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National Air Tour to Stop in Tulsa Sep 14

The National Air Tour 2003 is scheduled to land at Tulsa International Airport on Sunday September 14, 2003, reenacting the Ford Air Tours of 1925 to 1931. Rare vintage aircraft from the Golden Age of Aviation will be in Tulsa for a fuel and food stop from approximately 9:00AM to 1:00PM. Aircraft will be arriving from their overnight stay in Wichita, KS and will depart Tulsa for Fort Worth, TX on Sunday afternoon.

Aircraft featured in the tour are the "best-of-the-best" in late 20s and early 30s aviation technology. Included are tube-and-fabric open-cockpit biplanes, large transport trimotors, and aircraft designed for pleasure flying. The current list includes at least three Ford Tri-Motors, the amazing Sikorsky S-38 and S-39 flying boats, and other intriguing aircraft such as a high-wing Stinson Tri-motor, Speed Mails, Paramounts, and more. Other aircraft with romantic names such as Buhl, Eaglerock, Travel Air, and New Standard will demonstrate the variety of air travel choices from the Golden Age of Aviation.

In 1925, Harvey Campbell, a Detroit businessman, proposed an airplane reliability tour, following on the idea of Charles Glidden's successful automobile reliability tours begun in 1904, whose purpose was to show the American public how safe the newfangled "automobiles" were—and to encour-



One of the airplanes in the National Air Tour is this Ford Tri-Motor, owned by Kermit Weeks' Fantasy of Flight Museum in Florida. The airplane is painted in the scheme of Transatlantic Air Transport, which stopped in Waynoka, OK as part of its transcontinental airplane/railroad service.

age them to invest in their manufacture.

By the mid-twenties, Detroit businessmen saw potential for great wealth in manufacturing not only automobiles, but also "aeroplanes." However, they knew the public's knowledge of aviation was colored by well-publicized accounts of military flyers and "daredevil" barnstormers, both of which were replete with danger, accidents, and death. Campbell and his group of

civic and business leaders, including Edsel Ford, felt strongly that a reliability tour would strengthen public confidence in airplanes as a new mode of travel.

Hence, they planned and executed the first of a series of national air tours. The first tour departed Ford Airport, now the site of the Ford Motor Company Proving Grounds in Dearborn, MI, on September 28, 1925. Earlier, organizers had flown the proposed route—1,775 miles, with 11 stops in cities as far west as Des Moines, IA and as far east as Cleveland, OH—landing at hastily-created landing fields marked in the Midwestern farmland using white lime.

On October 4, the tour completed the trip, landing back at Ford Airport. Even though it was a rainy Sunday afternoon, 35,000 people were on hand to enthusiastically greet the returning aircraft. The tour had successfully demonstrated to the citizens of eight states the safety and reliability of aeroplanes. Subsequent annual tours for the next five years, each beginning and ending in Detroit, were bigger and covered other areas of the country.

The 1925 tour did not come

stopped in both Ponca City and Oklahoma City. A tour was planned in 1932, but by then the Great Depression had set in firmly, and the necessary funds to conduct the tour were not available.

This year, as part of the Centennial of Flight activities, the Aviation Foundation of America, along with the National Park Service and the U.S. Centennial of Flight Commission, is sponsoring the re-creation of the planned 1932 National Air Tour. Beginning on September 8 in Dearborn, the tour will visit 26 cities in 21 states along a 4,000-mile route during a 17-day period. Weather permitting, over 25 vintage aircraft from the 1920s and 1930s will participate. One important stop is the Wright Brothers National Memorial at Kill Devil Hills, NC on September 20, 2003. The vintage aircraft will land at the park's First Flight Airstrip and be displayed in a circle around the base of the big Kill Devil Hill, the birthplace of flight.

The Tulsa International Airport is celebrating its 75th anniversary this year due, in part, to the National Air Tour. In late 1927, the tour organizers notified Tulsans that the existing Duncan McIntyre Airport was too small to accommodate the tour, which was steadily growing, and that unless Tulsa built a new airport, the 1928 tour would not stop there. With

continued on p. 2.



This 1928 Fairchild FC-2W2, also on the 2003 tour, was NACA's first airplane. It was also the National Park Service's first airplane. Photo courtesy of NationalAirTours.org.



Yet another participant in the 2003 National Air Tour, stopping in Tulsa on September 14, will be this magnificent 1931 Sikorsky S-39 Flying Boat owned and restored by Dick and Patsy Jackson of Rochester, N.H. Photo courtest of Gilles Auliard.

National Air Tour 2003

continued from p. 1.

that imperative, a group of Tulsa business people got together and signed the famous "Stud Horse Note," pledging their personal funds to purchase land for the new airport. As a result, the Tulsa Municipal Airport was completed in less than six months, opening on July 4, 1928 for the arrival of the 1928 tour.

Ford of Tulsa is the presenting sponsor for the Tulsa stop on this year's tour. Other sponsors include Tulsa International Airport, Spartan School of Aeronautics (also celebrating their 75th anniversary this year), Mercury Air, Smokehouse Barbeque, Bama Foods, Albertson's on 15th Street, Great Plains Airlines, the Tulsa Chamber of Commerce, and the Tulsa Air and Space Museum (TASM).

Bill Knight, President of Ford of Tulsa, said, "Ford of Tulsa is delighted and honored to sponsor the opportunity to see these unique and rare flying aircraft. Edsel Ford, Henry Ford's son, was the first Grand Master of the Ford Air Tours in 1925. This year's Grand Master is Edsel Ford III, his great-grandson. So it is very appropriate that Ford of Tulsa be the presenting sponsor for Tulsa's stop on the tour."

To celebrate the tour arrival and the

75th anniversary of Tulsa International and Spartan School, TASM will be open Sunday for special hours from 9AM to 5PM, with a discounted all-day admission price of only \$0.75. During the morning, Denver Foxx, KRMG radio personality, will review the book *The Ford Air Tours 1925-1931*, a narrative and pictorial history of the tour. The Museum gift shop will be selling the book for \$20, so visitors can get the pilots' autographs. Great Plains Airlines will be giving away a pair of tickets in

a drawing that day, and vintage autos, as well as the latest Ford of Tulsa automobiles, will be on display.

The tour aircraft are planned to be on static display on the airport ramp across from the TASM, 7130 East Apache, for only a few hours. Arrival and departure times are subject to the weather and the flight schedules that day. For more information on the tour, or for realtime updates on the tour schedule, visit www.NationalAirTour.org or call TASM at 918-834-9900.



Tulsa John Kurt Wins EAA Headquarters Major Achievement Award

John Kurt, a member of EAA Chapter 10 in Owasso, was honored at the AirVenture 2003 fly-in with a Chapter Major Achievement Award. The EAA recognized outstanding contributions within its grassroots Chapter network with its annual Chapter Major Achievement, Web Editor, and Newsletter Editor Awards.

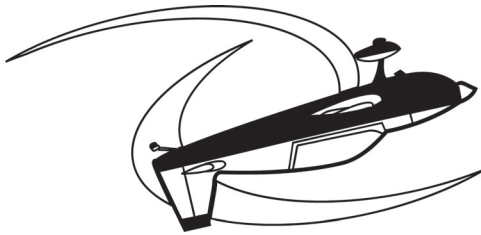
"Chapters are an integral part of EAA in that they allow aviation enthusiasts to participate in flying activities in their own communities," said Bob Mackey, EAA Vice President of Chapter Relations. "The recipients of EAA Chapter Awards are members who have helped build this outstanding grassroots network."

The Major Achievement Award nominations give each Chapter the opportunity to recognize a living individual whose actions or accomplishments have contributed the most in furthering the cause of recreational aviation.

Each EAA Chapter president is allowed to nominate one person from his or her chapter for the Web and the Newsletter Editor awards, based on the efforts of individual chapter editors' work on web sites and monthly newsletters. The Chapter Office then handles the huge task of judging the approximately 1,000 Chapter newsletters and web sites from all over the world.



October 4, 1925, a rainy Sunday afternoon, with 35,000 people out to see the finish of the first Ford Air Tour, testifying to the public's excitement with aviation.



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Fourth Annual Will Rogers Airshow at Claremore Regional Airport September 6-7

With the theme "Biplanes to Jets," Claremore Regional Airport (GCM) will hold its Fourth Annual Will Rogers Airshow, an official Centennial of Flight event, on September 6 and 7. Roy Clark, nationally-known en-

tertainer, will sing the national anthem to open the show both days.

Aerobatic pilot Bobby Younkin from Springdale, AR will fly his 450-hp Samson biplane. Samson, a replica of the famous 1940s air show

plane built by the legendary aviator and aircraft designer, Curtis Pitts, is big and loud—and in the hands of Bobby Younkin, it is a real crowd pleaser.

Other aerobatic performers will include Tom Klassen in his MiG-17, Greg Shelton in his T-6, Randy Harris flying his Skybolt, Guy Baldwin in his Extra 300, Tony Woods flying a Sukhoi 26, and Roger Hardesty in his F-5.

Military aircraft in attendance will include an A-10 and a B-2 stealth bomber flyby. In addition, Col. Frank Borman, Commander of the 1968 Apollo 8 space mission, will fly his P-51 Mustang in formation with the A-10, in the popular Air Force-sanctioned Heritage Flights, celebrating the history of military aircraft.

Gates will open at 9:00AM. Adult tickets are \$8 in advance or \$10 at the gate. Tickets for young people age 7-15 are \$5 and children 6 and under are free.

Claremore Regional Airport is located on Highway 20 about 5.5 miles east of the Will Rogers Turnpike. Turn south on Airport Road about a half-mile to the airport.

For more information, contact Matt Burton, Manager, at 918-343-0931.

Raytheon Aircraft Donates Starships to Museums, Schools, Research Firms

Raytheon Aircraft announced in June that it was decommissioning the 40-airplane Starship fleet because its support costs were prohibitive. While some aircraft were reportedly scrapped, others are headed for museums. Serial Number NC-41 was recently donated to the Kansas Aviation Museum. On Sunday, the aircraft, formerly based in Rockford, IL, was flown to the museum at McConnell Air Force Base in Wichita. A group of about 100 Kansas Aviation Museum officials and supporters were on hand to receive the Starship after its final flight.

NC-41 is not the only Starship destined for a museum, as Raytheon will be donating a limited number of these aircraft to other museums, aviation maintenance schools, and various research institutes. The canard-design, twin-turboprop pusher corporate aircraft was built from 1988 to 1995, but never saw commercial success. Nevertheless, Raytheon claims the design paved the way for several new business jets, including the Beechcraft Premier I and Hawker Horizon.



Standing by Guy Baldwin's Extra 300 Greg Shelton's Stearman, Chera Kimiko, a reporter for Fox 23 television, films a spot promoting the Will Rogers Airshow. Chera rode with Guy in the Extra and was reportedly hooked on the spot!

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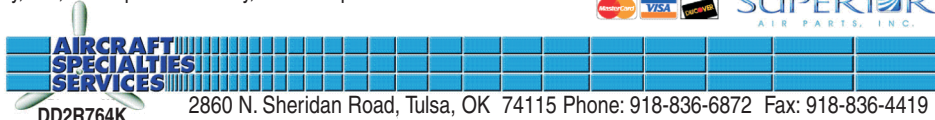


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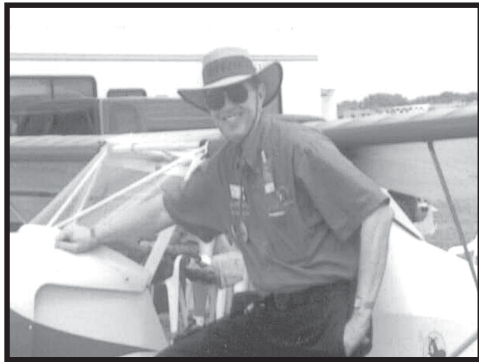
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Up With Downs

by Earl Downs



Race Against Evil

We live in troubled times. The war against terrorism is raging and America is paying the price with the lives of its sons and daughters. Men and women of good will debate the actions of our government and question the future. History has proven that answers cannot always be found in the present. Looking back from the future provides a sharper picture than we can see in the present. Are we fighting the evil of the future? Only time will tell.

This story is about a Victorian lady and an airplane designer who teamed up to fight evil and didn't even know it at the time.

Jacques Schneider, son of a French arms manufacturer, was fascinated with seaplanes. In 1912, he proposed an annual seaplane race, commissioning a trophy called the "Coupe d'Aviation Maritime Jacques Schneider," or simply the Schneider Cup. Aeroclubs from any country could participate and the club that won would host the next race. The club that won the race three times in a five year span would retire the cup and the races would be over.

As expected, the French won the first race in 1913 at the blistering speed of 61 mph. The British and American also competed, but were poorly prepared. In 1914, the British team showed up again, won the competition, and took the cup home to England, much to the chagrin of the Jacques and the French.

The races were postponed during World War I until 1920. The events of "The Great War" changed the political demeanor of the event. When the races resumed, national

pride was at stake and countries, not aeroclubs, became the competitors.

In 1920 and 1921, the Italians won the races. In 1922, the British won, denying the Italians permanent ownership of the cup. In 1923, the Americans showed up and stole the prize. The 1924 race was canceled, but an American Army pilot named James H. Doolittle and flying a Curtiss biplane won America's second race in 1925. Unfortunately, the U.S. Government elected not to fund any more races.

In 1926, only the British and the Italians entered the race, pitting the rising sword of Fascism against the Lion of England. Fascist leader Benito Mussolini ordered the Italian aircraft factories to win the 1926 race at any cost, and they did so, with one pilot dying in the effort. The Italians seemed destined to win again in 1927, but they hadn't counted on the British Supermarine Company and its brilliant young designer, Reginald J. Mitchell. His Supermarine S6 racer won for the Brits in 1927.

Both the Italians and the British had then won the race three times, but neither within a five-year time period.

After 1927, the races were then scheduled every 2 years, with Mitchell's plane winning again in 1929. It seemed certain that the English would take the coveted cup home for good. But, the new British government decided not to compete in 1931.

The British government had dropped out, but the British spirit remained. Lady Lucy Houston, a wealthy British widow stated, "Every true Briton would rather sell his last shirt than admit England could not afford to defend herself." She then donated almost half a million dollars to the Rolls-Royce and Supermarine Aviation Works to beat the Italians. The result was the fastest plane in the world and Great Britain retired the cup. The races were over, but not the story.

In 1935, Reginald Mitchell saw the dark cloud of Nazi Fascism covering Europe. Yet, the British government was not developing a fighter plane that could outperform the Germany's best. Mitchell convinced the Supermarine Factory to build such a plane as a private venture. At only 40 years old, Mitchell was dying of cancer but he com-

Ask the Doctor

by Dr. Guy Baldwin, AME



FAA and Oshkosh

I recently returned from Oshkosh AirVenture 2003: The 100th Anniversary of Flight. It was a great aviation event with lots of people. Eleven thousand show planes were on exhibit and probably 200,000 people per day attended.

Besides just the pleasure of being there during this centennial year, my trip was for business purposes, to meet with the FAA and other aviation medical examiners (AMEs). On Friday night, the EAA Aeromedical Council (which includes myself and five other AMEs) met with the FAA for a locked-doors, no-holds-barred discussion about aviation medicine—what we could do to make things better and any problems with the system. The meeting was fruitful.

In reality, the FAA's system of aeromedical certification works well; no one had any major complaints. One subject did come out of the meeting: further education of the 5,000 to 6,000 AMEs in the field to make them more knowledgeable about and comfortable with the FAA system. That subject had come up at previous meetings and is one the EAA Aeromedical Council considers important.

pleted the design. Unfortunately, he died before seeing his masterpiece go into production. However, Mitchell's design and technology, made possible by Lady Houston's financial support, resulted in the creation of a plane powered by the magnificent Rolls-Royce Merlin engine that helped save England from the Nazi scourge and showed everyone that Hitler could be defeated. That

At my office, we do almost 2,000 medicals a year. However, you may not be aware that the average AME does only about 15 exams a year. As a result, they do not become as familiar with the "ins and outs" of the process as those of us who do lots of medicals. And, as a further result, they make more errors. The FAA representatives have long expressed the wish that the average AME would do a higher number of medicals each year.

We suggested that perhaps the members of the Council and other AMEs who do a lot of medicals could become a telephone consulting resource for AMEs in the field, particularly in cases when a patient is on medications, say, for hypertension or other medical conditions. The FAA representatives liked the idea and now it remains for the details to be worked out.

Another item brought up in the meeting was about medicines known as selective serotonin reuptake inhibitors (SSRIs)—including Prozac, Paxil, and several others. These medications are becoming more and more popular and are being prescribed to treat a wide variety of conditions.

However, at this moment, FAA's ruling is that airmen cannot take SSRIs. Regarding SSRI use, it is my contention that there are two types of airmen—those who are taking SSRIs without reporting it and probably doing quite well (however illegally) and those who have stopped taking SSRIs for the required 90-day period and are thus flying legally, but may not be feeling as well. The FAA is still looking at possible solutions to this dilemma, but there has been no decision made yet.

If you have any questions regarding this article or any other past articles, do not hesitate to contact my office.

airplane became the legendary Spitfire and the Schneider Cup race truly became a race against evil.

A titled lady from the Victorian age, a dying man, and a struggling aircraft company stuck to their convictions while their country negotiated with the devil. Yet, the story only becomes clear when viewing these events through the window of time.

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The 25th Annual Okie Derby

by Amy McCue

Looking back on the day I agreed to co-chair the 25th Annual Okie Derby, I realize this article could have been titled "How to Make Sure Your Family Forgets What You Look Like." All the chairman's instructions were written out for us; it looked clean, quick, and easy. Now I know different.

One of the complicating factors was that my new baby was born shortly after I agreed to co-chair the Derby and has now grown into a ten-month-old toddler who is desperately trying to find her own voice. I could have sworn the other day she actually said, "Oie erby." As the Derby approached, my older children, ages 2 and 9, discovered new talents of their own. Caitlin, the nine-year-old was an absolute dream on Friday before the race, working on the ramp with the other volunteers, directing the planes to their parking spots. My two-year-old learned how to grab food off the hospitality table and run before anyone could catch her, developing quite a fondness for purple grapes.

The Friday night Pre-Race Briefing went well. Everything was actually coming together. We had had our share of problems along the way, some usual and some very unusual. Regardless, we had somehow managed to survive. After dinner, I

introduced the Chief Judge and author of the race route, Virgil Townsend, asking the racers not to "kill the messenger." You see, the route turned out to be tricky for a few folks. It would take us from Wiley Post Airport to Kingfisher to Vici and back to Wiley Post.

Caitlin and I were finally able to leave the airport around 10:00PM Friday night.

Saturday morning began bright and early for everyone. Michael took the three girls to Grandma's house and then met me at the airport at 7:00AM. You see, being Co-Chair was not enough for me—I also had to be a contestant! As Racer Number One, Michael and I had to be at our plane and ready to go for the 8:00AM engine start. My pre-race brief that morning was quick and to the point—I wanted to get into the plane and off the ground as quickly as possible.

Out on the ramp, Michael untied the plane and did the preflight while I "got situated," as he calls it. As a person of rather short stature, it takes me a while to get the seat and my pillow positioned so I can see over the panel. Michael complains about the pillow, but I told him, "If I wanted to look into the middle of a panel when I'm taxiing, I'd be flying a Cessna 195!" I've been told that taxiing one of those is a lot like driving your car around with the hood up.

We fly a Twin Comanche, the only twin-engine aircraft in the race, and several folks have expressed dismay that we even try to compete in it. It has been daunting

and frustrating, but in the past few years, we seem to have gotten a grasp on things.

My favorite part of the race is the engine start, especially this year. At that moment, I switched hats from "Co-Chair" to "Racer One." Several times during the first ten minutes, Michael had to remind me that I was not a Race Coordinator anymore and to quick worrying.

Finally, we were off the ground and headed toward Kingfisher. Kingfisher International Airport is a little grass strip placed directly between downtown Kingfisher and a grain elevator. We had no problem finding the strip, doing our fly over, and finding our "signifier," a pre-defined identifiable feature on the ground that would prove we had actually flown over the airport.

Our next stop was Vici. Intentionally or unintentionally, the frequencies for both airports were the same. This was both a blessing and a curse. We were able to hear almost all of the transmissions throughout the race. For us, Vici went as smoothly as Kingfisher and we turned back to Wiley Post, listening to the chatter of the other planes as they reached Kingfisher, or couldn't find Kingfisher. It seems there was a little privately-owned grass strip just to the north that many racers mistook for the Kingfisher Airport. One racer even inquired if the signifier on the ground was the hay bale on the side of the runway.

After we arrived back at Wiley Post, it was a long afternoon waiting for all the planes to come in and refuel. Our ramp crew was wonderful. They worked very hard and we were all relieved when it was time to go home and clean up for the banquet.

The banquet began with an "attitude adjustment" (which I desperately needed) followed by a wonderful dinner, presentation of the scholarships, and finally (insert drum roll here) the race results. Our scholarship recipients were Allison Foster of Newcastle, OK and Jaime Michelle Bacon of Liberty Mounds, OK. Both girls are enthusiastic about aviation and eager to use their funds for further flight training.

The 25th Annual Okie Derby had a lot of blood sweat and tears woven into it. Two

ladies in particular deserve mentioning, namely Phyllis Howard and Gladys McCaslin, who were honored for having been involved in all 25 years of the race. They were there when the idea was hatched and have supported the race ever since. Their advice and encouragement was invaluable for Karen and me.

When all was said and done, it was a lot of work, but the outcome was all I could have hoped for. All the aircraft came back safely and everyone had a good time. We had several teams from Spartan in Tulsa and three teams from the University of Oklahoma, who entertained us with their lively rivalry, involving OSU stickers and a stuffed black cat and litter box.

It was a wonderful time to visit and reminisce, make new friends, and get reacquainted with old ones. Finally, it was over, the awards had been passed out, the food eaten, and the ramp emptied. As I was leaving, I noticed how strangely quiet the airport was. My regards to the Race Coordinators for 2004; it will be hard, but in the end, it will be worth it.

OKIE DERBY RACE RESULTS

- Best Time Estimate: Mike Rangel & Jack Skaggs
 - Best Fuel Estimate: Gary Rowland & Don Neal
 - Lowest Time Pilot: Kiersten Orrick
 - Best First Time Racer: Alex Weeks
 - Best Collegiate Team: Blake Shedd & Matthew Kuechle
 - Best Out of State Racer: Tommy & Marilyn George
 - Best Oklahoma Pilots Association (OPA) Pilot: Mike Grimes
 - Best 99 Pilot: Amy McCue
-
- 1st Place: Gary Rowland & Don Neal
 - 2nd Place: Mike Grimes & Doug Frantz
 - 3rd Place: Jim Bynum & Darlene Bynum
 - 4th Place: Blake Shedd & Matthew Kuechle
 - 5th Place: Amy & Michael McCue
 - 6th Place: Chris Johnson & Gary Bush
 - 7th Place: Bryson & Ann Pogson
 - 8th Place: Christa Wachler & Jay Dee Collins

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Flight Destinations: Bartlesville's OK Mozart Festival, Price Tower, & Woolaroc

by J. Thomas Pento

The annual OK Mozart Music Festival, held each year in mid-June in Bartlesville, is a perfect fly-in destination. The festival, a premiere classical musical event, features a variety of internationally known performers. Most of the performances take place in the city's outstanding Community Center Concert Hall. Each day of the festival, a mini-concert is held in the late morning or early afternoon and a classical concert is held each evening.

However, OK Mozart is much more than a classical musical festival; it includes many other venues such as a quilt fest, a chocolate tasting event, a landscaping workshop, high tea at the Red Dirt Soap Company, a radio-controlled aircraft fly-in at Copan Model Airpark, and a tour of the Woolaroc Museum or the Tom Mix Museum, to name just a few. With these activities in mind, Maureen and I were eager for our flying trip to Bartlesville.

When departure day arrived, a humid warm air mass had moved up from the Gulf and the weather was murky, with 5-6 mile visibility and a ceiling of 1500-2000 ft. After take-off, we found our way through the haze, guided by the beautiful early summer vistas and landmarks scattered across northeastern Oklahoma. Fortunately, the ceiling lifted along our route and we easily located the airport a mile northwest of the city.

The Bartlesville Regional Airport (BVO) has a 6200 x 100 ft 17/35 hard surface runway. Call ahead to the FBO (918-661-3121) to check on the availability of their courtesy car during your visit.

Another major highlight of our trip was a tour of the Price Tower. In 1956, Bartlesville businessman Harold C. Price commissioned the great American architect Frank Lloyd Wright to design this 19-story building, which rises 221 feet and defines the Bartlesville skyline. The Tower incorporates a unique cantilever design based on modules of 30- and 60-degree triangles often seen in Wright architecture.

It features gold tinted glass and a stamped copper plate exterior of unique Wright design. In addition, copper louvers are placed vertically and horizontally for both aesthetics and energy conservation purposes.

Wright had created the original design much earlier for a project in New York City, which was eventually abandoned. As he redesigned the building for the Price Tower project, he described it as "the tree that escaped the crowded forest."

The Tower was used as a commercial office building for less than 20 years and then remained open only as a museum and art center. However, 21 rooms were recently renovated for use as a luxury hotel, now known as "The Inn at Price Tower." For reservations call 877-424-2424.

Unable to obtain reservations at the Price Tower, we stayed at the Hotel Phillips, which has a great central location in downtown Bartlesville. The Phillips is an elegant 1930s-era hotel, containing amenities that made our stay very comfortable. For reservations call 800-331-0706.

The next day, we lunched at "A Taste of Europe," which features European specialties such as a very memorable Russian borsht soup. We highly recommend this restaurant, located at 310 S. Dewey.

In the afternoon, we visited Woolaroc, another must-see destination located 14 miles southwest of the city. Frank Phillips of Phillips Petroleum built Woolaroc in 1925 as a country home estate, where he proudly introduced visitors from all over the country and the world to the rustic surroundings. The name was inspired by the 3500 rolling acres of woods, lakes and rocks surrounding the estate. The Woolaroc Museum, located adjacent to the Lodge, contains an outstanding collection of Indian and Southwestern art, as well as artifacts which depict the historical development of Native American cultures. I was impressed with the extensive gun col-

lection. Aviators will appreciate the exhibit of the Woolaroc airplane that hangs majestically in the center of the Museum. This airplane, a Travel Air 5000MA with a big radial engine, was the winner of the 1927 California-to-Hawaii "Dole Air Derby," with a time of 26 hrs and 17 min.

That evening we dined at "The Copper," an open-air restaurant now open on

the Price Tower's 16th floor. The low morning clouds had long since given way to a beautiful clear Oklahoma evening, which provided a magnificent view from atop the Tower. Maureen and I had their signature steaks, which were thick, juicy, grilled to perfection, and topped with sautéed mushrooms. The steaks were complemented with potatoes, vegetables, and crusty hot-oven rolls. For dessert, we shared a delicious Crème Brule. Just perfect!

Next morning, the clear skies forecasted for our flight home did not materialize. As we took off and climbed-out to the south, I looked out at the Bartlesville skyline through the Oklahoma summer haze and easily found "the tree that escaped the crowded forest." I was pleased to learn that this special tree is still alive and will be preserved into the future. In my opinion, the presence of this unique structure stimulates our creativity and will surely spawn other such trees to grow. Maureen has the bags packed for our next fly-in destination. I'll keep you posted.

[Ed: The author is a commercial pilot with an instrument rating. He is a professor of pharmacology at the University of Oklahoma Health Sciences Center. As a free-lance aviation writer, he has published a number of flight destination articles.]

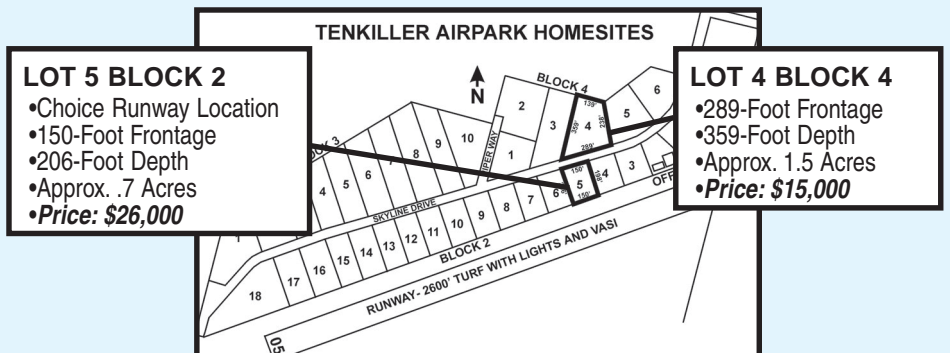


Price Tower, Bartlesville's "skyscraper."



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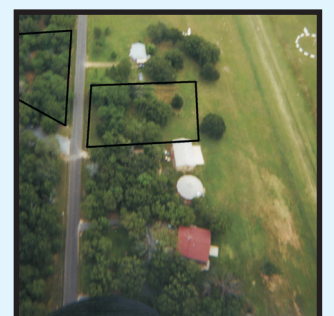


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News from the Oklahoma Aeronautics Commission



OAC APPROVES FY 2004 CAPITAL IMPROVEMENT PROGRAM

At its recent Commission meeting the Oklahoma Aeronautics Commission approved its capital improvement program for state and federal projects for fiscal year 2004. Over \$1.4 million of state projects was designated for 11 airports and over \$4.8 million of federal projects was designated for 6 airports. The Commission's capital improvement program provides for the planning and programming of funds for development and maintenance.

In addition to approving the FY '04 state and federal AIP projects, the Commission also accepted a \$98,653 grant offer from the FAA for the Airport Pavement Management Program, which will allow the Commission to continue the Oklahoma Airport Pavement Management System with the University of Oklahoma School of Civil Engineering and Environmental Science for the next year. Conditional reassessments at 30 Oklahoma airports will be possible because of this program.

"This system is a valuable, accurate, and comprehensive short-term and long-term planning tool," said Commission's Planning & Engineering Division Manager, Dale

Williams.

The pavement management system will provide the Commission with a prioritization program and schedule of work to maximize the integrity of airfield pavements, including runways, taxiways, and aprons. The System will also serve to inform airport personnel of the condition and recommended maintenance and reconstruction measures for their airport pavement.

"Because the FAA requires airports to maintain an active pavement management program in order to be eligible for federal grants, it is important that the Commission continue to provide funding, along with the FAA, for the pavement management program at no cost to the airport sponsor," said Commission Director Victor Bird.

For more information contact: Dale Williams (405) 604-6904.

OAC CHANGES GRANT POLICY TO AID IN FEDERALLY FUNDED AIRPORT PROJECTS

At its recent Commission meeting, the Oklahoma Aeronautics Commission changed its policy, to now allow the Commission to provide partial funding in federally funded projects for airports. Normally in such projects, the FAA provides 90% of the required funding, with the remaining 10% match being the responsibility of state and local entities. Past policy, in general, did not allow the Commission to contribute to the matching portion. The OAC implemented the new policy because larger projects are being undertaken, creating difficulties with sponsors being able to fund the 10% matching share by themselves.

The new policy allows the Commission to provide half of the required matching funds on state apportionment and discretionary projects that have a total project

Gundy's Airport to Hold 50th Anniversary "Wing Ding"

On Sunday, October 5, Gundy's Airport in Owasso will hold its annual "Wing Ding," featuring barbecued chicken wings and potluck dishes brought by those attending. This year's celebration is special for two reasons: first, this year is the 50th anniversary of the founding of the airport and second, one its founders, Marion Gundermann, celebrates her 80th birthday this year.

To add to the celebration, the last Gundy's Airport Ice Cream Social will be held the preceding evening, Saturday October 4. After all the delicious varieties of homemade ice cream have been consumed, the hangar will be cleared and a dance will ensue, with big band music provided by the Sound of Music Orchestra of Tulsa.

In 1953, Harold and Marion Gundermann started building the airport, now one on the most active airpark communities in the state. The airport served as their home until the late 1970s, when Harold died. After his death, Marion sold the airport to Mallie Norton and

Phillip Hart.

Mallie and Phil inaugurated an annual fall barbecue at the airport, which over the years morphed into the Wing Ding. A few years ago, Roger and Meri Wieden bought the airport and have carried on the tradition, renewing contact with Marion Gundermann, who still lives in Tulsa.

The October 4 Ice Cream Social and Hangar Dance will begin at around 5:00PM. The October 5 Wing Ding will begin at noon, with the food being served beginning at 1:00PM. Games and flying events will be held in the afternoon. The flying public is cordially invited—plan to bring a potluck dish to share.

Coincidentally, on Saturday October 4, the Young Aviators and Pilots (YAP) group, a social club organized by Roger and Meri's daughter Randa, will hold a wiener roast and campout at the airport. Under Randa's direction, YAP is currently working up a skit called "Grandma Learns to Fly," which they plan to perform at area nursing homes.

cost of two million dollars or less. However, the sponsor is responsible for the entire federal required match on all other federal projects, such as non-primary entitlement and high priority projects.

"This policy will allow for preliminary work and design engineering to be performed as a separate grant prior to construction funding being available," said Dale Williams, Commission Planning and Engineering Manager.

Funds the Commission and the sponsor expend for preliminary work and design engineering are eligible project items and may be considered as a portion of the 10% federal match for the project. Having plans and specifications completed early will allow projects to

move directly into the bidding and construction phase once the federal capital funds become available. With the new policy, the Commission can foster a more defined project scope, better identify the project work items, and improve control of the scope during the design phase.

"These are very worthy projects at airports that play a significant role in their area economies. We are glad we could help the cities," said Commission Director Victor Bird.

"We are just pleased we can provide this assistance to our airports," said Commission Chairman, Kenneth Adams.

For more information contact Dale Williams at 405-604-6900.

FLY-IN

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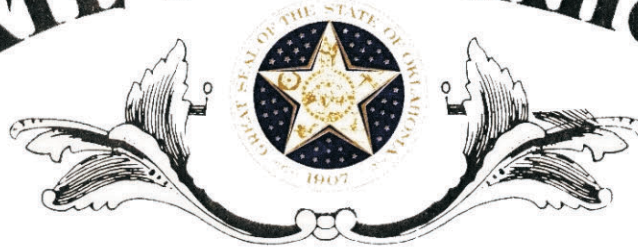
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Governor Brad Henry Proclaims December 2003 as "Oklahoma Aviation Month"

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EXECUTIVE DEPARTMENT

Proclamation

WHEREAS, on December 17, 1903, at 10:35 a.m., the world's first successful powered aircraft invented and built by Wilbur and Orville Wright, flew at Kitty Hawk, North Carolina, for a 12 second, 120-foot journey; and

WHEREAS, the State of Oklahoma shares Congress' vision in the importance of honoring 100 years of powered flight nationally and internationally by commemorating and celebrating aviation's rich history in Oklahoma; and

WHEREAS, the State of Oklahoma made its mark in aviation/aerospace history shortly after the Wright Brothers' first flight with Clyde Cessna building his first airplanes in Oklahoma in the 1910s, Charles Lindberg establishing Waynoka, OK as a major stop in the Transcontinental Air Transport route in the late 1920s, Paul and Tom Braniff starting Braniff Airlines, also in the late 1920s, Wiley Post and Will Rogers, Oklahoma natives, making many historical flights including Wiley Post's record-setting around-the-world flight in a Lockheed Vega in 1931, B-24, A-24 and A-26 bombers for WWII being manufactured by Douglas Aircraft Company in Tulsa's bomber plant in the 1940s, and the Spartan School of Aeronautics in Tulsa, training forty-two Israeli men, known as "The Spartan Boys," to work on engines and airframes in 1949; and

WHEREAS, the State of Oklahoma is recognized as a leader in the aviation/aerospace industry with over 300 aviation and aerospace companies including, American Airlines Central Maintenance Base, Boeing, Bizjet International, Commander Aircraft, Flight Safety International, Great Plains Airlines, Luscombe Aircraft, the NORDAM Group, Southwest Airlines, and AAR Aircraft Services as well as Tinker Air Force Base and the Federal Aviation Administration Mike Monroney Aeronautical Center; which provide approximately 143,000 jobs, a \$4.3 billion dollar payroll, and an industrial output of \$11.7 billion dollars; and

WHEREAS, the State of Oklahoma has 123 public airports, ranking Oklahoma in the top ten insofar as the number of public airports is concerned, and has had more astronauts than any other state; and

WHEREAS, the future of a safe, secure, efficient, and progressive aviation/aerospace system is dependent on energizing state and national policies, well informed and educated citizens, a technologically proficient workforce, bold pioneering research, and the ingenuity, perseverance and courage that characterized the first 100 years of flight history;

NOW, THEREFORE, I, BRAD HENRY, Governor of the State of Oklahoma, do hereby proclaim the month of December, 2003, as

"OKLAHOMA CENTENNIAL OF FLIGHT MONTH"

in the State of Oklahoma.

*In Witness Whereof, I have hereunto set my hand and caused
the Great Seal of the State of Oklahoma to be affixed.*



ATTEST:

*Done at the Capitol, in the City of Oklahoma
City, this 22nd day of August, in the
Year of Our Lord two thousand and three,
and of the State of Oklahoma in the ninety-fifth
year.*

Kathy J. Jell
SECRETARY OF STATE Acting Assistant

Brad Henry
GOVERNOR

Tulsa Public Library Presents Amelia Earhart—In Person

Thanks to the Tulsa Public Library, the search for Amelia Earhart can finally be called off! As a Centennial of Flight event, the famed aviator will be talking about her thrilling flights at public libraries around Tulsa in late October. Scholar/performer Ann Birney will portray Earhart in 1937, just before her disappearance over the Pacific Ocean.

Birney, as Earhart, will take the audience to April 14, 1937, after her first unsuccessful attempt to fly around the world. In Birney's portrayal, Earhart is waiting for her airplane—her silver "flying laboratory"—to be repaired so that she can try again. This time, she tells the audience, she will go east instead of west, hoping to reverse her luck with the reversal in direction.

Earhart came into the public eye when she became the first woman to cross the Atlantic Ocean by air in 1928. The young social worker was sure that after the flight, she would resume working with children at a Boston settlement house, but she instead planned more record-setting flights, speaking tours, books, and articles.

Among her other records, she became the first woman and second person to solo across the Atlantic, the first person to solo over the Pacific, the first person to fly from Hawaii to California, and the fastest woman to fly non-stop across the U.S. And now, in Birney's portrayal, Earhart feels she has one last record-setting flight left in her.

Ann Birney is a member of "Ride into History," a historic performance touring troupe made up of scholars who are also scriptwriters and performers. Ride into History interprets several characters, two of which, Amelia Earhart and Calamity Jane, are integral to the myth of American individualism. According to the scholar/performers, one of the most fascinating things is discovering the point at which an ordinary, lively, independent girl becomes the woman who makes a choice that leads her to become an American symbol, a mythic figure. They ask, "What do these people have in common with each of us?"

Earhart, we should not be surprised to learn, was an accomplished equestrian as well as an aviator. As she will tell the audience, from the time she was a child in Atchison, Kansas, Amelia "liked to go fast."

Birney's performances will occur:

Wednesday, October 29, 2003

- 1:00PM- Schusterman-Benson Library, 3333 E. 32nd Place
- 6:30PM- Central Library, 400 Civic Center

Thursday, October 30, 2003

- 10:00AM- Owasso Library, 103 W. Broadway
- 3:00PM- South Broken Arrow Library, 3600 S. Chestnut

For more information, call the main Tulsa Public Library at 918-596-7977. Look for other Centennial of Flight events sponsored by the Tulsa Public Library in November and December.

FAA Center to Host "Fashion in Flight" Centennial Celebration

On December 10, the FAA Mike Monroney Aeronautical Center in Oklahoma City will host a "Fashion In Flight Centennial Celebration," which will feature aviation clothing and other items from the century of flight since 1903. Unfortunately, because of tight security, the show will likely be open to Aeronautical Center Employees and invited guests only.

A video depicting the history of flight will run continuously throughout the day and two fashion shows are planned in the Headquarters auditorium, with Dan Stroud, radio disc jockey and Aerospace America Air Show announcer, serving as emcee.

Barbara Farmer, Centennial Committee Chairperson, says, "We are look-

ing for clothes, pictures, and other items to display for the event. All items will be treated very carefully. Photos will be scanned by our multi-media department and promptly returned, so the originals are not damaged.

"You may want to model your item of clothing or we can find another model. As soon as possible, we would appreciate a description of the articles to be shown, so our multi-media group can put the fashion show script together. We will make arrangements to pick up the items as the show date approaches."

If you have items for display or want more information, please contact Barbara Farmer at FAA: 954-8197 or barbara.farmer@faa.gov.

47th Annual Tulsa Regional Fly-In in Bartlesville Sep 19-20

by Charles W. Harris

As you read this, we will be within three weeks of the oldest and most important single sport aviation activity conducted by the local Tulsa EAA chapters: the 47th Annual Tulsa Regional Fly-In, to be held at Bartlesville's Frank Phillips Field on September 19 and 20. The planning for this event has not only been ongoing since last winter, it actually never ends.

With the cooperation of the weatherman, we have traditionally hosted 400-500 airplanes! The ample hard surface areas provide parking for heavy warbirds and ample grass areas are used for parking of other airplanes. Antiques, classics, contemporaries, experimentals, biplanes, and ultralights are parked south of the FBO, with modern aircraft on the north end.

This year, we welcome all type clubs for various airplanes and will try our best to park like airplanes together and to sponsor forums for each type.

Jim Younkin will do a forum on autopilots for experimental aircraft. Guy Baldwin, Homer Ellis, and Warren Silberman will conduct a

forum on cardiovascular matters and Phillips Petroleum will add a forum on aviation lubricants. Of course, we expect the Tulsa EAA Warbird chapter squadron to be well represented.

The Don Luscombe Aviation History Foundation will be in attendance with their "Win Me" Luscombe 8E.

Steve Patterson, with his Vodochody L-39C Albatross two-place jet trainer, will also be in attendance. Steve plans to conduct an on-the-ramp forum about his airplane.

The Fly-In will be ably announced by Bill Hare. Exhibitors and vendors will be on hand with their wares and foodstuffs and great music from the Big Band era will be played for your listening pleasure. We also expect motorcycle clubs and antique/classic car clubs to be in attendance.

The Friday and Saturday evening entertainment and dinner affairs and awards presentations will be held on the field and are very economical.

Plan to be with us—it's a great time with some very fine people! For more information, call 918-622-8400 or visit www.tulsaifyin.com.

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Aerospace America 2003 Celebrates Centennial of Flight, Emphasizes Fly-In

by Don L. Schmidt

Twice recognized as the top air show in North America, Aerospace America will take to the air at Will Rogers World Airport October 3-5, for its eighteenth year.

Designated as a Centennial of Flight event by the U.S. Centennial of Flight Commission, Aerospace America will once again fill the skies over Oklahoma City with vintage aircraft that revive the lost art of barnstorming, with deafening roars and blowing smoke, nostalgic and historic Warbird aircraft, and the popular modern military aircraft.

The show opens with the U.S. Navy Seal LeapFrogs Parachute Team, fourteen jumpers leaping out of an aircraft at an altitude of 12,500 feet and gliding to a predetermined spot in front of Airshow viewers.

Heading up the list of performers for Aerospace America's Extreme Airshow and Fly-in is the AeroShell Aerobatic Team. Appearing for the first time ever in Oklahoma City, the team has been performing airshows since 1985. This four-man team flying formation aerobatics in the World War II North American Advanced T-6 Trainer thrills audiences with a series of precision formation aerobatics.

Included in the list of performers for 2003 are Jim Leroy, winner of the 2002 Art Scholl Showmanship Award, flying a 400-hp modified Pitts S2S; Jimmy Franklin flying his one-of-a-kind Jet Waco; and Kent Shockley and Shockwave, the Peterbilt truck powered by three Pratt & Whitney J34 jet engines.

Dan Buchanan, a 40-plus year paraplegic, who adds magic to powerless flight in his graceful and silent Moyes hang glider, returns to Oklahoma to fill the sky with flashes and shooting streaks of color, as he performs his twilight version of the "rockets red glare" and talks to the crowd from his glider. Eric Beard flying "Russian Thunder," the only Yak 54 on the

airshow circuit, delivers 12 minutes of high-speed intense aerobatics and by night will thrill the audience with an awesome pyrotechnic display.

Mary Dilda, aerobatic performer and air racer, delights young and old spectators flying her World War II "Two of Hearts" SNJ-6. Steve Coan, five-time U.S. National Aerobatic Champion flies his self-launching glider aircraft in daytime and graceful nocturnal aerobatics with pyrotechnic effects. And, what would the Friday night show be without Rich Gibson presenting "Rich's Incredible Pyro?" How long will the Wall of Fire be this year?

There is more to the 2003 Extreme Airshow and Fly-In than just aerobatic performers, according to Fly-In Chairman Mike Grimes. This year, the "Fly-In" aspect is being emphasized.

"In addition to aero clubs and individual private airplanes and pilots, we are inviting at least one airplane from every airport in Oklahoma to fly in and see the airshow for free." There will be parking on grass except for large, heavy aircraft, so pilots should bring sturdy tie-downs to secure their aircraft, he said.

The 2003 warbird lineup at Aerospace America will fill the ramp and the skies with many historic WWII aircraft, but heading up the list of 2003 warbirds returning to Aerospace America is the exciting British Avro Shackleton. The Shackleton, a maritime reconnaissance patrol bomber was one of the last to see service with the British Royal Air Force and is the only airworthy example in the world. The aircraft, with its four 2450-hp engines, each with two huge six-blade contra-rotating propellers, is owned and operated by Air Antique of Coventry, England but is presently at Midland, TX waiting its return to England. The Shackleton flies only two air shows a year, the Midland Airshow and Aerospace America. A crew is brought over from England to fly the Shackleton at these airshows.

Historic U.S. bombers will include the Boeing B-17G Flying Fortress "Thunderbird" from the Flight Museum at Galveston, TX; the North American B-25 Mitchell Bomber "Yellow Rose" operated by the Texas-based Yellow Rose Squadron of the Commemorative Air Force (CAF); and the Douglas A-26 Invader of the CAF Ranger Wing based at Waco, TX. A second A-26 Invader belonging to the Oklahoma City CAF squadron will also appear at Aerospace America 2003.

Historic fighter aircraft flying in will include a Republic P-47D Thunderbolt from the Lone Star Flight Museum at Galveston, TX and a Curtiss P-40 Warhawk from the Cavanaugh Flight Museum at Addison, TX. A privately owned British-built Hawker Sea Fury and a three-engine German Junkers Ju 52 transport plane will also be part of the war bird lineup.

To ensure there is something for everyone at Aerospace America 2003, airshow officials have added for the first time a special area for children. The Junior Pilot Play Zone, housed in the FAA hangar, is a supervised, well-organized area where children who attend the Airshow can learn more about aviation. They will participate in a safe, exciting, age-appropriate learning environment that includes computer flight simulators, Air & Space Museum Mercury Capsule Exhibit, and video showings of the history of flight. There will be opportunities for autographs and interviews with air show performers. Aviation face painting and crafts will be featured. Jay Jay the Jet Plane and Air Bear will be on hand to help with safety and educating children on aviation careers.

In addition to civilian aircraft, the 2003 Airshow will have static displays and flying demonstrations of modern military aircraft. But, because of the war, which delayed the return of the aircraft and the men and women who maintain and fly them, the confirmed list is in progress.

AEROSPACE AMERICA FLY-IN

During this Centennial of Flight year, Aerospace America is encouraging pilots from all over the state to fly-in, with worthwhile events planned.

They want one official representative from each public-use and private airport to fly-in to Will Rogers World Airport between 7:00AM and 9:00AM on Saturday October 5. The day's festivities will begin with a pancake breakfast, after which transportation will be provided to Wiley Post Airport for a ceremony dedicating the Curtiss-Wright/Wiley Post Airport hangar. The historic hangar, to be relocated to Wiley Post Airport, will become Oklahoma's permanent monument to the Centennial of Flight.

All fly-in airplanes will be parked in a special area, to be on display during the airshow. Anyone flying in will receive free admission. However, only one aircraft and pilot can be designated as the official representative from each airport.

The designated pilots are asked to bring a photograph showing themselves, their airplane, and their airport (preferably an 8x10, but a 4x6 snapshot with the negative is acceptable). These photographs will be on permanent display at the hangar and the designees will receive certificates recognizing their contribution.

Each designee is also asked to bring paper airplanes made by school children in their area. The airplanes will be collected and loaded into the gondola of a high-altitude helium balloon provided by High Ships, Inc. of Frederick, OK. The balloon will be released at 10:00AM during the Wiley Post ceremony, flown to 120,000 ft altitude, and the paper airplanes released. Each airplane will have a sticker asking anyone finding it to log onto a website and report where it was found. In previous such launches, paper airplanes have traveled more than 90 miles.

For more information, contact Mike Grimes at 405-641-6860 or MGrimes@dps.state.ok.us or Bob Kemper at 405-943-9732 or r.b.kemper@att.net.

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Snake Creek Airpark Sets Sep 20 Fly-In

Mark your calendars for September 20 and plan to join the fun at Snake Creek Wilderness Airpark's first fly-in (weather backup date September 27). The airpark is located on top of beautiful, wooded Buckhorn Mountain (elevation 1056' MSL) overlooking the east shore of Tenkiller Lake.

The occasion is the birthday of Veraman Davis, developer of the airpark, who is welcoming fly-in and drive-in guests from Oklahoma, Texas, Arkansas, Kansas, and beyond to enjoy a free lunch and tour the airpark.

The airpark features a 3500-ft asphalt runway (2800 ft with 700-ft overruns) carved out of oak forest on top of the mountain. The airpark is located 3 nm south of Tenkiller Airpark (44M); GPS coordinates are (LAT) N-35-38.89 (LONG) W-094-57.03.

Davis, a prominent rancher and real estate developer from Tahlequah, purchased 1000 acres on the mountain in the 1980s, with the intention of developing an upscale



Wayne Thomas and his Cessna 182. In addition to the 300-acre airpark, he has completed the Snake Creek Wilderness convenience store, motel, and luxury resort condominium at the base of the mountain.

The airpark includes 250 half-acre to one-acre lots, 47 of which are located on the runway. Most of the other lots have runway access, through a network of paved and lighted roads/taxiways that connect all areas of the development. Water service, from



On final for 21 at Snake Creek Wilderness Airpark's 3500-ft. paved runway.

the local rural water district, is available at each lot. The airpark features protective covenants to assure quality community development and an electronic gate system to provide additional security. Spectacular views of the lake or the surrounding mountains and valleys are available from most every vantage point.

Activities within 30-minutes of the airpark include canoeing on the Illinois River, thoroughbred racing at Blue Ribbon Downs, golfing at several area courses, guided horseback riding on scenic mountain trails, and opportunities to enjoy the abundant wildlife.

At present about 75 of the lots have been sold, and 31 upscale homes have been completed, four of which are on the runway. About half the current homeowners live at the airpark permanently, with the other half having second homes there. Five or six new homes are being built each year.

Two of the newest residents are Wayne and Brenda Thomas, who moved from Las Vegas, NV into their beautiful new rock home and hangar located adjacent to the Snake Creek runway. Wayne, like other residents, is an airline pilot for Southwest Airlines and Brenda is a flight attendant there. Says Wayne, "I studied airparks all over the country and finally selected Snake Creek because of the beauty of the area, the lake—I have fished for bass at Tenkiller for many years—and the great people in the community. Plus, in our 182, it is less than an hour and a half commute from here to Dallas."

Veraman Davis, commenting on the deliberate pace of development says, "When I bought the land, I promised the local residents I would not ruin the area with an unplanned, haphazard development. So, we have taken our time to get it right and now, all the pieces are in place. With the tremendous views of the lake, and our central location, I think we have one of the most beautiful, luxurious, and desirable airpark communities anywhere."

Lot prices range from \$35,000 to \$50,000. For more information, contact Rich Horne, Marketing Director, at 918-457-3458 or email scwresort@tenkillerlake.com. Or visit them on the web at www.tenkillerlake.com.

Davis Field Hosts National T-6 Fly-In

During the weekend of July 25-27, the skies over Davis Field in Muskogee were filled with the roar of the "Pilot Maker," the North American AT-6 Advanced Trainer, as pilots gathered for the National T-6 Fly-In. This year celebrates the 65th anniversary of the airplane's first flight.

The planes began arriving earlier in the week. This year, a total of 52 AT-6 attended. The 600-hp taildragger was used to train pilots of over 30 countries during WWII. The AT-6 and its variants were used by other military organizations after WWII, the last being South Africa, which retired the last T-6 in 1995. About 21,000 were built and known by various names including: the AT-6 "Texan" by the U.S. Army Air Corps; the SNJ by the U.S. Navy; and the Harvard by the Commonwealth nations. After initial training in Stearmans, many Midwestern young men flew T-6s before transitioning to the fighters and bombers that won WWII for the U.S. and its Allies. The sound of the R-1340 Pratt & Whitney engine brings back fond memories for those WWII and Korean Vets that flew the "Pilot Maker."

On Saturday, the 26th, the group flew to

Okmulgee for a tour of Covington Aircraft Engines. Many of the planes have engines overhauled by Covington or Tulsa Aircraft Engines. Saturday afternoon and Sunday were devoted to local flights. The fly-in ended Monday morning as some airplanes headed for home and others departed for Oshkosh.

The North American Trainer Association is dedicated to the restoration, preservation, and safe flying of the AT-6, T-28, P-51 and B-25 aircraft. They are part of the international Formation And Safety Training (FAST) organization, the major groups that fly formation in airshows and special events.

A similar event is planned next year, in either spring or fall, with not only T-6s in attendance but other former military airplanes.



Mike Anderson, Muskogee Davis Field FBO, standing next to the golf cart, greets fly-in T-6 drivers at the National T-6 Fly-In. That's Mike's T-6 in the foreground.

Cirrus Opens OKC Sales Office, Plans Display to Max Westheimer Field

Cirrus Design, which has delivered a phenomenal 1000 airplane since beginning production in 1999, has recently opened a sales office in Oklahoma City. Jeff Sandusky, who has experience in aircraft and luxury automobile sales, has been named Director of their Southern Midwest Region, which includes Oklahoma, Kansas, Missouri, Arkansas, Louisiana, and Mississippi. The new office will be based at Wiley Post.

Says Sandusky, who flies a top-of-the-line SR-22 demonstrator, "It's a rough job, but somebody's gotta do it!"

Additionally, the Cirrus Mobile Showroom will appear at Max Westheimer Field in Norman on Wednesday October 1, as part of the National Intercollegiate Flying Association (NIFA) Division 6 competition, to be held at Westheimer September 29 through October 3. The Cirrus Mobile Showroom is a 53' semi-trailer that includes tactile displays to allow pilots the opportunity to see up

close these innovative aircraft with new options such as ice protection and the 'glass cockpit' featuring Primary Flight Displays. All area pilots are invited to visit and tour the mobile showroom.

The coordinator of the NIFA competition is Margie Ritchison, a flight instructor for OU and owner of a Cirrus aircraft. Margie can be reached at 405-325-7231.

For questions regarding Cirrus, log onto www.cirrusdesign.com or contact Jeff Sandusky- 405-650-5900 or jsandusky@cirrusdesign.com.



Jeff Sandusky, new Cirrus Southern Midwest Region Director, and the spectacular SR-22, on a recent hot Saturday afternoon visit to Tenkiller Airpark.

OAOA to Hold Workshop October 3

On October 3, the OAOA will sponsor a workshop to be conducted by the Federal Aviation Administration.

Morning topics will be presented by the FAA Red River System Management Office, and will cover the Red River SMO Non-Federal Program, including Operations and Maintenance Manual; Licenses; Technician Verification; Test Equipment and Spare Parts; Monitoring; Documentation; Security; Flight Inspections; Ground Inspections; Safety; and Aircraft Accident Procedures.

During lunch, which will be provided by OAOA for all participants, a short OAOA Quarterly General Membership meeting will be conducted.

After lunch, Ed Agnew, OK/AR ADO Manager from the FAA SW Region will discuss the Airport Improvement Program, including program updates, an overview of the grants process, the role of the consulting engineer and sponsor, certifications, grant assurances, grant payments, audit requirements, and a question and answer session.

The workshop will be held at Metro Tech Aviation Career Center on SW 59th Street and MacArthur Boulevard (next to the National Guard at Will Rogers World Airport) in Oklahoma City from 9AM to 4PM.

The workshop will close in time for the participants to attend the opening of the Aerospace America Airshow at Will Rogers World Airport.

For more information, contact Debra Coughlan, OAOA Executive Director at 918-838-5018.

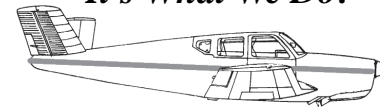
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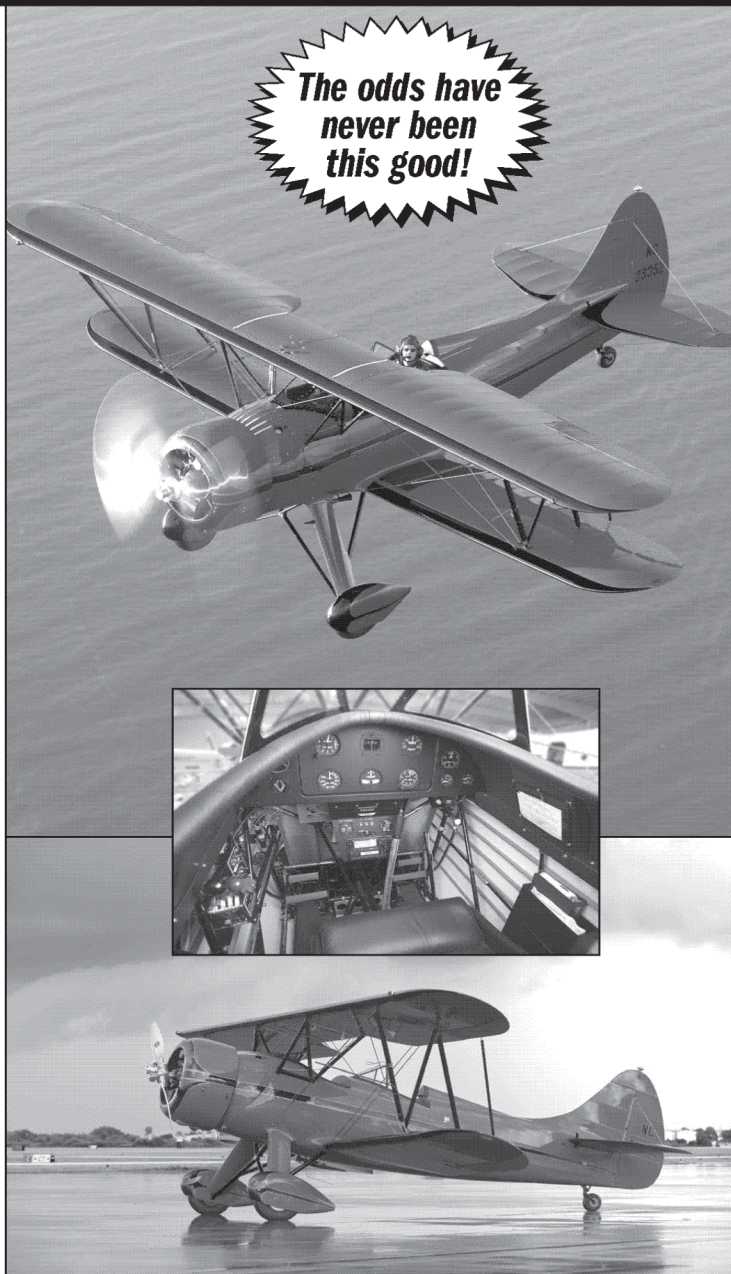
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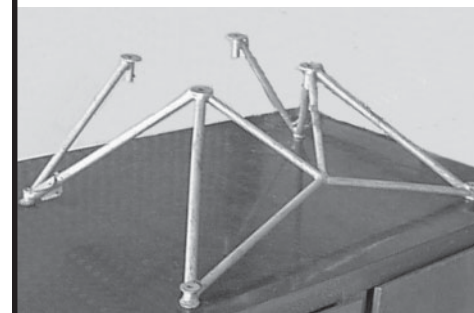
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Calendar of Events

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.

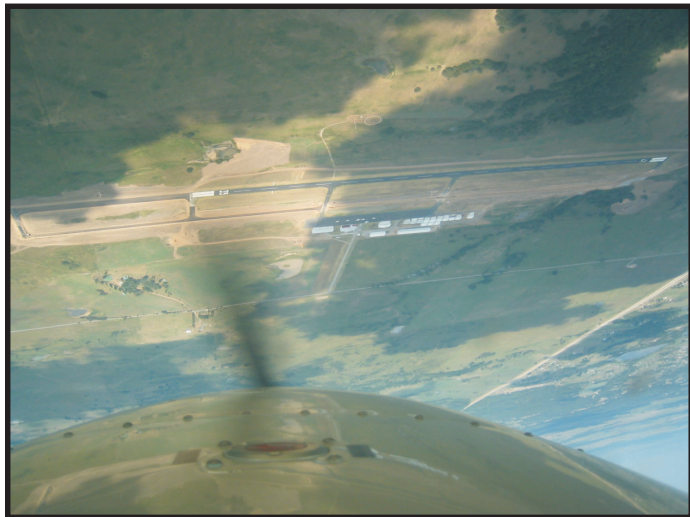
WHEN	WHAT	WHERE	CONTACT	DETAILS
1st Thursday	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	
1st Saturday 7:30AM-10:00AM	Fly-In Breakfast- Ponca City Aviation Boosters Club	Ponca City Airport, Ponca City, OK	Don Nuzum- nuzum@poncacity.net Bruce Eberle- 580-762-5735	Held rain or shine
1st Saturday	Aerobatics	Claremore Municipal Airport Claremore, OK	Matt Burton 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	Contact Kristen Esparza for time/location	Kristen Esparza - 918-851-36557	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	
Sep 6-7	Will Rogers Claremore Air Show	Claremore Regional Airport Claremore, OK	Tim Fleetwood- 918-341-4876 lovedv@aol.com	
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 18-21	Powrachute Fly-In Extravaganza 2003 Powrachute 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 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 27	Open House and Fly-in Dedication of the New Runway	El Reno Regional Airport (F28) El Reno, OK	Rick Mullaney- 405-262-4915 wmullaney@sprynet.com	Because of its new jet-capable runway, El Reno Municipal Airpark is now El Reno Regional Airport
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	OAOA Workshop	Metro Tech Aviation Career Center SW 59th & MacArthur, OKC	Debra Coughlan- 918-838-5018	Conducted by FAA. All OAOA member airports are encouraged to attend.
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.
Oct 4 5:00PM	Gundy's Airport Ice Cream Social and Hangar Dance	Gundy's Airport Owasso, OK	Roger Wieden- 918-272-7188	Enjoy homemade ice cream and dance to the big band sounds of the Sounds of Music Orchestra
Oct 5 Noon-5:00PM	Gundy's Airport Annual "Wing Ding"	Gundy's Airport Owasso, OK	Roger Wieden- 918-272-7188	Bring a potluck dish and join us for barbecued chicken wings, flying events, games, and other fun stuff!
Oct 11 10:00AM-5:00PM	Elm Creek Airpark Annual Fly-In	Elm Creek Airpark ØTX6 Seguin, TX (4 miles SSW of Seguin)	E. Staley- 830-303-6577 VEStaley@peoplepc.com	http://elmcreekap.org Rwy 14/32 (RP Rwy 32) 2200'x80' turf 122.9
Oct 11-12	2nd Annual Airshow	Silver Wings Field (5A5) Eureka Springs, AR	Errol Severe- 479-253-5008 av1cadet@arkansas.net	
Oct 24	Aviation Music Concert Tulsa Community College	TCC Southeast Campus 81st & Hwy 169, Tulsa, OK	Dr. Barry Epperly- 918-595-7776	
Oct 24-26	Flying M Ranch Fly-In/Camp Out	Flying M Ranch Airport (7TA7) Reklaw, TX	Dave Mason- 936-369-4362	Camp in the woods by your plane. Kids fishing derby. Meals all 3 days. Lots of awards
Oct 30-Nov 1	AOPA Expo 2003 Annual Aircraft Owners and Pilots Assn Convention	Aircraft display: Atlantic FBO, Philadelphia Intl Exhibits: Pennsylvania Convention Center Philadelphia, PA	Warren Morningstar- 301-695-2162 warren.morningstar@aopa.org	The premier general aviation convention! See the latest aircraft and equipment. Attend over 80 hours of seminars. Meet and greet pilots & aviation enthusiasts.
Nov 8	2nd Annual Hangar Dance Commemorative Air Force	Tulsa Technology Center Jones-Riverside Airport, Tulsa, OK		

AIRPORTSPACE- News of OAOA-Member Airports



CLAREMORE REGIONAL EXPANDS, FEATURES AEROBATICS

Claremore Regional Airport, having first opened in 1992, is relatively young, but has experienced major growth and undergone expansion projects that are keep-



An aerobatic pilot's view of Claremore Regional: upside down on the 45-degree downline of a Cuban Eight.

ing pace with the increased demand.

With the completion of 15 new T-hangers and near-completion of runway and taxiway extensions to 5200 feet, Claremore Regional will soon be fully jet-capable. According to Manager Matt Burton, "Claremore is in need of the additional services because demand is growing at such a rate, it is hard to keep up. In the last few years, traffic has increased two-fold and continues to grow."

But beyond the normal services Claremore Regional provides, it is establishing itself as the Aerobatic Capital of Oklahoma—with the distinction of having the only established aerobatic box in eastern Oklahoma and the surrounding areas. On weekends, one can find Extra 300s, T6s, Chipmunks, Pitts, Yaks and, on occasion, Bobby Younkin flying in from Arkansas to practice. Burton commented that watching aerobatics on the weekend has become quite a spectator sport, with pilots and non-pilots alike coming out to enjoy the show. Not only is the grill fired up for

burgers, but also it is a great way to get an introduction to sport aerobatics.

TAHLEQUAH REGIONAL HOSTS ILLINOIS RIVER BALLOONFEST

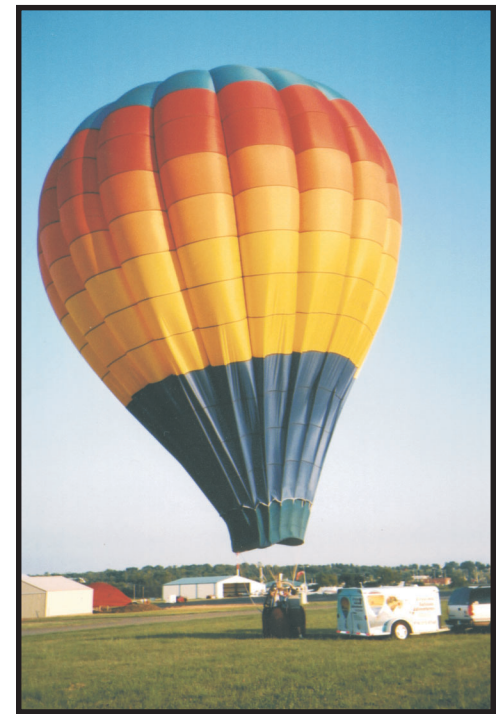
On August 15 and 16, Tahlequah Regional Airport, a new OAOA member, hosted the 11th Annual Illinois River BalloonFest. Thousands of spectators gathered Friday evening to watch as balloon crews displayed their colorful aircraft.

A total of 25 balloon pilots and their crews made their way to the festival this year. The weather was almost perfect for ballooning: clear skies, light winds, but just a smidge too hot. Ten of the balloons conducted an informal flight in the morning. Then, in late afternoon, the official balloon race was held, followed after dark by a balloon glow and fireworks display.

Although hot air balloons were the feature presentation of the event, there was something for most everyone. Carnival rides, rock wall climbing, pony rides, and concessions kept the interest of the children. Members of Tahlequah's "rock crawling" club demonstrated their skills at negotiating off-road terrain in specially-prepared four-wheel-drive vehicles (sometimes with the driver blindfolded and guided verbally by an observer!); a rock crawling course was built on the north end of the airport by digging large pits, bring-

ing in large boulders, and constructing log obstacles.

Both Friday and Saturday night, musical talent from around the region took turns performing on the entertainment tent stage. Radio-controlled model airplane builders from the Siloam Springs RC Modelers Club displayed and flew their model airplanes.



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