



The Oklahoma Aviator

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

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OAC Celebrates 40th Anniversary and Centennial of Flight

Oklahoma City, OK – On Friday evening, December 12th, the Oklahoma Aeronautics Commission (OAC) commemorated the 40th anniversary of its founding, along with the 100th anniversary of the world's first successful powered flight. The Commission celebrated these historic milestones in the Million Air Hangar at Wiley Post Airport in Oklahoma City.

Despite snow and freezing rain that threatened to shut down transportation in central Oklahoma, nearly 300 people braved the weather to attend the event.

Governor Brad Henry recognized four Oklahoma aviation heroes during the event. "Few moments in history have done more to capture the essence of the American spirit than those twelve seconds that changed the world," said Governor Henry. "We owe much



Governor Brad Henry and Lt. Governor Mary Fallin at the OAC celebration, flanked on one side by a photo of Tulsa's Air Force Plant 3 during WWII and on the other side by a Cessna Citation.

to the pioneering spirit of legendary aviator Wiley Post, Siegfried, the state's oldest aviator and instructor Lee Fish, and general Tom Stafford. It is through the efforts of such remarkable people that we have such a rich

heritage in aviation and aerospace."

Lieutenant Governor Mary Fallin recognized two airports with Airport of the Year awards. "No invention has made such an indelible imprint on our world and our state as the airplane. I applaud all the Oklahoma honorees for contributing to such a significant history of aviation accomplishments and inspiring the next generation of inventors," said Lieutenant Governor Fallin.

Victor Bird, director of the Oklahoma Aeronautics Commission, said the aviation industry is a tremendous economic force in Oklahoma. "With more than 300 aerospace firms in our state, the industry accounts for more than 143,000 jobs, nearly \$5 billion in payroll and nearly \$12 billion in industrial output.

continued on p. 5.

Dr. Guy Baldwin: Oklahoma Aviator of the Year

by Mike Huffman

Joe Cunningham started publishing *The Oklahoma Aviator* in the early 1980s. Shortly thereafter, in 1984, he began an annual tradition that would continue until he died in 1999, that of honoring an outstanding supporter and promoter of aviation in the state.

He called his award the "Oklahoma Aviator of the Year." Previous award winners include names well known around Oklahoma: Charles Harris, John Bouteller, Dr. Henry Hartsell, Mary Kelly, Tom Jones, Dan Stroud, Harold Owers, Alden Miller, Jan Mauritson, Lu Hollander, Bill Watson, Tom Quinn, Monty Barrett, Bob Richardson, Bill Harrison, and Doug Mader.

Since Joe's death, no Aviator of the Year awards have been made. However, Barbara and I



have long intended to continue the tradition and what better year could there be than 2003, this glorious centennial of flight year.

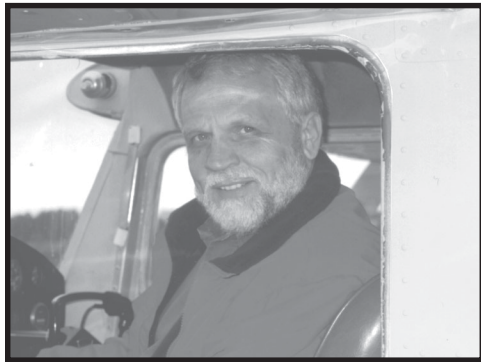
This year's Oklahoma Aviator of the Year Award winner, presented as part of the Oklahoma Aeronautics Commission's 40th Anniversary party, is Dr. Guy D. Baldwin. Guy lives with his wife Felice and his children Brittny and Hunter in Tulsa and maintains a family medical practice there. The entire family enjoys aviation; they put in many volunteer hours at aviation events.

Guy learned to fly over 30 years ago between college and medical school. His first airplane was an 85-hp Aeronca Champ. "When I think back to the things we did in that airplane, we are lucky to have survived," says

continued on p. 5.

The Horizontal Windsock

by Mike Huffman



A Memorable December 17 Flight

The morning of December 17, 2003 dawned crystalline cold and brilliantly clear in Cookson, OK. A few minutes before sunrise, I bundled up against the 20-degree chill and went outside to preflight the Cessna 150 sitting just outside our dining room window.

Having had business in Tulsa the previous week, I had flown to Cookson the night before (with a welcome 15-knot tailwind), ostensibly to check the mail, etc. However, the real reason was much less practical but more romantic: I wanted to fly on December 17.

To fly: what a fitting way to celebrate the anniversary of the Wright brothers' historic world-changing accomplishment just one hundred years before! That was my plan, to take off shortly after sunrise for a short trip to Tulsa to attend other centennial of flight activities (you can read about them elsewhere in this issue). The same northwest wind that had speeded me along the afternoon before was expected to build up again as the morning progressed, so I wanted to get away as early as possible.

As I walked toward the airplane, the sky overhead was a deep blue, with diamond-like stars brightly shining. In the east, a rosy glow was forming on the horizon. The airplane was covered with heavy frost. Any other morning, that would have been a minor grumbling point. My preflights, although thorough, are generally slam-bam-thank-you-ma'am affairs—unceremonial have-to activities to be dispatched as quickly as possible.

However, this morning was different. I wanted to savor every aspect of the flight, to compare my experience to that first flight a hundred years before. This preflight would, in my mind, be akin to the purification rites an ancient priest might undertake before performing a religious ceremony.

Wiping away the frost from the wing leading edges and windshield, I mused at the incredible differences between this airplane, itself already an out-of-date antique, and that of the

Wrights. Their purpose, after years of preparation, was simply to see light between the landing skids and the sand at Kill Devil Hill. As we now know from testing replicas of *The Flyer*, even with their remarkable innovation, dedication, and methodical approach, they barely succeeded that day. By comparison, my purpose, after only a few minutes of preparation, was to travel to another city over 70 miles away. The outcome of my flight was not in serious doubt.

I looked over the engine compartment, checked the oil, and took a moment to make a temporary repair to a cowl fastener. I was reminded that the 100-hp Continental O-200, as with most other certified aircraft engines, is essentially a 1930s design—now over 60 years old! And yet, it is sufficiently powerful and reliable to do the job for which it was designed, without undue fanfare. The Wright engine, that 12-hp masterpiece designed and built by Charlie Taylor, used a magneto for creating the ignition spark, the same basic design our “modern” magnetos use today.

A fuel check showed I had about 15 gallons on board, plenty for the short 45-minute flight. The Wright brothers had about a quart of gasoline on board for their flight. At that time, gasoline was an exotic, dangerous material and there was some consternation among the Wrights' neighbors that they were fooling around with the stuff.

With the preflight finished, I slid into the pilot's seat. In the 20-degree cold, it took three tries to get the O-200 primed and running.

After completing the runup, I turned on the radio, donned the electronic noise-canceling headset, and announced to the world my intentions to emulate the Wrights. Throttle forward, we began accelerating down the grass runway toward Tenkiller Lake. The Wright engine had no throttle; fuel dripped from the tank into the bottom of a can, where it vaporized and was sucked into the engine.

At 55 mph indicated, I raised the nose and we left the ground. Correcting for a slight crosswind, I was reminded that this airplane is inherently stable in all axes, so my attention could be directed outside, instead of having to constantly correct for instabilities, as the Wrights did.

As I climbed out, the air was glass-smooth, as was lake surface below. Each tiny movement of the controls brought a smooth response from the airplane. A few cirrus-like patches of fog had gathered in low spots, accenting the contours of the hills. Meanwhile, a welcome stream of warm air from the cabin heater flooded the cockpit.

Beyond the lake, the visibility was at least 50 miles. Farm fields were covered in frost, their contours outlined in shades of gray and white like some modern painting. I saw a car leaving from a rural home, someone perhaps going to Wal-Mart for Christmas shopping. I wondered if they realized the significance of the day—probably not. Crossing Highway 62 between Tahlequah and Muskogee, I saw cars heading into town for work. Watching them speed along, I had to admit that, in that same 100 years, automobiles had undergone as remarkable a design evolution as airplanes.

Ah, but there was a difference: wheeled ground-bound vehicles have been around for several millennia and automobiles are simply their latest evolutionary incarnation. Flight—the ability to fly like the birds, choosing our own time, direction, and duration of flight—has been one of the most persistent dreams of mankind for those same millennia, but until a mere hundred years ago, had never been realized. There are people alive today who were alive when the Wrights made their flight!

As I passed north of the electric power plant at Muskogee, the columns of steam showed a slight headwind, but I didn't care—it would just give me more time to savor the flight. I flew past Wagoner and traced the Verdigris River toward the Port of Catoosa. On the way, I tuned the radio to Tulsa International and Riverside tower frequencies and to Tulsa approach control, wondering if any of the chatter would reflect the significance of the day. As no great surprise, it did not; everything seemed to be business as usual.

However, I saw and heard many testaments to a hundred years of aviation progress. Riverside Airport was already busy, with several Spartan School airplanes in the pattern. Off to the west, I could see the mile-long Air Force Plant 3 and the American Airlines Maintenance Base. Looking south, I could barely pick out the venerable Harvey Young Airport, home to sport aviation in Tulsa for many years. At Tulsa International, a Cessna 172 was practicing instrument approaches. Moments later, the tower advised a Southwest Airlines 737 that he was second to land behind an Air Force T-38 on a five-mile final.

What I didn't see was just as significant. The EAA and the Wright Experience were preparing to fly their 1903 Wright Flyer replica at the Wright Brothers Memorial at Kitty Hawk; their attempt would end in mild disappointment due to rain and unfavorable winds. Meanwhile, Burt Rutan's Scaled Composites crew was

readying their *SpaceShipOne* for its maiden powered flight; later that day, the pilot separated *SpaceShipOne* from the mother ship, ignited its rocket engine and soared almost vertically to over 48,000 feet at speeds up to Mach 1.2, before landing back at Mojave Airport. *SpaceShipOne* has a very good chance of winning the X-Prize competition to fly civilians on a sub orbital space flight, return, and fly again within a short time.

Elsewhere, glider clubs, with tongues firmly in cheek, either lamented the Wright brothers' flight, claiming it was a sad day for glider pilots, or, to put a positive spin on it, celebrated the invention of the tow plane.

Gundy's Airport came into view and I entered the pattern. Although I announced my arrival on the radio, it seemed superfluous, because nobody else was in the pattern to hear me. However, after landing, I noticed activity around three or four airplanes. I asked each of them if they were out to celebrate the centennial and everyone answered resoundingly in the affirmative. It seemed that I arrived just as the activity was getting started.

By that time, it was about 9:00 and I was reminded that the Wright's flight occurred at 10:35AM Eastern time (9:35AM Central time). I hurriedly called Barbara to join me so we could take off again at that time. She arrived just as I had finished refueling; we were loaded and had the engine started by 9:20.

By that time, other airplanes were either flying or taxiing, so the pattern was busy. At 9:25, we pulled up behind another C-150 in the runup area. He looked like he was planning to wait for 9:35, so we had no choice but to wait behind him. However, he taxied onto the runway and took off, so we were “number one for the active.” Across the runway another airplane taxied up and for a minute it looked like maybe the two of us would vie for the spot first in line.

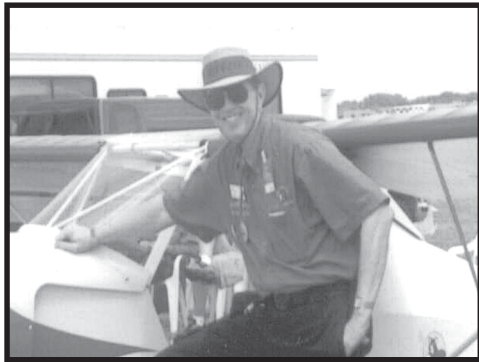
But, after waiting patiently for about five minutes, Barbara and I pulled onto the runway and pushed the throttle forward at precisely 9:35AM, December 17, 2003. As the wheels left the ground, I brought the power back almost to idle and flew—for precisely 12 seconds—before we touched down again.

In our 12-second flight, we covered perhaps 900 ft, 7.5 times the 120-ft distance of the Wrights' 12-second flight.

Two takeoffs and two landings today among forgotten thousands I've done before, these will forever stand out in my memory. A fitting way to commemorate my abiding love of aviation.

Up With Downs

by Earl Downs



A Day Out

I want to share with you just how much fun this aviation business can be. Maybe I should have titled this "Hang'n With the Gang!" Flying in my ultralight provides me with the ultimate experience of becoming one with the sky. It is something I do alone and it is very special. On the other hand, sharing my love for flying with others also charges my "inner battery" and this is why I am a member of the Ponca City Aviation Boosters Club (PCABC) and the Ponca City EAA chapter 1046. This adventure story is about the fellowship of aviators.

Our adventure started when Steve McGuire, president of EAA chapter 1046 set up a most interesting meeting plan. Rather than the usual meeting at the PCABC clubhouse, Steve arranged for the chapter to take a day trip to the Boeing plant at Wichita to visit the B-29 restoration project being undertaken there. The trip was set for December 17th, the 100th anniversary of the Wright Brothers historic flight. The plan was to leave Ponca City by bus at 10:30 AM, have lunch in Wichita and then tour the restoration project.

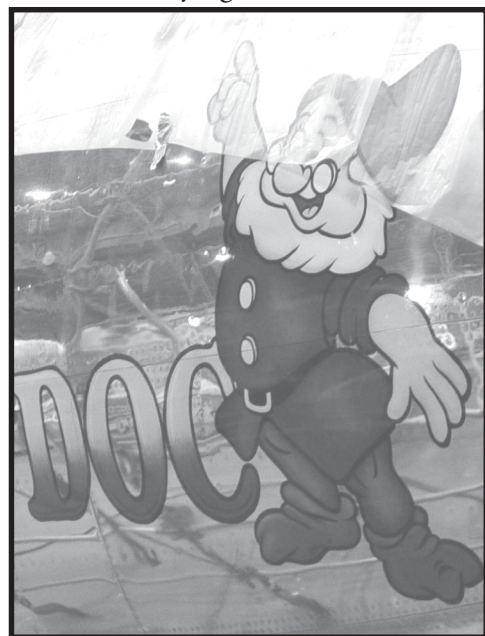
Pat Smith and I decided to fly his Bonanza to Ponca City from our home base in Cushing to join the rest of the EAA Chapter. At 9:35 CST, December 17, 2003, I added the throttle to this modern and nimble flying machine and rolled

down the Cushing runway to join in the recognition of what two brothers had achieved exactly 100 years earlier. I have been actively flying for 47 years and will be forever grateful for what Wilbur and Orville Wright have given me.

Don Nuzum, Ponca City Airport Manager, had arranged for a bus and also served as the driver. EAA chapter 1046 consists of a special ("special" sounds better than "nutty") bunch of people. I call it "the clan of codgers" because our average age is probably over 60 years old (we keep it that young because some of our members are 50-year-old "kids"). About 50 miles north of Ponca City, while traveling at a high rate of speed, Steve McGuire decided that would be a good time to nominate and elect the new club officers. It reminded me of the movie "Speed" (in the movie, the bus could not slow down because it would explode!). We were trapped! The election went quickly because there was no chance of escape. I recommend this technique of electing officers for any organization that has trouble finding "volunteers."

After a great lunch and a visit to a fantastic tool store (The Tool Crib), we met the B-29, named *Doc*, at a large Boeing hangar being used solely for the restoration. It is planned that *Doc* will be restored to factory-new, fully-flying status. Currently, the only flying B-29 in the world is the Commemorative Air Force airplane, *Fifi*. *Doc* is owned by the U.S. Aviation Museum and will be a flying tribute to this historic aircraft design for generations to come.

According to Dick Ziegler, Boeing's restoration project director, *Doc* was born in 1944 at the Boeing Wichita plant and it is fitting that the restoration is taking place there. Monetary donations and volunteers' time support the entire project. Some of the volunteers actually built B-29's during World War Two. During the late 1940's and early 1950's, the aircraft was part of a nine-plane squadron that experimented with early electronic warfare technology.



Doc, namesake of this famous B-29.



As can be seen, the volunteers' workmanship on the B-29 restoration is impressive.

Ask the Doctor

by Dr. Guy Baldwin, AME



AME Mistake

At the airport recently, a young man dropped by the hanger to look at our airplanes. He found out that I am an Aviation Medical Examiner (AME), so the conversation drifted towards problems he was having with an aviation medical issue.

He explained that four years ago, a pop bottle rocket had hit him in his right eye, damaging the retina and causing his vision to degrade to 20/100. Although his left eye was still 20/20, there was nothing that could be done to improve his right eye. Early this year, he applied for an FAA medical certificate with an AME in Tennessee. Because of the damage to his right eye, the AME declined to issue him a medical certificate, deferring his case to the FAA. Backlogs of several months often exist on cases deferred to FAA. Meanwhile, the airman started training in a FAA Part 141 flight school in the Tulsa area, but he cannot start flying until he gets his FAA Medical secured.

I told the young man that the Tennessee AME made a mistake in deferring his case to FAA and could have issued the medical himself. The airman can be

considered to be "monocular" (one-eyed). He has been so for in excess of six months and has developed visual depth perception cues that substitute for normal binocular vision. In such cases, if the applicant meets all other requirements, the FAA allows AMEs to issue a medical certificate directly, without deferring the case to the FAA.

The correct procedure would be to have the airman fill out an FAA Form 8500-7 Eye Evaluation and supplement it with reports from his treating physicians. His medical certificate would include a limitation stating "Student Pilot Privileges Only."

This would allow the airman to continue through all his private pilot training. However, his private pilot checkride would be a Medical Flight Test scheduled with an FAA examiner instead of with a local flight examiner. Here in Oklahoma, we use examiners at the FAA Mike Monroney Aeronautical Center in Oklahoma City.

Upon passing the flight test, the airman would be issued a "Statement of Demonstrated Ability" (SODA) waiver for his monocularity and could go on with his career. This procedure applies whether the airman is seeking a First, Second, or Third Class medical certificate.

Monocularity by itself does not render an airman unfit for flight. If you remember, one of our most famous Oklahoma aviators, Wiley Post, was monocular. The aviation world would have been much poorer if he had not been allowed to fly and make the tremendous contributions to aviation that he did.

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

The nine planes were named after the Disney Snow White and Seven Dwarf characters which included Snow White, the Wicked Witch, and the Seven Dwarfs. In 1956, *Doc* and 249 other B-29's were flown

to the China Lake Navel Air Station and placed in the Mojave Desert for use as gunnery targets. The CAF B-29 *Fifi* was one of those planes—it was rescued in 1969. But *Doc* languished for many more years. Tony Mazzolini, President of the U.S. Aviation Museum, heard a rumor that one other B-29 may have avoided destruction and the rumor proved to be true. *Doc* was rescued in 1998 when the Museum acquired the plane.

Boeing agreed to be a major player in the re-manufacturing of their renowned design and *Doc* was moved to Wichita. Dick Ziegler is a man of vision, hope, and determination. Returning *Doc* to the air is a massive job, but after meeting Dick, I am sure it will be done. Help of all kinds is needed on this project and for more information you can go to <http://b-29.boeing.com>.

The present, the past, and the future—all in a one-day trip. What a way to start the New Year!

Comments or questions? earldowns@hotmail.com.

AIRPORTSPACE- News of OAOA-Member Airports



THE SAGA OF THE "HOT WINGS"- MISSING CHAMP WINGS RETURNED SAFELY

On Wednesday, November 26, 2003, Pablo Pinzon took off in his yellow and red Aeronca Champ from Chickasha Municipal Airport for a quick pleasure flight. However, south of Union City, he experienced a catastrophic engine failure, complete with smoke and oil.

Pablo quickly looked around for a suitable place for an emergency landing and selected U.S. Highway 81. With luck and skill, he made a perfect landing on the highway, without further damage to the airplane. He quickly pulled the airplane as far off the side of the four-lane highway as possible, with its tail in the woods beside the road and the propeller at the edge of the pavement. With the engine failure, it was obvious he would not be able to fly the airplane off the road anytime soon, so he hitched a ride into Chickasha to get help in disassembling the airplane and a vehicle to carry the pieces.

Meanwhile, Frank Bice, a pilot from Wiley Post Airport, one of the owners of LBR, Inc. (a well known airport engineering firm) and a long-time OAOA member, happened to be driving to Chickasha on Highway 81. He was surprised to see the Champ at the side of the road south of Minco. Thinking how odd it was, he circled back and snapped a picture of the airplane with his digital camera. He went on into Chickasha and conducted his business. On his return trip to Oklahoma City, he passed the Champ again and saw

people (Pablo and company) taking the wings off.

With the wings removed, they were ready to move the airplane to the Chickasha Airport. However, the trailer they were using was not big enough for all the pieces, so they decided to take the fuselage first, leaving the wings laying beside the road.

When they returned, the wings were gone. Pablo, a happy, optimistic guy, surmised that someone may have picked them up to keep them from being damaged. But how would they know who the wings belonged to and when would they contact him?

Pablo discussed his dilemma with a friend. The friend suggested that maybe a good approach would be to broadcast an appeal to airports and pilots in the state for information about the wings; he said he new just the guy to do that: Frank Bice!

Pablo did not know Frank, but called him on the phone and explained his problem. Frank was flabbergasted to hear that it was the same Champ he had taken a picture of!

Frank sent an email to OAOA members asking for information about the missing wings. They sent it to other pilots and aviators and the story even made it to national aviation news organizations. OAOA member Ralph McCormick, publisher of the *Fly-Low* aviation magazine in Arkansas, posted the article and Frank's photo on his website.

One of the folks who got the news about the missing wings was Brent Higginbotham, an aerial photographer in Oklahoma City, who had very recently taken aerial photos of the area around Chickasha. Brent reviewed his film and spotted what turned out to be the missing wings—in the back yard of a house near Minco. Brent diligently tracked down Pablo late at night on December 5, in spite of professional obligations he had at 4:00AM the follow-

ing morning.

The next day, Pablo and a friend named Cory flew over Minco, trying to spot the wings, but did not see them at the location described by Brent Higginbotham. Disappointed, he and Cory headed back toward Chickasha. Suddenly, Cory yelled, "There they are!" pointing to the backyard of a house in downtown Minco. Sure enough, the wings were plainly visible.

After returning to Chickasha, Pablo and Cory drove to Minco in a pickup truck and checked in with the police department, who had previously been alerted that the wings were missing. Pablo and the police went to the house where the wings were located and knocked on the door, but nobody was there.

Going next door, they found a lady who identified herself as the mother of two young men who lived in the house. She gave Pablo and the police permission to look in the back yard, where they did indeed find the wings.

Seemingly with some measure of relief, she allowed them to retrieve the wings, even offering the use of their trailer (apparently the same one they had used to pick up the wings off the road!). Two trips later, the wings were safe back at Chickasha Airport.

Now, readers may come to their own conclusions about motives involved, but no charges were filed.

Pablo expresses his sincere thanks to all those who assisted in the return of his wings, including Frank Bice, Brent Higginbotham, Ralph McCormick, and his friend Cory. Says Pablo, "In this day and age of skepticism and stories of heartache, this entire event and all those involved has once again shown the goodness of people everywhere, especially in Oklahoma. What a wonderful holiday gift! I truly have a very effective guardian angel!"

The network of airports and aviators represented by the Oklahoma Airport Operators Association sometimes provides unexpected benefits!



Pablo Pinzon's Champ, sitting on Highway 81. Photo courtesy of Frank Bice.

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Aviator of the Year

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Guy.

Since then, he has amassed over 4000 flight hours in airplanes, seaplanes, gliders, helicopters, and aerobatic airplanes. He holds Air Transport Pilot (ATP), Commercial Pilot, and Instrument ratings. He also holds Certified Flight Instructor- Instrument and Multi-Engine Instructor ratings, as well as helicopter and glider ratings. He is also an Aerobatic Competency Evaluator (ACE). He currently flies an Extra 300 aerobatic airplane, a North American Harvard/T-6, and a Cessna 210.

Dr. Guy Baldwin is one of the most active aviation medical examiners in the nation, providing medical exams to over 2000 airmen each year and maintaining a close working relationship with the FAA Aeromedical Branch. He writes monthly aeromedical columns for *The Oklahoma Aviator* and *General Aviation News* and has written for other publications including *Flying*, *Sport Aviation*, and *The Flying Physician*.

He sits on the EAA Aeromedical Council, the Spartan School of Aeronautics advisory board, the Tulsa Air and Space Museum board, the Will Rogers Airshow board in Claremore, and the Airshow Oklahoma board in Muskogee. Guy was instrumental in reactivating the

International Aerobatic Club (IAC) Chapter 10 in Tulsa, with its regular aerobatic practice sessions at Claremore Regional Airport and participation in IAC-sponsored aerobatic competitions around the region.

Guy performs air shows in his Extra 300 aerobatic airplane, donating the acreage of his wing to advertising the Make-A-Wish Foundation. "I am most excited to work with the Make-A-Wish Foundation in bringing awareness to their work or fulfilling a dream to fly with a child."

He enjoys giving media rides in addition to mingling with the audience and signing autographs. "It is truly rewarding when you can talk to young children that dream to fly someday and to new pilots that are filled with excitement and questions," says Guy.

Most of all, Guy Baldwin promotes aviation wherever he is—with patients, friends, and total strangers. He is always ready to give someone their first airplane ride, buy them a logbook, and log their first flight. He is very enthusiastic and is always coming up with new ideas for aviation events and fun. In fact, some people have said the most dangerous words that can come from his mouth are, "Hey, I've got an idea!" because somebody (generally Guy's wife Felice) is in for a lot of work!

Congratulations, Guy, Felice, and family for a well-deserved award!

OAC Celebration

continued from p. 1.

Oklahoma ranks in the top ten in the nation for the number of airports per capita. The Oklahoma Aeronautics Commission is proud to honor Oklahoma's aviation heroes and institutions."

The state government's recognition of aviation as an important activity to be promoted and regulated had begun in the early 1930s, with the establishment of an Aviation Officer and an aviation advisory board on the State Highway Commission. Then in 1945, the first state agency solely dedicated to aviation, the Oklahoma Aviation Commission, was established to further public interest in aviation, encourage and promote aeronautical progress, and develop aviation in all its phases in the state. However, after 1953 the Oklahoma Aviation Commission was inactive because of lack of funding from the state legislature.

When Governor Bellmon signed Senate Bill 205 into law on June 24, 1963, the Oklahoma Aviation Commission was abolished and replaced by the Oklahoma Aeronautics Commission. The purpose of the newly formed Commission would be to further the public's interest in aeronautical progress, aid in the development of a statewide system of airports, cooperate with and assist municipalities in the State and others engaged in aeronautics, and encourage and develop aeronautics.

Within OAC's first fiscal year, the state showed the largest gain in the number of airports and was ranked tenth in the nation. By 1971, the Commission had financially assisted

one hundred seventy-four municipalities with airport improvement projects, thirty of which were new airports. During that time, the Commission had also developed a statewide system of airports that grew from one hundred forty-three to over two hundred forty-three airports, placing Oklahoma sixteenth in the nation in total number of airports.

In 1995, the Commission was designated as the state agency for applying, receiving, administering, and disbursing federal funds and other public monies for the benefit of most general aviation airports in the state. The Commission was also granted the authority to enter into contracts for municipal airports or air navigation facilities.

After forty years of promoting aviation, the Commission is still in the business of encouraging, fostering, and assisting in the development of aeronautics in the state and establishing airports and air navigation facilities. It continues to cooperate and assist with the federal government, municipalities, and others in the development of aeronautics.

The Commission has seen many changes and improvements within its organization since 1963. Oklahoma has a rich history of aviation and the Aeronautics Commission has taken its place within this prestigious heritage. The Oklahoma Aeronautics Commission has demonstrated its commitment to aeronautics and will continue to support the growth of aviation in this great state.

For more information, please contact Erin Wright (405) 604-6900.



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TASM Hosts December 17 Celebration

The Tulsa Air and Space Museum (TASM) celebrated the Centennial of Flight with a special Wright Brothers' pictorial exhibit commemorating 100 years of powered flight. Included in the exhibit was a scale model replica of the Wright Flyer built by local modeler Pat Grennan, as well as a slide presentation of many of the Wright's later flying machines.

In addition, as the culmination of the Centennial of Flight essay contest jointly sponsored by TASM and *The Oklahoma Aviator*, contest winners were hosted at the museum and presented award certificates.

The museum's celebration included Broken Arrow school children singing aviation and freedom songs and a video presentation of "Charlie Brown Visits Kitty Hawk." Katheryn Pennington, playing the part of Katharine Wright, the Wright Brothers' sister, and Carl McGuire, playing the part of Wilbur Wright, interacted with children visiting the Museum.

"A century ago the Wright brothers left the ground in their *Flyer* for the world's first powered flight. Less than sixty years later Yuri Gagarin left planet earth. Seven years later, Neil Armstrong was the first human to step foot on another planet. Today human-

kind has a permanent foothold in space with the International Space Station. The Wright Brothers would be amazed to see what their creation has spawned!" said Kim Jones, TASM Curator.

Free kid's aviation activity packets sponsored by McDonalds Owner/Operators of Northeast Oklahoma were given to visiting children. As a Centennial of Flight sponsor, Great Plains Airlines gave away two round-trip airline tickets. Other door prize sponsors included Spartan School of Aeronautics and TASM. Tulsa Ice Oilers hockey players were available to sign autographs, as the team with the "Wright Stuff." Bama Foods Limited Partnership provided cookies. Starbucks and Fountains Restaurant provided drink refreshment.

Following the Centennial of Flight celebration, TASM members were welcomed for a free Holiday Open House from 4PM-6PM.

The Tulsa Air and Space Museum was established as a nonprofit entity in 1995 and opened to the public in May 1998 as an educational facility. Inspirational exhibits remembering Tulsa's rich aviation and space history serve as the backdrop to inspire visitors - especially future generations - to remem-

ber the American pioneering spirit that led to discovery and invention as exemplified by the Wright Brothers.

Since the aerospace industry is the largest employer in Oklahoma, aviation and space jobs are introduced as possible career paths to youngsters. Educating young people in math, science, and technology utilizing an aerospace environment with hands-on, inquiry-based learning is the goal.

TASM is a partner in the Oklahoma Children's Discovery Center Network, which is a science driven group comprised of five member museums. Other members include the Omniplex In Oklahoma City, 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 opportunity to meet the critical need in Oklahoma of science education and enlightenment by providing exciting, core opportunities to Oklahoma students and teachers.

The network is maintained through the generous support of the Donald W. Reynolds Foundation.



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The Tulsa Air and Space Museum aspires to be a nationally recognized museum and premier learning center in the next 20 years.

CENTENNIAL OF FLIGHT ESSAY CONTEST

The Centennial of Flight essay contest was open to all private school and home school students from across the state. Contest winners were:

Paula Crawford, a 16-year-old 11th-grader at Faith Central Christian Academy in Tulsa. Paula, whose topic was the history of aviation, has yet to ride in an airplane, but has a strong desire to be a fighter pilot. She arrived at the museum with a large contingent of family and supporters.

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and Centennial Essay Contest Awards

Wonders of Dreams— Inspired by Freedom

Preston Zoellick, a 14-year-old home school student from Edmond, arrived at the museum with his parents. Preston, who aspires to be an astronaut, took as his topic the future of aviation. He became interested in aviation and took it upon himself to join a Civil Air Patrol chapter in Edmond. His parents also became interested and, although they have yet to take flying lessons, the Civil Air Patrol has become a big part of the family's life. Preston attended the award ceremony in his CAP uniform.

Our congratulations and thanks go to Preston, Paula, and the other young people who submitted essay entries.

Paula's and Preston's essays are reprinted below.

THE WONDER OF WINGS

By Paula Crawford

In 1903, two brothers proved that

they, as individuals, could make a difference. Their curiosity, capability, and interest in flying enabled them to invent a way to fly. Wilbur and Orville Wright invented the first manned airplane, *The Flyer*. On December 17, 1903 man's long dream of flight came true. *The Flyer* flew its first of several flights in North Carolina at Kill Devil Hill. The longest flight of that day covered 852 feet in 59 seconds. After that day, *The Flyer* would never be flown again.

The second flight was made by the *Flyer II* at Huffman Prairie in 1904. The Wright brothers made 105 flights in 1904, but had only 45 minutes flight time. The Wrights invented the first practical airplane, *The Kitty Hawk*, in 1905. The world had suddenly become aware that man could fly. The Wrights took a two-year break from flying in late 1906.

Another aviation pioneer was Glenn H. Curtiss, who got his start in aviation when he brought his piston-engine expertise to the Aerial Experimental Association formed in 1908. The first Curtiss aircraft was the *June Bug* of 1908. Curtiss also invented the *Model A Biplane*. His biplane significantly differed from the Wright brothers' models. Curtiss developed an intense interest in naval aviation. He flew his biplane off a

wooden platform mounted on the deck of the U.S.S. Birmingham, thus presaging the era of aircraft carriers. Curtiss started his own company in 1910. Later, he concentrated on fighter and racer planes. For his accomplishments, he is known as the "Father of Naval Aviation."

By 1914, there had been much progress in airplane design. The first commercial use of an airplane was exhibition flying. At the end of 1916, there were twelve aircraft manufacturers and 200 flying machines.

A merger with Wright Aeronautical created Curtiss-Wright in 1929. As late as 1932, Curtiss accounted for almost two-thirds of the U.S. Army's expenditure on large engines. Curtiss developed several famous aircraft during World War II, including the P-40 Warhawk fighter and the C-46 Commando transport.

There was an incredible growth of commercial aviation in the decade following World War II. This placed tre-

mendous demand on Curtiss-Wright's capability to provide reliable engines and propellers. They invented engines for planes such as the Douglas DC-7 and Lockheed Super Constellation. Curtiss-Wright combined the wisdom gained from airplane design with the new science of electronics and created several flight simulators for military and commercial aircraft. In 1950, all assets of the Curtiss-Wright Company were sold to McDonnell and North American.

It was incredible how fast commercial aviation pushed into the jet age. The demand for speed, comfort, as well as safety has always been at the top, so such planes as the Boeing 707 and Douglas DC-8 were brought into service. With this change in technology, engine and propeller planes were becoming outdated.

As jet engines launched forward, the commercial demand for jets was

continued on p. 9.



Katharine Wright (aka Katheryn Pennington) talks to TASM visitors on December 17.

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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	
Mar 6	Tulsa Air and Space Museum Hollywood Stage Door Canteen	7130 East Apache Tulsa, OK	Katheryn Pennington- 918-834-9900 kpennington@tulsamuseum.com	Dinner, Auction, and Show
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
Mar 19	Tulsa Air and Space Museum Family Day	7130 East Apache Tulsa, OK	Katheryn Pennington- 918-834-9900 kpennington@tulsamuseum.com	Come see our new wind tunnel exhibit!
Mar 27 8:30AM-11:00AM	Wild Onion & Eggs Breakfast	Tenkiller Airpark (44M) Cookson, OK	John Sevieri- 918-457-4183 jsclyde@aol.com	
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 14-15	EAA Southwest Regional Fly-In (SWRFI)	New Braunfels Airport (BAZ) New Braunfels, TX	Stan Shannon- shannons@ktc.com www.swrfi.org	We had in excess of 700 planes last year(our largest ever) and hope for even more in 2004.
May 15 1:30PM-3:00PM	Angel Flight Annual Barbeque	Hangar B-52 Jones Riverside Airport, Jenks, OK	Angel Flight- 918-749-8992	Free BBQ for Angel Flight pilots, volunteers, guests. Shuttle provided to hangar from FBOs.
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	Tulsa Air and Space Museum Aerospace Camp for Kids	7130 E. Apache Tulsa, OK	Katheryn Pennington- 918-834-9900 kpennington@tulsamuseum.com	Exact dates to be announced later.
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
June 5	14th Annual AOPA Fly-In and Open House	AOPA Headquarters, Frederick Municipal Airport (FDK), Frederick, MD	Chris Dancy- 301-695-2159	Seminars and static displays, pilot supplies and hangar flying during the largest one-day Fly-In in the nation.
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.
Jul	Tulsa Air and Space Museum Aerospace Camp for Kids	7130 E. Apache Tulsa, OK	Katheryn Pennington- 918-834-9900 kpennington@tulsamuseum.com	Exact dates to be announced later.
Jul 26-Aug 6	Registration for Fall 2004 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma.city.center@erau.edu http://www.erau.edu/oklahomacity	Fall Term August 9-October 10, 2004. Call or email for more information on Bachelors & Masters degrees.
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.

TASM Celebration

continued from p. 7.

great. More and more manufacturers were trying to meet the demand for better jets, better technology, and more safety features. Not only did there become a great need for commercial jets, but military jets as well. They needed jets that could take off of ships in the middle of the ocean. Jets equipped with fighting mechanisms such as guns, bombs, and missiles. These marvels would have to be able to protect themselves in air-to-air combat. They also needed to be able to fly long ranges and be capable to refuel in mid air. Manufacturers had to design unmanned planes to patrol hostile foreign countries, and be able to withstand force from enemies on the ground, plus able to go in and out of radar without being detected.

Since the beginning of aviation, advances have been great, going from open cockpits to canopies, gasoline engines to jet propulsion, bi-wings to single wings, cloth and metal construction to composite materials, and this is just to name a few. Every day there are more advances being made in the development of aviation. There is certainty in the future that people of all nationalities and all ages will still be in awe at the wonder of flying. Some things are absolutely certain—the next

century of aerospace development will bring successes and failures, triumphs and disappointments.

THE FUTURE OF FLIGHT By Preston B. Zoellick

When we look back on aviation history, we see something like the growth of a child. It started crawling with the Wright brothers' flight. This child kept getting better and better at crawling, with improvements like more powerful motors, more speed, and agility. Then aviation began to walk, with the invention of the jet engine. I believe that over the next one hundred years, this child will start to run.

In the next one hundred years, aviation will play a bigger role in civilian life. There will be large airplanes that can carry over one thousand people. Planes with recreational areas, such as arcade rooms, small libraries, bars, and dining rooms are not out of the question, either. This may seem like a dream now, but it really isn't. In the 1960s, Boeing's 747 airliner had go-go lounges up on the second level, but they were replaced by first class or business seats later.

There will also be new supersonic transports (SSTs) developed. Some may even be capable of Mach 3 or 4. These planes would make short work of just about any long distance flight.

Sub orbital craft will also be developed for quickly traversing long distances. Imagine going from L.A. to Tokyo in just an hour or two!

We all know what a hassle it can sometimes be to get a taxi to pick you up and how long it can sometimes take to get where you are going. Imagine traveling in a flying taxi that would combine the versatility of a helicopter and the speed of a plane. These "city-hoppers" are already being designed.

The military will also receive many new aircraft added to its arsenal. Currently, the U.S. military uses the Predator drone, an unmanned aircraft that can carry a few Hellfire missiles. The military could get unmanned stealth bombers and fighters that could deliver their payload without risk to our pilots. That will give an entirely new meaning to the term "desk job." Right

now the military uses fighters such as the F-14 Tomcat, the F-15 Eagle, the F-16 Fighting Falcon (usually referred to as Viper by its pilots), and the new stealth fighter, the F-22 Raptor. These aircraft are some of the most powerful, agile, and quickest fighters in our military. Imagine upgraded versions of these aircraft with future technology. They would be practically unstoppable. The military is also developing a newer version of the F-22, dubbed the F-35 Joint Strike Fighter. It will be faster, more agile, and have sharper teeth than its predecessor.

There will also be unprecedented advancements in technology that will aid in the exploration of the final frontier, space. There will be ships faster than anything we have seen

continued on p. 10.

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Centennial of Flight essay contest winner after their award presentations. L. to r: Mike Huffman, Editor of The Oklahoma Aviator; Preston Zoellick, award winner; Paula Crawford, award winner; and Kim Jones, TASM Curator.



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Sport Pilot Rules OK'd by DOT; on to OMB

EAA AVIATION CENTER, OSHKOSH, WI - Christmas came early to the aviation community when U.S. Department of Transportation Secretary Norman Mineta signed off on the sport pilot/light-sport aircraft rulemaking package and forwarded it to the Office of Management and Budget (OMB) late on Tuesday, December 23.

"This is great news, as it completes an important step to make sport pilot/light-sport aircraft a reality," said Tom Poberezny, President of the Experimental Aircraft Associa-

tion (EAA). "My compliments to FAA and DOT for their hard work in getting this important task accomplished. EAA and the aviation community have been looking forward to this important announcement as the rulemaking package enters its final phase."

OMB now has 90 days in which to review and return the package to the FAA, at which time it would be published in the Federal Register as a final rule.

The sport pilot proposal is a set of rules that will create a new pilot cer-

tificate, called "sport pilot," and a new class of aircraft, called "light-sport aircraft." The sport pilot proposal offers a dramatic opportunity for people who've always wanted to fly but found the process too expensive, too time consuming, or too complicated. It also offers an opportunity for former pilots to become involved in flying again with fewer hassles and at a lower cost. EAA has been a major participant and proponent of the new rules for nearly a decade, as well as specifications for aircraft that would be eligible under the new rules.

TASM Celebration

continued from p. 9.

before. We will have new engines. An engine already being developed is the plasma engine. One of its first uses will be to transport people to Mars. It is expected that this engine will propel a ship to Mars in a few months instead of a year. There will also be ion and anti-matter engines. These are being designed at NASA. If you have ever watched the TV series Star Trek or Babylon 5, it will be easier to grasp the concept of mile-long space stations that could be home for tens of thousands of people. We will have stepped foot on Mars and most certainly have stepped foot on other planets in our solar system.

I don't know about you, but I can't wait for the future.

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