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The Oklahoma Aviator

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

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December 2003

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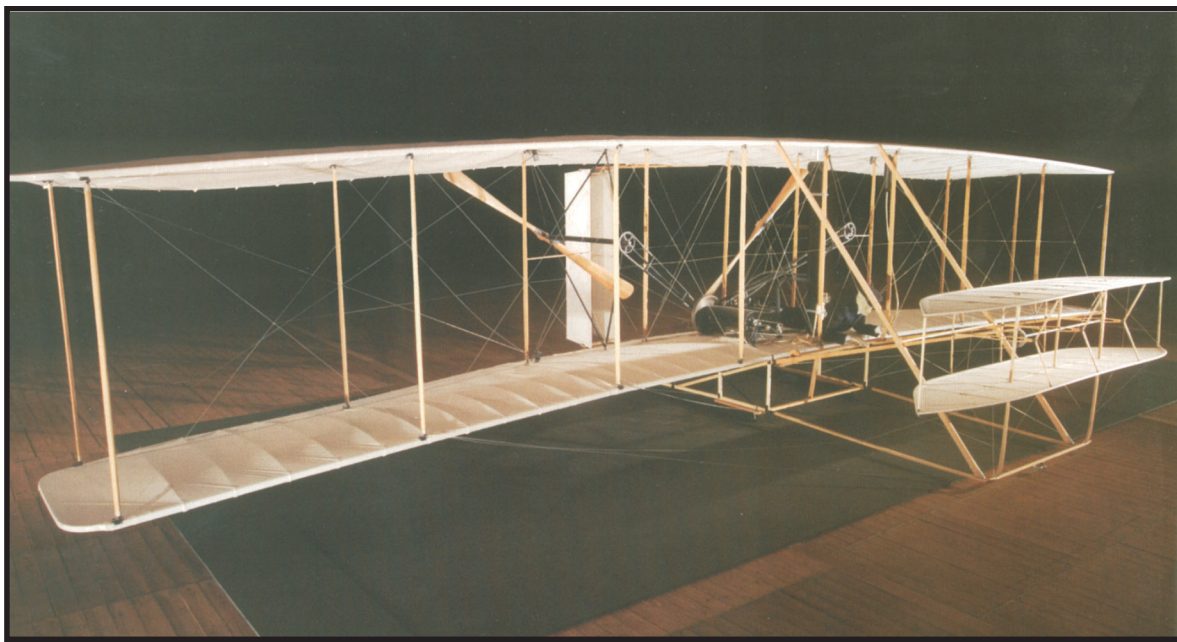
December 17 Celebrations to Climax Centennial of Flight Year

by Mike Huffman

As December 17, 2003 approaches, Centennial of Flight activities are rapidly coming to a head, to be culminated in a six-day celebration at the Wright Brothers National Memorial in Kill Devil Hills, NC.

Preparations for the 100th anniversary of powered flight began over ten years ago and have gained tremendous momentum during the last year, due to the efforts of the U.S. Centennial of Flight Commission, activities of national aviation groups, the support of many corporate sponsors, media coverage, special centennial events across the country and around the world, and countless thousands of volunteer hours.

The Wright Memorial celebration, which is expected to attract 35,000 attendees during each of the six days, will feature exhibits, speakers, local and nationally-known entertainers, appearances by members of the Wright family, a NASA uplink to the International Space Station, airshow performances, and other activities.



The EAA "Countdown to Kitty Hawk" 1903 Wright Flyer replica, built by the Wright Experience. This aircraft will recreate the Wright brothers historic first flight at 10:35AM on December 17. Another identical replica of the aircraft, also built by the Wright Experience, was donated by pioneer aviator Harry B. Combs to the National Park Service and will be on permanent display at the Wright Brothers National Memorial in Kill Devil Hills, NC. Photo courtesy of EAA/Jim Koepnick.

A full-scale authentic replica of the 1903 Wright Flyer, donated to the National Park Service by legendary aviator Harry B. Combs, will be on display. The EAA's one millionth Young Eagle will fly with Gen. Charles

Yeager, the first man to fly faster than the speed of sound.

The climax of the celebration will be the re-enactment by the EAA's "Countdown to Kitty Hawk" project of the Wright brothers' first flights, beginning

precisely at 10:35AM on Wednesday December 17.

Because of the anticipated influx of visitors, the North Carolina Department of Transportation (NCDOT) announced a plan to deal with the

resulting traffic. Since no auto parking will be available at the Wright Memorial, NCDOT will use motor coaches, mini-buses, and vans to provide free transportation to and from local hotels and outlying park-and-ride lots, with provisions to handle physically-disabled attendees. Even so, NCDOT cautions attendees to allow three hours to get to the event.

Each of the six celebration days has a theme:

- Dec. 12- "Igniting the Imagination"
- Dec. 13-14- "Remember the Past, Imagine the Future"
- Dec. 15- "Protecting the Home of the Brave"
- Dec. 16- "In History's Footsteps: Celebrating 100 Aviation Pioneers"
- Dec. 17- "Twelve Seconds That Changed the World"

December 12, a free, non-ticketed day, will feature exhibits, speakers, and entertainment designed to inspire the next generation of aviators by engaging children of all ages in the power

continued on p. 6.

EAA Flies One Millionth Young Eagle

The largest youth aviation initiative ever conceived has reached its lofty objective, as the EAA's Young Eagles Program reached its goal of giving one million young people a free demonstration airplane flight before the centennial of the Wright brothers' first flight on December 17, 2003.

Andrew Grant, a 15-year-old high school sophomore from German Valley, IL, became Young Eagle No. 1,000,000, with the official announcement made by EAA President Tom Poberezny. Pilot Rick Ellis of Freeport, IL, who has flown more than 860 Young Eagles since 1995, gave Grant his Young Eagle ride on October 25, 2003.

"It's difficult to put into context the true achievement of flying one million Young Eagles," Poberezny said. "When we announced the program in 1992, there were many people who thought flying a million kids was simply unattainable. Through the efforts of tens



Andrew Grant, of German Valley, IL, the One Millionth Young Eagle, receives his certificate from pilot Rick Ellis of Freeport, IL.

of thousands of dedicated EAA volunteers, both pilots and ground personnel, the dream became reality. To them we say, literally, 'Thanks a million,' and celebrate this historic achievement. The aviation community owes these people a debt of gratitude, because they have helped secure the future of flight."

Grant and his family, along with Ellis, have been invited to Kitty Hawk, NC to attend EAA's Countdown to Kitty Hawk, presented by Ford Motor Company, the official ceremony celebrating 100 years of powered flight. During the December 17 festivities, Grant will fly with Gen. Chuck Yeager, the first person to fly supersonic and Chairman of the Young Eagles Program since 1994. This flight will formally recognize the one million Young Eagles and all the volunteer pilots who participated in the program.

"It's really a big deal and I'm getting kind of nervous about it,"

continued on p. 2.

Tulsa International Airport to Host 75th Anniversary Celebration on December 17

Tulsa International Airport will host an event to celebrate the airport's 75th anniversary on December 17, 2003. On January 21, 1928, 47 local business leaders contributed over \$172,000 to purchase 390 acres of land on the northwest corner of Sheridan and Apache. Those early Tulsa visionaries signed the "Stud Horse Note" to support the airport's building and operational expenses. In July 1928, Tulsa Municipal Airport was dedicated. That marked the beginning of Tulsa's rich aerospace history that continues to impact the city's economy and lifestyle today.

The program will begin at 1:30 PM in the airport's upper level center terminal, with opening remarks by Mayor Bill LaFortune. Airports Director Brent Kitchen, along with other prominent speakers from the local aviation community, will highlight Tulsa International Airport's history, economic impact, and the airport's future. There will be a reception immediately following the program. The setting will include a trade show display featuring com-

panies that partner with the airport to provide all the services needed by those who meet, greet, and travel through the city's airport. The displays will also feature examples of what is to come in Tulsa International Airport's future. The public is invited to be a part of the celebration.



This photograph, taken in the 1950s, shows the original Tulsa Municipal Airport art deco terminal building, built in 1932. Razed in 1969 when the current terminal was built, it was located on the northeast corner of North Sheridan and East Apache. The building was located just west of the current runway 36L/18R.

Millionth Young Eagle

continued from p. 1.

Grant said about the flight with Gen. Yeager. Ellis has flown Young Eagles every year since obtaining his Private Pilot certificate eight years ago. Interestingly, his first meaningful flight experience was as a teenager at the annual EAA Fly-In Convention in the 1960s, then held at Rockford, IL. Ellis flew in the open-air Breezy with EAA member Carl Unger. That airplane is currently on display at the EAA AirVenture Museum.

"I'm sure the Wright brothers had much greater vision than we give them credit for, but even they couldn't realize how much impact their achievement would have," Ellis said. "To celebrate the 100th anniversary of flight and to do it where the Wrights had the first successful flights is going to be awesome."

The Young Eagles Program was created in 1992 after EAA members indicated that one of the most important initiatives should be introducing young people to aviation. The initial Young Eagles flights took place during the 1992 EAA fly-in convention in Oshkosh, piloted by Poberezny and Academy Award-winning actor Cliff Robertson, who was the first Honorary Chairman of the program. Poberezny's daughter, Lesley, was the first Young Eagle registered.

The program has maintained its popularity in part because of its simplicity. A pilot and each Young Eagle conduct a pre-flight check of an airplane, focusing on how the airplane works and how pilots prepare to fly safely. They then board the aircraft and take a brief (usually 15-20 minute) flight, where the young people can discover more about the aircraft and the unique perspective from the sky. Following the flight, each Young Eagle receives a certificate signed by the pilot and Gen. Yeager, and also has his or her name entered in the "World's Largest Logbook," which is on permanent display at the EAA AirVenture Museum and through the www.young eagles.org web site.

Since those first flights in 1992, Young Eagles flights have taken place on every continent except Antarctica and in aircraft ranging from business jets to blimps. Each year, EAA receives numerous reports of young

people who have been inspired to pursue aviation as a career or as recreation because of their Young Eagles flights. Many of those early Young Eagles have now become pilots and are themselves flying other Young Eagles. Every major university aviation program and all U.S. military academies also have current students who were inspired by a Young Eagles flight.

In addition, the Young Eagles Program has reached many underprivileged young people throughout the country, such as inner-city youth and those living on tribal reservations or in remote areas. Young Eagles has also offered the wonder of flight to thousands of disabled youngsters and Special Olympians over the past 11 years.

"As we said when we introduced the program in 1992, the Young Eagles Program is planting seeds for the future of aviation," Poberezny said. "Some of those seeds sprout immediately, while others may not blossom for 10 or 20 years. This program is vitally important because it is the base for aviation's future. It makes a difference for aviation and especially for the young people who are touched by it. Those of us who have participated in it have found that we receive much more in return than what we give to the effort."

Poberezny also emphasized that the Young Eagles Program will continue after the December 17 festivities. The program has become a major activity for EAA Chapters and at local airports. In the future, the program will offer additional resources for young people who are interested in discovering more about flight.

For more information, visit www.eaa.org.

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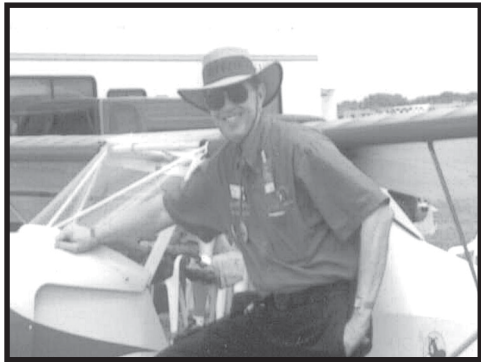
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Up With Downs

by Earl Downs



Oklahoma Brothers

This month, we celebrate the achievements of the first brothers of aviation. It is highly probable that Wilbur and Orville Wright succeeded, in large part, because they were brothers. Their records and writings abound with the synergy that could rarely exist outside of a committed family relationship. In a similar way, Allen and Malcolm Loughhead later founded the Lockheed Corporation and Gilbert and Gordon Taylor created the airplane that became the Piper Cub. Last month my column told the tragic story of the Jacuzzi brothers' attempts to make a mark in commercial aviation. Perhaps I take a personal interest in the stories of brothers in aviation because my twin brother Ed and I have been flying for 47 years and our paths in the aviation business continue to cross. This month I am going to tell another story about flying brothers who happen to have started their adventure in aviation right here in Oklahoma.

Clyde and Roy, from Enid, OK, were star-struck with the idea of flight after Louis Bleriot crossed the English Channel in 1909. Clyde, the younger brother, was convinced he could make money by learning to fly and charging for exhibition flights. Their appetite for flying became even stronger when they attended an aerial exhibition in Oklahoma City in January 1911.

Clyde ran a successful auto dealership in Enid, selling Overland and Clark automobiles. As a result, he had enough money to give flying a try. At the 1911 exhibition, the brothers saw an airplane made by the Queen Aircraft Company, which was a copy of the Bleriot admired so much by Clyde. In February 1911, Clyde spent a month at the Queen factory to learn about the machine and purchased one of their planes for \$7,500. Even at that price, the airplane did not include an engine! The brothers figured they could come up with one of their own and save some money.

They sold the auto dealership (just as Orville and Wilbur sold their bi-

cycle business), which allowed them to put all their efforts into their new flying business. The airplane, named the *Silverwing*, was fitted with a converted boat engine. Clyde was the pilot and Roy was the technical man. Now armed with an airplane, they were ready for "show business."

The only thing holding them back was that Clyde did not know how to fly. They decided the best place to learn was on the Great Salt Plains near Jet, OK (lots of room and nothing to hit, except the ground). During the spring of 1911, Clyde taught himself how to fly. The story for Clyde and Roy was much the same as those of other early flyers. From March through the middle of June 1911, every flight attempt ended in a crash of some sort. Over and over the brothers repaired the plane and tried again. Finally, by mid-June Clyde made a low, straight flight without crashing. That was good enough for Clyde and they scheduled an exhibition flight for July 4th in Enid.

The Enid exhibition netted only \$40 and was hardly the success the brothers had hoped for. The summer season of 1911 did not go well and, in September, Clyde was injured in a serious crash. By the end of 1911, they had earned only about \$1,000. So much for the "get-rich-quick plan."

During the winter of 1912, Clyde and Roy rebuilt and improved the *Silverwing*. They formed an exhibition company at Enid and Rago, KS. Clyde continued to practice and, in April 1912, made an 8-mile flight that even included turns! At that point, Clyde considered himself a true pilot. Although crashes still occurred, the 1912 summer season was a success, earning \$100 - \$600 for each event. The year 1912 ended with a profit for the brothers.

In 1913, they designed their own plane and moved their headquarters from Enid to Adams, KS. For the next three years they performed many airshows and caught the attention of prominent Wichita businessmen. By 1916, the brothers realized that the money was in building planes, not flying them. A deal was struck and, with backing from the Wichita business community, the brothers opened an aircraft manufacturing plant in Wichita.

Have you figured it out yet? The Oklahoma brothers I am talking about are Clyde and Roy Cessna. Through crashes, injuries, serious setbacks and hard financial times, the Cessna brothers stuck it out to form the beginnings of one of the giants in aviation history.

Comments or questions? earldowns@hotmail.com

Ask the Doctor

by Dr. Guy Baldwin, AME



An AME Question

Airman's Question: I am a 57-year-old corporate pilot with a Second Class medical. I was recently diagnosed with a cataract in my right eye. My ophthalmologist removed the lens and replaced it with a multifocal lens. The other eye does not require any treatment at this time. Can I maintain my Second Class Medical with the multifocal lens?

AME's Answer: My response is thank goodness you did not have the multifocal lens in both eyes, in which case you would most likely be denied a medical, at least at this time.

I contacted Dr. Warren Silberman, Chief of the FAA Aero-medical Branch in Oklahoma City about multifocal lenses. The FAA's position is that multifocal lenses are not yet sufficiently perfected to allow approval of their use. However, since in this case you have the multifocal lens in only one eye, there are some possible ways around the problem. One way is to consider you to be "monocular" (one-eyed), essen-

tially considering your left eye to be the only one working. Monocularity by itself does not keep an airman from flying. The airman generally must undergo a Medical Flight Test with an FAA examiner to demonstrate that he has developed visual depth perception cues to substitute for normal binocular vision. On successful completion of the test, the FAA would issue a Statement of Demonstrated Ability (SODA).

Normally, an airman has to have been monocular for a period of at least six months before applying for the Medical Flight Test. However, in cases such as yours, where you hold a current Second Class medical, you may not have to wait six months after your surgery.

If you were a monocular student pilot applying for a medical the first time, your medical certificate would include the limitation "Student Pilot Privileges Only," which would allow you to continue private pilot training. Your private pilot checkride would be a Medical Flight test with an FAA examiner.

In conclusion, I believe that, in all likelihood, you can still fly. There are hoops to jump through, so before we start the physical, you should let me mail you an FAA Form 8500-7 Eye Evaluation for completion by your ophthalmologist, which will work as the current status report.

If you have any questions regarding this article or any other, do not hesitate to contact my office at 918-437-7993.

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Tom Gutmann's Amazing CT2K- First Certified Light Sport Aircraft?

by Mike Huffman

A few weeks ago, Tom Gutmann, a longtime member of the Green Country UltraSport Flyers Organization (GCUFO), invited me to fly his new Flight Design CT2K, a German-designed all-composite airplane that Gutmann hopes will be one of the first aircraft certified under the U.S. Sport Pilot rules. The CT2K is already certified in Europe.

Tom met me at Gundy's Airport in Tulsa on a bright, sunny October morning. As he gassed up, I strolled around the airplane. My first impression was that is just so darn cute and adorable (not standard test pilot lingo, I realize).

It has a wide, streamlined cabin area with a huge windshield and side windows. Behind the cabin, the tailcone quickly tapers down very small at the rear, where it is set off by the fish-tail empennage. With its short pug-nosed engine cowling, it reminded me of a big-eyed baby goldfish whose nose has not yet grown to match its face. Of course, the cutest thing of all is the CT2K's bright red ground-adjustable composite propeller, driven by a Rotax 912S 100-hp engine.

Going beyond cute stuff, the cantilever wings, at only 13.8% thickness, look very light and graceful. They feature slotted flaps that, in the full-up position, are "reflexed" upward. The empennage includes a full-span, one-piece, all-flying stabilator that operates in a unique wedge-shaped slot between the bottom of the rudder and the top of the ventral fin.

With the tanks full (34 gallons!), Tom gave me a preflight tour. The cabin doors are hinged at the top and supported by gas springs when open. The door openings are very large, which eases entry and exit, but a technique is required to get one's leg over the control stick.

Baggage doors on each side of the airplane provide access for the aileron/flap control mechanisms and to the optional BRS ballistic parachute. Baggage up to 100 lbs. may be loaded.

Everywhere there are examples of elegant simplicity in the design. For instance, there are no interior upholstery panels—the inside surface of the composite airframe is simply spackle-painted and the effect is very pleasing. The seats and



their mounting are a marvel of simple design—light, one-piece units that can be adjusted fore-and-aft, tilted forward for access, and easily lifted out of the airplane. The instrument panel is located in a free-standing helicopter-like pod, with easy maintenance access.

The panel included standard VFR flight instruments, FlyDat digital engine management system, VHF COM radio, in-panel GPS moving map, stereo radio/CD entertainment system, and intercom.

The fuel control is located such that, in the off position, the handle covers the ignition switch.

The CT design features reminded me of a well-designed homebuilt and, indeed, the airplane is available in Europe in kit form.

When Tom and I climbed in for the flight, I immediately noticed that, as a result of the 49"-wide cabin, there was a very comfortable 4-6" of horizontal space between our shoulders—and Tom is a big guy. Visibility through the big windshield and side windows is tremendous, especially downward, since the bottoms of the windshield and windows are considerably lower than in conventional airplanes.

The Rotax has no cockpit-adjustable mixture control; but it does have a choke control, so engine start and shutdown are a little different than

conventional airplanes. As we taxied out, I noted that the nosewheel steering is very direct and effective. Braking is via a console-mounted handle.

With the preflight checklist complete and the flaps set at 20 degrees, Tom rolled onto the runway. After a very short takeoff roll, we were airborne and climbing at a very satisfying rate.

We proceeded northward a few miles, where Tom turned the airplane over to me. With the throttle at the normal 5100 rpm cruise setting, the airspeed settled down to about 135 mph indicated with the flaps in the full-up reflexed position—just about exactly as advertised.

Next, I tried a few steep turns, which tell a lot about an airplane. The roll rate was crisp and the aileron and rudder were well balanced. Once established in a 60-degree bank, it was very easy to maintain altitude, since the elevator stick forces were high enough to provide feedback, but low enough to allow fingertip control. Here again, the airplane reminded me of a high-performance homebuilt in its response.

Stalls came next. The first one snuck up on me, with the stall break occurring at about 70 mph. "What gives?" I thought, "This airplane is supposed to stall at 38 mph!" Then I realized the flaps were still in the reflexed position, which obviously

drastically affects the stall speed. When I lowered the flaps, the stall speed was as advertised and well-behaved. However, this brings up the point that normal landings require the use of flaps and it is important that the pilot not forget that pre-landing checklist item.

On the way back to the airport, I took off my electronic noise-canceling headset to evaluate the cabin sound level. The airplane is loud inside and, in my opinion, noise-canceling headsets are a necessity.

After an uneventful landing, we discussed the airplane further. Although the CT2K is certified in Europe at as much as 1500 pounds gross weight, the U.S. Sport Pilot regulations will likely limit gross weight to something on the order of 1238 pounds. I wondered how that would affect its practical load carrying ability here. Tom explained that the airplane has a standard empty weight of only 580 pounds. Throw in the BRS parachute and some avionics and the empty weight rises to perhaps 620 pounds. So, even with full fuel, that still leaves an amazing 414 pounds for people and baggage—a couple of 200-pounders and an overnight case! And, at 4.5 gph fuel consumption, you can fly in comfort almost 7 hours at over 130 mph, for a range of over 900 miles with reserve. Truly amazing!

As Tom prepared to depart Gundy's, a Cessna 150 taxied out in front of him. I watched the 150 take off, using perhaps 700-900 ft. of runway before breaking ground. Tom's takeoff roll was less than a third of that and he out climbed the 150 by a wide margin.

Here, I thought, is a good example of the homebuilt movement spawning true innovation and technological advancement: the Cessna 150 is now an outdated antique.

Although the CT2 is planned to be licensed under Sport Pilot rules, it is not a toy. Instead, it is a serious and capable airplane for training, pleasure flying, and cross-country. As such, expect to pay about \$65,000 for it, not including avionics. But, hey, what would a new antique Cessna 150 cost, even if it were available?

For more info, contact Tom Gutmann, 918-749-6166, ttgutmann@aol.com.



Tom Gutmann with the CT2K.



OK Aeronautics Comm News



COMMISSION APPROVES CAPITAL IMPROVEMENT PROGRAM

At its October meeting, the Oklahoma Aeronautics Commission (OAC) approved its 2004 and 2005 Capital Improvement Program, which outlines federal and state-funded capital airport projects for Oklahoma's 123 public airports.

Under a recently approved policy, the Commission may provide half of the required matching funds, not to exceed \$100,000, on certain federal grants for airport projects (state apportionment and discretionary). The sponsor is responsible for the federally-required match on all other federal grants, such as non-primary or general aviation entitlement grants. As a result of this policy, the Commission will provide \$825,000 to assist several cities across the state with their federally-required match in Federal Fiscal Years 2004 and 2005.

Over \$2 million worth of state-funded projects were approved in State Fiscal Year 2004 and 2005. Twenty-two state projects are scheduled for these years. The Commission provides ninety percent of the total project cost on state-funded projects,

and the sponsor is responsible for the remaining ten percent.

To obtain a copy of the Capital Improvement Program, visit the Commission's website at: www.aeronautics.state.ok.us or call Steve Cooks at (405) 604-6900 for more information about the program.

AIRPORTS RECEIVE GRANTS FOR IMPROVEMENTS

A total of \$137,987 was awarded for airport improvements at the Hobart Municipal Airport and the Bartlesville Municipal Airport during the October OAC meeting.

The Commission approved a \$53,304 grant application from the Hobart Municipal Airport. The project consists of installing new medium intensity runway lights on the main runway. The Commission is providing one hundred percent of the material cost and the City of Hobart is providing all equipment and labor to install the material.

"Without the support from Senator Gilmer Capps and Representative Jack Bonny, the Hobart project would not have been possible," said Commission Director Victor Bird.

Also, an \$84,683 grant was awarded to the Bartlesville Municipal Airport for the relocation of Butler Creek to improve the runway safety area at the north end of the runway. The total cost for Phase I of the project is \$1,668,176. The Commission is providing half of the federally-required match for this project.

"The runway safety at Bartlesville Municipal Airport has needed to be improved for about the last 12 years and the City of Bartlesville appreciates the Commission's help on this project," said Commission Chairman, Kenneth Adams.

Omniplex News



OMNIPLEX IS NATION'S NEWEST SMITHSONIAN AFFILIATE

Omniplex has achieved national recognition as an official affiliate to the nation's most reputable museum, the Smithsonian Institution in Washington, DC. A partnership into this exclusive group grants access to Smithsonian collections and archives, gives access to national and international curatorial expertise and marks the first steps in creating a museum of national importance in Oklahoma City. The Oklahoma Historical Society is the only other member in the state.

"This affiliation is not only monumental, but crucial in establishing a foundation for future development," said Omniplex executive director Max Ary. "This partnership helps to assure that when the final elements are completed to fully develop this institution, Omniplex will be recognized on a national level."

Said Michael Carrigan, Director of Smithsonian Affiliations. "We hold in high regard the professionalism and expertise of the Omniplex staff and are confident that our affiliate relationship with the Omniplex will help us better serve the entire country as 'America's Museum.'"

The affiliation is a critical milestone for Omniplex as the museum continues to make permanent changes in a redirection campaign to create a museum of national distinction through state-of-the-art exhibits, technology and the state's most comprehensive science institution. Renovations and improvements will be made over the next three to five years.

OMNIPLEX DIRECTOR RECEIVES GAGARIN MEDAL FROM RUSSIAN SPACE AGENCY

Omniplex Executive Director, Max Ary has been awarded the Yuri Gagarin Medal, one of the highest awards given by the Russian Federation of Cosmonautics in recognition of his accomplishments in educating Americans about the history of the Soviet and Russian space program.

The medal was originally bestowed on Ary in 1989, and was accepted on his behalf at the Paris Air Show by Houston attorney Arthur Dula. It was presented to Ary in a private ceremony November 5 at Omniplex.

"It is an incredible honor to receive an award of this magnitude. Gagarin was indeed a pioneer and his contributions to space exploration are immeasurable," Ary said. "I take great pleasure in being honored for doing what I consider to be a labor of love in preserving the history of space flight."

In an era where little information was presented to the world on the advances of the USSR's space program, the successes these pioneers of manned space flight achieved little coverage in the west.

Ary made tremendous efforts to memorialize the momentous strides made by this program. His endeavors resulted in the greatest collection of Russian space artifacts to be displayed anywhere in the world. They are on display at the museum he co-founded, the Kansas Cosmosphere and Space Center, in Hutchinson, KS.

The Yuri Gagarin Medal was inaugurated to honor the memory of Soviet astronaut Yuri Gagarin, the first human in space and the first to orbit the earth.

Vostok was the world's first manned spacecraft, and was piloted by Soviet Cosmonaut Yuri Gagarin. *Vostok* and Gagarin completed one orbit of the earth on April 11, 1961.

Three press releases were prepared, one for success, two for failures. Launch engineers would not know until 25 minutes after launch if a stable orbit had been achieved.

After retrofire, the service module remained attached to the *Vostok* reentry sphere by a wire bundle. The joined craft went through wild gyrations at the beginning of reentry, before the wires burned through. The *Vostok*, as it was designed to do, then naturally reached aerodynamic equilibrium with the reentry shield positioned correctly. Gagarin ejected after reentry and descended under his own parachute, as planned.

Omniplex is at 2100 NE 52nd Street in Oklahoma City. For more information, call (405) 602-OMNI or visit the Omniplex Web site at www.omniplex.org.

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December 17 Celebrations to C

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of flight. Activities include appearances by Wright family children, an uplink to the International Space Station provided by NASA, Candy Bomber demonstrations, and the Afterburner Youth "Flight Plan for Life" program.

The Candy Bomber demonstration recreates Berlin Airlift pilot Lieutenant Gail Halvorsen's famous candy drop over Berlin following the end of WWII. Between the years of 1948 and 1949, Halvorsen was so struck with the friendliness and excitement of the Berlin children that he wanted to spread a little cheer during their beleaguered times. He started "Operation Little Vittles" to drop tiny parachutes with candy or gum attached. At the beginning, Lt. Halvorsen's friends gave up their rations and handkerchiefs to help the cause. Later, the American Confectioners Association sent tons of candy and gum to Westover AFB for processing. Twenty-two schools in Chicopee, MA converted an old fire station into a "Little Vittles" headquarters. They made parachutes, tied on candy or gum, and sent the finished product to Halvorsen at Rhine Main Air Force Base in Germany. Halvorsen's squadron then airdropped the candy to the eagerly waiting children. By January 1949, they had

dropped more than 250,000 parachutes. News spread to the U.S. government and Lt. Halvorsen was chosen to receive the Cheney Award for the year of 1948.

Afterburner, Inc., a group of men and women fighter pilots, who have trained over 2 million executives from Fortune 500 companies on how to execute flawlessly in the workplace, will present their "Flight Plan for Life" multimedia presentation. The program shows young people how fighter pilots accelerate the learning process and avoid costly mistakes by constantly maintaining an awareness of the consequences of their actions. A fly-by of the Afterburner jet will take place at the beginning of the event.

Admission to the Wright Memorial during December 13-17 requires purchase of a ticket. Tickets for December 17 are sold out and the few remaining tickets for the other four ticketed days are going fast. General admission tickets are \$10 for adults.

Airshows will be held during each of the first five days of the event. Confirmed airshow performers include Patty Wagstaff, the Aeroshell Aerobatic Team, Ian Groom, Mike Mancuso, and Bobby Younkin.

The six-day celebration will include performances by the following nationally-known entertainers:

- Dec. 12- Michelle Branch
- Dec. 13- The Beach Boys
- Dec. 14- The Temptations
- Dec. 15- Aaron Tippin
- Dec. 16- Lee Greenwood

Confirmed on-site exhibitors for the celebration include the National Aeronautics and Space Administration (NASA), the United States Air Force; the United States Coast Guard, the Federal Aviation Administration (FAA), the Experimental Aircraft Association (EAA), the Aircraft Owners and Pilots Association (AOPA), Dare County Schools, the United States Postal Service, and the First Flight Society.

International superstar John Travolta will serve as Master of Ceremonies for the December 17 program. Travolta, a licensed jet pilot who serves as Australian-based international airline Qantas' Ambassador-at-Large, will also fly his Boeing 707 as part of the day's ceremonial fly-over. He has logged close to 5,000 hours since earning his wings in 1974.

"I was thrilled to kick-off the national celebration last December," said Travolta. "It is an even bigger honor to be asked to



The 1903 Wright Flyer reproduction built by the Wright Park Service, to be on permanent display at the Wright

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Climax Centennial of Flight Year



Wright Experience for Harry Combs donation to the National First Flight Memorial. Photo courtesy of The Wright Experience.

Lee Greenwood, best known for his spectacular hit "God Bless the USA," will headline the entertainment on December 16. Themed "In History's Footsteps: Celebrating 100 Aviation Pioneers," the day's programming will feature exhibits and activities honoring pioneers and innovators who have made a significant mark in aviation history. Activities include a ceremony to honor 100 aviation heroes, as selected by the First Flight Centennial Commission, as well as educational and historic exhibits. Greenwood also will perform his signature hit during the North Carolina First Flight Centennial Commemoration Program to be held December 17 at 9:00AM.

Due to the efforts of North Carolina Gov. Mike Easley, a new \$250,000 life-size sculpture that depicts the first flight will be erected at the Wright Memorial. The new bronze-and-stainless-steel sculpture, by North Carolina artist Stephen Smith, is expected to be complete and installed on the south side of the Wright Monument by December 1. The work of art features the Wright Flyer with Orville Wright on board as it started to leave the ground. It also depicts Wilbur Wright running alongside the plane and John Daniels, a helper and

participate in the activities of the day 100 years later on the very ground where it all began."

participate in the activities of the day 100 years later on the very ground where it all began."

Outer Banks native who snapped a picture of the plane as it went aloft. Daniels' photograph of the first flight is considered one of the most famous in history.

Perhaps the earliest planned Centennial of Flight activity was EAA's inauguration of its Young Eagles program on July 26, 1992, more than ten years ago. The Young Eagles program committed to introduce one million young people to flying before December 17, 2003, by providing free airplane rides. The lofty goal was reached in October 2003, right on schedule.

At about that same time, Ken and Beverly Hyde of Warrenton, VA, award-winning aircraft restorers, began duplicating the Wright brothers' early work, eventually forming "The Wright Experience." Ken and the group's work has been conducted with the highest of standards, is the only such work endorsed by the Wright family, and has been the subject of several television documentaries.

Then in September 2000, EAA launched their "Countdown to Kitty Hawk" program, with the intention to build an accurate reproduction of the 1903 Wright Flyer and actually fly it on the 100th anniversary. They engaged The Wright Experience to accomplish the task.

In 1998, the U.S. Congress, recognizing that no invention has made such an indelible impact on our world as the airplane, established the U.S. Centennial of Flight Commission to celebrate the Wright brothers' first flight and the century of aviation progress that followed. The mandate given to the Commission, which is operated the NASA, was to coordinate and encourage national and international celebrations of the Wright brothers' achievement and its impact on the world in a fashion that inspires the next generation of inventors, and serve as a national and international source of information for activities commemorating this historic event.

An equally important goal of the Commission has been to use the story of

aviation to encourage the values that have characterized 100 years of aviation history: ingenuity, inventiveness, persistence, creativity, and courage. These values hold true not just for pioneers of flight, but also for all pioneers of invention and innovation, and they will remain an important part of America's future. Over the past year, the Commission has charted 795 centennial of flight events across the nation on its website.

In early 2003, AOPA sponsored and inaugurated a new Pilot Facility at First Flight Airport, adjacent to the Wright Memorial, the only permanent structure built at the historic site to remain following the 100th anniversary celebration. The new Pilot Facility includes a computerized Meteorlogix MxVision AviationSentry weather briefing system and a second computer equipped with Jeppesen FliteStar route planning software and access to AOPA Online.

In November 2003, legendary aviator Harry B. Combs, announced that he had donated \$1 million for the building and display of a 1903 Wright Flyer at the Wright Memorial. The airplane, also built by the Wright Experience, is complete and will be on display during the centennial celebration in December.

Meanwhile across the country, at least eleven other Wright airplane reproductions, at various levels of accuracy, have been built. Thousands of aviation events have been held across the country, due to the efforts of aviation minded volunteers.

The ancient aspiration of man to fly like the birds was finally realized on December 17, 1903 because of the genius, determination, and scientific approach of two bicycle mechanics from Dayton, OH, Wilbur and Orville Wright. It has been only a short 100 years since that time; there are people alive today that were alive on that windy, chilly morning at Kitty Hawk. In that short time, the ability to fly has forever changed mankind's relationships with one another, to the earth, and to the universe.

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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 (KADH) 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- 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	The South Regional Library, 8316 East 93rd Street, Tulsa, OK	Charles Harris- 918-622-8400	
Dec 8-Jan 10	Registration for Spring I 2004 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma.city.center@erau.edu http://www.erau.edu/oklahomacity	Spring Term I, January 12-March 14, 2004. Call or email for more information on Bachelors & Masters degrees
Dec 17	75th Anniversary Celebration Tulsa International Airport	Center Lobby Tulsa International Airport	Alexis Higgins- 918-838-5000	Tulsa International is proud of its 75 years of service to the citizens of Tulsa.
Jun 19-20	Ninth Annual Air Fest Arkansas Air Museum	Fayetteville Airport Fayetteville, AR	Judy Hammond- 479-521-4947 ArkansasAirMuseum@yahoo.com	Celebrating 100 years of flight. Admission: adults, \$10; children age 6-12, \$5; children under 6 free.
Mar 8-19	Registration for Spring II 2004 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma.city.center@erau.edu http://www.erau.edu/oklahomacity	Spring Term II, March 22-May 23, 2004. Call or email for more information on Bachelors & Masters degrees
Apr 18-20	18th Annual Oklahoma Airport Conference	The Westin Downtown, Oklahoma City	Registration, Debra Coughlan, 918-838-5018 Exhibitor Info, Carl Cannizzaro 918-663-0870 Sponsorship, Bob Williams, 918-838-5014	Partnership of Oklahoma Airport Operators Association and Oklahoma Aeronautics Commission providing useful and up-to-date information to the aviation community.
May 17-28	Registration for Summer 2004 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma.city.center@erau.edu http://www.erau.edu/oklahomacity	Summer Term May 31-August 1, 2004. Call or email for more information on Bachelors & Masters degrees.
Jun 4-5	17th Annual Biplane Expo	Frank Phillips Field (BVO) Bartlesville, OK	Charles W Harris- 918-622-8400 www.biplaneexpo.com	Largest gathering of biplanes by variety in the world. Features displays, forums, guests and aviation history
Jun 14-18	Aviation Careers Academy	Tulsa Technology Center Jones/Riverside Airport, Jenks	Dr. Jack Sellers- 918-828-4254, jsellers@tulsacc.edu	High school students explore careers through tours, speakers, and hands on activities. Cost is \$199 with some scholarships. Sponsored by TCC, OSU, & TTC.

New AOPA Web-Based Flight Planning Software Depicts WX & TFRs in Real Time

AOPA recently announced the launch of a new advanced graphics-based flight-planning tool with real-time graphic depictions of weather and temporary flight restrictions.

"This is one of the most significant improvements AOPA has ever made to our online Services," said AOPA President Phil Boyer. "Our Real-Time Flight Planner rivals many of the commercial flight planning

programs out there, but is a free service to our members. Every time a member launches Real-Time Flight Planner, it automatically downloads the latest TFR and navigation aid information."

Members download a small application from AOPA Online (http://www.aopa.org/flight_planner/) that interfaces with Real-Time Flight Planner. They then may store a pilot

profile, two aircraft profiles, and up to five flight plans online, meaning they can then use any internet-capable computer that has the application installed to access their information.

One of the flight planner's most useful features allows pilots to easily alter routes around TFRs or weather by simply "rubber-banding" the course to a new waypoint outside the

affected area.

Other features include:
Real-Time TFR Graphical Overlay with Current NOTAMS

- Locate active TFRs and special use airspace (SUA) areas, then rubber-band the route around them.
- Rolling the cursor across a TFR or SUA depiction shows altitudes and

continued on p. 9.

AIRPORTSPACE- News of OAOA-Member Airports



PLANE PLASTICS BREAKS GROUND FOR NEW ALVA FACILITY

On Wednesday November 19, the Alva community hosted Vantage Plane Plastics, Ltd for a luncheon and groundbreaking ceremony for their new facility at the Alva Regional Airport.

Among those attending were Rep. Larry Adair, Speaker of the Oklahoma House of Representatives, Oklahoma Sen. Owen Laughlin, Oklahoma Aeronautics Commission representative Steven Cooks, Oklahoma Department of Commerce Deputy Secretary Delmas Ford. Other guests included Vantage Associates President Paul Roy, CEO Louis Alpinieri, Vice President Andrea Alpinieri-Glover, and Plane Plastics Plant

Manager Scott Brown. Notable Alva political figures and business people were also present.

Mike Payne, economic development director, introduced Speaker Adair, who spoke of the small businesses in his home town of Stilwell and all over Oklahoma. "Most of the successful business in Oklahoma began with a family that had a vision," said Adair, "It's great to have large corporations that employ thousands of people, but it's the small companies that are the backbone of Oklahoma."

Paul Roy thanked the Alva business community for making the new building possible, through the issuance and purchase of bonds to cover the cost. Also, in a surprise announcement, Roy told the attendees that Scott Brown would be promoted from Plant Manager to Vice President. Brown has been instrumental in the success of Plane Plastics.

Louis Alpinieri told the crowd, "One of the smartest things we have done with this business is to keep it here in this community."

Scott Brown announced that Plane Plastics will develop and manufacture the interior components for the Luscombe 11E; Luscombe attended the groundbreaking, bringing two airplanes for the attendees to see. Brown also announced that Planes Plastics will be the aftermarket interior panel manufacturer for Mooney Aircraft in Kerrville, TX.

Plane Plastics was started and successfully operated by Wayne & Beverly Kinzie, until a few years ago when the company became a division of Vantage Associates. The company is currently located in a facility in downtown Alva. The new 22,000 sq. ft. facility is expected to allow approximately 50 jobs to be added to the Alva community over the next five years.

A CENTENNIAL POEM

Paul Dolph, Manager of the Miami Airport, sent us the following poem, which he wrote. Although written some time ago, he feels its sentiments are worth considering during this time of celebration of the centennial of flight.

You read a lot about changing times,
And many tales you hear.
We read about the good old days,
Of things both far and near.

But one of the most obvious things,
Somehow the writers missed.

I mean the things that slowly changed,
As they wrote down the list.

Those things I am thinking of
Are trails in land and sky.
They have changed places now, you know,
Since one hundred years rolled by.

The wheel tracks we used to see
In unmarked highway dust
Are contrails high above us now,
By mighty motors thrust.

No highway markers years ago
And progress then was slow.
You had to ask your way around;
There were no signs to show.

No wheel tracks now in cement
To show, as in the dust.
They've put some signs along the way;
In these we put our trust.

And like I said, the wheel tracks now
Are seen far overhead.
The need no signs to find their way,
For they are computer-fed.

One day will these trails disappear?
Will they much higher thrust?
Or will they, like this life we know,
Some day return to dust?



Lunch at the Plane Plastics groundbreaking. Okies like to eat best of all!

AOPA Software

continued from p. 8.

duration; double-clicking on the depiction pulls up the textual notam description.

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FAA to Begin AB-DAR Courses in OKC in December

The FAA/Transportation Safety Institute (TSI) will hold the prototype amateur-built designated airworthiness representative (AB-DAR) training course at the FAA Academy, in Oklahoma City on December 16-18, 2003. After fine-tuning the program, the first course for AB-DAR nominees will take place January 27-29, 2004, followed by another on June 8-10. EAA and FAA created the AB-DAR program to deal with the backlog of inspection requests for new amateur-built aircraft. Nearly 60 AB-DAR candidates, most of who

have come through EAA's recruiting efforts, must complete the course before they can perform field inspections.

Three EAA staffers, Earl Lawrence and Randy Hansen of EAA Government Relations and Joe Norris of EAA Aviation Information Services, will attend the December prototype course along with FAA and TSI personnel.

EAA has donated three aircraft for use in the AD-DAR program: a 1998 Lancair Tigress; a 1979 Smyth/Pieper Sidewinder; and a 1965

Welsh Rabbit (Model A). EAA has also agreed to lend FAA its 1998 Buckeye Dream Machine powered parachute for three years. These four aircraft will also serve as the hands-on training aids for the Light-Sport Aircraft DAR course that the FAA/TSI team is developing.

Courses will be limited to a maximum of 20 students, with two of those slots reserved for Flight Standards District Office aviation safety inspectors (ASIs). If the ASIs cannot use the two reserved positions, additional students may be added.

Centennial of Flight Aviator Statue Dedicated at RVS

TULSA – On Saturday November 22, a bronze statue of an early mail carrier pilot was dedicated at the northeast hangar area at Jones/Riverside Airport. The Oklahoma State Senate Historical Preservation Fund, Inc., Senator Charles Ford, President, sponsored the statue, with funding provided by several hangar tenants of the airport. The statue was presented to the City of Tulsa and the Tulsa Airport Authority as a gift commemorating the 100th anniversary of powered flight. Mayor Bill LaFortune formally accepted and dedicated the statue, officially named "The Mail Pilot."

Tulsa Airport Authority Chairman, Ron Turner, said, "Tulsa has a rich aviation heritage. This statue is an appropriate addition to Jones/Riverside Airport and will be a source of pride for many years to come."

A map highlighting the location of the statue is available on the Tulsa Airport Authority website at www.tulsaairports.com.

Other Important 2003 Flight Anniversaries

The year 2003 includes not only the anniversary of the Wright brothers first flight, but at least two other notable aviation anniversaries.

November 21, 2003 marks the 220th anniversary of man's first flight of any kind. On that day in 1683, Joseph and Etienne Montgolfier first put man into the sky aboard their hot air balloon.

The 68 ft high egg-shaped balloon craft was made of canvas and silk and was beautifully painted in azure and gold. Shortly before 2:00PM, Jean-Francois Pilatre de Rozier (from whose name the word pilot was derived) and Francois Laurent, Marquis d'Arlandes launched their craft from a hillside overlooking the city of Paris. They ascended to an estimated altitude of 3,000 feet before landing in a meadow. They had traveled some six miles in their twenty-five minute flight.

November 20, 2003 marks the 50th anniversary of former test pilot Scott Crossfield's record-breaking flight in the Douglas D558-II Skyrocket, during which he succeeded in pushing the airplane beyond Mach 2.

A friendly rivalry had existed between Crossfield and Chuck Yeager after Yeager's first supersonic flight in 1947.

The 82-year-old Crossfield, not one to rest on his laurels, has been an active consultant to the Wright Experience in the building, testing, and flying of the 1903 Wright Flyer replicas.

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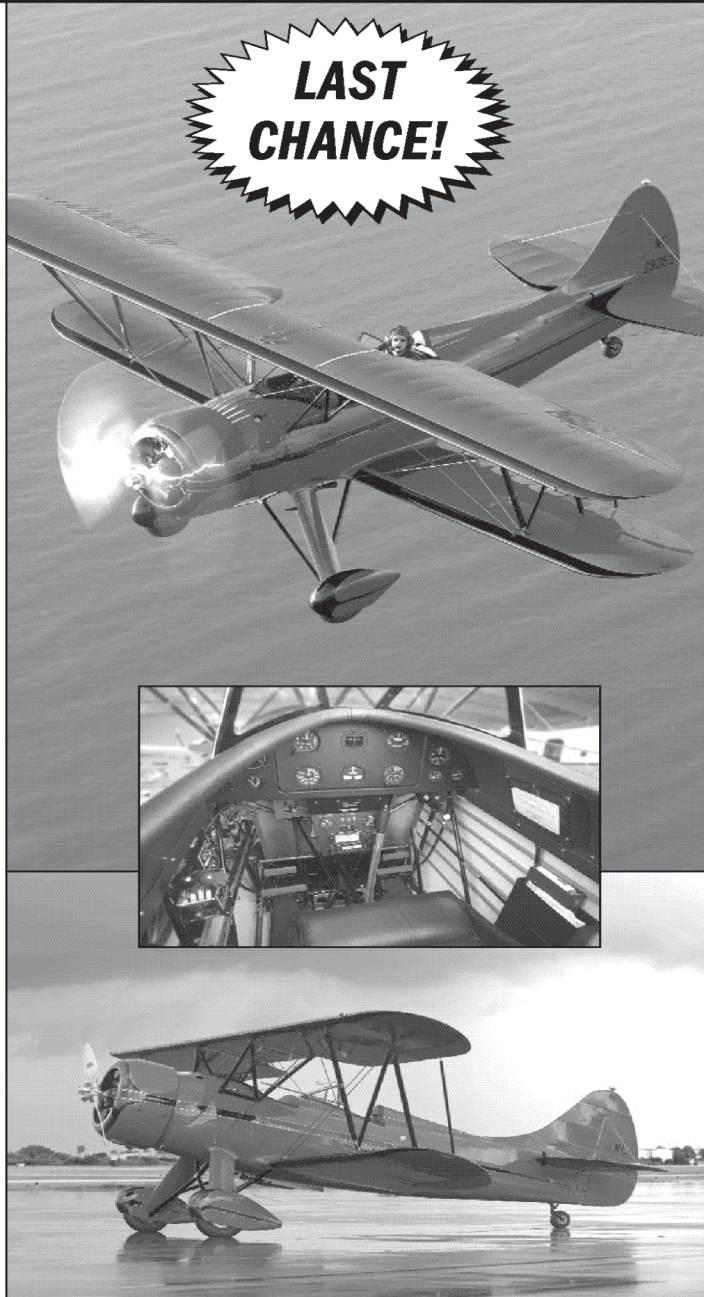
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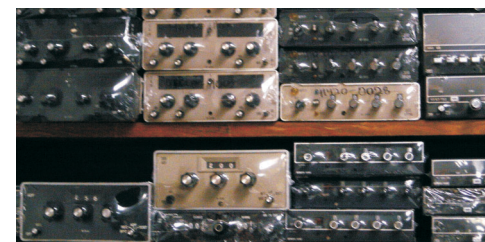
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