

Subscribers:

Check your mailing label to see if your subscription is about to expire.

PRSR STD
U.S. POSTAGE
PAID STONE MT, GA
PERMIT NO.1068

Oklahoma Aviator



Vol 19, No 8

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

August 2001

Airshow Oklahoma: The Only Show This Year

MUSKOGEE - The U.S. Air Force Thunderbirds will highlight the first day of Airshow Oklahoma 2001, scheduled for September 8 and 9 at Muskogee's Davis Field.

A variety of aircraft, from the latest military fighters to vintage World War II bomber will soar through the autumn skies and be on display on the ground throughout the event. Aerobatic pilots will show off their loops and spins, while children will be delighted by the antics of Otto the Clown Helicopter.

Muskogee Convention and Tourism sponsors the 12th annual event and proceeds will benefit charity.

With the cancellation of several large aviation events this year, including Oklahoma City's Aerospace America show, the 15th Annual Biplane Expo, the 45th Annual Tulsa Regional Fly-In, and the Vance Air Force Base air show, Airshow Oklahoma will be the only major aviation event this year. Attendance is expected to be even greater than the normal 60,000+ spectators.

But airplanes aren't all air show visitors can expect to see. This year's show will feature a greater variety of exhibits and experiences, including rides, military simulators, and a bungee jump.

Gates will open at 8:30AM and the air show will begin at noon. Organizers encourage visitors to arrive early so they can view the large static display of aircraft, military vehicles, and other exhibits.

Advance tickets will be available at all area Git-N-Go stores, E-Z Mart stores located in Tahlequah, Stillwell, Pryor, and Checotah, and other locations. Advance ticket prices are \$2 for children and \$9 for adults. Two-day advance adult tickets are

\$15.

"When the gates open at 8:30AM, there will be a lot for people to do," Show Coordinator Don Van Alstine said.

Country music star Roy Clark will open the show by singing the national anthem. In return, Clark will receive a ride in one of the meticulously restored warbirds.

While the lineup of military airplanes is subject to change according to possible international duties, Van Alstine expects the mammoth C-5A, the Air Force's largest transport, to dominate the lineup of planes on display. Visitors can walk

in one end of the giant plane and out the other.

The Oklahoma Air National Guard will demonstrate its C-130 Hercules cargo plane, always another popular attraction.

One of the more unusual acts is Bob Carlton, who performs an aerobatic display in his Silent Wings glider. The graceful aircraft emits trails of colorful smoke as it soars silently through the sky.

The powerful engines of Ray Vetch's turboprop Sukhoi and Randy Harris' Skybolt will generate more noisy, but equally thrilling

maneuvers.

Chris Avery will perform in a Corsair, the plane used in the *Baa-Baa Black Sheep* television series.

World War II veterans will experience nostalgia while younger show goers will be impressed by a demonstration of warbirds, including a B-25, T-28, T-6, and P-51. Jim Peavy in his AT-6 will portray the Unknown Hero of World War II.

Otto the Clown Helicopter will perform a series of stunts, including blowing a bubble and working a yo-yo.

For Saturday's airshow, the Thunderbirds, in their F-16 Falcons, will amaze the crowd as they perform closely spaced aerobatic maneuvers, including their famous diamond formation. Sunday's show will include the Guardians of Freedom, a gathering of modern military aircraft, who will demonstrate today's fighting equipment skills.

"Each day will have its own spectacular demonstration," Van Alstine said.

The Thunderbirds will arrive early for a series of public relations and recruiting activities. Citizens will be able to meet the topnotch pilots at a Tulsa mall.

Muskogee Convention and Tourism helps out with the event because of its impact in two areas-- bringing thousands of visitors into the community and boosting the city's economy, said Ervalene Jenkins, Muskogee Convention and Tourism Director.

"These people also spend money at restaurants and shop here," she said. Thousands of dollars are spent housing and feeding the air show participants alone.

Visitors also will get the opportunity to experience other Muskogee attractions, such as the USS Batfish sub-

marine, the Five Civilized Tribes Museum, and Honor Heights Park.

All proceeds from the air show go to charity organizations, including Challenge Air, the Education Foundation of Muskogee, Haven House, and others.

Challenge Air is a unique organization that provides airplane rides for physically handicapped children. The children go through a ground school to learn the basics of aviation, and then are helped into airplanes for a flight. Many of the pilots are in wheelchairs or are otherwise disabled. The program is intended to show the children they also have the ability to become pilots or be involved in the aviation industry.

The Education Foundation of Muskogee provides grants to teachers for special programs they otherwise would not be able to offer in the classroom.

Haven House provides lodging at no charge for spouses and families of patients in the VA Medical Center.

Those who would like to be more comfortable while viewing the air show may rent chairs. St. Joseph's School will receive the proceeds from the chair rental.

A new event precedes this year's air show-- a fly-in breakfast August 11 at Davis Field is expected to bring pilots and their guests from throughout the region to Muskogee.

For more information, call the Airshow Oklahoma office at 918-684-6363 extension 28.



The spectacular USAF Thunderbirds will headline Saturday's performance of Airshow Oklahoma.

**See Related
Story- P. 2**



Looking Back at Texaco's 1936 "Duck"

Recently, I stopped at my local Texaco dealer to fill the tank of my Ford Escort. There I found a beautiful coin bank model of one of Texaco's aircraft of yesteryear, a 1936 Keystone-Loening Commuter, NC374V, S/N 313, also known as the "Duck." At a price of \$50, I immediately claimed it.

I have never seen the real thing, but the model piqued my interest and I did a little research on NC374V. Incidentally, the coin bank model comes in two configurations-- one is bright silver and the other is painted in the Texaco colors of the day: red and white.

Texaco purchased the real "Duck" from Embree Hunt of Houma, LA on March 19, 1936, for the grand sum of \$14,690.75. It was to be operated by Texaco's Houma District and by the Louisiana-Arkansas Division of their Producing Department. The New Iberia District also occasionally used it.

The Keystone-Loening Amphibian Commuter Model K-84 was a four-place, single-engine biplane. It was a big airplane, standing 13'6" high on land and 12'6" high on water. It was 32'10" long, the wingspan was 40'5," and the empty weight was 2920 pounds. Useful load was 1230 pounds, for a maximum gross weight

of 4150 pounds. The cabin was roomy for four adults. The aircraft handled very well with its 300-hp Wright J-6 engine. Max speed was 112 mph, with a cruise speed of 90 mph. Landing speed was 50 mph.

The Loening Aircraft Company was famous for a line of successful makes and models, but the Model K-84 was one of the best known. The Civil Aeronautics Administration issued Approved Type Certificate Number 219 to the K-84 design on September 4, 1929. You will recall what happened to the country a short time later that year. In spite of the setback of the stock market crash, the Model K-84 was manufactured and sold from 1929 through 1932. It is not known how many aircraft were built during that time, but it is believed that at least 30 K-84s were delivered before production stopped in 1932.

Grover Loening, who established the Loening Aeronautical Engineering Co., sold out to Keystone Corporation in 1925. The K-84, a product from Leonings's drafting table, was further developed by Keystone.

Additional details about the airplane include: wood spars, aluminum ribs, and fabric covering over all its 437 sq. ft of wing area. The wing had a Leoning 10A airfoil and two outrigger-type wing tip floats. The hull was built of aluminum with watertight compartments. It was rugged to withstand the punishment of water landings and was very practical for shallow water operations. It had four ailerons, a locker for stowing an anchor and lines, and a manually operated watertight landing gear retracting system.

The price of the "Duck" finally climbed to \$16,800 before the show was over. The airplane looked a bit ungainly on the ground, standing on its main wheels, but I have seen a photograph of the Commuter taking off from water, on the step, and it is a very trim-looking craft.

Texaco kept their Model K-84 until 1944, when it was sold to the Speed Boat Sales Company of Greenwich, CT.

The picture of NC10248 that accompanies this article is actually S/N 324. It was identical to Texaco's NC374V. No other details are known about this aircraft.

The coin bank model is the eighth in a series of Texaco model banks. If you want one, you had better hurry because Texaco ordered a very limited supply.



The Keystone-Loening Commuter Model K-84, sister ship to the Texaco "Duck."

Challenge Air Provides Flights for Disabled Young People

Tony Nieves, a high school student from Pembroke Pines, FL thought he had his future all mapped out. He loved airplanes and, after graduation from high school, he planned to join the Air Force and become a pilot. However, two and a half years ago, fate stepped in: a cycling accident broke his neck and left him a quadriplegic in a wheelchair. His spirit was almost broken and his dreams of flying seemed hopeless.

However, at his high school graduation this year, Tony was surprised to learn that he was the recipient of a \$5,600 scholarship that will enable him to learn to fly in a special school for disabled people.

The first-ever scholarship was provided by Challenge Air For Kids and Friends, a Dallas, TX-based non-profit corporation whose mission is to provide the opportunity for disabled children and young adults to experience the joys of flight and actually control an airplane themselves. Experience has shown that, in so doing, they realize that even with their disabilities, they can accomplish

seemingly impossible things. Thus, Challenge Air builds confidence and hope in young lives which have been shattered by circumstances beyond their control.

Challenge Air is one of the charities that will receive funding from the profits of this year's Airshow Oklahoma event (see p. 1).

Nieves will attend Aero Haven Flight School in Big Bear, CA for five weeks, during which time he will be provided room and board and given 40 hours of flight instruction. He will fly a specially-equipped airplane in which he will operate the control yoke with one arm and the rudder pedals, throttle, and other controls with the other. It is expected that he will receive a Private Pilot certificate at the end of the training.

Challenge Air hosts "Fly Days" around the country, during which children learn about airplanes in classes on the ground, and then get the opportunity to take the reins themselves. Often, Fly Days are held in conjunction with EAA Young Eagles events.

Theron Wright has a history similar to Tony Nieve. While taking flight training at Spartan School in Tulsa, Wright worked for a local automotive repair company. A van fell on him, breaking his back and leaving him paralyzed from the waist down.

In 1994, he attended a Challenge Air event and met met Rick Amber, its founder. Rick, a wheelchair pilot and athlete, was a paraplegic as a result of crash landing of his fighter jet on an aircraft carrier in Vietnam. One thing led to another and soon Wright was a commercial/instrument rated pilot. He joined Challenge Air in 1997, becoming Chief Wheelchair Aviator and Director of Event Coordination.

Says Wright, "It's a life-changing experience to see the transformation of kids when they get into the air. Their eyes get big and their smiles take up their faces. We hope the effect is that kids will learn they can take control of the plane and take control of their lives."



A happy Challenge Air participant proudly displays her Young Eagles flight certificate.

THE OKLAHOMA AVIATOR

Published monthly at
4621 E. 56th Place
Tulsa, OK 74135
(918) 496-9424

Founders

Joe Cunningham and Mary Kelly

Editor/Publisher

Michael Huffman

Advertising Sales

Michael Huffman

The Oklahoma Aviator is published monthly. All rights reserved. Bulk Mail postage is paid at Stone Mountain, Georgia. Subscription price of \$15.00 per year may be sent along with other remittances and correspondence to:

The Oklahoma Aviator

4621 E. 56th Place
Tulsa, OK 74135

email:

ok_aviator@mindspring.com

SUBSCRIPTION FORM

If you would like **The Oklahoma Aviator** delivered to your mailbox, complete this form and mail it with your \$15.00 check to:

The Oklahoma Aviator
4621 E. 56th Place, Tulsa, OK 74135

Subscribers, please check your mailing label to determine if you are still current. If your subscription is about to expire, please send in your \$15.00 check so that you can keep receiving the paper for another next year.

Name _____

Bus. Name _____

Address _____

City/State/ZIP _____

Telephone _____

Email _____

Up With Downs



Earl Downs

To Soar With The Sheep?

A few weeks ago I was fortunate enough to watch a balloon launch at my home base airport of Cushing. What a sight! This is the fourth time a group of balloonists have used Cushing as a launching point and I always find it fascinating. I student of mine was surprised when I told him that balloon pilots and the balloons they fly are licensed just like other airplanes and pilots. Modern day balloons are a mixture of space age technology and very old science. It was, after all, the intrepid balloonists that first lifted man towards the heavens.

Conquering the skies has been a dream of mankind for as long as his-

tory has been recorded. Birds have been revered and venerated by countless cultures for their power to soar with freedom. Freedom of flight is often associated with the freedom of one's soul.

Think about it-- many of the expressions we use every day are based on the belief that to fly through the skies is to achieve something very special. We routinely use expressions such as "to be free as a bird," "to soar with the eagles," "to be lifted on high," or "to reach for the skies" to represent a high achievement or excellence. It even works the other way around, with disparaging words such as "you chicken" or "you turkey" or "pie in the sky" to represent failure or disdain. Is there even one modern teenager that has never heard the dreaded, horrible expression "you're grounded?" Mankind's first successful flight changed the world and the words we use today.

It seems that aviation success stories abound with brother teams. Examples include the Wright brothers, the Loughead (Lockheed) brothers and the Cessna brothers. Mankind's first serious quest for flight was also started by a brother team when, in 1782, the French brothers Joseph and Etienne Montgolfier decided to break the bonds of Earth.

There are a couple of stories relating to how the Montgolfier brothers got started with their balloon experiments. One account says that while Joseph was burning trash he noticed that, if paper was added to the fire, it sometimes rose unburned along with the smoke. The more romantic, and undoubtedly

French, version is that Joseph saw his wife's silk undergarment rise into the air as it hung near a fire to dry. Most historians agree that the "flying chemise" had nothing to do with the Brothers' balloon experiments, but I am sure any Frenchman worth his salt would argue the point. An old saying alleges that when male pilots are flying they think about women and when they are with a woman they think about flying-- maybe this all started with Joseph.

At any rate, the brothers concluded, after much experimentation with paper and silk containers, that smoke had "lifting powers." It is interesting to note that they attributed the lifting to the smoke, not the hot air. They believed that more smoke produced more lift. Obviously, when they generated increased smoke, they also were actually producing more hot air.

They also experimented with another lifting medium called "phlogiston", or "flammable air" that had recently been discovered. Today we know this gas as hydrogen, which lived up to its flammability in later lighter-than-air flying machines. Their early hydrogen experiments failed due to leaky containers, so they continued their experiments with smoke.

Our space program must have taken a chapter from the Montgolfier flight manual-- remember, our first space travelers were animals, not humans. By June 1783, the two brothers were flying large "unmanned" smoke balloons made of varnished silk. Since they were not yet sure of the effects flight would have on a living being, they assigned a sheep, a

duck, and a rooster to be the first air travelers in a man-made flying contraption. Maybe we should give credit where credit is due and change the expression to "to soar with the sheep!" Well, maybe not.

The Montgolfier balloons also "stank to high heaven" (another flight expression), because the fuel that gave off the most smoke was a combination of fat-saturated wool, wet brush, and manure. Keep in mind that people in those days didn't bath very often because they thought bathing caused illness-- it is no wonder that French perfume was becoming very popular. For the first flight intended to carry a human aloft, the King of France suggested they "volunteer" prisoners. Prisoners were, after all, in high supply and it would give the guillotine operator a day off. But, since this was too good a chance for fame, the aristocracy took over.

In November, 1783, volunteers Francois Pilatre de Rozier and the Marquis D'Arlandes, two noblemen, rose from a park in Paris to become the first men to truly fly free through air. The balloon was called an "aerostat" and the fearless, if not somewhat aromatic, flyers were called "aeronautes."

An interesting side-note is that the new American ambassador to France observed many of the early French balloon experiments. His interest led to early experimentation in aeronautics in our infant country. His name was Benjamin Franklin.

With the Montgolfier brothers' experiments, a new age and a new vocabulary were born.

Pilot Testing Standards: the "Plan of Action"

By Dave Wilkerson

We who took our checkrides in the 1960s and 1970s know that things have changed. In 1985, when the FAA introduced the Practical Test Standard (PTS) concept to replace the old Flight Test Guides, its dream of standardization in pilot testing actually began to materialize. To those within the FAA, the vision must have seemed like standing on a conductor's podium directing an orchestra of multiple thousands. As smoothly blending regulations and standards harmonized, the FAA heard the phenomenal melody of an entire industry playing the same page of music, each tiny segment adding its unique sound and tempo to the atmospheric concert. A breathless dream!!

However, in any musical ensemble, some instruments take longer to tune than others-- even decades, when the "ensemble" consists of aviators. Although rare examiners still test as they always have, examiners' practices are more and more dictated by a vague document the FAA calls a "plan of action." For years now, the test standards have required plans of action, which are intended to make checkrides logical and valid for each applicant, efficient

for those paying for the event, reliable for the examiner, and comprehensive for the FAA. Each examiner is expected to create a plan of action for each practical test he/she conducts. Until recently, very little direction existed regarding required formats for plans of actions. However, that is now changing-- the most recent PTS releases contain clearer instruction.

In June, 2001, the Flight Instructor- Instrument PTS came on line with an interesting new twist: sequential plans of action. This revision directs examiners to "...vary each plan of action to ensure that all tasks in the appropriate practical test standard are evaluated during a given number of practical tests." It further directs examiners to not divulge in advance the optional tasks to be tested-- only those clearly required.

In the same way that music fans demand originality in the musicians' performance, the FAA concept of sequential plans of action is for examiners to avoid habitually using predictable optional tasks. This concept is likely to spread to other Practical Test Standards as the FAA revises them.

Although sequential plans of action

make extra work for examiners, the concept is logical, considering the FAA's goal for harmony. Sequential plans of action will curtail the traditional practice of selecting an examiner based on common knowledge of his unvarying list of test items. For instance, perhaps everyone knows that "Examiner A has one list, Examiner B has another, and you do not want Examiner C because he tests on everything in the PTS!" If all or most PTS manuals adopt this concept, applicants will have to maintain knowledge and proficiency in all tasks.

Just what constitutes an acceptable Plan of Action? So far, the FAA has not sent examiners a required format or set of instructions. Some examiners create skeletal Plans of Action, merely listing Areas of Operation and Tasks, similar to the Examiner's Practical Test Checklist found in the PTS. Others include each planned task's objectives-- labor-intensive to create, but very smooth and reliable in use. Although each has advantages, most likely the FAA will soon mandate the most comprehensive style.

You can bet that if it makes more thorough training, it will sound like "better music" to the FAA!

Letters To The Editor



Dear Mike,

I read the latest edition of The Oklahoma Aviator and I certainly enjoyed it. I read Barbara's column also. Tell her not to worry about her Cessna 150 being called a "Spam Can"-- tell her she and the airplane have joined a very elite group. Having flown the P-51 for many years since World War II, I recall there was a time when the Mustang was also referred to by many as a "Spam Can." So, wear it and fly it proudly!

Sincerely, your friend,

Paul H. Poberezny, President,
Sport Aviation Association

SMALL AIRCRAFT OWNERS PILOTS AND AMATEUR BUILDERS SHOP MANAGERS

For Airworthiness Certificates, C of A for Export Certificates, Ferry Permits or Airworthiness Consultations, contact R.E. "Bob" Richardson, FAA Designated Airworthiness Representative. Phone (918) 455-6066. 1217 W. Vandever St., Broken Arrow, OK 74012

CAF Display at Wiley Post

by J. Thomas Pento

Saturday mornings, a respite from the workweek, are a special time for me. If we're not too busy with the usual weekend projects, my wife Maureen and I like to sleep in a little and enjoy our morning coffee in bed. On the third Saturday morning in May, while sipping coffee and watching the morning news on TV, I learned that the Confederate Air Force would display a number of their classic military aircraft later that morning at Wiley Post airport. I suggested that we fly over and have breakfast at the Annie Okie's Runway Café, where they make the "best omelets in town." Maureen immediately saw through my breakfast invitation, but graciously agreed to come along. Actually, we both love the food at the Runway Café, so she wasn't being too much of a martyr.

Forty-five minutes later we were departing Westheimer Airport for the short flight to Wiley Post. The Cessna that had taken off just before us and several other planes talking to OK City Approach were also headed to Wiley Post. It was a smooth-air day as we flew over downtown Oklahoma City and checked on all of the new construction. Soon we landed to find a dozen aircraft clustered in front of the tower, with several hundred people milling around among the classic planes.

As promised, we had an excellent stack of pancakes at the Runway Café,

in order to fulfill my end of the breakfast bargain. Then I plunged into the crowd and mingled with the pilots, families, and aircraft. I always enjoy hearing the flying stories that are naturally stimulated by the presence of old military aircraft. It seemed that every other person was pointing a camera, and shutters were snapping in every direction. I even offered to snap a shot of a husband and wife with a beautiful P-51 backdrop.

Two P-51 Mustangs, both in excellent condition were in the Confederate aircraft cluster. During the morning, both Mustangs taxied out and did low passes over the field. Nothing compares to the low throaty roar of the Mustang engine. Also there was a German ME 109, an A-26 Invader, an L-19 Army Bird Dog, an AT-6 Texan and several Boeing Stearman Cadet bi-plane trainers in the characteristic Navy blue and yellow. In addition, several beautifully restored classic cars were mixed in with the aircraft.

During the morning I met and visited with Col. Sublett Scott and Col. Tom Rush, who are active members of the OK Wing of the Confederate Air Force, and learned that most of the planes on display were part of the OK Wing located at Wiley Post field. They told me the OK Wing meets in their Wiley Post hangar on the second Saturday morning of each month at 10:30 AM. I also learned that all pilots are

invited to attend their meetings. The Wing hangar, located at Rockwell Avenue and 63rd street, can be easily identified by the 500-lb. bomb embedded in the roof of the hangar!

I plan to go and find out more about the OK Wing on another special Saturday morning. I hope to see you there.



The A-26 Invader shares ramp space with a restored 1939 Ford coupe.

CAMTRONICS

RADIO, INSTRUMENTS, & ELECTRICAL SPECIALISTS

- Transponder/Encoder Certs
- Antennas
- Digital Instruments
- Encoders
- Transponders
- Static & Altimeter Certs
- Communications Transceivers
- GPS
- Nav/Com
- ...And Much More
- Professional Advise on the Avionics You Want!
- Fast Installations
- Fast Repair Service

Remember, we will come to you and service your plane where it sits!

*We Take Pride In Our Workmanship and Care About our Customers
Call Our Knowledgeable Sales Representative Today!*

CAMTRONICS, LLC

Harvey Young Airport (IH6), 1500 South 135th East Ave., Tulsa, OK 74012
PH: 918-625-1280 Repair Station #D8XR913Y FAX: 918-357-9523

Ada Aircraft Painting, LLC

High Quality Professional Finishes

In Business Since 1962



Address: Ada Airport (ADH)
PO Box 2581
Ada, OK 74820
Phone: 580-332-6086
Fax: 580-332-4547
Email: adaairpt@wilnet1.com

Dewey Gandy - Greg Gandy

- Specializing in single engine and light twin aircraft of all types
- Professionally applied Acry-Glo acrylic urethane paint products
- Factory and custom designs
- Aircraft completely and professionally stripped to ensure high quality standards

CALL TODAY FOR A QUOTE ON YOUR AIRCRAFT



WWW.HOWARDAIRCRAFT.COM

Specializing in the sale, acquisition, & brokerage of Cessna 210 Centurions and other quality high-performance aircraft.

Offering these 210's and other piston singles & twins:

- 1964 Cherokee-235, 3-Owner, 2570 TT, "0" SMOH, New Paint, IFR, NDH, Clean!
- 1966 T-210F, 3375 TT, 340 FRMN, Garmin 430, KX-155, STEC-50, NDH, 9/9
- 1966 T-210F, 3550 TT, 416 SFRMN, STEC-50, King IFR, LOADED, 8+/6+
- 1978 T-210M, 2-Owner, 2240 TT, R-STOL, HSI, GPS, FD, WX-900, 9+/leather
- 1979 T-210N, 3350TT, 350 SMOH, King dig, HSI, WX-1000, AP, no excuses, 8+/8+
- Nicest '58 Travel Air ALIVE! Garmin-430, STEC-60-2, full de-ice & MUCH MORE!
- 1973 P-337, low-time, Garmin 530, King dig IFR, NDH, LOADED! 8+/7+

Tulsa, Oklahoma
Phone: 918-260-7727
Fax: 781-623-5386
E-mail: dan@howardaircraft.com

Brown Aviation

1902 N. Norwood Tulsa, OK 74115



Specializing in Cylinder Overhaul

- Chrome- \$115 - \$135
- Welding- \$85
- Labor- \$60 - \$95 Max

Quality Work at Low Prices

We Also Do Custom Engine Overhauls

PH: 918-835-6860 FAX: 918-836-7220

FAA Repair Station No. BQZR117L



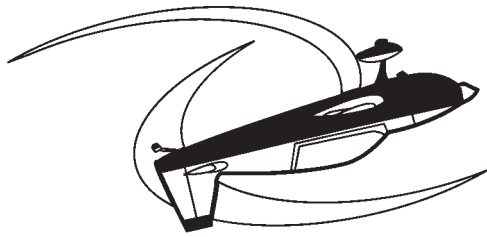
Oklahoma
Airport
Operators
Association

**FLY
OKLAHOMA**

Serving the interests of the owners and operators
of all airports in Oklahoma

For information or application contact Debra Coughlan DuCharme,
Executive Director OAOA, P. O. Box 581838, Tulsa, OK 74158

Telephone 918.838.5018 Fax 918.838.5405



Wings As Eagles

is proud to support the Oklahoma Aviator!

We challenge other companies to do the same.

Wings As Eagles

Aviation Medicine

Dr. Guy Baldwin Tulsa OK
www.acrodoc.com

For flight physicals or answers to aviation medical questions, give us a call.

Wings as Eagles, 11445 E. 20th, Tulsa, OK 74128 918-437-7993

How Many Should We Build ? How Big Should We Build Them ? You Tell Us!

We have the land and the airport just minutes from downtown Tulsa. We need your help in determining our building needs for the immediate future. Drop us a note or call and tell us your needs. What size plane? What size hangar? What are your service requirements from your chosen airport?

Name _____ Company or personal _____
Type of Aircraft _____ Want to build to own _____
Want someone else to build for you to lease _____
Address _____ Phone _____

ALL INFORMATION TOTALLY CONFIDENTIAL
MAIL TO POGUE AIRPORT, PO Box 338, SAND SPRINGS, OK. 74063
OR CALL KEN AT (918)246-2504. DO IT TODAY-- WE'RE READY TO BUILD!

LAND LEASE PRICES LOWERED TO 10 CENTS PER SQ. FOOT THIS YEAR
STRICT BUILDING REQUIREMENTS*
CALL (918) 246-2605 OR 246-2504
*WE ARE DEDICATED TO STAYING A BEAUTIFUL AIRPORT



5,800 foot runway
NEW Courtesy Car
DUAT DTN Weather
Jet A. - 100 LL
Volume Discounts
Full Length Dual Taxiways

"The Airport with a City Behind It"

Got an Instrument Rating, But Afraid to Use It?

You've trained hard, mastered the skills, and passed the exams. Now what?



Call us-- we fly instrument cross-country training to FUN DESTINATIONS!

- Colorado, New Mexico, Florida or (insert your destination here!)- 1-3 days trips.
- Two or three students share the cost-- each flies his/her share.
- Get comfortable with actual trip planning, clearance changes, enroute communications, flight through special airspace, actual IMC, etc.
- Fly in our Cessna Turbo 210-- get experience in a complex IFR airplane.

Ken Clark 918-438-7272 Larry Dodson, CFII, 918-437-3315

Kitfox Lite
FOR THE JOY OF FLYING



www.skystar.com

Kitfox Lite Sales and Service

- Factory-direct prices, including all factory discounts and promotions
- Additional discounts on pro-build of complete kit, builder assist program, and flight/ground training

Earl Downs, Golden Age Aviation, Cushing, OK, 918-225-7374, 918-840-2200 (Mobile), Earldowns@hotmail.com



ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



HYPERTENSION AND DIABETES TYPE II

Last week, an airman came by my office for a second class FAA medical. His examination was routine except for one thing: on the application form, he stated that he was taking glyburide 5 mg once daily for control of diabetes and Tenormin (the generic name for atenolol) 50 mg once daily for control of hypertension. The FAA had already issued him a special approval for use of the hypertension medication, but the diabetes was new.

As you are all aware from previous articles, you can take some types of blood pressure medicine and fly airplanes. However, diabetes is another thing. Diabetes requiring medication is one of the 15 specifically disqualifying illnesses for airmen certification. Apparently, he had been diagnosed with diabetes and had taken medi-

cine for six months leading up to his examination last week.

During the course of the examination, the airman asked if he had done anything wrong by not informing the FAA when he began taking the diabetes medication. Of course, the answer is yes, for two reasons. First, upon receiving the diabetes diagnosis, he should have notified the FAA. With some forms of diabetes, approval for a special issuance is possible, but testing is required. You have to show control of blood sugar for two months by having a couple of tests for the percentage of hemoglobin A1c in your blood. The normal range for the hemoglobin A1c is 4.4% to 6.4%; however, levels up to 8% are sometimes acceptable.

The second problem is that, with diabetes, Tenormin is not a good choice of hypertension medication. Beta-blockers such as Tenormin mock symptoms of hypoglycemia or low blood sugar.

We referred the airman back to his regular family practitioner to change his blood pressure medicine and have the hemoglobin A1c tests performed. When I receive the test results, I anticipate getting approval for his medical certificate with a phone call to the FAA.

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

Tulsa Regional Fly-In and Biplane Expo Cancelled for 2001

TULSA - The sponsoring organizations of the 15th Annual Biplane Expo and 45th Annual Tulsa Regional Fly-In recently announced the cancellation of the combined aviation event, which was scheduled for September 21-22 at Frank Phillips Field in Bartlesville.

Charles W. Harris, Chairman, stated that uncertainties regarding the completion date of a major taxiway construction project make it necessary to cancel the events for this year. The taxiway con-

struction project was begun in September 2000, but experienced extensive weather-related delays through the following fall, winter, and spring. The Annual Biplane Exposition, originally scheduled for June 2001 had been earlier rescheduled to the September date.

Harris said that plans for 2002 are to schedule the two events on their traditional dates.

For more information, call Charles Harris at 918-622-8400.

New Fred DeLacerda Book: Peak Performance for Aerobatics

Iowa State University Press has released a new book, *Peak Performance for Aerobatics*, written by Fred G. DeLacerda, PhD. Fred is a well-known aviator, OSU college professor, aerobic competitor, and expert on spins. The new book addresses the human factors-- both psychological and physiological-- involved in flying precision aerobatics. While similar books are available for other sports, this is first for the sport of aerobatics.

Peak Performance for Aerobatics

is Fred's third aviation book; a fourth is in the works. Fred has also published over sixty articles on the human factors associated with flying small general aviation airplanes.

The book's foreword was written by Patty Wagstaff. Patty has long used the information and techniques contained in the new book and recommended that Fred write it.

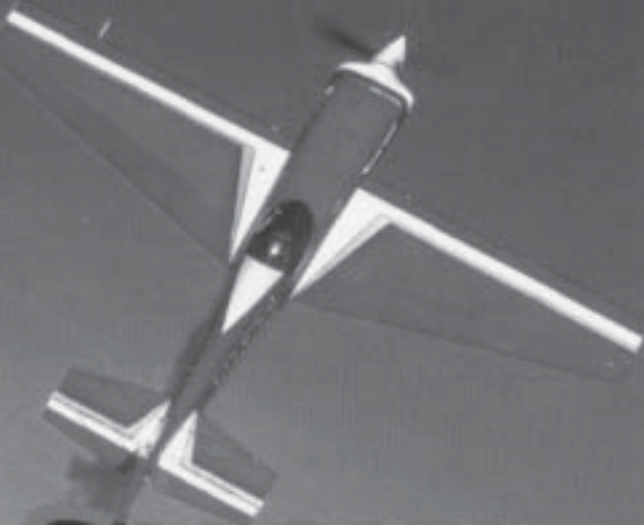
For more information, call Fred at 405-624-0955 after 8PM weekday evenings.

The Oklahoma Aviator, August 2001, Page 5

AIRSHOW OKLAHOMA

Davis Field Airport Muskogee, Oklahoma September, 8 and 9 12:00 to 5:00

Gates open at 8:00 a.m.
 Adult Tickets: Advance \$9.00 • \$12.00 at Gate
 Children: (ages 5 to 11) Advance \$2.00
 \$4.00 at Gate
 Advance Tickets at all area Git N Go's



AIRSHOW OKLAHOMA

On September 8th see the
USAF Thunderbirds
 and on September 9th, the
Guardians of Freedom

Other acts are
*"Otto the Helicopter"; Silent Wings;
 Sail plane; Skybolt Aerobatics;
 Turbo Sukhoi Aerobatics;
 "Tiger Tom" Sukhoi;
 Corsair F4-U; Flying Samson;
 AT-6 Warbird Aerobatics;
 Military Fly-bys and Jet Demos.*

*A Great Lineup of Static WWII
 and Modern Military Aircraft*



EXPERIENCE TRUE TEXAS HOSPITALITY!

Gainesville, Texas
 Unicom 123.0 AWOS 118.375



100LL- \$1.99 Weekdays- Self Service
 \$1.94 Weekends- Self Service
 \$2.09 Full Service
 Jet A- \$1.75

Prices subject to
 change without notice

•Open 24 Hours- 7 Days/Week
 Attendant on call after 5:00 PM
 •Major Credit Cards Accepted
 Including Multi-Service &
 Avcard, CAA, Phillips Into-
 Plane & UVAir Discounts

•DTN WX Satellite System •Conference Room
 •5 Mins to Outlet Mall •Courtesy Cars (3)
 •18 Hole Golf Course •Pilot Lounge

940-668-4565 940-665-6884 Fax
 www.gainesville.tx.us/GMAindex.shtml
 email: airport@cooke.net

AERO Diner

NOW OPEN AT JONES/RVS!

- √New management
- √New menu
- √Totally remodeled
- √Everything home
cooked from scratch

*Daily Specials - Plate Lunches - Burgers - Sandwiches - Salads - Fresh
 Bread - Homemade Pies*

Open for Breakfast and Lunch - Tuesday-Saturday 7AM - 2PM
 210-A Piper Drive - across from Cypert Aviation
918-298-0909

TRANSMISSIONS UNLIMITED

- ALL FOREIGN & DOMESTIC TRANSMISSIONS
- COMPLETE REMOVAL & REPLACEMENT SERVICE
- QUALITY AT AFFORDABLE PRICES
- COMPUTERIZED TRANSMISSION DIAGNOSTICS
 FREE ESTIMATES • FREE ROAD TEST



HOURS 8:00am - 5:30 pm
 Monday - Friday

All Major Credit
 Cards Accepted



405-272-9667

2732 W Reno • OKC 73107

*John Hilker, owner of Transmissions Unlimited, flies out of OKC Downtown Airpark
 and understands your desire to never have to walk!*



Need Airport Improvements?
 Call **Leard Bice Reeder, Inc.**
 Airport Consultants
 Serving Oklahoma Aviation Since 1978

Come See Us At
 The OAOA Conference

TEL 405-789-0200 FAX 405-789-0260
 105 TERMINAL BUILDING - WILEY POST AIRPORT - BETHANY, OK 73008

FBO Hours:
 M-F 8:00-6:00
 S&S 8:00-8:00
 Tel: 918-343-0931
 Fax: 918-343-1619

Pilots Lounge,
 Conference Room,
 Rentals, Courtesy
 Car, DTN Weather

New Identifier: GCM



Rated #1 in Oklahoma by the FAA for 1999
 Rental Aircraft Now Available

100LL: \$2.25 Weekdays
 \$2.05 Weekends
 Jet A: \$2.05
 Cash or Air BP Card

**Come Fly In for
 Hamburgers on the
 Weekends**

ATTENTION: Unicom/CTAF has changed to: 122.70

Angel Flight, Inc.



Volunteers flying people in need.

To learn more about how you can help someone in need, contact Angel Flight.

www.angelflight.com
918-749-8992



Stillwater Municipal Airport

Wash your own plane, your way, at Oklahoma's only covered commercial self-service aircraft wash.

*Fly in & use our new State of the Art Equipment
High pressure sprayer and bubble brush
Will accommodate 52' span, 16' tail height*

Bring your step stool, tow bar, and chamois.
\$1.25 per cycle or \$3.50 per token- 3 cycles.
Tokens avail at airport terminal or line service
Open dawn- dusk, April- November
Call 405-372-788 - Unicom 122.7 - VOR 108.4
Auto WX 135.725

Western Okie Soda Blasting Dry Aircraft Paint Stripping

No Chemicals -
Environmentally Safe

Safe for Aluminum, Steel, Composites
Portable Rig-- We Come to You!

Art Rhoads, RR1 Box 25 Colony,
OK 73021 405-929-7337



Snake Creek Wilderness Airpark Property Available

- Located on beautiful Tenkiller Lake
- Paved runway- 2800' with 700' overrun
- Beautiful restricted homesites with lake view
- Nicest airpark community in Central U.S.

www.tenkillerlake.com

Cookson, OK
For More Info & Directions, Call:
918-457-3458
918-260-7727

HEM SAW

The saw that cuts straight.

Manufacturers of Industrial Bandsaws



Our 80"x80" Saw Cutting a Datsun Pickup in Half

HE&M Saw manufactures over 40 different models of metal cutting bandsaws: vertical, horizontal, plate, and double-column saws with capacities ranging from 12"x12" to 80"x80".

**HE&M, Inc is proud to support
The Oklahoma Aviator**

HE&M, Inc, PO Box 1148, Pryor, OK 74362
Located in the Mid-America Industrial Park
adjacent to the Pryor Airport
www.hemsaw.com 888-729-7787

AIG

AVIATION INSURANCE
GROUP, LTD.

5506 North Rockwell
Bethany, OK 73008

WHERE AVIATION IS NOT JUST A SIDELINE
COMPETITIVE RATES - WORLDWIDE
AIRCRAFT - PRIVATE - COMMERCIAL
MEXICAN INSURANCE - MARINE - FBOs - AGRIBIZ

CALL TOLL FREE
1-800-654-4215 1-800-825-2828
405-495-4230

CALL AVIATION INSURANCE GROUP, LTD BEFORE RENEWING YOUR AIRCRAFT INSURANCE

Tulsa International - TUL

ELEVATION: 677'

RUNWAYS: 18L/36R- 10,000' Conc
8/26- 7695' Conc
18R/36L- 6101' Asph

RADIO: TWR- 118.7 GND- 121.9
Clnc Del- 134.05 ATIS- 124.9
ILS (18L)- 109.7 ILS (18R)- 111.1
ILS (36R)- 110.3

CONTACT: (918) 838-5000

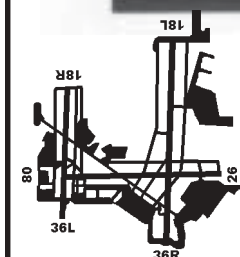
Richard L. Jones, Jr. - RVS

ELEVATION: 638'

RUNWAYS: 01L/19R- 5101' Asph
01R/19L- 4207' Asph
13/31- 2807' Asph

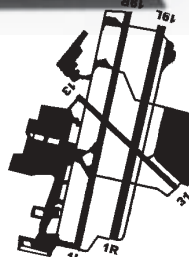
RADIO: TWR- 120.3/119.2
GND- 121.7
ATIS- 126.5
Unicom- 122.95

CONTACT: (918) 299-5886



Come Fly with Us!
Tulsa Airport Authority

OAOA Member



"I Can Do This!": EAA Workshop Develops Confidence

Many people dream of building or restoring an airplane, but they need skills and confidence to make their dreams a reality. To realize those dreams, EAA offers EAA SportAir Workshops around the country. On November 3-4, a weekend workshop is scheduled for Shawnee, OK. Those who attend represent a wide range of ages, professions, backgrounds, piloting, and building skills. Their common denominator is a desire to learn more about building and restoring airplanes.

EAA SportAir's mission is to help builders and restorers develop the skills and confidence necessary to turn their flights of fancy into reality. EAA SportAir Workshops accomplish this through hands-on instruction from knowledgeable and experienced teachers who help them discover hidden skills and abilities.

The EAA SportAir Workshops in Shawnee will include Sheet Metal, Composite Construction, Fabric Covering, Electrical Systems, Wiring & Avionics, Test Flying Your Project, and Introduction to Aircraft Building.

A Good Place to Start

Introduction to Aircraft Building introduces attendees to various construction methods and techniques and helps them determine which construction method best suits them. Students are treated to a rundown of the Federal Aviation Regulations concerning amateur-built aircraft, followed by a discussion of workshop set-up, tools needed, and skills required for various types of construction.

"Deciding not to build can be just as important as deciding to build," says Ron Alexander, Director of EAA SportAir Workshops. "If, after attending the introductory class, someone decides that homebuilding is just not for them, I feel like we've saved that person time, frustration, and potentially tens of thousands of dollars. That makes Workshop attendance a good investment."

The introductory workshop is an opportunity to try various hands-on activities in composites, fabric covering, and metalworking. Attendees mix epoxies and slurries, do wet lay-ups onto foam, cover an airfoil with fabric, stitch ribs, drill aluminum, clamp Clocos, and drive rivets.

John Brown, who was there along with his 17-year-old son, John Paul, said, "After trying fabric covering, my fear level has gone way down, and I now believe I could handle a fabric covered airplane."

"I'll definitely be helping to build the plane," John Paul chimed in. "We're already talking about coming back to another Workshop and each taking a different course."

Not For Builders Only

Many who attend the weekend Workshop have no intention of building their own airplane. The same skills used in building are also used in the restoration process, and the goal is the same: to fly. Al Rivera attended the Fabric Covering Workshop. "I fly J-3 Cubs and Huskys, and I wanted to know what to look for if

I ever buy a fabric-covered airplane," he says. "I just feel like this is part of my ongoing aviation education." Rivera thought it was not enough to take ground school and flight training, adding that understanding what goes into an airplane—the nuts and bolts—will help make him a better pilot.

Students in Fabric Covering learn the Poly Fiber system and have instruction in rib lacing techniques. Rivera says, "The Workshop was excellent and the instructor was outstanding. Not only was he super-knowledgeable, but he had good chemistry with the students, which made communication and learning much easier."

Show 'n Tell

The Composite Construction attendees apply fiberglass to a foam-core canard section they can take home to show to friends and family. They learn about various core materials, hot-wire foam, discuss safety issues, discover different bonding methods, and learn some composite finishing techniques.

Justine Zimmer attended a SportAir Workshop with her boyfriend, who's hot to build a Velocity. Zimmer says, "You can read the books, but until you actually work with composites hands-on, it just doesn't make a whole lot of sense. Terry Schubert, our instructor, gave us a lot of great tips, like helpful epoxy measuring and mixing tricks that you just couldn't get from a book. This kind of learning environment is a great way to absorb the information."

Any home craftsman considering building a metal airplane would certainly benefit from the Sheet Metal course. Students learn sheet metal identification, designations of aluminum, and the applications of the various alloys. They also cover rivet identification, rivet layout, drilling techniques, rivet gun selection and adjustment, and installation of both protruding head and flush rivets. Over the two-day period, attendees build an airfoil kit that helps them develop the skills necessary for sheet metal work.

I Can Do This!

"People often don't complete their aircraft projects because of lack of knowledge or lack of confidence," says EAA SportAir instructor Jim Thursby. "If we can take people who are sitting on the fence and aren't sure if they're up to a building or restoration project, and get them to say, 'I can do this! I now have enough confidence to tackle a project,' then the EAA SportAir Workshop series is definitely worthwhile."

An EAA SportAir Workshop can be just the boost they need to get going—and get flying.

More Information

To enroll in a course or find out more about the EAA Workshops; visit the EAA SportAir website at <http://www.sportair.com/> or call 1-800-967-5746. Tuition is \$209-\$289 depending on the course; EAA members receive a discount.

Product Report: Headsets, Inc ANR Retrofit Kit

by Mike Huffman

As the old saying goes, "If I had known I would live this long, I would have taken better care of myself!" So it is with flying airplanes: there are many opportunities in flying to do permanent damage to one's body.

One such area is hearing loss. Long ago, I saw that many of my pilot friends who did not wear ear protection were losing auditory acuity. Since I routinely flew noisy homebuilt and antique airplanes, I made it a rule to wear earplugs or headphones anytime I got into any airplane. Even so, on a visit to a science museum about five years ago, I tried out their audiometer and, to my chagrin, found I could not hear tones above about 12 KHz.

For years, I have been interested in Active Noise Reduction (ANR) headset technology, having tried the first Bose units at Sun 'n Fun about ten years ago. However, the \$1000 price tag at the time stopped me dead in my tracks. Over the years, prices have dropped dramatically--good ANR headsets are now available from about \$300 up.

What really got my attention, though, was Headsets, Inc.'s \$169 ANR retrofit kit for existing headsets. Our Flightcom 5DX stereo headsets are on the eligible retrofit list, so I sent off for two kits.

The kit contained a well-written 13-page instruction manual. The conversion consists of removing the existing speakers and circuit boards from the ear cups and replacing them with the Headsets, Inc. units; running a new crossover cable from the left to the right ear cup; and running the 9V DC power cable. The instructions confirmed the impression that doing the conversion was well within my abilities.

And it would have been, except for a couple of minor annoyances. First, the instructions make it clear that the ANR conversion will work properly only if the headsets are equipped with silicone-gel ear seals-- an extra \$25 per headset. Next, the instruction manual said my Flightcom headsets require a supplemental set of instructions, which I had to phone the company to get. Furthermore, the supplemental instructions indicated that, because of the way Flightcom designed their volume control circuit, installing the ANR kit would make my nice stereo headphones monophonic only.

Long story short, after another phone call to Headsets, Inc., we decided to send the units to them for conversion. A short time later, they arrived back home, converted (and still stereophonic!).

Unfortunately, most ANR headsets require an external battery to power the electronics-- and batteries always seem to die when you need them most. However, Headsets, Inc. has provided a couple of design features that minimize the problem. First, the battery is housed in a small plastic box with a switch and a locking power cord connector-- the most effective battery-preservation strategy is simply to disconnect the battery box from the power

cord when not in use. But, second, if you always use your headsets in the same airplane, Headsets, Inc. provides a panelmount power system to be hardwired into the aircraft electrical system.

My first test of the converted headsets was done in a friend's Citabria. Like most first-time ANR headset users, I was amazed at the reduction in noise (particularly low frequency noise) when switching the electronics on and off. Not only did the background noise from the engine and airflow decrease, but also radio chatter seemed sharper and easier to understand.

However, in a very short time, my mind got used to the lower level of noise and it became "the norm." When I then turned the electronics off, the effect was as if someone had "turned the volume up" and I began to wonder if my old headsets were really that noisy. Could it be that the conversion process reduces some of the inherent passive noise reduction? I talked with Paige Brittain, President of Headsets, Inc. He confirmed that, indeed, the conversion does reduce the passive noise reduction capabilities somewhat, but with their ANR strength of 18-20 db, the net effect is much less noise. And, he told me that design changes are in the works which will improve the passive noise reduction considerably.

One of the potential problems with ANR headsets is that the electronics can become "confused" (unstable) by sound leaking in past the earseals or by other extraneous sounds. Recently, I tried a set of LightSPD 20XL headsets in a Cessna 182. Whenever I turned my head to the right to look out the passenger window, the ANR electronics would create an annoying buzz-- that happened with three different users. Another ANR headset user told me that weird noises occur when he opens his mouth (people have said that about me!).

In the Citabria, I tried to confuse the Headsets, Inc. unit-- I turned my head from side to side, opened the side window, stuck my head out in the breeze, etc. No matter what I did, I could not get the unit confused. Paige Brittain says that Headsets, Inc. electronics are some of the most stable in the industry.

The other major characteristic of ANR headsets is sound quality, particularly when used for high-fidelity aircraft music systems. Although I did not get a chance to test for it, the Headsets, Inc. literature shows a frequency response essentially flat from about 3.5 KHz to 20 KHz. Below 3.5 KHz, response drops off gradually, down 33 db at about 150 Hz.

So far, I am well satisfied with the conversion. I am eager to try it in noisier airplanes-- maybe an open-cockpit biplane or a warbird. Anybody got any offers?

[Editors Note: for more information contact Headsets, Inc., 2320 Lakeview Drive, Amarillo, TX, 800-876-3374 or visit them on the web at www.headsetsinc.com]



A Proud Sponsor
of The Oklahoma Aviator

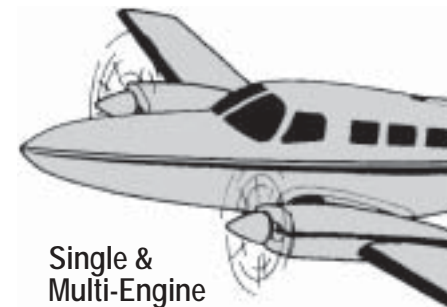
AIRCRAFT FOR SALE

■79 Cessna 152, \$19,500, 7828 TT, same owner for last 14 years

■80 Mooney 231, \$114,900, 1820 TT, 323 SFRM, recent paint, radar, hot prop, recent annual, NDH

www.airtulsa.com
918-834-0874

AIRCRAFT SERVICE COMPANY



Single &
Multi-Engine
Training & Rental

437-2787

Harvey Young Airport
1500 S. 135th E. Ave

CRABTREE AIRCRAFT COMPANY Guthrie Regional Airport



100LL
COURTESY CAR
UNICOM 122.8
NDB & GPS

JET A
RENTAL CARS
ASOS 133.975

Quick Access To Edmond And North Oklahoma City

EXPERIENCED MAINTENANCE STAFF
ANNUAL, 100-HOUR, & PRE-BUY INSPECTIONS

AIRCRAFT SALES
SINGLE- & MULTI-ENGINE PISTONS, TURBINES & JETS
WE WILL BUY OR BROKER YOUR AIRPLANE
PROVEN SALES RECORD-- 35 YEARS IN SALES

405-282-4250 PH
EMAIL: cacinc77@aol.com

405-282-3130 FAX
WEBSITE: www.crabtreeaircraft.com

SPARKS AVIATION CENTER

TULSA INTERNATIONAL AIRPORT

HANGAR 23

918-835-2048

Unicom 122.95
24-Hour Service



Jet A



100LL

Courtesy Van
Rental Cars
Catering
Restaurant
Hangaring

New Home of

**AUTOPILOTS
CENTRAL** INC

Autopilots
Avionics
Instruments
Maintenance
Interiors

Phone: 918-836-6418

FAX: 918-832-0136



**PERFORMANCE
AIRCRAFT
SERVICES**

Full-Service FBO- Ada Municipal Airport (ADH)

Named Oklahoma Airport of the Year

6203-Ft Runway - AWOS
PH: 580-310-6062 FAX: 580-421-7721

Complimentary Gourmet Chocolate Airplane for All Our Customers

- Phillips 66 Jet-A & 100LL Premium Fuels
- Hangars Available
- 24-Hr Call Out
- Aircraft Detailing
- Rental Cars
- Courtesy Car
- WSI & DTN Weather
- All Brands of Oil
- Maintenance
- All Major Credit Cards
- Pilots Lounge
- Catering
- Conference Room
- Aircraft Rental



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

It's Okie Derby Time!

Are you looking for a fun aviation weekend? Then, plan to "Rock and Roll" to the 23rd annual Okie Derby at Wiley Post Airport on Saturday August 18th, 2001.

The Okie Derby, sponsored by the Oklahoma Chapter 99s, is the world's largest proficiency air rally. It is not only fun for pilots, but tests their piloting skills and knowledge of the capabilities of their airplanes. The competition is open to all licensed pilots flying standard general aviation airplanes; each crew consists of a pilot and a navigator. The navigator does not need to be a licensed pilot, but must be at least age 16.

Entrants set their own handicap by choosing the ground speed they intend to maintain over a cross-country course. The course, not to exceed 225 statute miles, will be revealed only Friday evening August 17 prior to the race, at a required pilot briefing and dinner held at the Clarence E. Page building at Wiley Post.

On Saturday morning of the race, fuel estimates to 0.1 gallon, based on the course and predicted winds aloft, are turned in prior to starting each aircraft's engine for the race.

Scores are determined by matching the actual performance in time and fuel consumption against the estimates. Entrants come from Texas, Kansas, Arkansas, and Colorado, as well as from all over Oklahoma. Collegiate teams provide keen competition to both veteran and first time

racers.

On Saturday night following the race, a Rock and Roll Banquet will be held in the Page building, where trophies will be awarded for best performance. A traditional award is the coveted "Tail End Tony," awarded to the not-so-lucky last-place pilot.

The Okie Derby was begun to generate funds for aviation scholarships, with \$15,000 having been awarded since 1990. Entry fees do not provide sufficient funds to meet the scholarship amount; therefore, the Oklahoma Chapter relies on sponsorships. Although sponsorships start at \$25, many supporters contribute \$99, in keeping with the organization's name. Through the scholarship program, the Oklahoma Chapter 99s encourages interest in aviation and upgrading of piloting skills for young people.

The registration fee is \$35.00 before August 10th. Send registration fees to Phyllis Miller, 1924 Red Prairie Drive, Edmond, OK 73003-2552, pmiller339@aol.com.

For more information contact: Phyllis Hensley Co-Chairman 840-4707 or email Dragonladyokc@home.com

The Oklahoma Chapter and Ninety-Nines International, Inc. are 501c3 organizations; all donations are tax deductible. Contributions to the Scholarship Fund may be sent to Debby Walden, Treasurer, 3200 N. Glenoaks Drive, Midwest City, OK 73110.

A Message From Bob Jandebour

THE NATIONAL AIR TRANSPORTATION ASSOCIATION: WORKING TO KEEP GENERAL AVIATION AIRPORTS ALIVE

An astounding fact came to my attention recently: nationwide there are almost 700 active anti-airport groups-- organized, funded, and politically astute. At the same time as we are about to begin exploiting the tremendous unused capacity of over 5400 general aviation airports across the country to relieve airline congestion and provide more effective business travel, powerful forces are at work to shut down or curtail those very resources. One only has to witness the situations at Richards-Gebaur Airport in Kansas City, Meigs Field in Chicago, and Hawthorne Municipal Airport in Hawthorne, CA to see the effects.

General aviation needs all the help it can get. We are lucky to have organizations such as AOPA fighting the battle for us. However, another organization instrumental to general aviation is the National Air Transportation Association.

NATA represents over 2,000 aviation businesses that own, operate, and service aircraft. These businesses serve the traveling public by providing services such as fuel sales, aircraft maintenance, aircraft parts sales, airline servicing, aircraft storage, flight training, Part 135 non-scheduled air charter, aircraft rental, and scheduled commuter operations in smaller aircraft. There are more than 10,000 aviation businesses in general aviation, maintenance, or airline support. The majority are small businesses having fewer than 500 employees.

One of the most important aspects of keeping general aviation airports alive and prosperous is establishing and maintaining good community relations. NATA recently released its Airport Community Relations Toolkit. The toolkit goes beyond identifying the economic benefits an airport represents and emphasizes the quality of life aspects of a community airport. Although economic benefits are certainly important, it is by stressing improved quality of life-- medical access, public safety access, business access, etc.-- that community residents may appreciate the real benefits of their airport.

Anyone interested in assuring the future survival of their favorite airport should consider joining NATA and becoming active in improving and maintaining good community relations. Recreational aviation uses the same airports, runways, and facilities as business aviation and we all need to work together proactively to prevent Oklahoma from becoming an anti-airport state.

NATA can be reached via their website at www.nata-online.org. Or, please feel free to email me about this or other topics at bob@jandebour.com.

**PLACEHOLDER FOR AOPA
ADVERTORIAL.PDF**

Calendar of Events

For a free listing of your event, email us at ok_aviator@mindspring.com or call 918-496-9424. 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
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Martin Library Tulsa, OK	Frank Capps	
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
3rd Saturday	Meeting- Green Country Ultralight Flyers Organization (GCUFO)	Call 918-632-6UFO for location and details	Bill Chilcoat- 918-827-6566	
3rd Sunday	Tulsa Cloud Dancers Balloon Flight	Contact Frank Capps for time/location	Franks Capps- 918-299-2979	
3rd Monday	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 RHR jem@yahoo.com	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
Saturday following 3rd Monday	Pancake Breakfast- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
4th Tuesday 7:00PM	Tulsa Chapter 99s Meeting	Robertson Aviation, Jones/Riverside Airport, Tulsa*	Charlene- 918-838-7044 or Frances- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Aug 10-11	Southwestern Bell Balloon Fest	Wiley Post Airport Oklahoma City	Dawn Burroughs- 405-948-4000 Frank Capps- 918-299-2979	See our website-- www.balloonfest.com -- for details
Aug 11 8:00AM-11:00AM	Fly-In Breakfast	Davis Field (MKO) Muskogee, OK	Greg Swartz- 918-682-6002 Terry Randall- 918-682-4101	Discounted fuel will be available
Aug 17-18	23rd Annual Okie Derby Competition	Wiley Post Airport, Oklahoma City	Phyllis Miller- 1924 Red Prairie Dr., Edmond, OK 73003, 405-844-4107	Registration prior to August 12th is \$35. Aircraft impoundment & dinner Friday night, race Saturday. Course secret until Fri night.
Aug 17-19	8th Annual Illinois River Balloonfest	Tahlequah, OK	Frank Capps- 918-299-2979	
Aug 20 7:30PM	EAA Chapter 10 Watermelon Feed and Meeting	Gundy's Airport Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
Aug 25	Zenith Aircraft Open Hangar Day	Mexico Airport Mexico, MO		
Aug 31-Sep 1	Grass Roots Fly-In- EAA Chapter 1046	Ponca City Regional Airport	Jim Eck- 580-765-0723, jimeck@poncacity.net Steve McGuire- 580-762-6986, mcguires@cableone.net	All aircraft welcome, especially experimentals, classics, vintage. Free dinner Fri nite to fly-ins. PCABC breakfast Sat. Free transportation to motels. Shower/bathrooms on field for campers.
Sep 1 9:00AM-3:00PM	8th Annual Fly-In	Perry Municipal Airport (F22) Perry, OK	Ty Engel 580-336-4001 www.perryairport.com	Discount fuel, continental breakfast, military displays, experimentals, general aviation, helicopters, rc's, door prizes, and lots of food
Sep 3-9	National Stearman Fly-In	Galesburg, IL		
Sep 8	Airfest, Tulsa Air and Space Museum (TASM)	Tulsa International Airport	918-834-9900	
Sep 8-9	Airshow Oklahoma	Davis Field, Muskogee, OK	Marlene Smith- 918-684-6363 x28	UASF Thunderbirds perform on the 8th
Sep 15	Golf Tournament Pre-Party Tulsa Air and Space Museum (TASM)		918-834-9900	
Sep 17	Golf Tournament Tulsa Air and Space Museum (TASM)		918-834-9900	
Sep 21-22	EAA Southwest Regional Fly-In	Abilene, TX		
Sep 21-23	Pioneer Days Balloon Festival	Cleveland, OK	Frank Capps- 918-299-2979	
Oct 5-6	Planes on the Prairie Fly-In Cessna 172/182 Club	Wiley Post Airport Oklahoma City	Debbie Jones- 405-495-8664	
Oct 10	Annual Membership Meeting, Tulsa Air and Space Museum (TASM)		918-834-9900	
Oct 12	Annual Membership Dinner Tulsa Air and Space Museum (TASM)		918-834-9900	
Oct 13 9:00AM-3:00PM	Pioneer Day and Fly-In	Skiatook Municipal Airport- 12 mi at 300 degrees from TUL VOR	Chet Reychert- 918-396-1309	Lunch provided for pilots & crew. Awards for best EAA, warbird, and oldest airplane. Craft shows, antique cars, games, and more!

Classified Advertisements

To place a plain-text classified ad, mail us the text along with a check- \$0.35/word/month- \$15/month minimum. Call/email for custom ads rates with graphics- 918-496-9424, ok_aviator@mindspring.com



1966 CESSNA 150-F

4830 TT, 1835 SMOH, 0 STOH, new polyurethane paint- red/gold/white, new seats, new carpet, new engine baffles, new nose strut seals, fresh annual, very clean, well-maintained, COM-120, NAV-122, AT-150, Sigtronics intercom, Reiff oil sump heater, autogas STC. \$16,000. 918-527-0429.



OPEN T-HANGARS NOW AVAILABLE- \$60/MONTH

Gundy's Airport
3-1/2 mi E. of Hwy 169 on 76th St. N
Owasso, OK 74055
918-272-1523
www.randywieden.com/gundy

Speed Craft Interiors

Aircraft Upholstery
Gundy's Airport
Owasso, OK
Call 918-272-9863
John & Jane Fisher Owner/Opr.

AIRPORT HOMES TENKILLER AIRPARK COOKSON, OK

Four airport homes available--three on the runway, one off-runway with lake view. Price range \$118,000 to \$209,000

Also available: two 1.5-acre off-runway hangar lots

Century 21 Wright Real Estate

Call Ed McGee or Mark Anderson
Office: 918-457-3111 800-364-1016
Home: 918-457-3448 918-457-3191
Email: lake@century21wright

ULTRALIGHT AVIATION

Tulsa, OK
918-724-0821
randy@ultralightaviation.com
www.ultralightaviation.com

Flight Instruction Chad Nail, CFII

Northeast Oklahoma Area

918-782-9696
918-230-6245 (cell)

PILOTS

To buy or sell your airport home, call the aviation home specialist:

Sallie Coltharp, (RE/MAX),
918-274-1600 - 918-272-7255

**BARRETT AIRCRAFT
MAINTENANCE, INC.**
Gainesville Municipal Airport
Gainesville, TX

Maintenance and Repairs on Recip
& Turbine-Powered Aircraft

Pre-Buy Inspections, Annuals,
Prop Balancing

Call 1-940-668-2009

**CLAREMORE AIRCRAFT
SERVICE**
Full-Service Aircraft Maintenance
Claremore Regional Airport

Maintenance and Repairs on Recip
and Turbine-Powered Aircraft

Full-Service Fixed-Gear Annuals
\$440.00

Factory PT6 Training
Factory Socata Training
Factory Cessna Training

Call 1-918-343-6174

FLIGHT SCHOOL OPPORTUNITY

Excellent training facilities, Stillwater
Regional Airport, up to 2,304 sq. ft.
available. Partitioned offices, rest
rooms, and some furniture provided.
405-377-0823 FAX 405-372-2529

FAA Medical Certificates
John C. Jackson, D.O.



410 Cherokee, Wagoner, OK 74467
Office: 918-485-5591
FAX: 918-485-8455
Wagoner Community Hospital:
918-485-5514
email: formula@ionet.net

Kingfisher Municipal Airport

24-Hour Unattended
Self-Service Fuel- 100LL/\$1.99
Amex, VISA, Mastercard, Discover

Located 1 mile West of
Kingfisher on Airport Rd

Tel: 405-375-3705
Fax: 405-375-3630

Cleveland Municipal Airport,
Cleveland, OK, currently has large
hangar available for FBO. Please
call 918-865-8075.

FOR SALE
AVGAS FOR \$1.90 A GALLON
(subject to change)

Available Self Service Only
24 Hours a Day at
GOLDSBY'S DAVID J. PERRY
AIRPORT
New Identifier 1K4 (Prev. OK-14)

Phillips, Master Card, VISA,
Discover, Diners Club
International, Carte Blanche, and
American Express cards
are accepted.

We also have open T-hangars
for rent.

Call Vergie @ 405-288-6675.

The Right Approach



Certified Repair Station QNAR051K
Fort Smith Municipal Airport



FAA-Certified Repair, Overhaul,
And Dynamic Balancing
Over 20 Years Experience
Dynamic balancing half-price with
overhaul or major repair.

Remember!
If it shakes don't delay!
Call Dr. Dan Today!

in Owasso, OK
Phone# (918) 272-3567
FAX# (918) 272-7664
email: PropDoc@aol.com

CONDO FOR RENT Dillon, Colorado

Sleeps four. Overlooks beautiful Lake
Dillon, with mountains in background.
Free shuttle to Copper Mountain,
Keystone, Arapaho Basin (3 miles) and
to Breckenridge and Loveland (9 miles).
Summer: 7 nights- \$300. Winter: 7
nights- \$520. Jerry and Kay Hoover,
918-627-7292 (Tulsa) or 719-395-3138
(Dillon).

Be a better Pilot! Sharpen skills,
broaden aviation knowledge and break
bad habits by training with Earl C.
Downs, ATP, CFII, A&P. Antiques,
classics, modern aircraft. Taildragger
training in 1946 Champ. Flight re-
views, ground training. EAA Flight
Advisor. Thirty-eight years experience
in flight and ground training.

Be the best you can be!
Golden Age Aviation, Inc,
Cushing, OK.

918-225-7374 (Home & Office)
Email: earldowns@hotmail.com

AeroSpecs for confidential NAAA
Certified Aircraft Appraisals. Visual in-
spection, logbooks and record re-
search. Written report with detail in-
formation. Approved by banks, FDIC,
and many government organizations.
Less expensive alternative, none certi-
fied. Market Analysis Report available.
Contact Lee Compton (918)342-0820.
www.aerospecs.com
lee@aerospecs.com

Lloyd Stelljes

Steel Clear Span Buildings
Construction Management



8501 Highway 271 South, Suite C
Fort Smith, Arkansas 72908
Phone 501-646-0747 FAX 501-649-3435
Toll Free 888-572-3322
(888-LSB-3322)

Mini Storage Buildings- Aircraft Hangars

LOT AT GUNDY'S AIRPORT
1.25 acre "airplane home" building
lot in Owasso, OK. \$60,000.

Sallie Coltharp, (RE/MAX),
918-274-1600 - 918-272-7255

HANGAR FOR SALE

Seminole Municipal Airport (H45)
60 x 50 engineered steel building with
sliding folding doors- office with heat
& air, restroom and closet. Contact
Jim Goff, days 918-486-8411 or
nights 918-279-1110



Southwest Aviation Specialties, LLC



AVIONICS INSTALLATION & REPAIR

Our highly-qualified team delivers unsurpassed avionics installations, troubleshooting, and repair. SWAS has the experience to install and maintain your avionics systems.

Avionics Installation

- GPS
- Autopilots
- TCAS
- GPWS
- AFIS
- Flight Management Systems
- Digital Phone/Fax
- Multi-Media Entertainment Systems

Authorized Lab Component Repair

- VHF/COMM
- Weather Radar
- NAV Systems
- Audio Systems

Authorized Dealer for:

- Garmin
- BF Goorich
- S-Tec
- Trimble
- II Morrow
- Northstar
- Ryan
- Insight
- Sandel, and many more!

Repair and Service

- Allied Signal
- Honeywell
- Garmin
- Arc/SigmaTee
- 24-Hr Tech Assistance and AOG Support

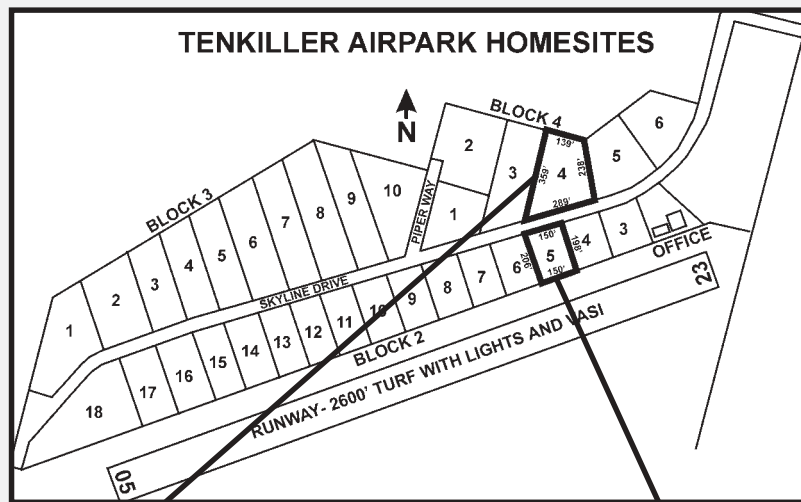
Riverside/Jones Airport, 200 Learjet Lane, Tulsa, OK 74132

Phone: 918-298-4044 FAX: 918-298-6930

www.swaviation.net

Precision Aircraft Maintenance - Mil-Spec 1594 Aircraft Welding - Custom Aircraft Interiors - 24-Hr/7-Day On-Call Service

NOW AVAILABLE! TWO BEAUTIFUL LOTS ON TENKILLER AIRPARK



LOT 4 BLOCK 4

- 289-Foot Frontage
- 359-Foot Depth
- Approx. 1.5 Acres
- **Price: \$14,000**

LOT 5 BLOCK 2

- **Choice Runway Location**
- 150-Foot Frontage
- 206-Foot Depth
- Approx .7 Acres
- **Price: \$31,000**

**MAKE OFFER--
WE NEED TO SELL!**

FOR DETAILS,
CALL 918-496-9424
OR 918-527-0429



Halverson Management, Inc.

Ada Municipal Airport (ADH)
Named Oklahoma Airport of the Year
6203-Ft Runway - AWOS
PH: 580-332-1950 FAX: 580-421-7721

MAINTENANCE

- All recip and turbine aircraft
- Pre-purchase evaluations
- Annuals, 100-hours, and phase inspections
- Airframe repairs and mods
- Engines- anything from oil change to overhaul
- Computerized maintenance tracking

AIRCRAFT MANAGEMENT

- All recip and turbine aircraft
- Let us be the caretaker of your aircraft!

AIRCRAFT SALES

- Single- and multi-engine turbines & jets
- We will buy or broker your aircraft

AIRCRAFT RENTAL

- Cessna 172, IFR, like new, with leather

FLIGHT TRAINING

- Full Program- Private through Multi-Engine

AIRCRAFT DETAILING

- Interior and exterior- make your bird shine like new!

FULL-SERVICE FBO

- See our ad for Performance Aircraft Services

Central Oklahoma's Maintenance Headquarters Since 1995

YOUR ONE STOP AIRCRAFT PARTS SUPERCENTER



Aircraft Specialties Services is your complete one stop aircraft parts and pilot supplies headquarters. You can fly-in, drive-in, or order on-line 24 hours a day seven days a week 365 days a year. Aircraft Specialties Services is located at 2680 North Sheridan Road in Tulsa, just across the street from the general aviation runway at Tulsa International Airport.

In addition to parts and pilot supplies Aircraft Specialties Services still offers the finest in aircraft engine machine work which includes their exclusive Platinum Precision Reconditioning. They can take your proven steel engine parts; crankshaft, camshaft, connecting rods, rocker arms, tappet bodies, counterweights, and starter adapters and return them in like new condition.

Aircraft Specialties Services also offers the latest in digital crankshaft Balancing and they have recently added a full line of aircraft hardware. Their goal is to be your complete one stop aircraft parts supercenter. Stop by, call, or shop on-line today, Aircraft Specialties Services.

www.aircraft-specialties.com

**AIRCRAFT
SPECIALTIES
SERVICES**

E.S. BOYD

2680 N. Sheridan Road, Tulsa, OK 74115 Phone: 918-836-6872 Fax: 918-836-4419