



The Oklahoma Aviator

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

EAA B-17 Makes Tulsa Stop with Oklahoma Crew Joins CAF B-24 in Honoring Military Aircrews

TULSA - On Monday June 16, the EAA B-17 *Aluminum Overcast* arrived for its scheduled stop in Tulsa and in the process made Centennial history, in at least three ways. First, four members of the flight crew were Oklahomans. Second, their arrival was attended by more than 75 previous military air crewmembers. Third, the Commemorative Air Force (CAF) B-29 *Diamond Lil*, almost ready to go after major maintenance by the Tulsa CAF chapter, was also on display.

The welcoming ceremony was organized by Charles W. Harris, the Tulsa Vintage Aircraft Chapter of the EAA, and other interested volunteers. Previous flight crewmembers from WWII, Korea, and Vietnam watched misty-eyed as the big bomber appeared on final, landed, and then maneuvered carefully through the gate of the Tulsa Technology Center ramp. More than 30 of them were former B-17 crewmembers. The group also included four Womens Airforce Service Pilots (WASPs), in full uniform. One particularly notable at-



The famous EAA B-17G Aluminum Overcast on the ramp at the Tulsa Technology Center.

tendee was Alex Phillips, a WWII F6F Hellcat carrier ace. Harris welcomed the honorees and the airplane, then turned the microphone over to Dr. William Harrison of Tulsa, the pilot of the flight. Harrison said, "I want to tell all you folks standing here something—you'll have to forgive me if I

lose my voice—I'm an emotional person. I have been flying this airplane for 25 years and doing this tour for 10 years, but I have never seen so many heroes in one spot to greet us than here today, and I really appreciate it!" Harrison was part of a group that bought the air-

plane in the 1970s but later donated it to the EAA, who performed a complete restoration and set up the now-famous annual tours. The other Oklahoma members of the flight crew include Larry New, a Tulsan who has been a pilot and mechanic on the tour for about ten years, and Mike Hastings, another

Tulsan and the newest pilot. Said Hastings, "This is the best reception I have ever seen at a tour stop!"

The fourth member of the crew is Scott Maher, the newly appointed B-17 Promotions Manager for EAA. Scott, an Aviation Science graduate and pilot from Tulsa, previously worked for Russ Newman at Flight Management, establishing their program to tour and sell rides in Flight Management's B-25. About a month and a half ago, Scott got a call from EAA saying they wanted him to manage their B-17 tour. "They wanted me there in a week, so I'm still living in an apartment and still have a house and hangar here in Tulsa," said Scott.

The B-17 was scheduled to be in Tulsa through June 22 before leaving for its next stop.

After the ceremony, Charlie Harries was overjoyed, saying, "Everything was perfect—the weather was perfect, the attendance of so many flight crewmen was perfect, and Bill even made a perfect landing!"



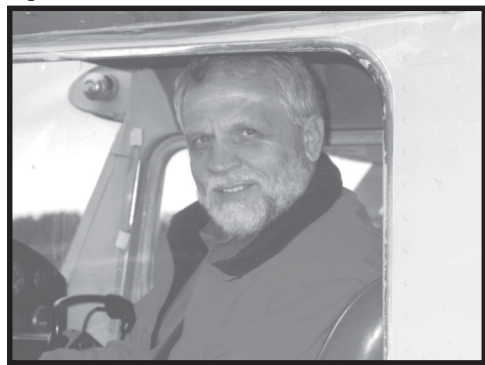
Four members of the B-17 crew, all Tulsans, under the famous Aluminum Overcast nose art. R. to l: Larry New, Scott Maher, Mike Hastings, and Bill Harrison.



Charlie Harris welcomes the B-17 and the 75+ former military air crewmembers. Four uniformed WASPs are in the center and carrier ace Alex Phillips is at far right.

The Horizontal Windsock

by Mike Huffman



Know Before You Go

Quick, what's the difference between a Restricted Area, a Prohibited Area, a Temporary Flight Restriction (TFR), a Flight Restricted Zone (FRZ), an Air Defense Identification Zone (ADIZ), and a Special Flight Rules Area (SFAR)?

Don't know? Well, neither did I, but I'm getting more opportunities to find out.

Back in the olden days when I was flying a lot, it was not unusual to just jump in an airplane and take off somewhere. This is not to imply that I neglected pre-flight inspections or the use of checklists-- I have always considered it very important to make sure the airplane was inspected, legal, and operating properly.

However, formal flight planning was something I did very little of. Most of my flights were around Oklahoma and I was pretty familiar with the landmarks. Most of the airplanes I flew were strictly VFR with very little avionics (some without a COM radio, much less a NAV). My favorite method of navigation was (and still is) "IFR"-- that is, "I Follow Road." And, I prefer talking to ATC only when I have to.

I owned some sectional charts and some of them were pretty up-to-date-- say, no more than about five years old. but most of the time I didn't need them because I knew the landmarks by heart.

"Why would I need up-to-date charts,?" I reasoned. Towns and airports did not move. Radio frequencies very seldom changed. Newly-built obstacles were rare.

Regarding weather, I mostly looked out the window before departing and while enroute.

I have flown coast to coast in an airplane with no radio. I once successfully flew into and out of New Orleans--at that time a Group I TCA--without a COM radio or a transponder.

Oh, for trips to Oshkosh or other distant points, I would get out my sectionals, draw the course, and note a few landmarks and their distance from a waypoint. And, if weather appeared to be a problem, I called Flight Service for a briefing.

I still think it is the most fun way to fly. Even now, in our post-9/11 world, living as we do in the center of the country with only a relatively few Restricted or Prohibited Areas we need to avoid, it is tempting to keep doing it. This is especially true now that our

GPS receivers often graphically depict areas to avoid.

However, on our recent trip to Frederick, MD, I decided perhaps it was time to join the 21st century. Knowing we would be flying over new territory, especially around the Washington, DC area, I bought all brand-new charts and studied them carefully. One mildly disconcerting note said the following:

"CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication line, terrain or obstacles which may be encountered below reasonable safe altitudes." That must mean cell phone towers are proliferating at too great a rate for the FAA to keep up with.

I figured the best way to keep out of trouble in the confusing restricted airspace of various kinds around Washington would be to steer way clear of all of it. As added insurance, we got briefings from Flight Service and talked to Flight Following or approach control wherever possible.

I figured we were well prepared and, in fact, everything did work out fine.

After we returned home, I learned that AOPA Air Safety Foundation has introduced a new interactive web-based course called "Know Before You Go." The purpose of the course is to educate us about all the different types of restricted airspace.

I went online and began the course. First, it provided a review of airspace classifications (Classes A through G) and the basic requirements for VFR and IFR flight within each one. A sectional chart image of each class is provided, along with a three-dimensional graphic show the shape of the area and a tabulation of communication requirements and VFR weather minimums.

Next, the course took me step by step through each type of restricted airspace. The one that shocked me was the TFR sometimes associated with the presidential retreat at Camp David, MD. Camp David is located less than 15 miles north of AOPA's headquarters in Frederick, MD. Prohibited Area P-40 and Restricted Area R-4009 are permanently in effect at that location, each with a 3-nm radius around Camp David.

That is a fairly small area and pretty easy to avoid. Even so, the AOPA folks told us there are almost 200 pending cases of pilots "busting" P-40.

However, the course went on to show that, when the President is at Camp David, a TFR goes into effect that increases the radius to 10 nm. That places the edge of the TFR less than 5 nm away from the Frederick Airport! Maneuvering in the traffic pattern could easily result in violating the TFR. When we departed Frederick for the trip back to Oklahoma, we headed west and so were in no danger of violating the TFR had it been in effect. But envisioning only slightly different circumstances, I wonder if we would have known enough to avoid having an F-16 escort.

Feeling chagrined, I continued with the online course, and was presented with a dizzying array of flight restrictions, including those concerned with Presidential movement, space shuttle launches and landings, large sports stadiums, each with its own altitude restrictions, effective times, and requirements for entry.

The course provides guidance on how to plan your flight to stay out of trouble. The most important things are:

- Keep your eyes and ears open. As you plan your flight, think about the President's movements; the location of large sports stadiums, theme parks, nuclear power sta-

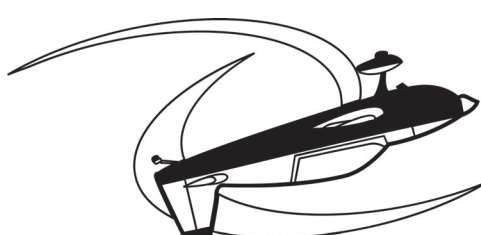
tions, and other sensitive locations. Think about possible Space Shuttle launches and landings.

- For a graphical view of existing TFRs, visit www.faa.gov and click on the newly instituted Graphic TFRs link.
- Get an FSS briefing IMMEDIATELY BEFORE each flight-- not the night before. Note: it is important to use the magic phrase "standard briefing"; if you do so, the briefer is obligated to cover all aspects of your flight including NOTAM-- not just weather.
- Ask specific questions and write down the briefer's name, the time, and the FSS location.
- Use Flight Following and approach control as much as possible during your flight.
- Don't be afraid to question FSS briefers or ATC if they give you information or instructions you think might take you into restricted airspace.
- Don't trust your GPS to keep you out of trouble. Restricted airspace may be drastically expanded by TFRs. Also, GPSs and ATC sometimes disagree on position-- guess who would be wrong if they did!

The course goes on to provide guidance in the unfortunate circumstance that a pilot is intercepted, including radio procedures, non-radio communications, and transponder procedures. It even allows you to print a card with interception procedures to carry in the cockpit.

The "Know Before You Go" course scared me into being more prepared for dealing with airspace restrictions than I ever have been. I highly recommend it to anyone. You'll find it at http://www.aopa.org/asf/know_before/

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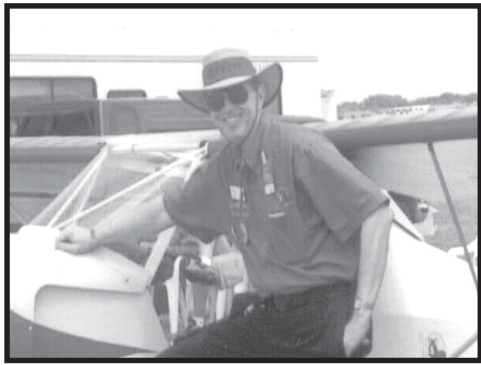
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Up With Downs

by Earl Downs



What's In A Name?

The Wright Brothers' early flights in 1903 and 1904 should have made headlines the world over, but that was not the case. The unusual fact is that in Europe, their successes were widely published, but in the United States very little was written. Remember, the first account of their 1903 flights that was even close to being accurate was published in "The Bee Keepers Journal." There is a reason for this, but I'll save that for another day.

This story is about some men you may never have heard of, yet they created a giant in the aviation industry that lives on today. It started with a young immigrant named Tony Stadlman and two brothers of German descent.

Tony was a 17-year-old student of science in Prague, Czechoslovakia when the Wrights flew in 1903. He was fascinated by the published accounts of their feats and studied everything he could about airplanes. He left for the United States in 1905 (to avoid the Austrian military draft) and applied for a job with Wright Airplane Co. Not successful, he ended up in Chicago working in a hotel. It wasn't an aviation job, but he did learn to speak English. After a few years he saved up half the \$300 tuition for the Chicago School of Aviation and enrolled. The new school did not have a plane and the students'

job was to build one. Stadlman was a brilliant craftsman and was put in charge of the airplane building. They waved the \$150 remaining tuition in exchange for the use of his mechanical skills. In January, 1911, Tony went to the Chicago Race Track to watch two brothers, Allan and Malcolm Loughhead, fly a plane they had built. The flights were moderately successful and, after talking with Stadlman, they hired him to help build a better plane. Their company was named the International Airplane Co.

Tony worked with the International Airplane Co. for a while and then struck out on his own. He designed a seaplane for the Howell Company that flew well but, unfortunately, Tony crashed it. After the crash he decided that building airplanes was a good thing but flying them was not. He never flew again. In 1918 he ran into Allan Loughhead again and was talked into rejoining the brothers in Santa Barbara, CA.

The Loughheads had a military contract to produce a seaplane design and wanted Tony to be the production chief. They also needed someone with expertise in structural engineering. Not having the funds to hire "the best," they sought an inexpensive answer by interviewing students at the Santa Barbara High School. They hired a senior by the name of John K. Northrop who seemed to show some promise. The Loughhead brothers also realized that their German name was not a good company name in 1918, due to the rather strained war tension in Europe. They decided to change the spelling so that it could be pronounced correctly and would not look so German. The new company name was the Lockheed Corporation. Ever heard of it?

Oh yes, the young high school student worked out just fine!

Comments or questions? earldowns@hotmail.com

Ask the Doctor

by Dr. Guy Baldwin, AME



Elevated PSA

This month's column is addressed primarily to male aviators, particularly those above age 40. We are talking about testing for prostate cancer and the effects those tests can have on your airman status. Prostate exams in men, as with Pap tests and mammograms in women, are certainly not something to look forward to; however, not to have them done is inviting trouble, particularly in cases where there is a family history of prostate cancer occurrence.

There are two routine tests for prostate cancer, the Prostatic Specific Antigen (PSA) test and the digital rectal exam (DRE). The PSA test provides very useful, but not fool-proof, information about the likelihood of prostate cancer being present. A laboratory uses a sample of the patient's blood to perform the test.

PSA results below a value of 4 are considered normal. Readings above 4 or readings that suddenly increase over a series of tests are not necessarily a definitive indication of cancer, but do certainly make other tests highly advisable. First, a DRE is often done to check for lumps or other masses on the prostate. Second, the patient is often referred to a urologist for ultrasonic imaging of the prostate or for biopsies. Where biopsies are prescribed, twelve indi-

vidual biopsies are usually taken. In the past, only six were taken, but using twelve increases the likelihood of finding cancerous cells. Elevated PSA levels can sometimes occur for reasons other than cancer, including benign prostatic hypertrophy—a normal enlargement of the prostate with age.

However, if cancer is found, an airman's medical certificate is denied.

Recently, a 70-year-old airman applied for a renewal of his medical certificate. He had a history of elevated PSA levels, but up until his previous medical exam, they were still in the normal range. As a result of that exam, we had suggested that he see a urologist. However, he put off doing so for another year.

When he returned to the office for renewal of his medical, the we performed the PSA test again; this time the results were unfortunately in the high teens. At that point, we could not ignore the situation; we did send him off to a urologist. The urologist's results indicated that his prostate was large, uniform, and that no lumps were present. He went on to say that he thought the prostate was benign in appearance.

I contacted Dr. Warren Silberman, head of the FAA Aero-medical Branch, to find out what to do about the airman, because until the results of ultrasound and biopsies are complete, we will not know whether or not he has cancer. Dr. Silberman asked that I defer the medical awaiting his test results. I contacted the airman to encourage him to hurry up and get the tests done. Hopefully, the result will be benign, we can all breathe a sigh of relief, and he can get back to flying. I'll let you know the outcome of this case.

If you have any questions regarding this subject matter or any others, don't hesitate to contact my office at 918-437-7993.

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Cherokee Pilots Association Holds National Fly-

SHANGRI-LA – On May 30-31, the Cherokee Pilots Association, headquartered in Lutz, FL, held its first-ever National Cherokee Fly-In at Grand Lake Regional Airport and the Shangri-La Resort at Grand Lake.

With spectacularly beautiful weather, airplanes began arriving Thursday evening and continued into Saturday. In all, 89 Piper Cherokees of various type and vintage showed up. In addition another 36 registrants drove in.

Attendees stayed in the Shangri-La Resort hotel and were treated to seminars and displays from 17 vendors.

On Friday evening, the group was hosted to appetizers and drinks on the hotel patio overlooking the beautiful lake. On Saturday at the airport, judges picked award-winning airplanes in 11 different categories, which were presented to the winners during an

awards dinner that evening. In addition, over \$3000 in door prizes, provided by display vendors, were given away, including the grand prize, a top-of-the-line Lightspeed ANR headset. Ironically, the headset was won by a couple that arrived late on Saturday. They were reluctant to pay the \$25 registration fee, but decided to do so — perhaps they are glad they did!



Appetizers were popular Friday evening.

The Cherokee Pilots Association has been in existence over 20 years and has over 4500 members worldwide. Dick Russ, a retired aircraft sales executive in Oklahoma City was lamenting with other members on the club's online chat site about the fact that other type clubs have national fly-ins. He suggested Shangri-La as a good place to hold such an event. One thing led to another and soon Dick and a few others were in charge

of organizing the fly-in. Don Downin and Dale Herseth of Mesa, AZ, owners of two beautiful "twin" highly-polished Cherokees volunteered. Don handled website and advertising and Dale handled operations at the airport, including parking and judging. Ken Mason, from San Jose, CA volunteered to handle registration. Dick Russ took care of vendors, seminar planning, and relations with the resort. Terry Lee Rogers, head of the Cherokee Pilots Association, provided plaques for the winning airplanes.

Of course, planning for the weekend's activities was only a small part of getting ready for the fly-in. For instance, Don Downin spent over 50 hours "touching up" the polish job on his Cherokee—all done in a 100-degree hangar! Downin has owned the airplane 9 years; it had already been polished when he got it. Says Downin, "I don't consider myself the owner of the airplane so much as its caretaker—like the curator of a museum piece."

Feedback from attendees has been very positive. Says Russ, "We've had nothing but marvelous comments on the Cherokee Chat. One guy who



People of all ages make for a good fly-in!

couldn't attend because of work told me, 'I should have quit my job and come on!'" According to Russ, with such positive response, it is likely a second fly-in will be held next year.



Grand Lake Regional- a jewel in the sun!




Don Downin's highly-polished "Silver Eagle" Piper Cherokee 140-- a beaut!



Part of the lineup of Cherokees at Grand Lake Regional Airport in May.

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Will Rogers Honored in Aviation Week Survey at Paris Air Show

PARIS, FRANCE - Oklahoma humorist and flying enthusiast Will Rogers was voted into Aviation Week's "Top 100 Stars of Aerospace" in a poll of members in the International Council of Aeronautical Sciences (ICAS) and its U. S. affiliate. Rogers was rated 46th out of 100.

The results were announced Wednesday evening by Aviation Week & Space Technology magazine during a gala dinner at the Salle Wagram in Paris during the Paris Air Show.

Ironically, Will Rogers, 1879-1935, never piloted an aircraft but was an enthusiastic, fearless air passenger and champion of air travel during embryonic times.

Will Rogers died in a single-engine air crash near Point Barrow, Alaska, along with Wiley Post, inventor of the space suit, who twice circumnavigated the globe. The two pals were poised for the world's first trans-polar flight to Moscow. Post, also of Oklahoma, was not listed among the "Top 100 Stars of Aerospace."

The election ballot of aviation insiders used a special IBM-designed website that listed 760 candidates. The finalists list glitters with astronauts, industry leaders and aviation pioneers such as Orville and Wilbur Wright, who made their first flight one hundred years ago. The list was described as "a first-ever initiative to identify the most important, most inter-

esting and most influential people in the global aviation world—past and present."

Will Rogers' first flight was in a 1915 flying boat. He was involved in crashes of small airplanes in Las Vegas, NV and Rock Spring, WY in 1928. In 1929, he was riding in another airplane in Chicago when it ran out of gas, crashing and breaking some of his ribs. Yet, repeatedly in newspapers columns, he claimed planes were far safer than automobiles despite publicity gained by air crashes.

Brigadier General Billy Mitchell took Rogers on his famous final 1925 flight around Washington DC—the same day Mitchell left the military after his call for creating an air force led to his court martial. Rogers championed Mitchell's successful crusade and Army Air Corps was born.

For quick travel, Will Rogers often rode among postal packages for quick travel, weighing himself and paying airmail rates. He and his pal Charles Lindbergh once flew to Mexico City together. Rogers flew across Russia, hopped around the South American continent, and flew from Southeast Asia to Paris, in addition to two dozen coast-to-coast flights across the U.S.

The adventures were widely reported in 4,000 newspaper columns and radio shows. Flying was even part of some of the 71 movies starring the Oklahoma

cowboy.

"Aviation is not a fad," he wrote during those early days, "it's a necessity."

Recognizing his impact on public acceptance of air travel, Will Rogers was elected to the Aviation Hall of Fame in 1977.

"Will Rogers was a unique star of aerospace," said Jim Hartz, former NBC-TV newsman, Today Show host, and chairman of the Will Rogers Memorial Commission of Oklahoma. "Championing flight during those early years was risky journalism. Flying in vintage planes entailed another type risk that Will Rogers embraced freely. He shattered the

fear factor."

"The role of writer, reporter, and passenger are valid parts of aerospace history," Hartz said. "I commend Aviation Week and those who voted to place Will Rogers on the Top 100 list—he earned the spot."

Oklahoma-born Hartz, now of Alexandria, VA, was the first journalist to fly the supersonic SR-71 spy plane and was in line to be the first newsman in space when President Reagan selected a school teacher for the ill-fated Space Shuttle Challenger flight. Hartz covered all of the nation's manned lunar shots for NBC. Like Rogers, Hartz is not a pilot.

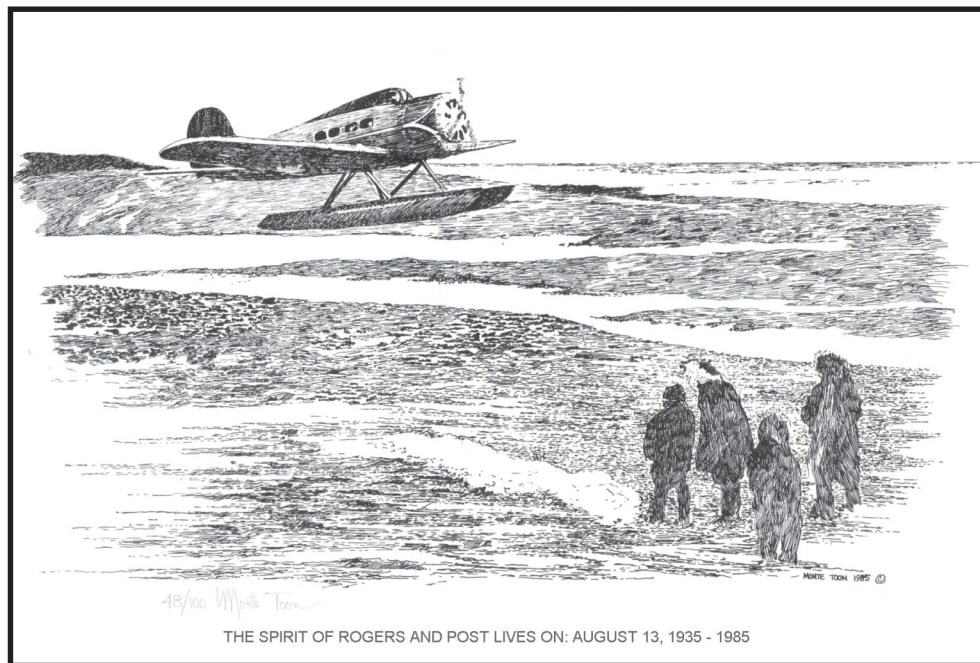


Will Rogers poses in Henry Ford's 1926 Flivver. Ford envisioned the diminutive Flivver as the first "flying car" but it was never placed in production.

Historic Oklahoma Aviation Art

This is the fifth 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*.



This scene shows Will Rogers and Wiley Post on August 13, 1935 during their ill-fated flight at Pt. Barrow, AK. Both men were killed when the airplane flipped over on takeoff. One wonders what they might have accomplished later in life.



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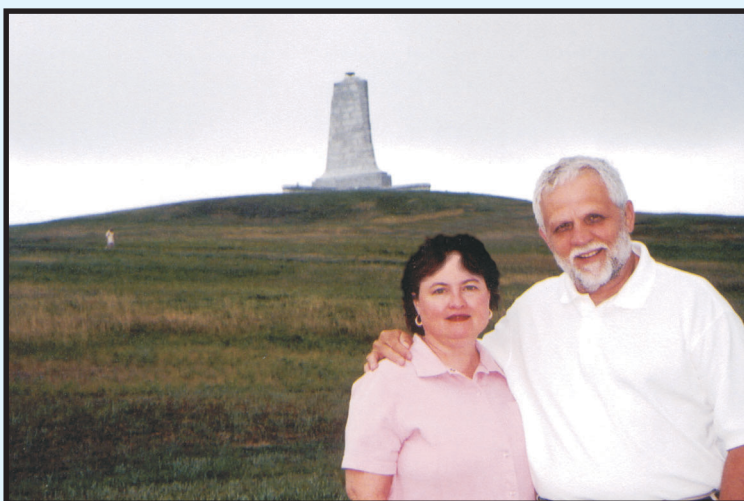
Rain and low clouds greeted our departure from Altus, setting the tone for the whole trip.



Mike with KTOK reporter in OKC.



The Oklahoma flag displayed on the ramp at Wiley Post. We had great media coverage, thanks to Don Schmidt, Frank Bice, Julia Clay, and Ross Adkins. At least two radio spots, two TV spots, and three newspaper articles appeared, promoting the flight and Oklahoma aviation.



The two of us with the Wright Brothers Memorial behind. Some of the Wrights' glider flights were done from this hill.



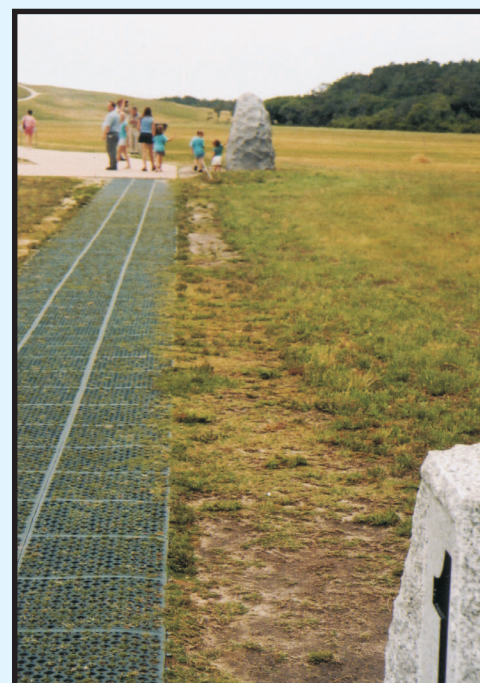
Miles Hoover, Luscombe Sales Manager, was a great travelling companion.



Mike poses with a bust of Wilbur Wright on the steps of the Memorial.



National Park Service Ranger Bill Corcoran raises the Oklahoma flag at Kitty Hawk. Bill and the NPS staff were very friendly and helpful.



The Wrights' first flight was 120 feet long, between the two markers shown.

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NEW BLACKWELL-TONKAWA



AIRPORT MANAGEMENT

Beginning June 1, James and Dolores Curtiss became the new managers of the Blackwell-Tonkawa Airport, replacing Ed Mang, who is retiring.

Jim and Dolores have an interesting history. Both of them worked previously for Disney World in Orlando, Dolores in Human Resources and Jim as a facilitator at the Disney Institute, a unique program whose aim was to teach different aspects of how Disney does business. Jim taught courses entitled Imagineering, Creating Disney's Magic, and As Walt Would Tell It.

Jim began flying when he was 16 and always dreamed of getting into aviation as a business. After the Disney Institute was shut down, Dolores suggested it was time for Jim to follow his dream. So, after a short stint as Airport Director at Big Spring, TX, they moved to Oklahoma in January, 2003 with the Micco Aircraft project.

However, that was short lived, since rights to the Micco were soon sold. Jim began writing grants for the Kaw Nation and soon got involved in development ac-

tivities there. He is now Executive Director of the Kaw Nation Enterprise Development Authority.

Jim and Dolores have already remodeled the terminal building and cleaned up the hangar. They are about to start a maintenance shop and flight training and are planning an avionics shop. All available hangars have been rented and they are planning to build more. Also, they have plans to develop a business park at the airport.

Their business, Airport Operations Services, can be reached at 580-363-4242. A Phillips dealer, they are offering 100LL for \$1.90 and plan to continue that price.

CLINTON MUNICIPAL RECALLS C-5 LANDING

Eli Mejia, manager of Clinton Municipal Airport, reminds us of a colorful incident in the history of the Clinton Municipal Airport.

On September 27, 1974, a U.S. Air Force C-5 Galaxy took off from Altus AFB on a routine night training mission. At about 11:30 PM, a severe emergency developed involving an inflight fire. The pilot decided to make an emergency landing at Clinton Municipal.

According to newspaper accounts, the C-5 should have been able to stop within the 4400-ft runway length, but the fire had damaged the hydraulic system so that the flaps could not be lowered. Some of the aircraft's tires were also damaged. As the C-5 approached the airport with all its lights on, witnesses reported seeing an orange glow coming from the bottom of

the airplane.

The airplane landed at an estimated 210 mph, leaving skid marks the entire length of the runway. It went on across a road, and finally came to rest in a wheat field beyond, where it burned completely. Fortunately, all nine crewmembers escaped without significant injury.

Air Force personnel said that the Clinton runway and the level wheat field beyond probably saved the lives of the crew and commended the pilot for his actions. Meanwhile, the Clinton runway, not designed for the weight of the C-5, had been severely damaged. A short time later, Clinton had a new runway, courtesy of the Federal Government.

WEATHERFORD TO HOST ACRO CONTEST

On July 10-12, the Weatherford Municipal Airport and the Stafford Air and Space Museum will host the Okie Dustdevil Aerobatic Contest. In 2002, 46 contestants competed in 39 airplanes.

July 10 will be a day of registration and practice. The actual competition will be held on the 11 and 12, with a banquet

to follow.

The Thomas P. Stafford Air & Space Museum has full size replicas of the 1903 Wright Flyer, the Curtiss Pusher, the Ryan *Spirit of St Louis*, the Sputnik satellite, the Explorer satellite, a Gemini Capsule, and a Lunar Command Module. The Museum has four airplanes inside the building—an F-86 Sabre, a Mig 21, a T-38, and a TF-16—plus a F104 on a pedestal and a T-33 beside the Museum building.

On display are many of General Stafford's awards and personal mementos, as well as those of Alex Lenov the commander of the Russian Soyuz capsule. Several items on display have flown in space, including flight suits, a Russian razor, and many more.

The Museum is open 7 days a week from 9:00AM till 5:00PM. A quick viewing of the museum requires about an hour, so please arrive no later than 4:00PM. Admission is \$5.00 for adults age 19 or older. Kids and students with a student ID card are free.

A courtesy car is available.

TAEA to Host Live Space Station Program

On Thursday July 17 at 1:00 PM, the Tulsa Aviation Education Alliance (TAEA) will present a program in which an audience of students and the general public will have the opportunity to talk live with the "Expedition Seven," the current two-person crew of the International Space Station. A first for Tulsa, this event is attracting national attention, since it is currently one of only three such programs nationwide. Senators Inhofe and Nickles, Representative Sullivan, and Mayor LaFortune of Tulsa are expected to attend.

The Program will be held at the Tulsa Technology Center's main auditorium, 801 East 91st Street. Master of Ceremonies will be Col. Charles Precourt, former astronaut and current Deputy Director of the ISS Program. The public is invited.

Live video will be shown on a 21 ft x 14 ft screen and live telephone communications over the audio system will allow

participants to view and hear all communications with the astronauts. The astronauts will talk about their work on the ISS and how science, mathematics, and engineering are used. Emphasis will be placed upon the importance of these subjects when preparing for careers in aerospace as well as other careers. A short question-and-answer period will follow. The entire presentation will be videotaped to allow students in schools elsewhere to benefit.

The live downlink will coincide with the weeklong Science and Engineering Careers Academy (SACA) for high school students sponsored by TAEA. The Academy is designed to familiarize the students with the numerous careers available in science and engineering. Any student interested in enrolling may call Tulsa Community College at 595-7566.

For additional information, call Jack Sellers at 918-828-4254.

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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- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Jul 5 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 10-12	Okie Dustdevil Aerobatic Contest	Thomas P. Stafford Airport & Museum Weatherford, OK	Troy F. Wood, Museum Dir- 580-772-5871	Thursday is practice day. Friday & Saturday are competition days. Also, visit the Stafford Museum
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 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	
Aug 1-3	Gatesway Foundation Balloon Festival	Tulsa, OK		
Aug 15	Will Rogers Fly-In	Iron Dog Ranch Airport Oologah, OK	918-341-0719	
Aug 15-16	25th Annual Okie Derby	Wiley Post Airport (PWA) Bethany, OK	Phyllis Miller- pmiller339@aol.com	
Aug 15-17	Illinois River Balloon Fest	Tahlequah, OK	Frank Capps- 918-299-2979 aerosportballoon@hotmail.com	Hot air balloons, arts and crafts, live entertainment
Sep 14	National Air Tour Stop	Tulsa, OK	Charles W. Harris- 918-622-8400	A recreation of the 1932 National Air Tour. See 20s-era planes including Ford Tri-Motors, & many others
Sep 21-22	Will Rogers Claremore Air Show	Claremore Regional Airport Claremore, OK	Tim Fleetwood- 918-341-4876 lovedv@aol.com	
Sep 18-21	Powrachte Fly-In Extravaganza 2003 Powrachte Corporation	Columbus, KS	Dawn Bonet 620-429-1397	The world's largest gathering of powered parachutes! Seminars, food, fun, and flying!
Sep 19-20	48th Annual Tulsa Regional Fly-In	Frank Phillips Field (BVO) Bartlesville, OK	Charles W. Harris- 918-622-8400 www.tulsaflyin.com	Largest fly-in in the South Central USA with 400-500 aircraft in attendance.
Sep 26-28	Pelican Festival	Grand Lake, OK	Frank Capps- 918-299-2979 aerosportballoon@hotmail.com	Hot air balloons, arts and crafts, live entertainment
Sep 27	Airman Acres Annual Bean Dinner	Airman Acres Airport Collinsville, OK		Good ol' pinto beans and ham, cooked by the 55-gal drum!
Sep 29-Oct 6	Registration for Winter 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.
Oct 3-5	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.

OAC News



COMMISSION TO CONDUCT ANNUAL REGIONAL PLANING MEETINGS

The Commission will conduct its annual airport regional planning meetings across the state this summer. These regional planning meetings are part of the airport planning and development process for the 123 public airports in the state. The process includes visitations to airports and input from airport sponsors, airport users, and interested citizens wishing to provide feedback to the Commission staff.

The regional planning meetings, now in their ninth year, provide an open forum for the public, the aviation community, and state aviation officials. About one-third of the 123 publicly owned airports in the state are addressed during the

annual regional planning meetings.

"Public participation and input is a key element of the airport planning and development process, and is facilitated by the regional planning meetings," said Steven Cooks, Commission Airport System Planner. Community leaders are asked to provide information on current and projected economic activity and development in their community. They are also asked about the role of the general aviation airport in supporting economic activity and development. Input from the local and airport community on capital development needs at the airport is requested and any other information that will assist the Commission staff in understanding the role and capital requirements of the airport.

"Given the fact that Oklahoma is number four in the country insofar as the number of public airports, this is the most efficient way for us to get this critical information," said Commission Director, Victor Bird.

For more information, contact Steven Cooks at 405-604-6900.

COMMISSION HELPS FUND AVIATION EDUCATION IN TULSA

The Commission recently approved a \$30,000 aviation education grant to the Tulsa Airports Improvement Trust that will

continued on p. 10.

Second Westfall Biplane Built

by Mike Huffman

As reported in the latest issue of *To Fly*, the official publication of Paul Poberezny's Sport Aviation Association, Brad Poling, of Elk Grove, CA, has completed a copy of Miles Westfall's negative-stagger cabin biplane, shown in the top photo below.

Miles, a native of Oklahoma City, was a pioneer aircraft homebuilder and designer, beginning with his first homebuilt in the early 30s, shown in the bottom photo. He designed and built the Westfall Special biplane in the 1970s.

Miles was an avid member of the Oklahoma City EAA chapter and I became friends with him there during the early 70s. I had the pleasure of riding with him in the biplane at a fly-in somewhere. He was fond of showing how stable the airplane was by stalling it in all sorts of unusual attitudes-- I remember being scared at the time.

Miles was a happy guy with a good sense of humor. One of the personal touches he added to the biplane was his "Navi-Bird" navigational instrument. As I recall, he had disassembled an old artificial horizon, removed some of its components, mounted a small model of a duck with its forward end facing the direction of flight and its aft end facing the occupants of the airplane. If memory serves, the duck's attitude could be adjusted somewhat by the pilot. Miles said he used it as his primary navigation reference--he just followed the duck!

After Miles' death, the original Westfall Special N32E was sold and is now owned by Rip Rogers of Uniontown, PA. Because there were no plans for the airplane, Brad Poling made detailed measurements of the original, then enlisted the help of an aircraft designer to complete the plans. Poling reported that he is very satisfied with the airplane.



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continued from p. 9.

go towards producing two additional videos for the Multi-media Classroom at the Tulsa International Airport. One will highlight the history of aviation in Tulsa and the other will focus specifically on aviation career opportunities.

In May 2002 plans were developed and construction began on a Multi-media Aviation Education Classroom at the airport. The classroom is divided into two areas, travel/careers and technology. The Aviation Theater gives students the opportunity to further explore aviation careers by role-playing various positions associated

with airlines, airports, and travel.

"A crucial segment of this experience is the "in-flight" video sponsored by the Oklahoma Aeronautics Commission, which the students will see while on their virtual trip," said Mary Smith, Airports Marketing Director for the Tulsa Airport Authority.

The Tulsa Airport Authority staff and teachers from the Tulsa Public Schools and other surrounding districts will assist in the development of the content and supervise production of the videos.

Ms. Smith added, "Over 6,000 school children per year are projected to partici-

pate and we thank the Commission for supporting this unique program."

Teachers from surrounding districts will be invited to a one-day workshop this fall that will highlight Tulsa International's Aviation Education Program. The workshop will provide teachers with materials to prepare their classes for a visit to the airport and provide support for classroom discussions and assignments following their visit.

"This program is a great way for students to experience all facets of the airline industry, from security measures to being part of the airline crew," said Commis-

sion Director, Victor Bird.

For more information, contact Erin Wright at 405-604-6900.

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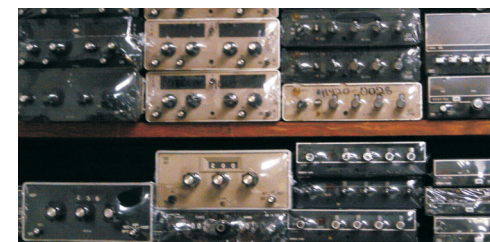
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- 1980 C-172N, 2-owner, only 1682 TT since new, NDH, original & very clean, GPS, 8/8
- 1967 C-210G, 3622 TT, 620 FRMN, KX-155, DME, B4 AP Uvalde mod, NEW Interior!
- 1968 C-210H, 76 hrs FRMN & prop, King IFR, HSI, Cent III, WX7, NEW Paint/Interior!
- 1975 T-210L, 2823 TT, 160 on Custom Airmotive eng/prop, NEW Paint, Glass, Leather!!
- 1978 T-210M, NDH, 1-owner! 3060 TT, GNS-430, Color Radar, HSI, Uvalde, New Paint!!
- 1980 C-182Q, Peterson 260 SE STOL, 2044 TT, 1063 SMOH, GNS-430, HSI, STEC-50, Loaded !!

Riverside Airport Office Now Open!

Tulsa, Oklahoma

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Oklahoma Airport Operators Association

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