



The Oklahoma Aviator

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

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Oklahoma Aviator, 32432 S. Skyline Drive, Cookson, OK 74427

Historic TUL Hangar 1 Being Moved— To Become Phase 1 of New TASM Complex

TULSA – The Tulsa Air and Space Museum (TASM) recently announced that a historic hangar at Tulsa International Airport will be moved from its current location near Apache and Sheridan to TASM's new site near the northwest corner of the airport. The restored hangar, complete with its *art deco* architecture, will be Phase 1 of a large TASM complex there.

Disassembly of the hangar will be complete by the end of May. The shell will hopefully be re-assembled with electric service installed in time for a December 17 Centennial of Flight Celebration. Full occupancy is expected by the end of 2004.

The hangar, originally known as Hangar 1 but now known as Hangar 4, was the first hangar at the then-brand-new Tulsa Municipal Airport in 1928. The hangar was slated for demolition to be in compliance with FAA obstacle clearance requirements. However, Brent Kitchen, Director of the Tulsa Airport Authority came up with the idea of making the hangar available to TASM for its new facility.

In its early days, Charlie Short, Tulsa Municipal Airport's first manager, used Hangar 1 to host famous fly-in guests. Says Kim Jones, TASM Curator, "At the TU McFarland Library, we found Charlie Short's original guest registers from 1928 to about 1932. When you look at them, the names are incredible—Amelia Earhart,



The planned new TASM site at the northeast corner of Runway 18R/36L. The historic, restored Hangar 1 is at left. Disassembly, moving, and restoration of the hangar is currently underway.

Wiley Post, Jimmie Dolittle, Clarence Tinker, and many others. So, the historical significance of the hangar is incredible, and we want to maintain that presence."

By 1925, the entire nation was becoming excited by aviation. Automobile pioneer Henry Ford began promoting aviation through organizing and sponsoring the Ford Reliability Tour, in which a group of airplanes—the latest designs—made a tour of airports in the mid-section of the country to demonstrate that air travel was indeed reliable. Ford saw a big future for aviation all across the country and was

anxious to promote his own Ford Tri-Motor, which he fondly believed was the best passenger and cargo airplane available and would remain so for decades.

The tours were highly successful and continued from 1925 through 1931 when, like so many other activities, they became victims of the Great Depression. Each year's tour featured a different route and, in 1927, Tulsa was chosen as a tour stop. The tour landed at what was then Tulsa's main landing field, McIntyre Airport located at Admiral and Sheridan.

[The Ford Reliability Tours will be re-enacted in the fall of 2003; on September 14, Tulsa will once again be a chosen stop. Look for more details in a later issue. Ed.]

At that same time, Tulsa was growing fast. The oil business was in full swing, money was plentiful, and better transportation was needed. At that time, no major railway hubs were located in Tulsa and the national highway system had not been sufficiently developed for automobiles to become a reliable transportation system. So, it was natural that, with money available, local businessmen would turn to the exciting possibilities of air

transportation.

In late 1927, it became known that Tulsa would not be considered as a stop for the 1928 Ford Air Tour because it was becoming too big for McIntyre Airport to handle—

30 to 40 airplanes were expected. However, the tour organizers issued a challenge: if Tulsa could build a new airport within 6 months, the tour would stop there. The Chamber of Commerce, recognizing that the schedule would not allow the normal governmental study and approval process, set up a secret committee to secure a site and, in January 1928, convinced a group of 47 Tulsa businessmen to sign a note (known as the famous "Stud Horse" note) pledging their personal funds to cover a bank loan of \$172,000 to buy the land.

The list of signatories is a literal "who's who" of moneyed Tulsans, and includes W.G. "Bill" Skelly, himself an avid promoter of aircraft and soon to be one of the founders of the Spartan Aviation Company (which manufactured the Spartan C3 and the legendary Spartan Executive and which later became Spartan School of Aeronautics).

Thus, Tulsa Municipal Airport *continued on p. 5.*

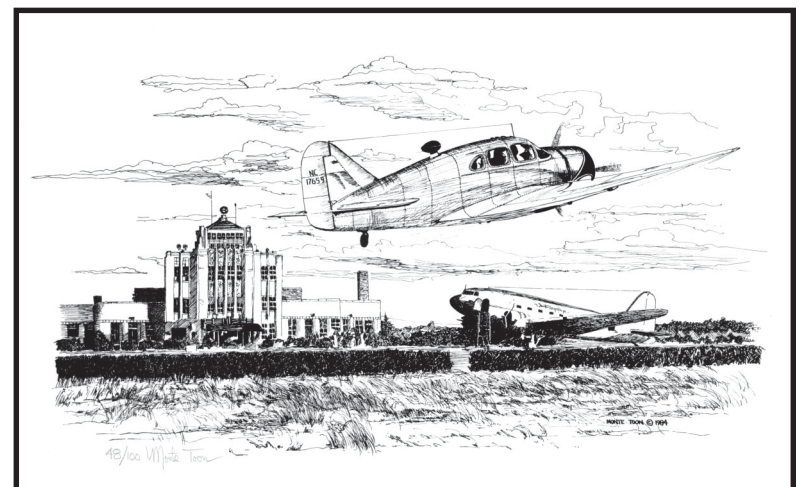
Historic Oklahoma Aviation Art

This is the fourth 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.

Each 13"x16" print is signed by the artist. Single prints are \$20 each. Any six prints are \$90 or the full set of twelve is \$170. Add \$6 S&H for each order. Make checks payable to *The Oklahoma Aviator*.



Hangar 1 as it appeared sometime in the 1930s. The airplane nearest the door opening appears to be a Lockheed Vega.



This scene shows the Tulsa Municipal Airport terminal, dedicated in 1932. A Spartan Executive is taking off and an American Airways DC-3 is loading passengers on the ramp.

Bethany Balloon Fest

BETHANY - The City of Bethany is proud to announce its new affiliation with the annual "Balloon Fest" event held on the northern edge of Bethany at Wiley Post Airport. Through coordinated efforts with Balloon Fest Event Director, Dawn Burroughs, the City's Economic Development and Business Growth Division has entered into an agreement for Bethany to be the Title Sponsor for Bethany Balloon Fest beginning with the August 8th and 9th 2003 event.

"The City views its role in the event as having many rewards for the people of Bethany, as well as for the region and the State of Oklahoma," commented Dan Galloway, Bethany City Manager. "Our community takes pride in supporting an event whose primary beneficiary is the Regional Food Bank of Oklahoma. We believe this added support is reflective of Bethany's long standing reputation as a charitable and caring community. But, Bethany is also a progressive and friendly business community and we are excited to demonstrate our pro-business atmosphere."

Bethany Balloon Fest will be held August 8th and 9th at Wiley Post Airport, NW 50th and Council. The event will feature 55 hot air balloons, the Derby Duck Dash, live music, food, crafts, kids activities, skydiving demonstrations, a bicycle stunt team and much more! Hours are Friday, 4pm - 11pm and Satur-

day, 2pm - 11pm. Admission is \$8 at the gate. Parking is free and can be accessed off of NW 50th and Council. Half-price weekend passes and free tickets for kids 12 and under will be available July 1st at Mathis Brothers Furniture, Toys R Us, Tinker Federal Credit Union, and Thrifty Pharmacy. Proceeds benefit the Regional Food Bank of Oklahoma.

Bethany has watched this event bring families and friends from all over Oklahoma and from neighboring states, right to their 'doorstep' at Wiley Post Airport. "How better can we show our hospitality and support than adopting the gala as the Bethany Balloon Fest" said Galloway. "The business community throughout Bethany is looking forward to rolling out the Red Carpet to all the attendees of the event and to all those who work so hard to prepare, organize, and present the event."

The Mayor, City Council, City Manager, staff, and citizens of Bethany want to welcome everyone to Bethany Balloon Fest 2003.

For information about Bethany, its business opportunities, or working with Bethany Balloon Fest 2003, call City Manager, Dan Galloway or Business Development Coordinator, Tom Butcher at (405) 789-5005.

Bethany Balloon Fest 2003 is sponsored in part by: All American Bottling/7UP, Mathis Brothers Furniture, Sonic Drive-Ins, Marc Heitz Chevrolet, The City of Oklahoma City, KOMA FM, KRXX, KMGL, KOMA AM, NewsChannel 4, Budweiser, ABS Golf Cars, Ajax Kawasaki, All American Waste, Allison's Fun, Inc., AmeriGas, Baker Boys Yamaha, Braum's, Challenger Wireless, Chesapeake Energy, Citgo Petroleum, Creative Marketing, Crossings Community Church, Hahn Trailer and Container Services, Image Arts, etc., Haskell Lemons, INTEGRIS Heart Center, Little Giant Pump Co., Marianne's Rentals for Special Events, Mercy After Hours, Merry Maids, MLT Worry-Free Vacations, Moto Photo, OG&E, Oklahoma City Marriott, Oklahoma Employees Credit Union, Oklahoma One Call System, One Link Wireless, Pleasant Pools and Spas, RE/MAX, Sgt. Grits, Shawver & Sons, Tinker Federal Credit Union, Thrifty Pharmacy, Toys R Us, Trader Publishing Co., Tuxedo Specialists, U.S. Marine Recruitment Station, WACO, Warren Cat Equipment and Wiley Post Airport.

The Higher Plane

by Barbara Huffman



Looking Up

America is great - and in a mess. We have "won" the war in Iraq, but are still spending funds and risking lives in the rebuilding effort. Our stock market has caused huge losses in both public and private sectors. Companies and sports and movie stars continue to disappoint us with their law breaking. States are broke. We have not even come close to solving our domestic problems of abuse, homelessness, poverty, hunger, joblessness, discrimination, poor educational systems, violence in our schools - the list goes on and on. We seem to revel in the sickness of party politics, violent movies, and more and more vulgar sexual content on TV. We're now raising the second generation of children who aren't being raised by their own parents. And I've only brushed the surface!

But we all have a simple choice to make. We can decide either that this world is a good place, or that it is a bad place. If we choose the former, we can happily and safely move through our life activities and service for others with assurance and confidence. If we chose the later, everything we do will be tainted with a degree of cynicism and fear, and there will always be an enemy.

Michael and I have chosen to believe that this world, this country, our leaders, churches, and institutions are

good. We choose to move through life with a "glass half full" attitude - and we have no enemies. This does not mean that we hide our heads in the sand and pretend that problems don't exist. It does not keep us from activism in our chosen areas of interest. But it does provide us with that safety and security to care about people, this country, and our dear friends and family, without fear of something horrible befalling us. We are not sitting and waiting for the other shoe to drop. We are choosing to walk on higher ground, fly the higher plane, so to speak.

This safety and assurance allows us to put our all into church activities, aviation interests, and family projects. It cradles us in the knowledge that we can help with a Young Eagles event, go visit a new airport, research and write an article for the newspaper, or do any other task without feeling that it is all in vain. We know that our efforts make a difference - because we live in a good place. A place where our interests, such as aviation, and the love of God and people, matter. We know that no one will take from us what we build - because this is America, the Beautiful. Land of the free and home of the brave. Do we make mistakes? You bet we do! We all do! But living here in Oklahoma, USA, we are allowed to make misjudgments, ignorant decisions, or fall on our faces, then get up again, and start anew.

So let's face our limitations and problems, double our efforts, and strive ahead, working for the things that really matter. Good education, good parenting, strong companies and families, terrific medical care, kindness and compassion - and get ahead with positive, upbeat business of living. Let's keep airports open, encourage young people in aviation careers, keep our aviation businesses alive. Let us all know, deep down, that our world is a good place - and then sit back and watch the miracles happen!

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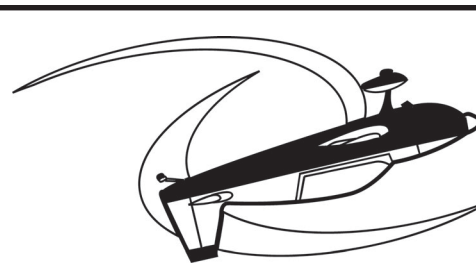
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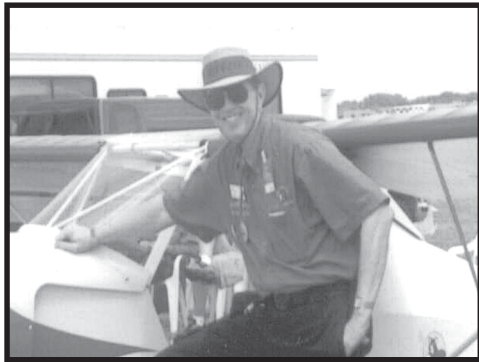
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Up With Downs

by Earl Downs



Just Throw Money At It!

In the April issue, I told the story of Hiram Maxim, an aviation pioneer who predated the Wright Brothers in powered flight experiments. Here's another story that provides insight to the Wright brother's spectacular achievement.

What makes an airplane fly? My standard answer is—MONEY. For those of us in aviation, it sure seems like the right answer, but it does not always work.

On May 6, 1896, Alexander Graham Bell watched his friend, Samuel Pierpont Langley, make the first successful flight of a powered, winged aerial machine. The machine, called Aerodrome number 5, was a 26-pound model airplane powered by a compressed air engine. Langley made two flights on that day, one of which covered a distance of over 3,000 feet. Later that year, he flew Aerodrome model number 6 successfully with different power plants and was convinced he had a solution to powered flight.

Langley was a brilliant, a self taught astronomy professor for twenty years who became Assistant Secretary of the Smithsonian Institute in 1897. While at the Western University of Pennsylvania, he established a fully staffed and funded workshop to advance his experiments with winged flight. The Smithsonian established a test facility for him that included a long whirling arm upon which he could attach his models for testing. His largest model (number 6) had a wingspan of 14 feet and was launched from a catapult system mounted atop a houseboat. He wrote papers about his theories on aerodynamics and promoted the development of lightweight engines to power his designs. Langley considered his experiments to be concluded in 1896, but it was not to be.

Langley's name and prestige were well known in Washington. The Spanish American war of 1898 led the War Department to

convince Langley to attempt man-carrying flights and funded the project with a grant of \$50,000. Named to the prestigious post of Secretary of the Smithsonian in 1901, he procured another \$20,000 from a private fund. That's a good deal of money even by today's standards! With that much financial and political support, success should have been assured.

He based the manned version on his freeflight models, giving it the rather unattractive name of the "Buzzard." Langley chose his assistant, Professor Charles Manly, as the pilot, even though Manly would really be only along for the ride. Langley had not developed a full control system for his creation and expected it to fly by itself like his models. He had concluded that after some freeflight testing (with a "pilot" on board) he would then develop the control system.

His belief that you can simply scale up a model to create a full size flying machine doomed his craft before the first flight was ever attempted.

Mounted atop the houseboat catapult, the first flight was attempted on October 7, 1903. The craft made it about 30 feet off the end of the launching ramp before impacting the water. Charles Manly emerged wet but unhurt from the floating debris. Convinced that the problem was in the launching device, Langley ordered the Buzzard rebuilt. On December 8, 1903 the second attempt to fly his machine nearly ended in disaster. The machine suddenly rose up about 40 feet into the air at the end of the launching ramp and its wings crumpled. Manly barely avoided death. With \$70,000 in the project, Langley called it quits. I assume Professor Manly agreed.

The Wright Brothers were well aware that they were in competition with Professor Langley. Only 9 days later, on December 17, 1903, Orville Wright made the first successful, powered, winged flight. Three more flights that same day proved they had solved the mysteries of powered, controlled flight. They had done it on their own with no outside funding or grants, with money they had earned in their bicycle shop. Perhaps resourcefulness, hard work, dedication and perseverance are really worth something!

Just think, if Langley had been successful, you might have learned how to fly in a Buzzard 152!

Comments or questions? Email me at earldowns@hotmail.com

NEWSFLASH- THIS JUST IN!

Earl Downs will soon be a full-fledged professional journalist! Mary Jones, editor of the new *EAA Sport Pilot and Light Sport Aircraft* magazine, recently announced that Earl has been selected to be a regular contributor to the magazine.

Says Earl, I am ecstatic to be associated with EAA. Mary and Scott Spangler are first-class people and I look forward to working with them.†

Earl promises that, sometime in the future on Oprah's show talking about his new novel (the main character is a tall, lanky pilot who happens to be a great writer), he will remember his beginnings with *The Oklahoma Aviator*.

Our heartiest congratulations and best wishes to Earl!

Ask the Doctor

by Dr. Guy Baldwin, AME



Attorney Goof-Up

Now that I have gotten the attention of attorneys that read *The Oklahoma Aviator*, I want to encourage everyone to be aware of a recent situation with an airman who got a traffic citation for driving under the influence of alcohol (DUI).

Over the last several years, the FAA has really been cracking down on DUIs, especially unreported or multiple DUIs. They seem to be fairly tolerant of a single DUI as long as it is reported to them within a 60-day period from when it occurred.

However, if a DUI is not reported within that window or if the airman gets another DUI, penalties are becoming more severe. I think their concerns are that if a person habitually drinks and drives a car, he may be inclined to drink and fly an airplane, both of which are bad.

This particular airman was driving home from a party when the police stopped him. A breathalyzer test indicated that he had been drinking, but his blood alcohol level was below that classified as "driving while intoxicated."

The airman engaged an attorney, who represented him in court. After the court appearance, the attorney reported that the airman's citation had been reduced to reckless driving and that, if he does not have

other infractions within a certain period of time, the citation would be expunged from his driving record.

Because of the attorney's report, the airman chose not to notify the FAA, apparently thinking (hoping?) that he did not need to, because the infraction would eventually be removed from his driving record.

Sometime later, he came to my office for a renewal of his medical certificate. In filling out the medical application form 8500-8, he did not list the citation as an administrative action related to alcohol. He passed the examination and I issued him a medical certificate.

Now, in case you are not aware of it, the FAA has nationwide access to the driving records of all airmen, including this guy. The first indication of a problem was a letter I received from the FAA Enforcement Division asking several questions about my review of his 8500-8 form, which I answered. Sometime later, the airman and I both received letters from the FAA asking for an explanation of the citation and why it was not reported. His explanation, which was based on the story related by his attorney, did not impress them. In the end, the airman received a 60-day suspension of his pilot's license and his medical will no doubt be suspended as well.

This is not my first case like this, particularly with attorneys that may not be familiar with aviation. My advice is if you have any traffic violations that relate to alcohol, immediately notify the FAA. Also, regardless of whether the citation may eventually be removed from your driving record, do not fail to list it on the 8500-8 form.

If you have any questions related to this subject matter or others do not hesitate to contact my office at 918-437-7993.

Astronaut Lectures at TTC- Riverside



Jack Sellers (at left), assistant professor of aviation science, Tulsa

Community College (TCC), is shown with Jim Voss, astronaut and deputy for flight operations at NASA's Space Station Integration Office, during a recent visit to Tulsa Technology Center. Voss, a veteran of five space shuttle flights and 201 days in space, gave a public lecture about America's space program. Voss was a member of the second crew to live on the International Space Station. The lecture, the third such event involving a NASA official in the last nine months, was sponsored by Tulsa Aviation Alliance, which includes Oklahoma State University-Tulsa, TCC, and Tulsa Tech.

TCC Science Club Builds Glider, Competes in Flugtag Texas

The newly organized Tulsa Community College (TCC) Science Club—nicknamed the “TCC Flying Bulls”—recently entered the “Red Bull Flugtag Texas,” a competition among hand-made human-powered flying machines held in Austin, TX. “Flugtag” means “flying day” in German.

Flugtag Texas encouraged the design and construction of outrageous flying machines that combine aerodynamics with a sense of humor and adventure. TCC students built a 28-foot-wingspan glider shaped like a Red Bull drink can, launched it off a 30-foot high ramp extending out over Town Lake in downtown Austin, and watched it fly about 30 feet over the lake. The pilot, Andrew Ryerson, a former Marine and member of Phi Theta Kappa Oklahoma All-Academic Team, wore a body mask resembling a red bull.

From more than 100 applicants, 45 teams were selected for Flugtag Texas. TCC was one of only five all-student groups and the only entry from Oklahoma.

Instrumental in designing the TCC entry was J.R. Petrie, 62, free-lance designer for NASA and U.S. Department of Defense, who worked at Marshall Space Flight Center.

Connie Hebert, PhD science club advisor hired by TCC in December, has a research background in nuclear cardiology, biomedical science, and renal cellular transport—not exactly “the stuff that gliders are made of.” However, she believed a Flugtag entry could inspire, entertain, and educate the newly organized club. She recruited a fun, hard-working group of students to construct the glider.

Among the unusual entries TCC faced was a polka-dotted guitar-shaped memorial to Randy Rhodes (guitarist for Ozzy Osbourne), a craft with a rotating wing attached to a fuselage shaped like a 1932 Ford Coupe, and a trebuchet (a combination slingshot and catapult used to destroy castles in the Middle Ages) that propelled a pilot dressed as Wile E. Coyote. Other entries were shaped like an armadillo, a

dragon, a lemming, a lawn mower, a sombrero, a Swingline stapler, and a teacup.

TCC students competed against advertising executives, commercial artists, martial artists, mortgage bankers, musicians, retired military personnel, and employees from Amy's Ice Cream, America West Airlines, and Blisterin' Hombre Salsa.

The first Flugtag was held in Austria, 1991. Last year, Red Bull Flugtag debuted in America before 20,000 spectators in San Francisco. This year Red Bull is sponsoring six Flugtags across the United States—including Chicago, Los Angeles, and New York City.

For the fifth consecutive year, TCC is ranked in the top three percent of more than 1,150 community colleges nationally in the number of associate degrees awarded in all disciplines.

TCC responds to the call for a sharpened focus on science and mathematics in education through its six degree granting programs in physical and biological sciences and mathematics. The new Science and Mathematics Building at TCC Southeast Campus features twenty-two state-of-the-art classrooms and laboratories for physical and biological sciences.

The largest two-year college in Oklahoma, TCC serves approximately 30,000 students per semester in credit, corporate and industry training, and continuing education classes. TCC information is available at www.tulsacc.edu



Pilot Andrew Ryerson, in red bull costume, with TCC's Flugtag Texas glider.

FAA Improves Field Approvals

In May, FAA released Change 16 to its Airworthiness Inspectors Handbook 8300.10. Chapter 2 of the handbook addresses field approvals for major alterations.

A September 2002 revision caused major problems; because of the language it contained, some FAA Flight Standards District Offices (FSDOs) had virtually stopped issuing field approvals.

The situation was confused by distinctions between major and minor alterations and, for major alterations, the distinctions between those allowed to be approved by an Airworthiness Safety Inspector (ASI), those requiring FAA engineering approval, and those requiring a Supplemental Type Certificate (STC). A major problem was that it seemed to allow rejection of a request based simply on an individual ASI's lack of knowledge.

The new revision directly instructs ASIs to consult other resources when the subject matter is outside their technical knowledge.

It also specifically allows approval by an ASI based on a previously-approved 337 form for the same alteration on the same make and model aircraft, or even on a different make and model “if the installation is similar.”

For alterations that an ASI decides he or she cannot approve, new language re-

“Osama Bin Daley”- Domestic Terrorist



quires that they inform the applicant of the reasons and allow the opportunity to change the application to facilitate approval.

Included in the new revision are flowcharts showing the individual steps an ASI should take in processing requests for field approval. Also included is an 11-page list of specific alteration categories, with an indication of which can be evaluated by an ASI, which require review and approval by FAA engineering before approval via a 337 form, and which require an STC.

The new revision can be downloaded at http://www2.faa.gov/avr/afs/faa/8300/8300_vol2/2_001_00.pdf.

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A RESOLUTION CONCERNING MEIGS FIELD IN CHICAGO

A Resolution supporting the efforts of the Aircraft Owners and Pilots Association (AOPA), an organization promoting the interests of general aviation and pilots, to reopen Chicago's Merrill C. Meigs Field and condemning Mayor Richard M. Daley for his act of domestic terrorism on March 31, 2003.

Whereas, Meigs Field was destroyed on March 31, 2003 by Mayor Daley in an effort to close the airport for his own personal reasons but claiming homeland security as an excuse; and

Whereas, Meigs Field plays a major role within the national aviation system. The 3,900 foot runway at Meigs provided general aviation operators with an ideal location to access the heart of Chicago. In addition to being an integral part of the city's disaster relief plan and providing medical airlift transportation needs, the federal government listed Meigs in the National Plan of Integrated Airport System (NPIAS), identifying its important role within the national air transportation system; and

Whereas, the destruction of Meigs Field might have an impact on future federal funding for other Chicago projects by blocking federal funds from being used to replace the airport with a park; and

Whereas, the Oklahoma Aeronautics Commission stands by AOPA's efforts to restore and reopen Meigs Field by supporting their decision to ask the Department of Homeland Security to issue an order prohibiting restrictions or closures of public airports on the basis of a security claim without its concurrence and a specific threat; by supporting their decision to seek emergency legislation to allow the State of Illinois to purchase Meigs from Chicago; and by supporting their decision to oppose any attempt by the city of Chicago to use federal or state funds for the \$27-million park that is slated to replace Meigs.

NOW, THEREFORE, BE IT RESOLVED

THAT, this resolution from the Oklahoma Aeronautics Commission to support AOPA's efforts to reopen Merrill C. Meigs Field in Chicago, Illinois be approved this 15th day of May, 2003.

Signed,

Commission Chairman,
W.D. "Bill" Kendrick

Commission Director,
Victor N. Bird

Hangar 1

continued from p. 1.

came into being at its current location, on the northeast corner of Apache and Sheridan. The group laid out grass runways and built a wood-and-tar-paper "administration building," which served as the first terminal. The airport was completed on time and the Ford Air Tour landed on July 3, 1928, staying for a grand dedication ceremony on July 4, and leaving on July 5.

Not yet satisfied with their airport, later in 1928 the group went on to build Hangar 1, the first building on the airport other than the terminal. Soon the group had sold the airport to the city, their original plan. From then on the airport grew more and more. Airline service began almost immediately. Hard surface runways were soon added. Because of the oil business traffic, Tulsa Municipal had the distinction of being the busiest airport in the world for a time.

In 1932, a new *art deco* terminal building was dedicated; with expansions, it served until the present terminal was dedicated in 1961. Hangar 1 was used for airplane storage up through the 1950s and then was used for general airport storage. In recent years, Russ Newman of Flight Management rented it, restoring his B-25 "Old Glory" there.

The hangar disassembly process will retain the structural steel, doors, window frames, and portions of the interior. The existing shed portion on the Sheridan Road side will not be rebuilt; instead, a new *art deco* addition will be made to house museum offices, store, library, classrooms, and a teacher resource room. The main portion of the 18,000 sq. ft. hangar will be climate controlled and will house the museum's collection of aircraft, displays, and artifacts.

The hangar will include the word TULSA painted on the roof, as it did originally, and the original set of electric lights that outlined the letters will be reinstalled.

Phase 2 of the TASM project will include the building of a new Spitz Electric Sky Theater building—a combination planetarium and large format film theater. Phase 3 will see the construction of an additional 42,000 sq. ft. display building.

For more information, call TASM at 918-834-9900.

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News of the Oklahoma Center

OKLAHOMA AVIATOR "50 FLAGS TO KITTY HAWK" FLIGHT PLANNED FOR JUNE 3 & 4.

As first reported last month, Mike and Barbara Huffman plan to leave for their "50 Flags to Kitty Hawk" flight on June 3 and arrive at First Flight Airport, Kitty Hawk, NC sometime the next morning.

Anyone interested in flying along on one or more legs is welcome.-- contact the Oklahoma Aviator.

Plans call for leaving Altus at 8:00AM on Tuesday morning June 3, arriving at Wiley Post Airport about 9:00AM for a press conference. Next, the flight will depart Wiley Post at 11:00AM, arriving at Jones-Riverside Airport in Tulsa about noon. Following another press conference there, the flight will depart for Kitty Hawk at 2:00PM, with an overnight stop somewhere enroute.

TASM HOLDS 4TH ANNUAL ART CONTEST

TULSA – A Skiatook High School sophomore won "Best of Show" on April 25, 2003 at the 4th Annual High School Art Contest hosted by the Tulsa Air and Space Museum. The event honors A. Blaine Imel—long-time Tulsan, World War II fighter pilot, architect, and Museum Board Member.

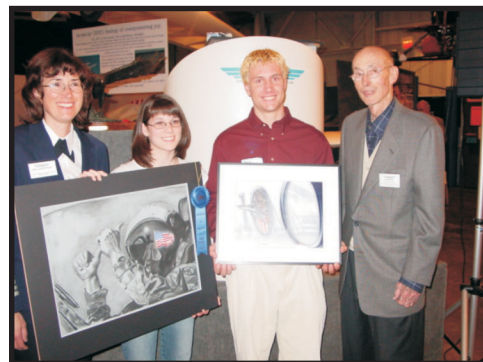
Maegen Berglund took "Best of Show" with an entry in the Drawing, Colored Pencil, Ink and Charcoal category titled "Reflection of Freedom." Her entry was judged alongside 78 other students participating from eight private, public, and art schools throughout northeast Oklahoma. According to Jay O'Meilia, head judge and national artist, "Her drawing was superb and very mature for a 10th grader. The design and drawing technique was way above the other entries."

By garnering top honors, Ms. Berglund won two tickets on Southwest Airlines. Her winning selection will also be featured on the Museum's

2003 Holiday greeting card and 2004 note card. Packages of the previous winner's note cards are available in the Museum Gift Shop for sale and all proceeds go to support future art competitions.

The art competition provides seven categories where students compete in two grade levels, 9th-10th grades and 11th - 12th grades. The Museum's theme of the event is "Where Dreams Take Flight" and the only requirement for entry is that the piece must reflect the beauty and inventiveness of mankind in the quest for flight and space travel. Cash awards of \$75 for 1st Place, \$50 for 2nd Place, and \$25 for 3rd Place plus ribbons and certificates, are presented in each category. Other winners included:

- First Place for Watercolor and Pastels- Cole Beck, 10th grade, Skiatook High School and Lacey Krautter, 12th grade, Home School
- Sculpture and 3-Dimensional- Noel Rider, 9th grade, Skiatook High School



Presentation of awards to the top winners of the TASM art contest; l. to r.: Jennifer Wise, Southwest Airlines pilot; Maegen Berglund, with her "Best of Show" winner; Ben Sanders, winner of the Centennial of Flight award; and A. Blaine Imel, TASM board member.

- and Sarah Cary, 11th grade, Home School
- Oil and Acrylics- Branden Carr, 9th grade, Skiatook High School and Benjamin Persson, 11th grade, Home School

• Mixed Media- Rachel Wimpey, 9th grade, Metro Christian Academy and Nichole Mullins, 11th grade, Skiatook High School

- Drawing, Colored Pencil, Ink and Charcoal- Maegen Berglund, 10th grade, Skiatook High School and Jenn Sherman, 11th grade, Broken Arrow High School

- Computer Graphics were Brad Jellison, 9th grade, Skiatook High School and Caitlin Smith, 11th grade, Jenks High School

A new category for 2003 only, to celebrate the 100 years of powered flight was a poster contest won by Ben Sanders, Jenks High School Senior. The winning entry is targeted to become a poster to commemorate the Wright Brothers' famous flight on December 17, 1903 by the local "Centennial of Flight Commission."

Ms. Jennifer Brown, Broken Arrow High School Teacher reported, "This art competition is a great one for my students to enter because the students have the opportunity to actually win a prize. Most competitions have only three total winners with only one winner for 1st, 2nd, and 3rd place. The Tulsa Air and Space Museum recognizes the difference between a 9th grade level and a 12th grade level by separating the age categories with six categories. Another reason I enter my students, is that the judges are experts - artists and architects that know and understand art. I will encourage all Broken Arrow teachers to enter their students' art next year. This is a must for my students!"

The event is not a fundraiser for the Museum and all proceeds go to underwrite the event. Oklahoma National



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Bank and Southwest Airlines are presenting sponsors. Southwest Airlines' pilot, Captain Jennifer Wise, presented the students with their awards. Apollo Patrons are Triangle Company, Tulsa Truck Mfg. in memory of General Joseph Turner, and the De Maris C. and Lyle W. Turner Jr. Charitable Foundation. All three of these entities have been sponsors of the art competition since 2000. Gemini Patrons include Stephen and Janet Lee and Katheryn and Charles Pennington. Mercury Patrons include Don and Susan Merrill, David and Marilyn Nunneley, and Fred and Pam Richardson.

The committee works diligently each year to encourage all high schools in Green Country to participate. Committee members are Blaine Imel, Cheryl Cavert, Jay O'Meilia, Justin Williams, Cindy Williams, Ron Turner, Don Merrill, David Nunneley, and Katheryn Pennington.

All artwork is on display at the Tulsa Air and Space Museum till June 1 and then on display at the Tulsa International Airport till May 2004.

To support this community event, tax-deductible contributions are accepted by the Museum. Anyone wanting more information about the event or to participate can contact the Tulsa Air and Space Museum at (918) 834-9900.

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900,000th YOUNG EAGLE FLOWN IN OKLAHOMA

Following last month's Oklahoma Young Eagles milestone of flying 240 kids at the Claremore Regional Airport, another significant Young Eagles milestone occurred in the state.

On Thursday morning, May 15, EAA's Young Eagles office announced that Young Eagle number 900,000 had been officially entered into the world's largest logbook. He is 13-year-old Michael Baker of Paden, OK, and he received his flight May 3 during an EAA Chapter flight rally at Thomas Municipal Airport (OK25) in Thomas, OK. The pilot was David Ames, EAA 439967, Young Eagle Coordinator for Chapter 1098, Shawnee, OK.

"I'm thrilled to death about that," Ames said when informed of the mile-

stone. Coincidentally, Ames had just sent a packet to the EAA Young Eagles office containing the names of 27 more new Young Eagles. "We're over that hump, we just need another 100,000 and we'll reach the goal of 1 million."

Ames, who has flown 358 kids in his 1975 Piper Archer, describes Chapter 1098 as very dedicated to the Young Eagles program and its goals for not only reaching 1 million kids by December 17, but also exposing young people to the wonder of flight. "There's a real aggressive spirit in our chapter about flying Young Eagles," he said. "I set a goal for our chapter of 500 kids this year, and I think we're going to make it. We did 78 at the event at Thomas and the next day did 63, so I think we're well on our way to meeting the goal.

"We have a lot of pilots who will do anything I ask them to do," Ames continued. "They'll just jump in where they can. On weekend events, it's not unusual for eight or 10 pilots from a Chapter of 40 members to show up and provide flight experiences for young kids."

Chapter 1098 and other state EAA Chapters cooperate with the University of Oklahoma's aviation program, which conducts weeklong Sooner Flight Academy events at small airports around the



Michael Baker, 13, from Paden, OK--the 900,000th Young Eagle, with David Ames, Michael's pilot and the Young Eagle Coordinator for EAA Chapter 1098 based in Shawnee, OK.

show. Next came Operation Iraqi Freedom, which siphoned away military aircraft and equipment normally available for air shows. So, the Airshow Oklahoma board of directors came up with a plan to use local airshow performers, at much less cost than nationally-known performers.

The final challenge was weather. Thunderstorms and tornadoes Friday afternoon all but cancelled the planned evening show and the story was much the same on Saturday. However, Sunday saw great weather and a good crowd. When the final results were in, the receipts were sufficient to cover last year's losses and this year's costs.

Congratulations to Airshow Oklahoma for success in the face of adversity!

TULSA CITY/COUNTY LIBRARY TO PLAN CENTENNIAL OF FLIGHT EVENTS

The Tulsa City/County Library is planning a series of Centennial of Flight events in November and December. Details will be forthcoming in future issues.

ATTENTION RURAL OKLAHOMA: LET US HELP PUBLICIZE YOUR CENTENNIAL EVENTS

Even though the Oklahoma Centennial of Flight Commission was organized in Tulsa and Oklahoma City and many Centennial of Flight Events are planned in those cities, the Commission earnestly wants to have participation from all areas of the state.

We encourage aviators in smaller communities all across the state to plan Centennial of Flight activities. This is a once-in-a-lifetime opportunity-- most of us will not be around for the 200th anniversary celebration! Also, we encourage you to contact the Oklahoma Aviator and let us, on behalf of the OCOFC, publicize and promote your Centennial of Flight events.

state. On academy Thursdays, they ask EAAers to come and give Young Eagles flights. They also conduct high school and middle school assemblies, and then invite kids and their parents out for flights.

"This is an outstanding achievement and symbolizes the commitment of EAA and our members to the future of aviation," said EAA President Tom Poberezny, "this is the last significant milestone on our way to the goal of 1 million Young Eagles by December 17, 2003."

AIRSHOW OKLAHOMA SUCCESSFUL DESPITE WAR AND WEATHER CHALLENGES

Airshow Oklahoma, held May 16-18 at Muskogee's Davis Field, faced several challenges this year. First was a left-over funding shortfall from last year's

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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	Bryan Hoggatt- 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	
3rd Monday	Meeting- IAC Chapter 10	Contact David Koehn for time/place	David Koehn- 918-671-0481 ffav8@sbcglobal.net	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
3rd Tuesday	Green Country Women in Aviation Meeting	Spartan School of Aeronautics Jones/Riverside Airport, Tulsa, OK	Dena Schafer - 918-831-5337	Men and women supporting women in aviation
3rd Thursday 7:00PM	Meeting- EAA Chapter 323	Sherman Municipal Airport Sherman, TX	Billy Dollarhide- 903-868-7609 dollarhide@ti.com	For more information, visit our website: www.eaa323.org
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	
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 7 8:30AM-5:00PM	AOPA Annual Fly-In	Frederick, MD	Kathy Porfirio- 301-695-2160 kathy.porfirio@aopa.org	Over 100 exhibits, aviation seminars, headquarters tours, and meet the staff
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 Airpark Collinsville, OK		
Jul 4 (Tentative)	Centennial of Flight Plane Parade	Tulsa Riverparks Area	Charles W. Harris- 918-622-8400	A parade of civil aircraft to be held in conjunction with the Riverparks July 4 activities
Jul 14-18 8:30AM-4:30PM	Science and Engineering Careers Academy Tulsa Community College	Tulsa Technology Center- Riverside Campus, Jenks, OK	Youth & Academic Office for Continuing Education- 918-595-7566	For 10th-12th grades.. Hear outstanding presenters. Design projects & perform experiments. Cost: \$150.
Jul 15 12:00 Noon	2nd Annual Cushing Regional Fly-In	Cushing Regional Airport (CUH) Cushing, OK	Bill Wells- 405-372-5655 Jim Clements- 918-225-6979	Great food at noon, great prizes at 1:00, static displays, see skydiving school in operation
Jul 16	Live Downlink from the International Space Station	Tulsa Technology Center Jones-Riverside Campus, Tulsa, OK	Jack Sellers- 918-828-4254 jsellers@tulsacc.edu	Live video and two-way audio will allow participants to see and converse with the ISS astronauts.
Jul 12-Aug 1	Registration for Fall 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.
Jul 29-Aug 4	EAA AirVenture	Wittman Field Oshkosh, WI	920-426-4800 www.fly-in.org	




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If sufficient needs exist, OAOA may establish a Small Capital Improvements Assistance Program, subject, of course, to available funding for the program.

Under the program, member airports could apply to the OAOA for financial assistance for small capital items. A quote from a qualified vendor would be required to accompany the request.

For more information, contact Debra Coughlan, OAOA Executive Secretary, at 918-838-5000.

**ADA AIRPORT TO HOST
CHICKASAW NATION AVIATION
& SPACE ACADEMY**

On June 22, opening ceremonies will be held at the Ada Regional Airport to kick off the new Chickasaw Nation Aviation and Space Academy. The first Academy classes will be held the four days following the opening ceremonies.

Establishment of the Academy is the realization of a long-held dream of Chickasaw Governor Bill Anoatubby. Originally planned to begin in the summer of 2004, Governor Anoatubby could not wait that long. He contacted long-time friend Charlie Dry, an aerospace consultant from Oklahoma City for help designing and implementing the program. Along the way they were joined by others, with the result that the first CNASA sessions will be held this summer.

A total of 100 sixth, seventh, and eighth graders will participate. Only members of the Chickasaw tribe are eligible, but the tribe covers all costs associated with the Academy.

Ten instructors have been recruited, some of them Moms and Dads of the students and several of them are pilots.

Says Dry, "Governor Annoatubby has a great vision for those kids down there. He and I have known each other since we were kids and, when he called asking for my help, I said yes right away. Because it came together so fast this summer, the sessions will be abbreviated. But, by next summer, we should have everything in place for a much fuller camp

program.

Actually, I don't want to refer to it as a "camp"--this will be a bigger deal than just a summer camp--it is a full-fledged "academy."

This summer's program will be conducted in the Chickasaw Nation hangar on the airport. As the program grows, a dedicated academy building is planned.

In addition to activities in the hangar, this summer's participants will be treated to a visit to the Air and Space Museum at Omniplex and to the FAA Aeronautical Center.

At the opening ceremony on June 22, Anita Bryant will sing the national anthem. Lt. Gov. Mary Fallin will introduce Governor Anoatubby. With luck, astronaut John Herrington, a Mission Specialist on Space Shuttle STS-113 flight, will also attend.

Terry Hall, manager of Ada Regional Airport said, "We are excited to have the CNASA here at the airport and are looking forward to to bigger and better in the future."

**THINGS ARE POPPING AT
STILLWATER REGIONAL AIRPORT**

Gary Johnson, manager of the Stillwater Regional Airport, reports that several good things are going on there.

The FAA Contract Tower office has reported that radar displays will be installed in several contract tower locations around the country. Stillwater Regional is scheduled to receive the new radar, but the timing for installation is not yet known. The radar installation will enhance the air traffic controllers ability to locate and direct traffic into and out of the area.

On April 1, the only plane wash of its kind in Oklahoma re-opened for business at the airport. For only \$3.50, you get a 9-minute cycle to clean your aircraft with "aero clean" soap, specially formulated for aircraft. The only covered plane wash in Oklahoma, the Stillwater Regional facility features a high-pressure wash system with a foaming brush and soft water so you do not get unsightly water spots. The plane wash is large enough to handle airplanes the size of a Beech King-Air and is open from about April 1 through October 31. It is closed during the winter months due to cold weather.

Stillwater Aircraft Services, one of the few full-featured aircraft maintenance businesses in the state, has now completed eight years in business on the airport. Owners Curt Grindstaff and Brian Smith say that are in business for the long haul.

Midwest Air Center has again added a new airplane to its fleet-- a fine Cessna 152 that features a Garmin GNC-300XL GPS, a new intercom, a beautiful interior, and new paint. It rents for \$64/hr and instruction is just \$22/hr.

An Opportunity To Go To Oshkosh- Low and Slow

Clarence Beavers from Oklahoma City is organizing a flight of light single-engine airplanes (Cessna 120's, 140's, 150's or 152's; Ercoupes, Aeroncas, Taylor Crafts, Piper Cubs, etc.) from Oklahoma to Oshkosh for AirVenture 2003.

Says Beavers, "I think it would be fun to have a dozen or more low and slow singles departing Central Oklahoma in flights of 3 or 4, flying to Oshkosh for the fly-in."

At an estimated air speed of 85 to 90 kts, Beavers expects to cover the 675 nautical miles in about 8 hours flying time.

The itinerary for the flight would include an early morning departure (probably from Guthrie Municipal Airport—GOK) on Sunday July 27. After intermediate stops in Butler, MO; Centerville, IA and Portage, WI, Beavers expects the group to land at Wittman Field at about 7:00PM that evening.

The intermediate stops were selected because they have 100 LL and auto gas, but are subject to change. Availability of both types of fuel will be confirmed well in advance of departure.

Planned activities at AirVenture include the usual: camping out under wings, attending the daily air shows, checking out all the airplanes on display, visiting with vendors of new products, and enjoying the camaraderie of thousands of fellow pilots.

The return flight is planned for Thursday, July 31, using the same intermediate stops.

Beavers adds, "I have flown my Cessna 150 to Oshkosh twice. It's a good trip and half the fun really is getting there. We are all in this hobby because we love flying, so what could

be more fun than two full days of flying and hanging out with fellow pilots for three full days. By camping together, we can pool resources and help each other. This is a good opportunity for those making a first trip to Oshkosh to go with someone who has done it before."

Anyone interested in participating in the adventure, is encouraged to call Clarence Beavers in Oklahoma City at 405-677-6831 or e-mail him at cbeavers@cox.net. Please put Oshkosh in the email subject line to assure that it is not deleted as spam.

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