



The Oklahoma Aviator

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

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

Oklahomans Compete At Reno Air Races

by Cliff Magee

The annual late summer ascent to the high desert north of Reno, NV brought spectators and competitors to the 40th Annual National Championship Air Races. Four racers from Oklahoma participated in this year's event, which was exceptionally exciting for many reasons.

The races took place at the Stead Airport just a few miles from Reno in beautiful September weather. Competing airplanes are divided into five classes: Jets, Unlimiteds, T-6s, Sport, Formula One, and Biplanes. This year the total prize purse exceeded \$1,000,000, with the biggest prize of more than \$160,000 going to the first place winner in the Unlimited category—about enough to pay expenses for the week, which always include at least an engine overhaul.

The planes and pilots fly oval courses of varying distances, from just over three miles for the Biplanes and Formula Ones to an eight-mile course for the Unlimiteds.

This year, the Jet class was once more a demonstration race and was restricted to Aerovodochody L-39 "Albatross" aircraft. Next year, the field will be open for competition and for other aircraft types. This should prove very exciting,

with MiGs and other afterburner-equipped airplanes torching the course.

The Unlimiteds, the fastest competition category, includes warbirds such as P-51's, Bearcats, Sea Furys, Yaks, and the like.

This year *Dago Red*, an extremely modified P-51D, broke the 500-mph mark on the course during practice, with one lap clocked at over 511 mph.

Dago Red dominated the Unlimiteds all week, without any sign of the wear and tear Rolls Royce Merlins usually demonstrate: rods broken and thrown through the crankcase, crankshafts snapped, pistons burned, and other assorted means of self-destruction due to running manifold pressures greater than 120 in Hg.

This year, the highly-modified Grumman Bearcat known as *Rare Bear*, a long-time rival of *Dago Red*, came out of a six-



Ike Enns, at left, and Cliff Magee, with the Pitts Cliff flew in the races.

year hibernation. *Rare Bear* shakes the ground when it goes by at just below the 500 mph barrier. In a unique demonstra-



Dr. Brent Hisey in his P-51 "Miss America." Photo copyright ©2003 Mark Johnston.

tion of true fan support, the *Bear* was completely rebuilt during the past year with funds donated by its supporters and race fans. Details on how this happened and how you can become a part are on the *Bear's* website at www.rarebear.com.

Two veteran Oklahoma pilots participated in the Unlimiteds this year. Dr. Brent Hisey of Oklahoma City returned to Reno with an almost completed rebuild of his P-51 *Miss America*. Following an engine failure last year, the aircraft looked as if it had been totally destroyed. However, Brent and his crew put the airplane back into the air just in time to make the Reno race. The airplane looked as good as new, except the paint was not quite finished. Despite losing a rudder trim tab during a heat

race, Brent persevered and finally emerged as the victor of the Silver trophy race.

Ike Enns, a part time Tulsan from Canada, again made a showing in *Miracle Maker*, his clipped wing P-51. Ike pushed the throttle hard enough to finish fourth at 395 mph.

Oklahoma was once again well represented by George Budde from Midwest City, flying his Formula One *Okie Streaker*. George had been racing at Reno since 1976. This year he flew the *Okie Streaker* to sixth place in the Gold Trophy Race, at a speed of just over 229 mph.

The Biplane class saw Cliff Magee of Tulsa once again appear in a Pitts S-1S named *Tin Buddy*. Cliff finished second in the Bronze Trophy Race with a speed of just over 177 mph. The Biplane class is filled with airplanes ranging from stock to true racing designs. This year a stock S-1 Pitts set a qualifying speed of over 217 mph—for a Pitts that is simply

FAST!

In addition to the speed record set by *Dago Red*, qualifying and racing held some highlights as well as tense moments. During practice on Sunday before race week, two Formula One aircraft came to grief at almost the same moment. One had thrown a prop blade while on the course and, while it was making an emergency landing, a second aircraft almost collided with it as the two crossed on intersecting runways. The first airplane overran the runway and went off a 200-foot cliff to a hard impact that broke both of the pilot's ankles. The second ran out of runway and brakes at the same time, and found himself upside down in the sagebrush. The pilot was not hurt due to his newly installed rollover structure.

Long-time Reno legend Darryl Greenameyer returned to the races with his Lancair Legend, competing in the Sport class. He pushes its Lycoming six-cylinder engine up to 50 in Hg and just under 3,200 rpm, moving him across the desert at 350 mph. This year the engine let go during a heat race. Darryl looked as if he were skywriting as he positioned the aircraft for a successful landing on the runway. Following an all-night-

continued on p. 5.



George Budde, at right, with his Formula One airplane "Okie Streaker."



Ike Enns taxis his P-51D Mustang "Miracle Maker" for takeoff.

CELEBRATE the CENTENNIAL of FLIGHT

Sponsored by the Tulsa Library Trust

Adult and Teen Programming

BIXBY LIBRARY

A-Book-A-Month Discussion Group for Adults
Wednesday, Nov. 19 • 2-3 p.m.
Participants will discuss Jane Mendelsohn's "I Was Amelia Earhart." Participants should read the book prior to the program.

Book Discussion Group for Teens
Thursday, Nov. 20 • 4-5 p.m.
Participants will discuss Rita Murphy's "Night Flying." Participants should read the book prior to the program.

CHARLES PAGE LIBRARY Adult Book Discussion
Wednesday, Nov. 12 • 1:30-2:30 p.m.
Participants will discuss Bob Burke's "From Oklahoma to Eternity," the story of Wiley Post. Participants should read the book prior to the program.

RUDISILL REGIONAL LIBRARY Exhibit: Black Aviators of Oklahoma
Nov. 3-30
View a display of memorabilia featuring black aviators of Oklahoma. Sponsored by the Tulsa Air and Space Museum and the African-American Resource Center.



Learn the science and history behind lighter-than-air flight. Each participant will build and launch a 4-foot-tall hot air balloon. For ages 10-14. Preregistration is required and limited to 20 participants. Call the hosting library to register.

- Brookside Library**
Wednesday, Nov. 19 • 4:30-6:30 p.m.
- Glenpool Library**
Saturday, Nov. 15 • 10 a.m.-noon
- Helmerich Library**
Monday, Nov. 17 • 4-6 p.m.
- Jenks Library**
Monday, Nov. 3 • 4-6 p.m.
- Maxwell Park Library**
Monday, Nov. 10 • 4-6 p.m.

Children's Programming

BROKEN ARROW LIBRARY History of Flight: Gliders to Rockets
Saturday, Nov. 8 • 2-3 p.m.
Launch yourself into the exciting world of aviation! Build a glider, as we celebrate the 100th anniversary of flight. For ages 7-12. Class size is limited to 30 participants. Presented by the Omniplex/Kirkpatrick Science and Air Space Museum.

CHARLES PAGE LIBRARY History of Flight: Gliders to Rockets
Saturday, Nov. 8 • 11 a.m.-noon
Launch yourself into the exciting world of aviation! Build a glider, as we celebrate the 100th anniversary of flight. For ages 5-9. Class size is limited to 30 children. Presented by the Omniplex/ Kirkpatrick Science and Air Space Museum.

HARDESTY REGIONAL LIBRARY Book Buddies Design a Glider
Tuesday, Nov. 18 • 3:45-4:30 p.m.
For ages 9-11. Class size is limited.

Explore the Centennial of Flight Online
Wednesday, Nov. 19 • 6:30-7:30 p.m.
Using Internet resources, we will focus on the Wright brothers invention of the airplane. For ages 9-11. Preregistration is required and limited. Call 250-7307 to register.

Homeschool Homework - Explore the Centennial of Flight Online
Tuesday, Nov. 25 • 9:30-10:30 a.m.
Using Internet resources, we will focus on the Wright brothers invention of the airplane. For ages 9-11. Preregistration is required and is limited. Call 250-7307 to register.

MARTIN REGIONAL LIBRARY Preschool Storytime: Up, Up and Away!
Monday, Nov. 17 • 1:30-2 p.m.
Tuesday, Nov. 18 • 10:30-11 a.m.
For ages 2-5. An adult must accompany 2-year-olds.

PRATT LIBRARY Preschool Storytime
Mondays • 1-1:45 p.m.
For ages 4 and 5 accompanied by a caregiver.
Nov. 3 • Birds in Flight
Nov. 10 • Kites in Flight
Nov. 17 • Airplanes in Flight
Nov. 24 • Spacecraft in Flight

Preschool Storytime
Thursdays • 1-1:45 p.m.
For ages 3 and younger accompanied by a caregiver.
Nov. 6 • Birds Fly
Nov. 13 • Kites Fly
Nov. 20 • Airplanes Fly

SCHUSTERMAN-BENSON LIBRARY High-Flying Fun With the Tulsa Air and Space Museum
Saturday, Nov. 15 • 1-2 p.m.
Jet to the library to celebrate the centennial of flight with the Tulsa Air and Space Museum. Watch a Snoopy film about the Wright brothers and see a model of their famous flyer. Then refuel with refreshments and wing away with an airplane craft. For ages 5 and older.

SPERRY LIBRARY Family Fly In!
Monday, Nov. 3 • 7-7:45 p.m.
Your entire family is invited to make and fly paper airplanes. We'll have contests and surprises for all age groups.



Celebrate the centennial of flight with the Tulsa Air and Space Museum. Watch the video "The Wright Brothers at Kitty Hawk," see a model of the Wright Flyer airplane, and find out how and why it was able to fly. Also, you will hear an overview of airplanes, then and now, and learn more about Orville and Wilbur Wright. For first- through sixth-graders.

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|---|--|
| Bixby Library
Monday, Nov. 17 • 4:15-5:30 p.m. | Martin Regional Library
Thursday, Nov. 13 • 10-11:15 a.m. |
| Broken Arrow Library
Thursday, Nov. 13 • 4-5:15 p.m. | Owasso Library
Wednesday, Nov. 5 • 2:45-4 p.m. |
| Glenpool Library
Thursday, Nov. 20 • 6:30-7:45 p.m. | Rudisill Regional Library
Wednesday, Nov. 12 • 10-11:15 a.m. |
| Helmerich Library
Wednesday, Nov. 5 • 4-5:15 p.m. | Schusterman-Benson Library
Saturday, Nov. 15 • 1-2 p.m. |
| Kendall-Whittier Library
Tuesday, Nov. 18 • 10-11:15 a.m. | South Broken Arrow Library
Thursday, Nov. 6 • 7-8:15 p.m. |

Tulsa City-County Library Locations

- | | |
|---|--|
| Bixby Library
20 E. Breckenridge, 74008 • 366-3397 | Hardesty Regional Library
8316 E. 93rd St., 74133 • 250-7307 |
| Broken Arrow Library
300 W. Broadway, 74012 • 251-5359 | Helmerich Library
5131 E. 91st St., 74137 • 596-2466 |
| Brookside Library
1207 E. 45th Place, 74105 • 746-5012 | Jenks Library
523 W. B St., 74037 • 746-5180 |
| Charles Page Library
551 E. Fourth St., Sand Springs, 74063
591-4585 | Kendall-Whittier Library
21 S. Lewis, 74104 • 596-7303 |
| Glenpool Library
730 E. 141st St., 74033 • 746-5190 | Martin Regional Library
2601 S. Garnett Road, 74129 • 669-6340 |
| | Maxwell Park Library
1313 N. Canton, 74115 • 669-6055 |

- | |
|--|
| Owasso Library
103 W. Broadway, 74055 • 591-4566 |
| Pratt Library
3219 S. 113th W. Ave., Sand Springs,
74063 • 591-4595 |
| Rudisill Regional Library
1520 N. Hartford, 74106 • 596-7280 |
| Schusterman-Benson Library
3333 E. 32nd Place, 74135 • 746-5024 |
| South Broken Arrow Library
3600 S. Chestnut, 74011 • 451-0002 |
| Sperry Library
15 E. Main, 74073 • 591-4690 |

SWAS to Hold Garmin Seminar

On November 13 at 7:00PM, Southwest Aviation Specialties at Jones-Riverside Airport in Jenks will hold a Garmin GPS seminar in their new facility.

Garmin factory representatives will be available to demonstrate the latest Garmin equipment, including the GDL-49 Datalink Receiver and GTX-300 Transponder. They will also talk about Garmin's acquisition of UPS Avionics, and discuss the company's solutions for TAWS Class B (required for turbine aircraft) and GPS Wide Area Augmentation system in its TSO'd line of equipment.

In addition, Kansas City Aviation will bring a new Piper airplane with Garmin avionics for display.

All aircraft owners are invited to attend. Refreshments will be provided. Please RSVP at 918-298-4044.

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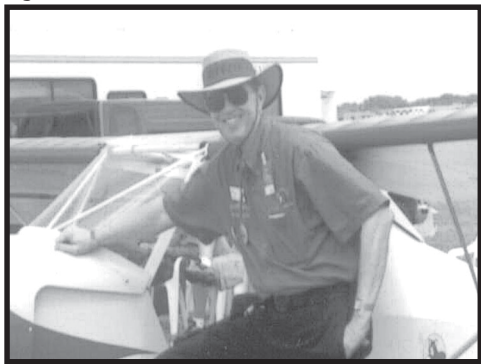
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Up With Downs

by Earl Downs



Flying Hot Tubs?

Fall is here and winter won't be far behind. The bad news is that I finally had to close down my swimming pool. The good news is that I have reactivated my hot tub. What has this got to do with aviation stuff, you ask? Believe it or not, it's my hot tub that led me to think about aviation. Hang in there and I'll make my point.

When World War I ended in 1918, aviation was a proven fact. What's odd though, is that the United States then lagged far behind Europe in the development, design, and regulation of aviation. The country that invented the airplane had become a follower instead of a leader. In Europe, the airline business was already on the move and airplanes were being designed and built specifically for the purpose of carrying passengers. In the United States, there were no aircraft design regulations, no pilot licenses, and no system of safety evaluation outside of the military. This lack of safety changed partly because of a hard lesson learned by an early aviation family.

In 1915, seven brothers arrived from Italy to start a new life in the United States. Their family name was Jacuzzi. They were skilled craftsmen in the art of woodworking and opened up a business crafting airplane propellers. Although they had no engineering experience, they were successful and produced propellers throughout the war that ravaged Europe. Early airplane building used many of the craft skills that could be borrowed from existing craftsmen. Cabinetmakers were in high demand because of their woodworking skills. Even the Boeing Company got its start by moving from wooden boats to wooden airplanes. After the war, the Jacuzzi brothers saw that the airplanes being used for mail and limited passenger service in the U.S. were nothing more than a rag-tag collection of old military airplanes. Seeing the possibility of filling a market for a new passenger-carrying airplane, they began to design an airliner of their own. They went into the aircraft repair business in Oakland, CA and used that business to manufacture their own design. By that time, the Jacuzzi brothers had brought their father, mother, and six sisters to the U.S. to help in the busi-

ness.

Their first design was a small single-place plane powered by a Model-T Ford engine. With that experience behind them, they moved on to bigger fish, building their airliner, which was a seven-passenger enclosed-cabin plane with a single wing and one engine. Because there were no design or licensing regulations, it was legal for the plane to be built and flown even though no one in the family had formal engineering training. Their airliner first flew in September of 1920 and was a moderate success.

Seeking customers for their plane, the Jacuzzis turned to the United States Postal Department. Airmail service had just started and was being flown in dangerous and outdated planes. The Post Office was interested in the Jacuzzi machine and asked the U.S. Army to evaluate it. The Army did have engineering and testing capabilities and they found the airplane to lacking in several areas. Unfortunately, the report of the suspected design flaws came too late.

While the Army was evaluating the design, the Jacuzzis continued to change it. They implemented structural changes to lighten the plane, which included putting in hollow bolts to attach the wings (birds have hollow bones, don't they?). They did achieve some performance improvement, but at the expense of strength. On July 21, 1921, the Jacuzzi airliner came apart in flight. First the left wing folded back and fell off, followed by the separation of right wing. The remainder of the airplane plummeted to earth. Lost in the crash were its pilot Jiocondas Jacuzzi and two passengers.

Because the Army had been evaluating the airplane at the time, and because, coincidentally, an Army pilot witnessed the crash, a relatively accurate report of its shortcomings was available. The Army report stated, "This wreck clearly shows the necessity of technical control over all airplane design, especially that which does not follow well-tested and extensively used design." This well-documented failure helped lead to the regulations that we use today to build and license our modern airliners.

The Jacuzzi family left aviation but continued their business. In 1926, they developed a water injection pump that was very successful in the swimming pool industry. Their water pumps were later adapted to bathtubs, which led to the creation of what we now call a hot tub. The name "Jacuzzi" has become synonymous with water relaxation.

The next time you sit in your "Jacuzzi" or fly in an airliner, think about how this Italian immigrant family made you feel good, and in an indirect way, made our airlines of today as safe as they are, with the sacrifice of one of their own family members.

Ask the Doctor

by Dr. Guy Baldwin, AME



Herbal or Alternative Medicines

I recently read an article by Dr. Warren Silberman in the *Federal Air Surgeon's Medical Bulletin*, a publication the FAA sends to all the Aviation Medical Examiners (AMEs). In the article, Dr. Silberman posed a question for AMEs: a candidate for a Second Class medical certificate admits to the use of saw palmetto, an herbal supplement, for treatment of symptoms of prostatic hyperplasia (enlargement of the prostate). Dr. Silberman asked what the AME should do in that case.

For most men, benign prostatic

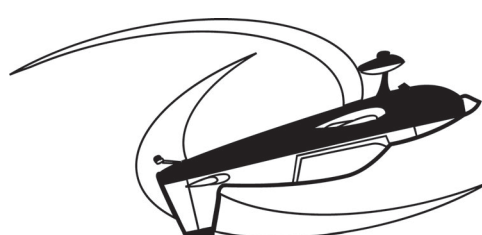
hypertrophy or prostatic hyperplasia occurs as they age, starting earlier for some than others. By age 50, we begin seeing symptoms that include, among others, "nocturia," which is the need to urinate frequently at night. The airman Dr. Silberman described chose to take saw palmetto to help this condition.

In most cases, herbal or alternative medicines are okay for airmen to take. So in this case, the use of saw palmetto would not, by itself, be a problem in issuing an FAA medical certificate. The exception is substances that contain ephedrine, which is known to increase pulse rate and blood pressure. Such substances are popular to boost energy and keep people alert. In my office, we try to tell our patients about the adverse effects of ephedrine-containing substances. We also advise them that the use of such substances may be illegal in some states. Of course, if an airman admits to using an ephedrine-containing substance, it may endanger his FAA medical certificate.

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

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Curtiss-Wright Hangar Dedication at PWA

by **Bob Kemper**

Saturday, October 4 was a soggy day, with low ceilings. Nevertheless, some brave souls flew into Wiley Post Airport for the dedication of the 1930s-era Curtiss-Wright hangar, originally located at the old Wiley Post airport in Oklahoma City. About 150 other drive-in attendees, including a charter busload we brought from Aerospace America, joined the fly-in guests. Also in attendance were representatives of the Northwest Oklahoma City Chamber of Commerce, the A.S.T.E.C. charter school from whom we acquired the hangar, and other celebrities.

Plan are being made for the *art deco* Curtiss-Wright hangar to be reassembled on the west side of the current Wiley Post

airport, adjacent to a planned new grass runway. The interior of the hangar will be remodeled to include a 1930s-décor diner, restoration shops, and offices for the headquarters of Aerospace America.

General Tom Stafford presented the keynote address, dedicating the hangar to the spirit of flight and as an Oklahoma memorial to 100 years of aviation history.

Don Johnson of Watonga displayed his Curtiss-Wright Jr., which was originally built in the Curtiss-Wright hangar in 1931. Johnson rode in the airplane in 1937, his first-ever airplane ride. It also once belonged to the famous Oklahoma aviation pioneer Burl Tibbs. Don found the airplane in California, brought it back to Oklahoma, and is making it once again flyable.

We had also planned to launch a high-altitude balloon containing paper airplanes built by Oklahoma school-children. Unfortunately, we had to scrub the launch due to overcast skies. We will reschedule the balloon launch to coincide with a fly-in breakfast at Wiley Post—time to be announced.



Don Johnson's 1931 Curtiss-Wright Jr, built in OKC.

99s Host Aviation History Writers

About a hundred people gathered at the Ninety Nines International Headquarters and Museum at Will Rogers World Airport on Friday evening October 17, as the 99s hosted a reception for aviation history writers, who were attending their biennial meeting in Oklahoma City.

The reception was catered by Legends of Norman and Bill Lehman, owner of Canadian River Vineyards & Winery, offered wines for tasting.

Among those attending were 99s and their guests from several areas of the country and aviation history writ-

ers Chet Peek and J.T. Lee, both of Norman, OK.

Both Peek and Lee delivered historical presentations at the group's session on Saturday following the Friday night reception. Peek is the author of books on the history of Taylorcraft and Curtiss Jenny aircraft. Lee's intriguing topic was "Flying into Thunderstorms for Fun and Profit."

For those who have not visited the 99s Museum lately, it is worth the trip. Call the Museum at 405-685-9990 for information on location and hours of operation.

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NASA International Space Station to "Dock" in Oklahoma

During November and December, NASA Johnson Space Center will bring the excitement of human space flight to Oklahoma as the first major event of the Childrens Discovery Center Network (CDCN), a newly-formed collaborative effort among five Oklahoma museums to promote science education.

The traveling NASA exhibit, known as "Space Station Imagination," consists of two 48-foot semi-trailers linked in an L-shape to simulate two modules of the International Space Station (ISS). The Habitation Module, or living quarters, is where the astronauts sleep, eat, and tend to personal hygiene. The Laboratory Module is where they work, performing multiple micro gravity experiments.

Space Station Imagination promotes science education by giving visitors a glimpse of how astronauts live and work onboard the Space Station. Animatronics astronaut "Dr. Emily" greets visitors as she awakens to start her day. Displays show how a space toilet and shower work like vacuum cleaners in the very low gravity of earth orbit. A centrifuge display shows how scientists might study the effects of varying levels of gravity on plants, animals, and mate-

rials. Using actual ISS video footage, three presentations entertain and inform viewers with the story of human exploration and the ISS Program. The complete tour of the exhibit takes under 30 minutes and 150-200 people can tour per hour.

The CDCN is science driven group comprised of five member museums; Omniplex in Oklahoma City (which acts as the coordinating hub for the network), Tulsa Air and Space Museum, Leonardo's Discovery Warehouse in Enid, Museum of the Great Plains in Lawton, and the Jasmine Moran Children's Museum in Seminole. The network aims at providing both the challenge and the opportunity to meet a critical need in Oklahoma—the crisis of science education. Science museums play an important role in community education, but their full potential is seldom realized. This network will provide the initiative to develop a highly creative approach to better integrate the capabilities of Omniplex and its partnering museums, within the science education structure in Oklahoma. Exciting, core scientific education opportunities for Oklahoma students is a fun-

damental goal, as well as instructing teachers on how to create relevant science curricula that encourages students to choose science as a career choice.

"In establishing this network, Omniplex appreciates the tremendous opportunity to work with our partners to help create truly beneficial programs to reach so many children," said Omniplex executive director Max Ary. "This project has the potential to have a profound impact on science education for the entire state of Oklahoma."

The network is maintained through the generous support of the Donald W. Reynolds Foundation, a national philanthropic organization founded in 1954 by the late media entrepreneur for whom it is named. Headquartered in Las Vegas, NV, it is one of the 50 largest private foundations in the United States.

The schedule and contact information for Space Station Imagination visits is as follows:

- Nov 7-11- Jasmine Moran Children's Museum, Seminole, Marci Donaho, 800-259-KIDS, mdonaho@jasminemoran.com
- Nov 13-17- Museum of the Great Plains, Lawton, Rex Givens, 580-581-3460, develop@museumgreatplains.org
- Nov 19-22- Leonardo's Discovery Warehouse, Enid, Mollie Maud, 580-233-2787, molly@leonardos.org
- Nov 25- Dec 2- Tulsa Air and Space Museum, Tulsa, Katheryn Pennington, 918-834-9900, kpennington@tulsamuseum.com
- Dec 4-9- Omniplex, Oklahoma City, Beth Bussey, 405-602-OMNI, bbussey@omniplex.org

Schools, scouting groups, and other children's organizations are encouraged to schedule a group tour to minimize wait time. Admission to the NASA International Space Station exhibit is free, but normal museum admission prices may be in effect.

NASA website at www.jsc.nasa.gov/programs/exhibits/trailers/ provide a sample virtual tour of this exquisite exhibit.

Katheryn Pennington, Tulsa Air and Space Museum Executive Director, says "Many children do not understand that the International Space Station is 250 miles above the earth circling every hour-and-a-half and visible to the naked eye as a moving 'star' in the night

sky. I hope they will comprehend how significant this floating laboratory really is after they get a first hand look at Space Station Imagination!"

Says Beth Bussey, Education Coordinator at Omniplex, "We are excited about this first CDCN event and are looking forward to many more activities in the future. The locations of the five CDCN museums are within about an hour's drive of 85% of Oklahoma's population."

Reno Air Races

continued from p. 1.

build of the engine, he repeated his performance of last year, finishing first in the Gold Trophy race.

On the final day of the race, the standing Biplane champion David Rose made a "Hollywood finish" in the Gold Trophy race. Near the end of the race with Rose in the lead, his freshly overhauled race engine spun the front crankcase seal, allowing engine oil to rapidly exit over the hot hi-revving engine. Smoking as if he were about to begin an airshow performance, David had one-half lap to go before winning the race. He pressed on to cross the finish line first, then made a downwind landing, rolling off the runway through a thousand feet of gravel overrun into the sage brush. The tiny wheels and the clumps of sagebrush combined to flip the aircraft onto its back just as it came to a stop. He emerged unhurt, ready to rebuild and attempt to capture a new record next year.

The 41st Annual event is scheduled to take place September 16-19, 2004. More information is available at www.airrace.org. Reno is like no other aviation event! Any pilot who wishes may participate as a competitor, as long as they meet the minimum pilot qualifications, which vary with the classes. Rookies are required to attend a Pylon Racing School that takes place in June of each year at Reno Stead Airport.

All four Oklahoma pilots intend to return to participate next year.



NASA's "Space Station Imagination" exhibit is heading for Oklahoma.

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A Fond Farewell to Warm-Weather Flying



With winter fast approaching, we could not resist this photo of summertime flying at it's best-- from a trike! The tennis shoe belongs to Gene Cockrell of Tulsa and the scene below is of Gene's trike partner Bob Ferguson's house, hangar, and landing strip in Owasso. Gene and Bob are about to take delivery on a two-place trike.

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Greg Shelton Adds Wingwalker



Greg Shelton, well-known aerobatic performer in T-6s, Stearmans, and other aircraft, recently added a wingwalker, Ashley Battles of Tulsa, to his act. Says Greg, "I was surprised that several people have told me they would like to do wingwalking. Ashley was really determined and energetic, so I gave her the chance. We're having fun and working up a really good act." Greg and Ashley will perform at the upcoming Fairview Fly-In to be held November 7 in Fairview, OK.

Gundy's 50th Anniversary

Saturday evening and Sunday, October 4 and 5, were big days for Gundy's Airport in Owasso: fifty years before, Harold and Marion Gundermann and their four children moved to a dusty field in the middle of nowhere near Owasso, OK and began clawing away at the dirt, erecting hangars, and building a home that became Gundy's Airport. They raised their children living at the airport.

Then, in 1977, Harold was killed in a plane crash and about two years later, Marion sold the airport and moved to Tulsa.

Now fast forward to the present: in

celebration of the occasion, Roger and Meri Wieden, current owners of the airport, asked the Sounds of Music orchestra to come and play for a hangar dance on Saturday night, to be followed by the annual "Wing Ding" chicken barbecue and fly-in on Sunday.

Marion Gundermann, 80 years of age, brought several of her children and grandchildren and danced several dances with them. On Sunday, she rode in Wieden's Breezy, having a wonderful time.

Thanks, Marion, for establishing what is now one of the most active airpark communities in Oklahoma.



The Sounds of Music Orchestra brought big-band dance music to Gundy's.



Left to right: Gundy's owner Roger Wieden, Marion Gundermann, and Randa Wieden.

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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 UltraSport 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- 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	The South Regional Library, 8316 East 93rd Street, Tulsa, OK	Charles Harris- 918-622-8400	
Nov 7 9:00AM-3:00PM	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.
Nov 7-11	Childrens Discovery Center Network NASA "Space Station Imagination" On Display	Jasmine Moran Children's Museum Seminole, OK	Marci Donaho, 800-259-KIDS, mdonaho@jasminemoran.com	Experience first hand how astronauts live and work on the International Space Station.
Nov 8	2nd Annual Aircraft Display Commemorative Air Force	Tulsa Technology Center Jones-Riverside Airport, Tulsa, OK	Jim Gentry- 918-461-2347	See displays of WWII airplanes and military equipment from 10:00AM to 4:00PM. Tickets \$4 adults, \$2 kids
Nov 8	2nd Annual Hangar Dance Commemorative Air Force	Tulsa Technology Center Jones-Riverside Airport, Tulsa, OK	Jim Gentry- 918-461-2347	Big band music and other entertainment. Dance from 7:00PM to 10:00PM. Doors open at 6:00PM. Tickets \$15
Nov 8	51st Annual Fairview Airshow & Fly-In	Fairview Municipal Airport Fairview, OK	Theresa Regier- 580-227-3788	Free breakfast to fly-ins 6-10AM, Airshow 1:30PM. Free turkey to every 10th plane to land!
Nov 13-17	Childrens Discovery Center Network NASA "Space Station Imagination" On Display	Museum of the Great Plains Lawton, OK	Rex Givens, 580-581- 3460, develop@museumgreatplains.org	Experience first hand how astronauts live and work on the International Space Station.
Nov 17 7:00PM	Garmin Seminar Southwest Aviation Specialties	Jones-Riverside Airport, Tulsa, OK	David Guzman- 918-298-4044	See the latest Garmin equipment and a brand new Piper airplane. Refreshments will be served.
Nov 19-22	Childrens Discovery Center Network NASA "Space Station Imagination" On Display	Leonardo's Discovery Warehouse Enid, OK	Mollie Maud, 580-233-2787, molly@leonardos.org	Experience first hand how astronauts live and work on the International Space Station.
Nov 25-Dec 2	Childrens Discovery Center Network NASA "Space Station Imagination" On Display	Tulsa Air and Space Museum Tulsa, OK	Katheryn Pennington, 918-834-9900, kpennington@tulsamuseum.com	Experience first hand how astronauts live and work on the International Space Station.
Dec 4-9	Childrens Discovery Center Network NASA "Space Station Imagination" On Display	Omniplex Museum Oklahoma City, OK	Beth Bussey, 405-602-OMNI, bbussey@omni.org	Experience first hand how astronauts live and work on the International Space Station.

David Koehn Designated NAFI Master Flight Instructor

The National Association of Flight Instructors (NAFI) takes pride in announcing that David Koehn, co-owner of Fast Forward Aviation at Jones-Riverside Airport in Jenks, recently earned NAFI's Master CFI designation. Of the approximately 81,000 CFIs in the United States, fewer than 400 have achieved that distinction thus far. David is one of only 5 Oklahomans who has earned the title.

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The Master CFI designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. The Master CFI designation is a means by which to identify those outstanding "Teachers of Flight" who have demonstrated an ongoing commitment to excellence, professional growth, and service to the

aviation community.

To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which David will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for

America's aviation educators, while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

Questions regarding the Master Instructor program may be directed to 303-485-8136 or NAFIMasters@aol.com or visit NAFI's website at www.NAFI.net

AIRPORTSPACE- News of OAOA-Member Airports



EL RENO AIRPORT HOSTS OPEN HOUSE AND RUNWAY DEDICATION

The El Reno Regional Airport hosted an open house and runway dedication on Saturday, September 27, 2003. Between 500 and 600 people witnessed the dedication of the new jet-capable runway and celebrated the 100th year of powered flight. About 60 aircraft attended the event, including aircraft from the Civil Air Patrol, United States Customs Service, the Oklahoma Highway Patrol, and the Commemorative Air Force.

Performances by the El Reno High School Band and a parachute jump added to the celebration. Flying demonstrations, helicopter and airplane rides, and special activities for children were also featured.

U.S. Senator Jim Inhofe, State Representative Jack Bonny, El Reno Mayor James Moore, El Reno City Council members, and airport board members were in attendance. Senator Inhofe cut the ribbon dedicating the new runway and Mayor Moore read a proclamation announcing September 27 as "El Reno Regional Airport Appreciation Day."

Lunch was served and over 200 door prizes, provided by El Reno merchants and worth over \$3000, were awarded.

The new 5600-foot runway is the result of a \$1.4 million dollar runway extension project, with the federal government paying 95% of the costs and the rest paid by the state. The El Reno Regional Airport has a total of 35 aircraft based at its facilities, although they have close to 50 aircraft at the airport at any time. Over 21,000 operations take place there each year.

"We are pleased at the success of this project and are happy to support one of Oklahoma's vital regional airports," said Oklahoma Aeronautics Commission Di-

rector, Victor Bird.

According to Airport Manager Rick Mullaney, "The dedication was really great. We had a good turnout, with good food and good fun. And, most everybody that wanted a door prize got one."

CHICKASHA HANGARS OFFERED FOR REMOVAL

Chickasha Regional Airport has two hangars they want removed. The hangars are 21,000 sq. ft. and 22,000 sq. ft. If you are interested in removing them, please contact Larry Shelton, City Manager of Chickasha by calling 405-222-6028 for more information.

WESTHEIMER HOSTS NIFA COMPETITION

On September 28- October 4, the National Intercollegiate Flying Association (NIFA) held a regional competition at Max Westheimer Field in Norman, hosted by the Oklahoma University flight school. The event drew 85 competitors—students at seven universities located in the central U.S.—along with their instructors and advisors. Schools represented included Oklahoma State University, Spartan School of Aeronautics, Southeastern Oklahoma State University, Kansas State University, the University of Nebraska at Omaha, Central Missouri State University, and Oklahoma University.

The students competed in several events, including flying and ground events, all aimed at testing their flying skills. Weather and winds were a challenge during a couple of the days, but Chief Judge Eric Barton, a volunteer from Memphis, used scheduling flexibility, substituting ground events when bad weather prevented flying.

The overall winner of the competition was the Oklahoma State University team. They, along with the three other top-finishing teams, which included Kansas State, Spartan, and the University of Nebraska, will go on to compete in the national NIFA competition.

Besides competition, the event also included playtime. Cirrus Design brought their mobile sales van, which contains a full-size Cirrus SR-22 fuselage and Jeff Sandusky, Cirrus Regional Sales Manager was on hand to give rides.

For the cross-country event, students were required to fly to five checkpoints, identifying a letter of the alphabet outlined on the ground at each checkpoint to prove they had been there. Eric Barton, who works for Fed-Ex, cleverly chose F-E-D-E-X as the sequence of letters for the five checkpoints.

The awards ceremony on Friday night was unique in that it was held at Aerospace America. The presentation of awards was often interrupted by "exotic" airplanes fly-

ing by, to the delight of the students.

Margie Ritchison, an OU flight instructor and one of the chief organizers of the event, was disappointed her team was not in the final four going to the national competition, but was very pleased with the event. "I heard a lot of good comments saying this was the best NIFA competition they have attended. My thanks go to all the many volunteers who helped make it a success." She is already organizing her team to plan to win next year.



Kiersten Orrick, an OU NIFA competitor, obviously enjoying herself.



Left to right: Margie Ritchison, Eric Barton, and Graham Solomon.

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Tool Tips: A New Regular Oklahoma Aviator Feature?

by Mike Huffman

As a long-time aircraft builder, I have always enjoyed hearing about how other builders have solved problems by coming up with nifty tools or procedures to accomplish troublesome tasks.

Of course, the master of such information was EAA's Tony Bingelis, who for many years wrote a regular monthly column for *Sport Aviation* and later compiled the information into books.

My thought is that perhaps *Oklahoma Aviator* readers have devised solutions to problems they would be willing to share with others. So, as a "trial bal-

loon," I am kicking off this tool tips column with a couple of helpful items I have discovered.

If you have a special tool, technique, or procedure you would like to share, take a photo of it (if digital, please set your resolution for at least 800 x 600 pixels), write up a description of the problem and your solution and mail or email it to us. We will make you famous by immortalizing your name in genuine ink on authentic newsprint! What could be better?

Anyway, here are two "tool tips" I developed while recently restoring a J-3 Cub.

GLOVE DRYER

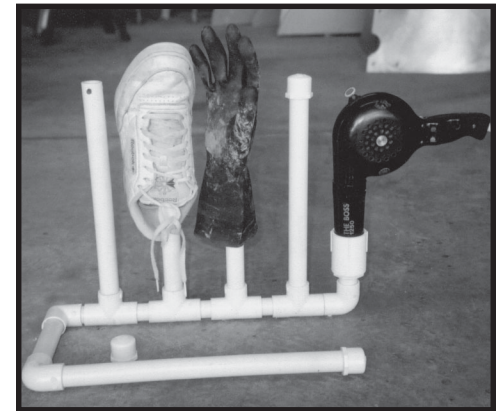
Have you ever had the experience of using a pair of rubber gloves to protect your hands from noxious substances, only to find that when you take them off, they are thoroughly wet on the inside with water or perspiration?

If you are planning to use them again soon, you'll need to find a way to dry them out. There is nothing worse than trying to pull on a pair of wet, nasty gloves.

Just laying them on a bench will not work-- they need to be suspended on something to keep the bottoms open, to allow air in to dry them.

After getting tired of improvising solutions (such as hanging them on a piece of welding rod or a screwdriver clamped in a vise), I decided to employ a little ingenuity. The photo below shows the result.

This gadget is built from PVC pipe I had left over from a plumbing project. As you can see, it also works for drying



the inside of wet tennis shoes.

The hair dryer was \$3 at a garage sale. I chose it because it was quiet running and because it had several heat settings.

I drilled a couple of holes in the side of each upright at the top to keep it from being plugged up with a glove or shoe. A cap is available to temporarily cap off unused uprights.

Use the dryer on air-only or low-heat settings-- the high heat settings may melt the tubing or your gloves.

DETAIL SANDER; HOOK & LOOP SANDPAPER

Recently, I bought a Ryobi "Corner Cat" detail sander at the local Home Depot store. At only \$29, I was skeptical of how good it could be.

To my surprise, I have found it to be a very handy tool. Its sanding surface is shaped like a household iron and it is amazing how it can be maneuvered into tight corners and around objects. It does a great job!

The only problem is replacement hook-&-loop sandpaper-- each little specially-shaped sheet is about a dollar! (It is the old marketing technique of giving away the flashlight away in order to sell the batteries.)

Having Scotch blood, I looked for alternatives on the Internet. To my delight, I found just what I was looking for: a company that sells large sheets (about a yard square) of hook-&-loop sandpaper in various grits for about \$16 a sheet. I can easily cut many, many sheets for the Corner Cat from that one large sheet.

The company is Industrial Abrasives Company, Reading, PA, 800-428-2222, www.industrialabrasives.com. They also have many other useful abrasive products at very attractive prices.

The performance of their sandpaper seems at least as good as the Norton sheets from Home Depot. And, you can order online.

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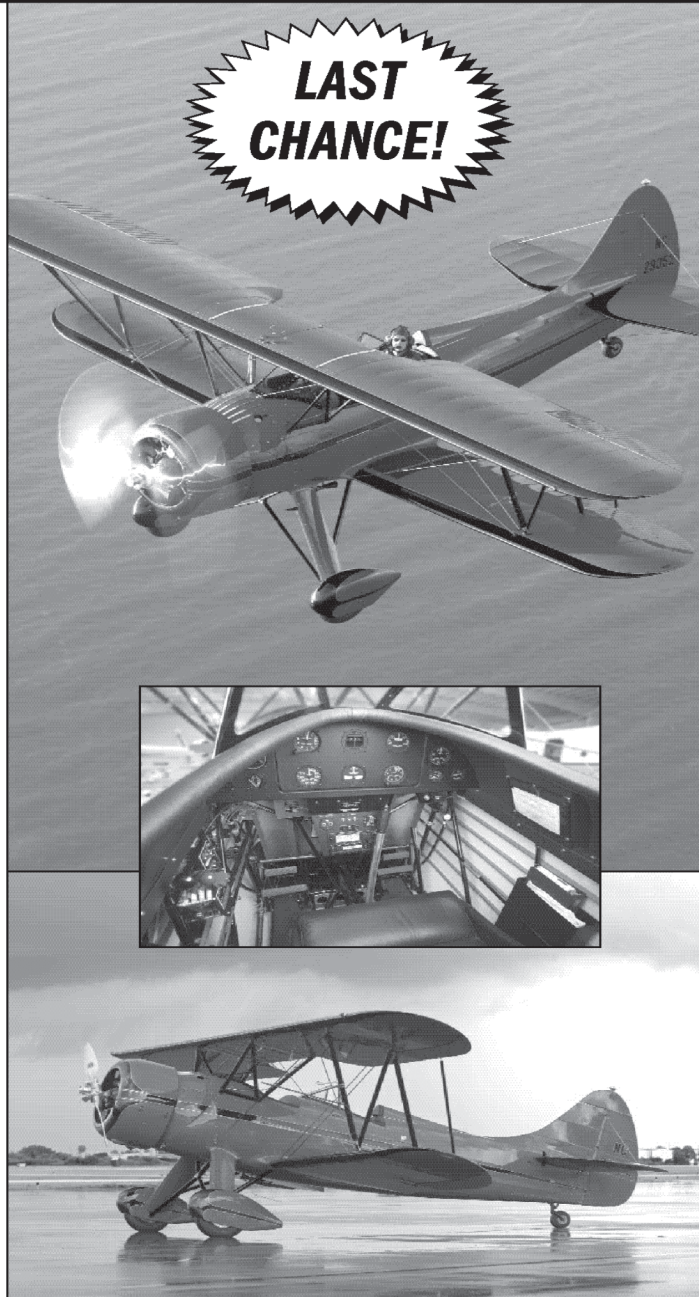
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