Zone, housed in the FAA hangar and surrounding area outside. This is a supervised area where children who attend the airshow can learn more about aviation, with programmed activities and exhibits. These exhibits and activities will include computer flight simulators, Air and Space Museum Mercury space capsule exhibit,

Jay Jay the Jet Plane, autograph and interview times with air show performers and many others.

On Saturday April 19, prior to the 2003 airshow, Aerospace America will hold its second annual *Wind Beneath Our Wings Dinner and Auction* at the Kirkpatrick Science and Air Space Museum, 2100 NE 52nd St in Oklahoma City. The live auction will be held from 1:00PM to 5:00PM, followed by the dinner at 6:00PM. Funds will support the Airshow, the Junior Pilot Play Zone, and restoration of the hangar at Wiley Post. The public is encouraged to attend.

For dinner/auction tickets or other information, contact the airshow office at 405-685-9546 or visit [www.aerospaceokc.com](http://www.aerospaceokc.com). **TASM Traveling Exhibit and Wright Reading List**

The Tulsa Air and Space Museum (TASM) is planning a mobile educational exhibit which will feature a Centennial of Flight theme. The exhibit will be mounted in a bus and will travel to schools, aviation events, and other places promoting the Centennial of Flight.

In the meantime, TASM has developed a reading list for information about the Wright brothers and the history of aviation. The list includes books, magazines, and Internet sites. Some of the books and magazines are in the TASM library and the others can be obtained through the Tulsa Public Library. For more information, call TASM at 834-9900.

ric open-cockpit biplanes, large transport tri-motors and aircraft designed for pleasure rides. The list includes at least three Ford Tri-Motors, the amazing Sikorsky S-38 and S-39 flying boats, and other intriguing aircraft such as a high-wing Stinson Tri-Motor, Speed Mails, Paramounts, and more. Other aircraft with romantic names such as Buhl, Eaglerock, Travel Air, and New Standard will demonstrate the variety of air travel choices from the Golden Age of Aviation.

Ford Motor Company supported the original Tours, officially titled "The National Air Tours for the Edsel B. Ford Reliability Trophy. Edsel B. Ford, company president from 1919-1943, recognized the importance of developing our

America International Airshow, twice recognized as the top airshow in North America, will take to the air for its eighteenth year June 13-15 at Will Rogers World Airport. With its theme of A Call to Arms, Aerospace America salutes America's military men and women, with special consideration to the Oklahoma Air National Guard.

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# Calendar of Events

For a free listing of your event, email us at OklahomaAviator@earthlink.net or call 918-457-3330. 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
1st Saturday	Aerobatics	Claremore Municipal Airport Claremore, OK	Sheri McKenzie 918-343-0931	Go to Ponca City for breakfast, then come to Claremore for hamburgers and aerobatics!
2nd Monday 7:00PM	Meeting- Oklahoma Chapter 99s	Wiley Post Airport	Poochie Rotzinger- 405-842-9829	
2nd Tuesday	Meeting- Spirit of Tulsa Squadron- Commemorative Air Force	Tulsa Technology Center Jones/Riverside Airport, Tulsa	Jim Dagg 918-224-6293	Restoring 1942 PT-19. Hangar space and workers needed
2nd Tuesday	Meeting- EAA Chapter 24	Aviation Tech Center OKC Airport	Martin Weaver- 405-376-5488 pacer31a@earthlink.net	Start 7:00PM
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Contact Frank Capps	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
2nd Thursday 7:00PM	Meeting- EAA Chapter 1005	Ada Municipal Airport Ada, OK	Terry Hall 580-436-8190 or adairprt@wilnet1.com	Call or email for exact location for monthly meeting. We occasionally meet off airport.
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
2nd Saturday	Fly-In Lunch Meeting Kerr County Aviation Association	Poteau Municipal Airport Poteau, OK	Brian Hoggett- 918-647-4719	
2nd Saturday 11:00AM	Meeting- EAA Ultralight Chapter 98	Thompson Airport Tuttle, OK	Robert Crawford- 405-381-2840	Visitors welcome!
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	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Apr 2-5	National Congress on Aviation & Space Education (NCASE)	Hilton Cincinnati Netherland Plaza Cincinnati, OH		
Apr 2-8	EAA Sun 'n Fun Fly-In	Lakeland, FL	863-644-2431 www.sun-n-fun.org	
Apr 6-8	Annual Spring Convention Oklahoma Airport Operators Association	Lake Texoma State Park Resort Kingston, OK	Debra Coughlan- 918-838-5018	Our theme is "Oklahoma Airports doing it Wright!"
Apr 19 1:00PM-4:00PM	Aerospace America "Wind Beneath Our Wings" Live Auction and Dinner	Omniplex Air & Space Museum 2100 NE 52nd, OKC	Aerospace America- 405-685-9546	Funds will support the airshow, restoration of the Wiley Post hangar, & Junior Pilot Zone
Apr 25 7:00PM-9:00PM	A. Blaine Imel High School Art Competition Tulsa Air & Space Museum	7130 E. Apache	Katheryn Pennington 918-834-9900	
Apr 25-26	Young Eagles Fly-In	Claremore Regional Airport Claremore, OK	Tom Egbert- 918-341-6377 or Claremore Airport- 918-343-0931	Hopefully the biggest YE event ever! Hot dogs, aviation "ground school," Otto the Clown helicopter, & more
Apr 30 7:00PM-9:00PM	"Life on the International Space Station" Speech by Astronaut Jim Voss, Tulsa Community College	Tulsa Technology Center Jones-Riverside Campus, Tulsa, OK	Jack Sellers- 918-828-4254 jsellers@tulsacc.edu	The public is encouraged to attend. Voss is a veteran of four shuttle flights and four months on the ISS.
May 2-3	Small Aircraft Transportation Systems (SATS) Exposition	Thomas P. Stafford Airport Weatherford, OK	Linda Weckel- 580-772-7744 or 1-800-725-7744, chamber@nts-online.net	Come see the latest in NASA's program to prove a second tier air transportation system in the US.
May 12-23	Registration for Summer 2003 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma_city_center@cts.db.erau.edu	Call or email for more info or to get your name on our mailing list.
May 16-17	EAA Southwest Regional Fly-In (SWRFI)	New Braunfels Airport (BAZ) New Braunfels, TX	New Braunfels Chamber of Commerce- 800- 572-2626, www.nbcham.org	
May 16-19 9:00AM-6:00PM	Airshow Oklahoma	Davis Field Muskogee, OK	918-683-5295 www.airshowok.org	
May 17 1:30PM-3:00PM	Angel Flight Annual Barbeque	Hangar B-52 Jones Riverside Airport, Jenks, OK	Angel Flight- 918-749-8992	Free BBQ for Angel Flight pilots, volunteers, guests. Shuttle provided to hangar from FBOs.
May 22	Commencement Exercises Embry-Riddle Aeronautical University- OKC	Eleanor Maurer Auditorium Omniplex	Russ Tresner - 405-739-0397 or oklahoma_city_center@cts.db.erau.edu	Call or email for more info or to get your name on our mailing list.
May 30-31	Hot Air Balloon Event Magnolia Festival of Oklahoma	Durant, OK	Frank Capps- 918-299-2979 aerosportballoon@hotmail.com	Hot air balloons, arts and crafts, live entertainment
Jun 6-7	17th Annual Biplane Expo	Frank Phillips Field (BVO) Bartlesville, OK	Charles W Harris- 918-622-8400 www.biplaneexpo.com	The world's largest gathering of biplanes by variety. Forums, workshops, special guests, exhibits...a fun time!
Jun 6-8	Ozark Balloon Fest	Bentonville, AR	Frank Capps- 918-299-2979 aerosportballoon@hotmail.com	Hot air balloons, arts and crafts, live entertainment
Jun 9-13 8:30AM-4:30PM	Aviation Careers Academy Tulsa Community College	Tulsa Technology Center- Riverside Campus, Jenks, OK	Youth & Academic Office for Continuing Education- 918-595-7566	For 10th-12th grade. Explore aviation facilities through field trips. Earn 3 hrs flight time. Cost: \$199.
Jun 13-15	Aerospace America International Airshow	Will Rogers World Airport Oklahoma City, OK	Carl Whittle, Director, (405) 685-9546, csw@aerospaceokc.com	Celebrating 100 years of powered flight with a salute to our military men and women.
Jun 13-15	Powered Parachute Fly-In at Aerospace America	Will Rogers World Airport Oklahoma City, OK	Bob Hawkins- 918-284-0032	We hope to have 20-50 powered parachutes
Jun 13-15	2nd Annual Sport Aviation Association Gathering	Frasca Field Urbana, IL	Bonnie Poberezny saa@sportaviation.org	
Jun 13-15	Eighth Annual Air Fest Arkansas Air Museum	Fayetteville Airport Fayetteville, AR	Judy Hammond- 479-521-4947 ArkansasAirMuseum@yahoo.com	Celebrating 100 years of flight. Admission: adults- \$7; children age 6-12, \$3; children under 6 free.
Jun 19-22	EAA B-17 "Aluminum Overcast" Tour Stop	Jones-Riverside Airport Jenks, OK	Charles W. Harris- 918-622-8400	
Jul 8-13	Ninety-Nines International Conference	Marriott Hotel- Space & Rocket Center, Huntsville, AL	Lisa Cotham- 225-293-4359 lisacot@earthlink.net	
Jun 14-15	Gainesville Fly-In	Gainesville Municipal Airport Gainesville, TX	Matt Quick- 940-668-4565	
Jun 29	Sand Ridge Lunch Fly-In	Sand Ridge Airport Collinsville, OK		



# Transcontinental Air Transport

continued from p. 1.

merce. The *Daily Oklahoman* devoted a full page to the event, proclaiming that would-be passengers were scouring the



The Waynoka TAT airport.

maps looking for little-known Waynoka.

The Waynoka airfield had three asphalt runways. It was the most brilliantly lighted field in the world, with 15-watt runway lights every 260 feet. A high intensity electric-arc floodlight near the Santa Fe tracks threw a soft bright light over the field. Residents reported being able to read newspapers a half-mile away at night.

TAT constructed a 202' x 148' hangar, America's third-largest, at Waynoka. Two electrically-lighted signs, each 172' x 48', were installed on the roof, spelling out "WAYNOKA."

## TAT Weather Bureau

Under Col. Lindbergh's guidance, the TAT system included 82 weather-reporting stations and ten complete weather stations. Each city on the route had a weather station, and reporting stations were located in cities about 50 miles either side of the route. TAT's weather bureau system was about half the size of the entire United States Weather Bureau.

Lindbergh insisted that TAT install 2-way radios between the airplanes and the ground stations—the only airline to have such equipment. By June 7, 1929, radio station KSY was in operation at Waynoka, at a frequency of 393 kilocycles, the first station on the TAT line to be completed.

In the airplanes, radio transmitters were installed in the rear of the cabin. In low-visibility conditions, station personnel would use direction-finding equipment

to locate the airplane and provide a compass heading to the station.

## Harvey House and the TAT Passenger Station

In 1910, the Fred Harvey Company had built one of their famous Harvey House restaurants on the Santa Fe railway in Waynoka. With exclusive contracts and ample support from the railroads, Harvey Houses and the Harvey Girls that staffed them became famous for high-quality rail-side dining.

## TAT Airport Dedication

On Saturday, June 22, 1929, the town of 1200 went all-out to celebrate the dedication of the TAT Airport. Oklahoma's Attorney General delivered the principal



Waynoka's Harvey House, from an original postcard—postage: one cent.

address. An orchestra provided music for the afternoon program and for a free dance in the hangar that night. Planes from Oklahoma City, Tulsa, Enid, Amarillo, Wichita, and other cities flew in for the big day.

## The Inaugural Flight

Col. Lindbergh and his wife, Anne, had been married less than six weeks when they spent the night in Waynoka on the way to California for the inaugural flight. The Lindberghs entertained the Waynoka TAT crew with a dinner at the Harvey House. Other times when they dined at the Harvey House, they entered through a back door to avoid attention, the citizens of Waynoka allowing them privacy.

On July 7, 1929, at 6:05 PM Eastern time, Lindbergh, in the office of California Governor C.C. Young, pressed a button that flashed a light 3,000 miles away at Pennsylvania Station. At the signal, the

Pennsylvania Railroad's *Airway Limited* started its westbound journey, as a band played "California, Here I Come!"

Arriving in Columbus the next morning, the twenty or so westbound rail passengers boarded two Ford Tri-Motors for the flight to Waynoka.

In flight, clean-cut college-boy couriers served meals and saw to the comfort of the travelers. Every passenger on the full run received a solid gold fountain pen from Tiffany's and cotton balls to protect their ears from the noise. In turbulence, slices of lemon were provided, though often passengers merely opened the windows for a breath of fresh air.

Amelia Earhart, named Assistant to the TAT General Manager to encourage women to fly, was on the first westbound plane, accompanied by her good friend, Dorothy Putnam, heir to the Crayola fortune.

Arriving at about 6:30PM in Waynoka, the travelers were transported from the airport to the Harvey House in the "Aerocar," a specially designed wood-and-fabric trailer pulled behind a car. After dinner at the Harvey House, they boarded the night train to Clovis.

In Los Angeles, on the morning of July 8, a throng of people watched Mary Pickford christen the Tri-Motor *City of Los Angeles*, with Gloria Swanson, Douglas Fairbanks, the Lindberghs, and other dignitaries in attendance. Lindbergh personally piloted the eastbound flight as far as Winslow.

As the trips continued in both directions, Waynoka was filled with excitement and enthusiasm. Local people took advantage of flying to Wichita for shopping or to attend a ballgame. If word came



The TAT "Aerocar," used for transporting passengers between the airport and the train station.

that "Lindy" would be flying in, a line of cars would make its way to the airport to get a glimpse of the famous aviator.

## Tragedy Strikes

In spite of all the safety measures implemented by TAT, on September 3, less than two months after its initial flight, the Tri-Motor *City of San Francisco* crashed on the 10,000-ft. Mt. Taylor in New Mexico. All eight aboard perished.

It was a blow from which TAT never recovered. Passenger numbers dwindled to almost nothing, even after fares were lowered to less than \$160.

In February 1930, Maddux Airlines became part of TAT, adding fifteen Tri-Motors to the fleet and adding a Los Angeles-to-San Francisco route.

## The End is Near

In its first 18 months of operation, TAT lost \$2.7 million. The directors realized the air-rail concept was not workable and merged with Western Air Express, to become Transcontinental and Western Airlines—TWA. On October 1, 1930, the U.S. Postmaster awarded a lucrative mail contract to TWA, which helped subsidize its passenger operations. By the end of October, the announcement had been made that TWA would cease operations in Waynoka.

## Final Chapters

In 1939, the huge TAT hangar was dismantled and moved to the airport in Little Rock, AR.

During WWII, the US Army Air Corps used the TAT airport runways for practice landings. In 1945, TWA sold the 320-acre half-section to two area farmers. Two brick buildings remain at the site—



The TAT airport, as it appears today.

the garage and the transformer house.

Waynoka's Harvey House closed in 1937, after which the Santa Fe Railroad used it as a depot, reading room, and storage area, finally closing it in the early 1990s. After the railroad donated the building to the City of Waynoka, the Waynoka Historical Society completed a beautiful \$1-million restoration in 2000. The Transportation Museum on the second floor features TAT, Santa Fe, and Fred Harvey exhibits, with historic photos and artifacts. The museum is open Thursday, Friday and Saturday evenings and by appointment at other times. The gift shop sells books, videos and gifts.

On the first floor of the Harvey House, Chicken Roscoe's restaurant is open Thursday, Friday and Saturday evenings, 5:00PM to 9:00PM, featuring steaks, shrimp, chicken, hamburgers, salads—all reasonably priced. Reservations are recommended—call 580-824-0710.

If you would like to plan a special air trip to Waynoka and the Harvey House, the Waynoka Historical Society would be happy to provide transportation from the airport.

For further information, contact Sandie Olson at 580-824-5871 or sandieo@pldi.net. Visit the web site of the Waynoka Historical Society—www.pldi.net/~harpo.

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# Sparks Aviation/Autopilots Central Holds Chili Cookoff

Your *Oklahoma Aviator* editors are willing to give all for the cause of flying airplanes. Recently, when we visited Sparks Aviation/Autopilots Central at Tulsa International Airport, our assistance was requested in judging entries for their Chili Cookoff contest. With Roloids close at hand, we accepted the challenge.

The lunchtime soiree included 11 different versions of the fiery stuff cooked up by employees. A complement of chips, coleslaw, desserts, and other "fixin's" was in abundance, along with plenty of milk to soothe

the inflamed tongues and stomachs of those enjoying the repast.

Besides us, the complement of judges included Bob Williams, owner of Skyworthy Interiors, and Edie Ketchum, a representative of Weight Watchers International, which is conducting a company-wide weight-loss program. Even though Edie called a temporary moratorium on counting nutrition points during lunchtime, she was later observed "taking names."

Before lunch, we judges diligently attended our appointed task, attempt-

ing to "cleanse the palate" between tastings with a swallow of milk. Five judging categories were established including Hottest, Wimpiest, Most Original, Most Unusual, and Best Overall recipes. When the smoke cleared, the winners were as follows:

- Hottest, Best Overall, and Most Original- Rich Grau with his "Magic Chili" recipe
- Wimpiest- Laura Carpenter with her "Divine Bovine" recipe
- Most Unusual- Randy Herren with his "Foul Weather," a chicken chili recipe

Brennan Blevins, with his "Tijuana Tongue-Lashing" recipe, deserves honorable mention, if for no other reason than having the best name.



*Chili Cookoff Judge and Weight Watchers International representative Edie Ketchum prepares to taste one of the wonderful concoctions. Now, how many points was that, Edie?*

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