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The Oklahoma Aviator

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

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March 2004

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

Oklahoma Airshow Books USAF Thunderbirds for April 17-18 Show

MUSKOGEE – Davis Field's annual airshow, to be held April 17-18, has a new name, a new organization, a new presenting sponsor, and an exciting slate of airshow performers.

The USAF Thunderbirds will headline this year's show, now known as Oklahoma Airshow. Mike Anderson, airshow president and Davis Field FBO, said the opportunity to book the Thunderbirds came as a pleasant surprise. "At the International Council of Air Shows (ICAS) convention in Dallas, we tried to get the Thunderbirds, but they were booked for the entire 2004 season. But, a few weeks ago, I got a call from Joyce Langston, the Thunderbirds coordinator, saying the San Diego airshow had cancelled and wanting to know if we still wanted them for April 17-18. We jumped at the chance. We had not set a firm date for our airshow anyway, so it worked out great. We got really lucky!

"The April dates work really well—the weather is cooler than August and September, and during the entire month of April, the Muskogee Azalea Festival is going on, so folks can come see the airshow and also take in the great floral display at Honor Heights Park."

Other airshow acts this year



will include Dr. Guy Baldwin in his Extra 300, Randy Harris in his 300-hp Skybolt, and Bob Carlton, performing in his "Silent Wings" Salto sailplane and his 230-hp open-cockpit biplane.

A wide assortment of WWII warbirds and modern military aircraft will be on display. In addition, an F-15 demo flight will be presented, along with the now-popular "heritage flight," in which the F-15 will fly formation photo passes with a relatively rare Republic P-47 Thunderbolt, commemorating the modern military's progression from WWII to the present.

This year marks a first for the airshow: the signing of a major presenting sponsor, Cross Communications of Warner, Oklahoma, and its subsidiaries, Datz Broadband Wireless and Sprocket Wireless. Says Anderson, "We are very, very happy and grateful to have Cross Communications on board. We have been seeking a presenting sponsor for several years, and they stepped up to the commitment. It is a major 'shot-in-the-

arm' for the airshow."

Anderson is quick to point out support the show receives from other quarters "Putting on an airshow is an enormous amount of work, and we could not do it

without a lot of help from many people. The Muskogee Mayor and City Council are 100% behind the airshow. They not only provide office help and financial assistance through the Muskogee Convention and Tourism Department, they also are of immense help with police and fire patrols during the entire week of the airshow.

"The County Sheriff provides officers for patrols and also help from inmates in setting up the airport fencing and other items.

"All in all, we have over 400 volunteers and we could not do without them."

The Thunderbirds squadron is an Air Combat Command unit comprised of eight pilots (six are demonstration pilots), four support officers, approximately 120 active-duty, Air National Guard and Reserve enlisted people, and four civilians performing in more than 27 different career fields.

A Thunderbirds air demonstration is a mix of six aircraft, performing formation flying and solo routines. The four-aircraft diamond formation demonstrates the training and precision of Air Force pilots, while the solos highlight the maximum capabilities of the Lockheed Martin F-16 Fighting

continued on p. 6.



Dr. Guy Baldwin of Tulsa, with his "Make-A-Wish" Extra 300.



Randy Harris of Owasso, with his 300-hp Skybolt.

Letters To The Editor



Greetings:

I was just looking through the February issue of *The Oklahoma Aviator* and noted a discrepancy (Yes. I have too much time on my hands...).

On page 6 the caption under the helicopter photograph states, "A Blackhawk helicopter silhouettes against the sunset in Straight Up!" The helicopter depicted in the photograph is actually an RAH-66 Comanche.

Thanks for an enjoyable local aviation publication!

Stanley J. Alluisi, Ed.D.

Chair, Dept of Aviation Management
Aviation Sciences Institute
Southeastern Oklahoma State University
Durant, Oklahoma

[Dear Stan,

Hey, somebody actually reads my newspaper—how gratifying! Actually, when I put that photo into the paper, I was guessing at what it was—the Omniplex press release had mentioned the Blackhawk, so I thought that is probably what it was. Thanks for straightening me out!

You know, there's an idea: if I want feedback as to who is really paying attention, I should just intentionally put in a few errors here and there...

Mike]

Dear Mike,

Greetings from Oshkosh! As we close out 2003—the Centennial of Powered Flight—we wanted to pass along our congratulations and appreciation for your participation in the EAA 50 Flags to Kitty Hawk project. We were fortunate to be able to meet many of the flag bearers at Kitty Hawk on December 16th to thank them personally for their involvement in this, one of the more visible activities in which EAA members celebrated the Centennial.

As a special thank you for your involvement, and as a remembrance for you, we are enclosing a DVD (courtesy of the Discovery Channel) of the two-hour documentary "The Wright Brothers First in Flight" and a CD with a "50 Flags Tribute" PowerPoint presentation.

We would like to thank Charles Stites, the North Carolina flag bearer for his vision of creating this project and his service as the volunteer coordinator throughout the year to encourage and expedite everyone's involvement. As has always been the success of EAA, the good ideas come from members and are accomplished by the members.

On December 16, the National Park Service officially accepted the 52 flags (including Puerto Rico and EAA) and acknowledged that the flags would be on permanent display at the Wright

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Brothers National Memorial at Kitty Hawk. It is exciting to know that future visitors at the Memorial will appreciate the historical significance of what you accomplished.

Best wishes for the first year of the second century of flight!

Sincerely,

The Experimental Aircraft Association
Tom Poberezny, President
Bob Warner, Executive Vice President

Dear Mike,

Thank you very much for your kind note with your renewal. I have passed on your comments to Bonnie and Audra.

Audrey is in charge of memberships here, so she got the information first and your greetings. It's just like the good old days—it's a nice hobby in the golden years of life. It's good to have some volunteer helpers and I think I'll double their pay (i.e., zero times zero!). All revenue goes into our publication, postage, office supplies, etc. and as long as the enthusiasm and, of course, our health permits, we'll continue with our work.

Fortunately at home I have a fine office in two of my museum buildings, so I can go back and forth where I have quite a library in each one, which makes it a bit easier in the publication work. My long time friend from the early days of EAA, Wes Schmid, does layout and other work to keep our publication alive. He, too, has a library of material that's very, very helpful.

Thank you for the offer of using material from your very interesting and fine publication. I wish you the very best for the forthcoming year and it looks like our Urbana Fly-In will be quite a big event according to the many comments received with the renewals.

Sincerely your friend,

Paul Poberezny, President
Sport Aviation Association

TASM Plans Oklahoma Spaceport Tour in Burns Flat

As we reported last month, Rocketplane Ltd of Solvang, California is gearing up to produce their Rocketplane XP at the Oklahoma Spaceport located at the Clinton-Sherman Industrial Airpark in Burns Flat. Through the efforts of the Oklahoma Space Industry Development Authority (OSIDA), the Oklahoma Spaceport is being positioned to attract space-related industries to the area and provide the facilities for spaceplane launch and landing.

The Tulsa Air and Space Museum is planning a bus trip to Burns Flat to allow visitors to tour the Oklahoma Spaceport and Rocketplane, Ltd.

The tour will depart TASM at 6:00AM on Monday March 29, arriving in Burns Flat around 10:00AM. The first activity will be a tour of the Vocational Technical Center located there and lunch at their culinary school.

Next will be a tour of Rocketplane Limited Inc., home of the Rocketplane XP launch vehicle, which is capable of taking off and landing like an airplane, but will also have a reusable rocket engine that will propel it from 30,000 feet to over 60 miles in altitude. Rocketplane Limited will take space travelers 60 miles above Earth where

they can experience zero gravity for three to four minutes before returning to the landing strip at Burns Flat.

The tour will depart Burns Flat at 1:30PM and stop in Weatherford for a tour of the Thomas P. Stafford museum.

On the return trip, visitors will stop in El Reno, home of the onion burgers, for dinner. Arrival back at TASM is expected to be around 9:00PM.

The price is \$58/person based on a minimum of 25 people signing up. The price includes transportation, lunch, museum admittance charge, and driver's gratuity. The deadline for purchasing tickets is March 15. Contact TASM at 918-834-9900 or Karen's Tours, Inc. at 918-749-2781 for further details.

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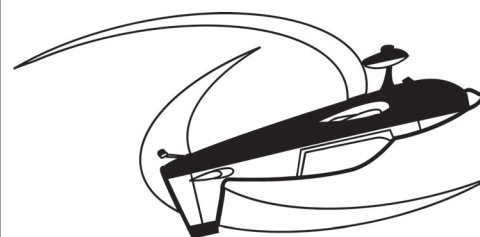
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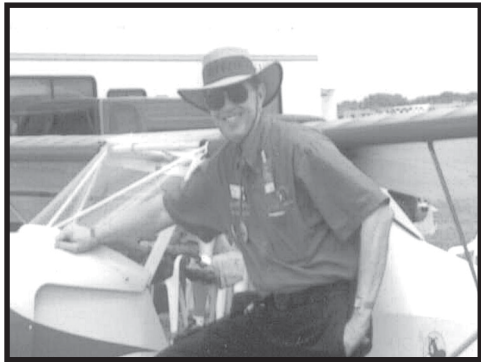
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Up With Downs

by Earl Downs



Hug Your Instructor

Here I sit, in a Howard Johnson's motel room in Lincoln, Nebraska in the middle of winter. The deadline for my *Oklahoma Aviator* article is coming up, so I may as well put some of my sitting time to good use and get a start on it. Why, you ask, would anyone of sane mind want to be in Lincoln, Nebraska in the winter? The answer is, I am here to teach a Flight Instructor Refresher Clinic (FIRC). Okay, you ask, what the heck is a FIRC? This question gets me to thinking about what we flight instructors must do to be able to perform our profession. I can't help but wonder if non-instructors realize what a true profession instructing is and how much we put into our jobs. Maybe your instructor needs a hug.

The flight instructor certificate is the only FAA license that has an expiration date. Remember, your pilot certificate is good forever, but flight instructor licenses are only alive for 24-month periods. Every two years, a flight instructor must renew his or her certificate and the FIRC is one way to do so. The FAA mandates that a Refresher Clinic must include at least 16 hours of class training and a final exam. So, I run around the country presenting these clinics and helping instructors stay up-to-date on what is going on in the business of flight training. This explains my business in Lincoln, but it only scratches the surface regarding flight instructor certification and training. Let's take a look at the basics you should be aware of when it comes to working with an instructor to meet your training needs.

The FAA approves all Certified Flight Instructors (CFIs) to provide flight instruction, but they are not all the same. For example, instructor certificates are issued with ratings such as Airplane, Glider, Instrument, and Rotorcraft (this is not the entire list). The FAA also requires that the instructor's pilot license have the same ratings. Some of these instructor ratings can also be subdivided; for instance, the Airplane category is divided into single-engine and multi-engine. It is actually possible to find an instructor that can

instruct in multi-engine planes but not in single-engine planes. If you are going for an instrument rating, a CFI with an Instrument category listed on his/her instructor certificate (CFII) must perform at least 15 hours of your training (as required by FAR 61). It is not uncommon to find a CFI that is both an airplane pilot and a helicopter pilot, but is only certified to teach in one of the two. Sound complicated? As they say in the TV infomercials, "wait, there's more!"

The FAA has "odd" standards that require CFIs to be qualified in the aircraft they teach in! In order to instruct in a multi-engine airplane, the CFI must have multi-engine listed on his/her pilot certificate, multi-engine listed on his/her instructor certificate and have logged at least 5 hours of pilot-in-command time in the make and model of airplane. Okay, that sounds like a pretty reasonable requirement to assure safety. However, to instruct in a Bonanza, for example, the CFI must be rated for single-engine airplane on his/her pilot and CFI certificates and have high performance and complex endorsements in his/her logbook, but the FAA requires no actual Bonanza experience. My point is, when you ask an instructor if he or she is qualified to teach in a Bonanza, the FAA answer may be "yes" but truth is, maybe not. It is important to ask the right questions.

Seaplane and taildragger CFI training requirements get even weirder. A CFI can receive training in a seaplane, pass the check ride, and add the seaplane rating to his/her pilot license. Nothing changes on the instructor license, yet this CFI is now allowed to instruct in seaplanes. In 1991 the FAA passed a rule requiring a taildragger endorsement for a pilot to act as a pilot in command in a taildragger if they were not already qualified before that date. The same endorsement rule holds true for CFIs (no check ride is required and the pilot license doesn't change). A CFI can fly a few hours in a taildragger, get the endorsement and be legal to provide taildragger instruction. As a prospective student for primary or additional training, it is important to understand how the system works and to ask lots of questions when you interview an instructor.

CFIs aren't the only aviation instructors. A separate cadre of instructors supports the popular aviation ultralight movement. Ultralight Flight Instructors (UFIs) are certified under industry standards rather than via FAA licensing and they play a key part in the growth and safety of the ultralight movement. Just like FAA certified instructors, they must pass tests and be

Ask the Doctor

by Dr. Guy Baldwin, AME



Keep the FAA Informed

A 65-year old woman came to the office for renewal of her Third Class Medical. On her FAA Form 8500-8, she listed that she was taking Lopressor for mild hypertension (high blood pressure). We completed the medical examination; everything was within normal limits and her blood pressure was 125/87.

I questioned her about her blood pressure medicine. She said that approximately eight months earlier, after several repeat blood pressure readings were moderately high—above 140/90—her physician had prescribed Lopressor, a beta blocker. She reported that the doctor's follow-up was good. He did the required tests including chest x-rays, electrocardiograms, and blood work to check for glucose sugar or problems with liver or kidney function. He also performed a urinalysis.

I explained to her that she should have notified the FAA of the change in her medical condition over eight months before, when she developed the hypertension condition.

In hypertension cases, the FAA re-

quires a current work-up, done within the six months prior to applying for an FAA medical. The work-up would include her past personal history, family history, records from her treating physician, results of all the tests she had done, and an EKG.

The problem was that we had already started her FAA medical exam. Once I start an exam, the FAA only allows me two weeks to hold it. After that, I have to send it in, finished or not.

Therefore, my recommendation was that she get all the required information together, get all the required tests done, and submit everything to me within a two week period. She stated that getting an appointment to see her doctor sometimes takes a month, and she would be lucky to get it all in two weeks.

At that point, she voiced a common misconception among pilots: she offered the belief that at least she could continue to fly, since our examination was taking place near the first of the month and her current FAA medical (done two years prior) would be good until the end of the month. Unfortunately, it does not work that way. At the time a new FAA Form 8500-8 is initiated, an airman's existing FAA medical is terminated. Thus, the lady was without a medical.

I am happy to say that she had a good outcome. Within a week, she made arrangements to see her physician's partner. She got all the required materials together; all tests results and information were normal. I issued her the medical certificate and sent all her materials to FAA.

If you have any questions regarding this subject or others, do not hesitate to contact my office (918-47-7993).

re-licensed every 2 years.

Within the next couple of months the new sport pilot rule will be published and this will create a new type of FAA certified flight instructor called the Sport Pilot Instructor (SPI). I figure that SPIs will start to show up on the scene later this year, as it will take a while for the new rule to be implemented. Both SPIs and CFIs will be able to provide sport pilot training and existing pilot conversions to sport pilot, but don't be surprised if a lot of CFIs don't know much about it at first—even the CFIs will need to learn about the new sport pilot license. Keep

your eye tuned to my monthly ramblings in this column and I will keep you up to date about sport pilot happenings.

Flight instructors of all types represent a specialized group of professionals that put their heart and souls into their jobs. Do a thorough job of finding the right instructor and when you find the one who is perfect for you, count your blessings and give him or her a hug. No only do our students need the "warm and fuzzies" once and a while, but so do we.

Comments or questions? earldowns@hotmail.com

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Pioneer Aviator Lee Fish Celebrates 100th Birthday

OKLAHOMA CITY – Amid scores of family members and friends, pioneer aviator Lee Fish celebrated his 100th birthday on February 15. Dressed in a shirt with pictures of airplanes all over, he, along with his wife Marvel, received hugs and handshakes from a long line of well-wishers. Incredibly at 100 years of age, he stood on his feet the entire time—well over an hour.

As reported in our March 2003 *Oklahoma Aviator* feature story, Lee Fish has been a witness to the entire history of aviation in Oklahoma. As a six-year-old boy in Oklahoma City, he was present with his father in 1910 as Charles F. Willard made the first attempts to fly an airplane in Oklahoma.

Raymond Lee Fish was born in Kingfisher, OK in 1904 in a dugout sod house. His mother and the midwife attending his birth made the land run of 1889 together. In 1909, the family moved to Oklahoma City.

Fish was present in 1927 when Charles Lindbergh made a tour stop in Oklahoma City following his transatlantic solo flight; he proudly shows a black-and-white photo of him and his brother with *The Spirit of St. Louis*. Inspired,

Fish began flying in 1927, shortly after Lindbergh's tour stop. He went on to solo an OX-5-powered CommandAir biplane in 1928, after about three hours of instruction (at \$1 a minute!).

Not only was he a pioneer aviator, he is one of those individuals who just naturally gravitate toward adventure and accomplishment, prompted not by a desire for fame or attention, but because of genuine interest and an abiding passion for life.

In 1928, Fish made a five-month 6,000-mile trip in a 1923 Ford Model-T from Oklahoma City north to Canada, west to California, and south to Mexico. For much of the trip, he traveled over unimproved trails, camping beside the road, making repairs whenever necessary, and, as would become one of his life's abiding passions, taking photos using his Eastman Kodak No. 2 Folding Automatic Brownie camera, which he bought in 1925 and still has.

In 1931, Fish bought a basket case 65-hp Velie-powered Monocoupe for \$125 and, with the help of other pilots, rebuilt and flew it regularly. He flew with many other early Oklahoma avia-

Wiley Post Among First Flight Centennial's "One Hundred Aviation Heroes"

On December 16, 2003, one hundred aviation heroes were honored as part of the First Flight Centennial Celebration at the Wright Brothers National Memorial at Kill Devil Hills, NC. One of the honorees was Oklahoma's own Wiley Post.

The "100 Aviation Heroes" list was compiled by North Carolina's First Flight Centennial Commission and lists ten aviators for each decade from 1903 through 2003.

Wiley Post's entry from the list is reprinted below.

"In his plane the Winnie Mae, Post (1898-1935) was the first person to fly solo around the world, and was considered one of the most cel-

ebrated pilots in aviation history. On June 23, 1931, he and Harold Gatty, a navigator, took off from Roosevelt Field Long Island, and eight days, 15 hours and 51 minutes later, touched down at Roosevelt Field after circling the globe. In July 1933, he equipped his plane with a robot pilot and flew solo around the globe in seven days, 18 hours and 49 minutes. Post also developed the first practical pressure suit and helped pioneer high-altitude flight and set unofficial altitude records (as high as 15 km) discovering the jet stream in the process."

To view the entire list, visit http://www.firstflightcentennial.org/100_Aviation_Heroes.html

tors, including Burrell Tibbs, Sam Coffman, Benny Griffin, Wiley Post, and others. He was present in 1933 when Wiley Post returned from his solo flight around the world.

Besides aviation, Lee Fish was interested in many other things. As a Boy Scout in high school, he developed an interest in radio, earning a merit badge in electricity and getting an amateur radio license. After high school, he was active in ham radio, worked for commercial radio broadcasters, and opened a radio repair shop. During WWII, he worked in electronics at Tinker Field and later became an electronics teacher in the Oklahoma City vocational education program.

Along the way, Fish traveled all over the U.S. and much of the world, including Central Europe, Northern Europe, the Mediterranean, and the Mid-East. His love for documenting his travels never abated—he has over 7000 slides.

Already enshrined in the Oklahoma Aviation Hall of Fame, Fish is due to be further honored by the Oklahoma Historical Society, who plan to create a permanent exhibit that will be a reproduc-

tion of the Lee Fish Radio Shop, which will include the Dodge panel truck Lee has owned for over fifty years.

Lee and Marvel fish still live in the house they built 69 years ago. Asked if he thought he had lived an unusual life, he said, "Oh, yes. You know, you have your ups and downs, but I've enjoyed my whole life, really."

Happy birthday, Lee Fish! We'll see you next year.



Lee Fish, left, with friend Bob Jardee of the Oklahoma Aeronautics Commission.

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AIRPORTSPACE- News of OAOA-Member Airports



Oklahoma Aviation Conference Set for April 18-20 in OKC

The 18th annual OAOA conference will be held April 18-20 at the Westin Hotel in downtown Oklahoma City. This year's conference, which is being co-sponsored by OAOA and the Oklahoma Aeronautics Commission, expands the traditional "airports" flavor of previous conferences to include other aspects of aircraft and aerospace business in the state. A new feature this year will be "Aviation Day" in the 4th Floor Rotunda of the State Capital, where airports and aerospace companies will have the chance to exhibit in front of legislators and other state government representatives.

Pre-conference activities include an early bird dinner at Bricktown on Saturday evening April 17 for early arrivals, a golf tournament on Sunday at the Silverhorn Golf Course, and a welcome reception Sunday evening.

The conference formally gets underway Monday morning April 19. Presentations at the technical sessions have been selected for their interest to general aviation airport operators and include:

- Airport Security and Legal Issues at GA Airports- Henry Ogradzinski, President of the National Association of State Aviation Officials (NASAO). Mr. Ogradzinski is Chairman of the General Aviation Security Working Group of the national Aviation Security Advisory Committee.
- Current Issues Affecting GA Airports
- Hangar Development for GA Airports
- Fuel Farm Management
- Economic Impact of GA Airports
- Promotion and Visibility for GA Airports

• How to Talk to Your Legislator

Lt. Governor Mary Fallin will speak at lunch on Monday. Later on Monday, a surprise evening of entertainment will be provided. At noon on Tuesday, attendees will board buses for a trip to the Governor's Mansion, where Governor Brad Henry will speak at the awards ceremony luncheon.

Tuesday afternoon will be devoted to Aviation Day exhibits at the State Capital. The conference will close with a farewell reception Tuesday evening, followed by a Redhawks baseball game at the Bricktown stadium.

Debra Coughlan, OAOA Executive Director, is seeking corporate sponsors for various events at the conference; if your company would like to sponsor a reception, luncheon, or other event, please contact Debra at 918-838-5018.

Also, any airport manager wishing to attend, but lacking budgeted funds to do so, is encouraged to contact Debra; a few scholarships covering the conference registration fee and hotel are being made available.

Free Training CDs for Mechanics and Ramp Personnel

The FAA has produced two interactive CD programs to inform mechanics and ramp personnel about important practices for preventing runway incursions. "Taxi 101" covers weather, airport familiarization, runway and taxiway signs, surface markings and lighting, aircraft pre-flight, flight deck procedures, and air traffic control procedures. "Tug & Tow 101" covers personnel safety; ramp operations and safety; aircraft and engine hazards; communications; push back; aircraft towing; airport signs, surface markings, and weather; and air traffic control procedures.

These CDs may be obtained free of charge by visiting the website of the Office of Runway Safety (<http://www.faa.gov/runwaysafety/order/>). They may also be obtained by writing to: FAA - Office of Runway Safety, ATTN: AVR/AFS Representative, 490 L'Enfant Plaza, Suite 7225, Washington, DC 20024.

Oklahoma's Only Cessna Pilot Center Opens at Wiley Post

BETHANY – Oklahoma Aviation has opened for business at Wiley Post Airport in Bethany as a Cessna Pilot Center, offering flight and ground instruction, aircraft rental, and pilot supplies. The company has purchased two Cessna 172 Skyhawk aircraft, the youngest fleet of training and rental aircraft in Oklahoma, including a 2004 model that was delivered on Monday.

"This is a great time to open a quality aviation company in central Oklahoma," said Oklahoma Aviation President Tom Kilpatrick. "Prospective and current pilots have long sought great aircraft, exceptional instructors, outstanding training materials and a wide selection of supplies. Now, they can find all of that in one location at Wiley Post Airport."

Kilpatrick described a strong aviation economy. "The general aviation industry has recovered. We were initially given a September 2004 delivery date on one of our aircraft. There's a one year waiting list for single-engine Cessna aircraft, and three buyers for every one that Cessna will make this year. We are grateful to be able to start with these two."

As a Cessna Pilot Center, student pilots learn to fly using a national computer-based instruction training program, which enables pilots to earn their licenses in 10 fewer flight hours on average than at other flight schools. Unlike ground schools that require students to attend classes at prescribed times, those using the Cessna materials learn at a pace and location of their own choosing. Kilpatrick explained the logic.

"People are busier than ever and have little time for driving to and from a class two or three nights a week. The CBI system enables our students to progress at their own pace. If they have to put their coursework aside for a week or two, they won't have to wait until the next semester to finish. Highly motivated students finish more quickly. The

cost for materials is comparable to other products, but since there's no ground school tuition, that's a direct savings to the customer.

Kilpatrick was a consultant at the Oklahoma Small Business Development Center before starting the company, assisting other entrepreneurs with startup plans and funding. Kilpatrick and Director of Flight Instruction Jeff Rawdon met at a Civil Air Patrol squadron meeting three years ago. Both are members of the Oklahoma Wing staff and serve as mission pilots.

Joining Oklahoma Aviation as a flight instructor is Shohaib Kassam, a pilot with 2,100 flight hours, more than 1,900 of which are as a flight instructor.

The Oklahoma Aviation offices were designed by Kathy Rawdon of Rawdon Design. They feel more like a coffee shop than flight center.

"Our goal was to give our clients a peaceful and appealing setting in which to prepare for a flight, one that is more 'living room' than 'airline terminal,'" said Kilpatrick. "Our customer experience includes great coffee and personal service, not x-rayed shoes and lost luggage. It's all about the customer."

Pilots will find an abundance of gear available for purchase, and Kilpatrick claims it is the largest selection in Oklahoma.

And when the weather conditions aren't favorable for flying, pilots will be able to use a flight simulator and continue their training without leaving the office. Kilpatrick boasts that it is the only place in town where a pilot will be able to log flight time while sipping a hot cup of Panera coffee.

At the pilot briefing station computer, customers can reserve an aircraft using an online scheduling system, obtain printouts of weather conditions and forecasts, and file a flight plan by phone or Internet, all at no charge and without needing an employee's assistance.

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Don't forget Oklahoma's Best Bar-B-Q minutes from the airport!

Oklahoma Airshow Set for April 17-18 in Muskogee

continued from p. 1.

Falcon. The pilots perform approximately 40 maneuvers in a demonstration. The entire show, including ground and air, runs about one hour.

This year, the Thunderbirds will begin their 51st year of continuous airshow performances, having been formed in 1953 during the Korean War. The first airplane used by the Thunderbirds was the straight-winged North American F-84G Thunderjet. Then in 1955, the team switched to the swept-wing F-84F Thunderstreak. A year later, they traded in the veteran F-84 for the supersonic F-100 Super Sabre—the aerial platform that

would serve them for the next 13 years, with the exception of a short time in 1964 when they flew the F-105B Thunderchief.

From 1969 to 1973, the Thunderbirds flew the Air Force's frontline fighter of the time, the F-4E Phantom II. In 1974, they converted to the T-38A Talon, the world's first supersonic trainer aircraft. The T-38 was more fuel efficient and less costly to maintain than the larger F-4. Early in 1983, the Thunderbirds reinstated their traditional role of demonstrating the Air Force's frontline fighter capabilities by transitioning to the F-16A Fighting Falcon, which allowed the team to demonstrate the very latest in fighter technology. The

Thunderbirds' F-16s are the same as those in the USAF active inventory, with the exception of small modifications to replace ammunition stores with smoke oil reservoirs and the addition of cockpit controls for smoke.

In October 2002 for the first time, the Thunderbirds broadcasted an official air demonstration live on the Internet, which included cockpit footage from the video datalink system installed in the jets.

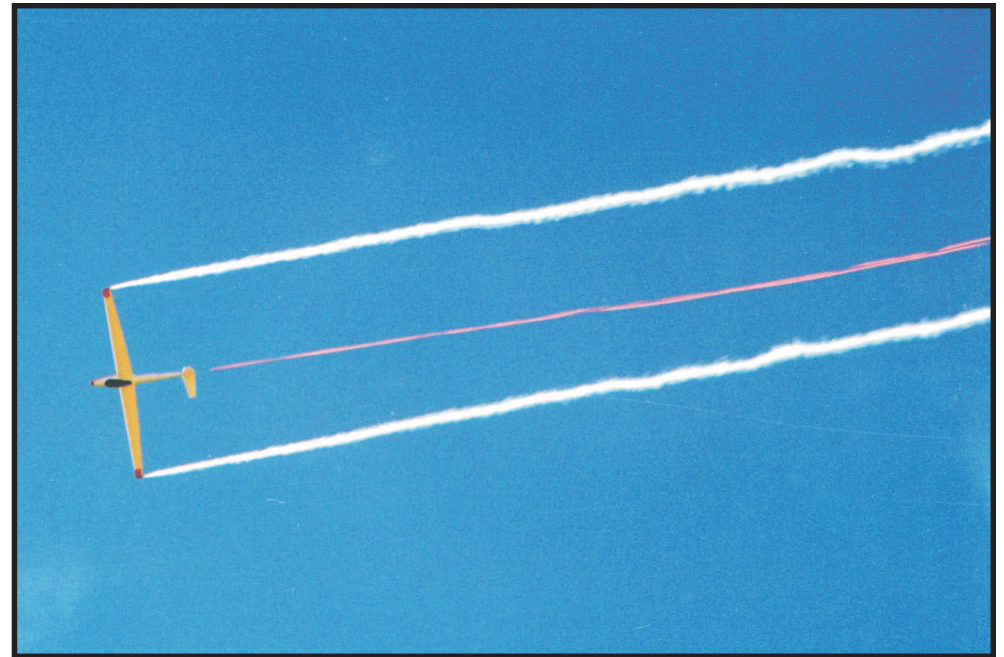
Profits from this year's airshow will ben-

efit the Muskogee Shriners Children's Transportation Fund, the Muskogee Hilldale Schools, the Muskogee Education Foundation, and the Tulsa Air and Space Museum.

Advance tickets are available at Carson Attractions, Arrowhead Mall, Armstrong Bank, Sprocket Wireless, and the Muskogee Civic Center. Ticket prices are: adults 12 and over—\$10 advance, \$12 at the gate; children under 12—\$3 advance, \$5 at the gate; children 5 and under—free.



Bob Carlton, in his 230-hp Thunderbolt open-cockpit biplane.



Bob Carlton, in his Italian 400-lb H-101 Salto sailplane, stressed to +7/-5Gs.

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Expedition Air Tours Offers Historic Air Tours of the West

Pilots looking for a different kind of extended cross-country flight adventure now have some interesting choices that combine history and spectacular scenery. Expedition Air Tours, based in Boise, ID offers a variety of deluxe, self-fly, guided adventure tours across the West.

You fly your own aircraft. Mother nature supplies the spectacular scenery. History provides the fascinating backdrop of pioneering courage. Expedition Air Tours provide knowledgeable and friendly guides, daily briefings, sectionals, interpretive information, beautiful books, ground support, site visits, ground trans-

portation, lodging, a commemorative photo album, and even a little pampering (this is, after all, a deluxe adventure tour).

Multi-day options include low-and-slow flights along the Lewis & Clark route or the historic Oregon Trail. The 10- to 12-day tours include flying above still-visible 150-year-old wagon ruts and visits to museums, visitor centers, and remote locations. Also available is an eight-day air tour along the length of the 2,000-mile Alaska Highway with stops in Banff, Whitehorse, Yukon Territory; Fairbanks; Mt. McKinley, and

Anchorage.

For the Oregon Trail and Lewis & Clark trips, the company brings along a passenger van, because sometimes it is the only available ground transportation.

You'll chat with experts in the history of the old West and visit the actual campsites used by the early explorers. You'll see where Oregon Trail pioneers left their signatures carved in stone along the way in the 1800s. Follow the routes as they meander across the landscape--still visible more than a 150 years later!

Travel the route of the Lewis & Clark expedition and you'll see the awesome sights they described in their daily journals.

On the Alaska Highway route, you'll learn the history of this pioneering 2,000 mile road carved out of the Canadian, Yukon, and Alaska wilderness during World War II. You'll stop at air strips built specifically to support the road's construction and later to support lend-lease aircraft enroute to wartime Russia. As a side trip, you'll spend the night in the magical mountain retreat of Banff. And at the end of the road in historic Fairbanks, you'll spend time

touring around Mt. McKinley.

You'll land your plane at a small strip right at the entrance to Denali National Park (Mt. McKinley) and explore the park's visitor center. And then it's on to Anchorage and a return back south.

A fall tour of Mexico's Baja Peninsula is also planned for late October. To learn more, visit www.expeditionair.com or call 208/376-1987.

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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 11-13	Women in Aviation Conference	Reno, NV	386-226-7996 www.wai.org	
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	Dianah Harrod- 918-457-5444 abuvclouds@aol.com	
Apr 13-19	EAA Sun 'n Fun Fly-In	Lakeland, FL	863-644-2431 www.sun-n-fun.org	
Apr 17-18	Oklahoma Airshow (Formerly Airshow Oklahoma)	Davis Field (MKO) Muskogee, OK	Mike Anderson- 918-682-4101 northmain@azalea.net	Headline act this year is USAF Thunderbirds. Other acts: Guy Baldwin, Randy Harris, & Bob Carlton
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.
Apr 30-May 1	2004 Aviation, Aerospace, & Technology Expo	Thomas P. Stafford Airport Weatherford, OK	Joe Tilton- 580-486-3610 joe_tilton@hotmail.com	
May 12, 14, 18, 20 & 21	STARBASE Classes for Home Schoolers (open enrollment)	Tulsa Air National Guard Base and Tulsa Air and Space Museum	Sue Burgess (918) 833-7757, susan.burgess@oktuls.ang.af.mil	1st - 6th grade students attend Aerospace Academy. 30 hours of inquiry based, hands-on science material.
May 15-16	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.
May 31	6th Annual Gage Fly-In	Gage Airport Gage, OK	Ron Cox 580-938-2469 or Clint- hanshu@pldi.net	Free pilot breakfast, rib lunch. Ultralights, warbirds, experimentals, RC models, hot air balloons, kids airplane rides. Come in Sunday night and camp out!
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	18th 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

Air Charter Business Growing for Southwest Aviation Specialties

Anyone remotely associated with airline travel knows the increasing cost, delays, and frustrations of getting from Point A to Point B, especially if those points are not major hubs of the airline hub-and-spoke system.

The events of September 11, 2001 made the problem much worse, but in large part, it is inherent in the hub-and-spoke concept. Studies have indicated that increases in runway capacity at the major hubs will not solve the problem. For instance, to build a new runway at a major hub requires something like 15 years to implement and does not address the impact on other infrastructure around the airport, such as increases in approach/departure control capacity, automobile parking needs, and highway lane capacities leading to and from the airport.

As a result, especially since Septem-



The SWAS Hawker business office.

ber 11, 2001, businesses are turning to air charter for more expeditious and sometimes less costly travel for their employees.

In 2001, Southwest Aviation Spe-

cialties, an avionics and aircraft maintenance company located at Jones/Riverside Airport in Jenks, saw the need emerging and began offering air charter, using a Beech King-Air and two Cessna Citation Jets. Since then, their air charter business has steadily in-



Southwest Aviation Specialties Hawker HS-125-700, ready to go places!

creased. In 2002, they were granted an FAA Part 135 certificate and completed construction on a new 20,000-sq. ft. facility at Riverside. In 2003, they added a Hawker HS-125-700 to their stable of charter aircraft and were awarded an FAA "International Authority" endorsement, allowing them to conduct Part 135 charter operations anywhere in North America, Central America, and the Caribbean.

In January 2004, Randy Bibb joined the organization as a full-time pilot and air charter coordinator. Bibb is enthusiastic about SWAS' charter offerings. "Our clientele needs to go from here to there in a hurry. Say you have a team of people who travel



First class appointments, including a lavatory are provided in the Hawker.

from Oklahoma to the East Coast, work three days, and return. On the airlines, they'll likely spend Monday and Friday traveling, turning what should be a three-day trip into a whole week. And, if they are traveling first class, you'll spend \$1500-\$1800 for each of their tickets. Plus, if you are having to pay their hourly rate during the travel days—which may be \$150/hr in the case of some attorney teams—your cost goes up even more.

"On the other hand, we can take a team of up to eight people in our Hawker, leave early Tuesday morning and arrive at an East Coast destination in two hours, in

time for a full day of work. On Thursday evening, we reverse the process and have them home for dinner with their families. Our service is first-class, with full amenities and catering on board the aircraft. We pre-arrange ground transportation at the destination to avoid delays associated with taxis or rental cars.

"As far as security goes, our security is arguably better than the airlines. Our own employees maintain the aircraft and we know all the passengers on board."

David Guzman, a pilot and CFI, started Southwest Aviation Specialties

in 1991 at Riverside, doing primary flight training. Soon, some of his former students were buying airplanes and needed someone to maintain them. Guzman, also an A&P Mechanic, saw an opportunity and added aircraft



SWAS new 20,000 sq. ft. facility at RVS.

maintenance to his service offerings. In 1996, SWAS started doing avionics sales, overhaul, and installations, becoming a dealer for all major brands of avionics and autopilot systems. Currently, SWAS employs a total of 18 full-time people.



The SWAS maintenance hangar.

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anyAWOS: Real Time Phone Access to AWOS Anywhere

by Mike Huffman

Here we are, over 100 years past the Wright brothers' first flight, and what is it that most frequently keeps us from flying (well, other than money and the government)? Answer: the weather-- the ancient clouds, rain, and wind that remind us of our frail standing in the universe.

So, we still are bound to check and re-check the weather whenever we fly. Everybody knows the weather briefing is only a suggestion of what might happen—everything can change in a hurry.

In the absence of accurate forecasting, the next best thing is accurate real-time

weather observations. One of my favorite ways to check real-time weather locally is to look out the window before getting in the airplane (remember the old pilot lament about the government locating Flight Service Stations in buildings that have no windows?). Sometimes, I'll call a pilot friend at my destination and ask him or her to look out the window. But what if I don't know anybody there?

Well, there is a network of pretty good substitutes for "looking out the window" located at airports across the county: the Automated Weather Observation System (AWOS). And, as time goes on, more and

more of them have publicly-accessible telephone numbers a pilot can dial into for an up-to-the-minute observation.

Now, here's the cool part: a new service is available so that, by dialing one toll-free phone number—877-any-AWOS (877-269-2967)—and entering a three-letter airport identifier, the listener is connected to the AWOS at that airport.

Is this some new advanced FAA system? Of course not—what a silly question! It is a private initiative, designed by a software developer, Bill McUmber, who is an active IFR pilot and thought it would be useful to be able to check weather conditions on the fly.

A website (www.anyawos.com) has been created to explain the system and how to use it, but a user does not need access to the Internet—only a telephone.

I tried the system several times and found the main phone number busy a couple of times. Also, one has to listen to a short "commercial," but it really worked quite well. Would I use it to check an AWOS for which I already knew the telephone number? No, but I can visualize being stuck somewhere on a cross-country trip trying to figure out how to get around weather, when it would be really helpful.

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AOPA's New Real-Time Flight Planner

It's a fabulous day to fly. The weather is picture perfect, and you're about to head skyward. Before you hop in the airplane, however, keep in mind that airspace modifications take place frequently and temporary flight restrictions (TFRs) appear or alter within hours.

Now, keeping track of all these changes is simple. Using AOPA's Real-Time Flight Planner, you can easily access graphic, up-to-the-minute views of the latest TFRs and other airspace restrictions.

And the great news is that these terrific safety advantages are free to AOPA members.

The new AOPA Real-Time Flight Planner is a major bonus for pilots, because it makes informed flight planning not only easy but also fun. This interactive online tool connects in real time to Jeppesen's navigational databases and AOPA's online directories. All it takes are a few mouse clicks to view a display of your entire route together with nav aids and airways, airports, TFRs, and Class B, C and D and special use airspace (including MOAs and restricted areas). Another mouse click brings up information on any of those items, including notam details.

Need the latest weather? The AOPA Real-Time Flight Planner is fully integrated with the two Duats services. That means easy access to the latest weather maps and complete text briefings. The most recent Nexrad radar images can be overlaid on your planned route.

Need to learn about destination details? Click on any airport symbol and access full information through a link with AOPA's comprehensive Airport Directory Online. The latest approach plates are just as easily accessible.

A big bonus with the Real-Time Flight Planner is its ease of use and flexibility. Choose a direct flight or one along airways throughout the United States, Mexico and Canada and easily customize your route by "rubber banding" the computer-generated line. You can "see and avoid" any TFRs. The resulting chart, together with the latest weather data creates the important "big picture" that will help you make smart decisions before you fly.

As you modify your route to consider weather or airspace, the software automatically generates an FAA flight plan form as well as an informative, kneeboard-sized navigation log that includes ground speed and flight times automatically adjusted for winds aloft.

Convenience and efficiency are built in to the new AOPA Real-Time Flight Planner. In fact, virtually everything you need to plan your flight is available in order to create a comprehensive, real-time picture of your route -- including TFRs and weather conditions - before you fly. This is an amazing AOPA member benefit that is bound to make your flying safer and more enjoyable.

Tenkiller Wild Onion & Eggs Fly-In

The Tenkiller Airpark (44M) will be the scene of the Annual Wild Onion & Eggs Fly-In Breakfast on March 27.

Airpark residents and neighbors pitch in to cook up eggs, onions, potatoes, and sausage for fly-in guests.

No special arrival procedures will be in effect. However, radio-equipped arriving aircraft should plan to contact the airport on 122.8 MHz about ten miles out for an airport advisory, then plan to enter a standard traffic pattern for the active runway. If winds are light, landings will likely be conducted on Runway 05 (uphill), with takeoffs on Runway 23 (downhill). After landing, plan to taxi as quickly as practical to the east end of the field near the airport office; airplanes will be parked on both sides of the runway. Volunteers will direct you to a parking spot.

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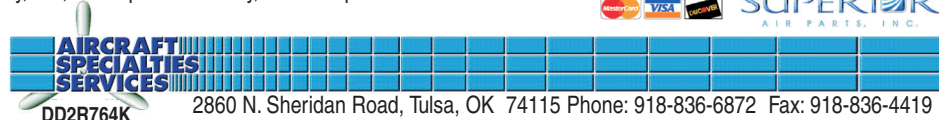


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