

# CAF Sprit of Tulsa Squadron Receives 2003 Distinguished Unit Citation

by Col. Jim Gentry

The "Spirit of Tulsa" Squadron of the Commemorative Air Force (CAF) was presented with the prestigious "Distinguished Unit" award at the recent CAF Winter Staff Conference, for its maintenance activities on the CAF B-24 *Diamond LIL*.

The citation stated in part, "This squadron has been extremely instrumental in the maintenance on the B-24, *Diamond LIL* during her winter maintenance in Tulsa, OK. This local squadron has promoted *LIL* heavily throughout the community by conducting fund raising dances and providing experienced volunteers to support the maintenance efforts. The squadron's dedication has truly enhanced the positive recognition of the CAF in their community. This same dedication and enthusiasm of its members has increased its membership



numbers and ensured their continued success. The Squadron's

ability to complete significant projects has established itself as

a truly outstanding record of service within the CAF and has set

a very high standard of performance."

As shown in the photo, the Spirit of Tulsa maintenance crew includes a multitude of people of all ages, skill levels, and gender, ranging from enthusiastic cadets to engineers, avionics technicians, A&P mechanics, and other highly skilled individuals. The unit is also extremely privileged to have two pilots who actually flew B-24's in World War II, Col. Jack Hitt (B-24, B-17, and P-51) and Col. Mel Tilbury (B-24's and B-9's). Some of the people in the photo are members of both the local and the B-29/B-24 squadron, while others just enjoy working on *LIL*. We wanted the picture to include everyone in the squadron and all those that work on *LIL*, but many folks are still missing. While this session was being photo-

*continued on p. 3.*

## Challenger Learning Center Planned for Oklahoma City

A trip that did not start as planned was the launching point for three Oklahoma City school-teachers to begin a major new space education initiative in the state, the establishment of a Chal-

lenger Learning Center to be built at Will Rogers World Airport in Oklahoma City.

The Oklahoma City center will be part of an international network of such centers, all

spawned by the Challenger Center for Space Science Education of Arlington, VA. The Center was formed by the families of the Space Shuttle Challenger 51-L crew, who died in the 1985 shuttle disaster.

Four years ago, Maggie Whittaker, a special education and middle-level science teacher, and Merri Herndon, a sixth-grade science teacher from Moore, OK, together with other teachers from around the state, were excited about attending their first National Conference of Aerospace Educators (NCASE) conference in Minneapolis. Not only would the conference be exciting, but so would their mode of travel to Minneapolis—arrangements had been made for them to fly there on a National Guard transport airplane.

As they waited on the tarmac, the airplane approached

to land, but executed a go-around. Two more approaches were attempted with the same result and then the plane left the area. The National Guard host hesitatingly informed the group

that the winds were too strong for the pilot to land and that there would be no flight.

Says Maggie Whittaker, "We *continued on p. 5.*



*The mission Flight Director and his student crew gather around the flight monitors at the conclusion of their mission. They'll be watching the launch of a space probe that the crew had assembled earlier.*



*Student engineers in Mission Control are in constant communication with their partners on board the Space Station. This room is patterned after the actual Mission Control at Johnson Space Center.*

# AIRPORTSPACE- News of OAOA-Member Airports



## Claremore Regional Seeks Airport Manager

The Claremore Industrial and Economic Development Authority will accept proposals and resumes for person(s) interested in managing and serving as the airport manager at Claremore Regional Airport, Claremore, OK. Applications will be accepted through May 7, 2004. Interviews will be scheduled after that date.

Proposals must be mailed to: CIEDA, Attention: Airport Manager Proposal, PO Box 984, Claremore, OK 74018 or delivered to CIEDA, Attention: Airport Manager Proposal, 1701 W. Will Rogers Blvd, Claremore, OK 74017.

For more information, call the CIEDA office at 918-341-4755. For questions about the airport operations or to schedule a tour of the airport you may contact Oscar Watkins, interim airport manager, at 918-343-0931.

The intent of CIEDA is to employ a person(s) to be the professional airport manager that will coordinate, manage, oversee and recommend all actions in relationship to operations of an airport. Claremore Regional Airport is owned by the City of Claremore and managed and maintained by a contract with CIEDA. The airport manager will report directly to the board of trustees of CIEDA. The proposal and resume to be submitted should outline any experience and education that is applicable to the management of an airport. The proposal should outline the direction and focus the manager proposes to take Claremore Regional Airport in over the next three years.

CIEDA will consider all qualified respondents without regard to age, race, creed, color, sex, handicap, or national origin. All applicable laws, rules and regulations pertaining to city, state and national government will be followed by CIEDA and the person hired for this position. CIEDA reserves the right to reject any and all respondents with or without cause and to waive any informalities.

## Stroud Municipal Anticipating New Runway Completion

For several years, the Stroud Municipal Airport has been closed due to the poor condition of its narrow runway. But that is about to change. A new runway is approaching completion and the airport is looking forward not only to re-opening, but to a new lease on life.

The new 3000' x 60' paved lighted runway is located 500 feet west of old runway. The old runway will be left in place as a possible taxiway for future hangars; the airport has received several requests for private hangars to be built on leased lots.

The total cost of the project will be \$500,000, with 90% being provided by the FAA through the Oklahoma Aeronautics Commission and the remaining 10% being provided by the City of Stroud. According to Forrest Wood, President and General Manager of Northstar Aerospace located on the airport, the city and the Stroud Industrial Authority have been very supportive of the airport development, raising the \$50,000 matching funds in spite of struggling to recover from the 1998 tornado that devastated much of the area.

Wood, a member of the airport board, is also complimentary of Horizon Engineering, who designed and managed the runway project. "They brought us in enough under budget that we were able to install lighting and an airport beacon, which were not part of the original proposal," he says.

In addition to the new runway, the airport will be the focal point of a new industrial park to be built on the airport and adjacent property, which is already properly zoned for industrial use.

The runway was originally scheduled to be complete before the beginning of 2004, but weather and other delays have occurred, pushing the anticipated completion to April or May.

Says Wood, "The new runway brings us from a 1920s air-mail landing field up to a modern 21st century airport. We expect it will be the catalyst for not only increased enjoyment of the aviation community, but also the vehicle for significant economic development."

## Greenwood Aviation at Ponca City Grows with Fresh Marketing Ideas

Chuck Greenwood's FBO at the

Ponca City Regional Airport, in business since 1982, is profitable and growing, and he'll share the secret of his success with any other FBO.

"This program is so simple that anyone could do it," he said. "All it takes is a partnership with a supportive, market-savvy fuel supplier, a focus on margin rather than fuel-flow volume, and an absolute commitment to the customer," Greenwood said.

Greenwood, a Phillips 66 dealer with a close partnership with ConocoPhillips, was anxious to try an innovative pricing structure plus other marketing tools to grow the business.

Under the new marketing program, transient fuel customers pay Greenwood's cost for fuel, plus a \$100 pumping fee for the first 1,000 gallons. For uplifts over 1,000 gallons, the pumpage fee is 10 cents a gallon. With the program, Greenwood increased fuel sales in 2003 by more than 100 percent over the same period in 2002. Much of that increase was to pilots who had planned to fuel at nearby "big-name" FBOs, but were told by other pilots to fuel in Ponca City instead. Some transient operators have even bought fuel cheaper at Ponca City than at their own FBO base.

"If I can increase sales every year using this pricing program, I can show the local government how important this FBO is, and they'll continue funding airport improvements. My goal is to make the transient fuel-stop business cover all overhead costs, so that all other business income is total profit, and that means my profitability is driven by local business growth."

Greenwood has gained local economic development support to remodel the FBO, by convincing the city that the airport is "the best possible front door for a com-

munity." He plans to add 7,000 square feet of office space to the FBO and recreate a high-school gymnasium look in the main hangar.

Convinced that details please pilots, he invested part of the money to make the FBO's bathrooms memorable, with new touchless fixtures and fresh-cut flowers. Sodas, cookies, popcorn, and candy are all free for pilots and their passengers. Greenwood even spent \$600 extra for a special ice-making machine.

Greenwood also "rents" DVD players and movies for free if they are returned on the flight back. Those that aren't returned within a week are billed to the pilot.

For pilots and passengers with pets, Greenwood built the Pet Port "for the most precious fur you have in your airplane" which includes a dog run and a fire hydrant. He also provides free "doggy goody bags."

In his quest to pull in transient traffic, Greenwood focused at first on weekly aircraft movements and celebrity visits. An avid sports fan, he contacted big-name golfers and NASCAR stars, inviting them to stop in Ponca City. "When people like Ricky Rudd and Bill Elliott stopped here and told their friends about us, I got more excited about the business and that led to even more success," Greenwood said.

Greenwood spends about \$30,000 every year on marketing, excluding advertising. Part of this cost is the salary of a marketing specialist who writes e-mail marketing, and does follow-up sales and survey calls two weeks after a pilot's first visit.

"The key to marketing success, regardless of FBO size, isn't only putting the customer first but putting all the value back into the customer relationship," Greenwood said.

## THE OKLAHOMA AVIATOR

Published monthly at  
32432 S. Skyline Drive  
Cookson, OK 74427  
918-457-3330

### Founders

Joe Cunningham and Mary Kelly

### Editors/Publishers

Michael and Barbara Huffman

### Advertising Sales

Michael Huffman

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The Oklahoma Aviator  
32432 S. Skyline Drive  
Cookson, OK 74427  
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## OAC News



### OAC Awards Aviation Education Grants

At its March 18 meeting, the Oklahoma Aeronautics Commission awarded three aviation education grants.

The first grant was to the Ponca City Regional Airport. The program will be jointly sponsored by the Ponca City Aviation Booster Club and the Ponca City Regional Airport. The funds will assist in providing scholarships for students to attend the Northern Oklahoma Flight Academy, based on economic need. The funds will also cover some of the costs associated with developing curriculum and textbook materials. Ninety students are projected to participate in the program. Activities include building airplane models and kites, learning about and flying rockets, and airplane rides from the local EAA Chapter. Advanced curriculum and activities for students in grades 7-12 will be provided, including a detailed program on how to build an airplane wing and a private pilot ground school course. The total cost of the program is \$24,100; the OAC grant amount is \$2,850.

The second grant was to the OU Sooner Flight Academy, to provide student scholarships for academically gifted and economically disadvantaged children

to attend summer flight camp. A total of 120 hundred-dollar student scholarships will be awarded. The grant will also fund one "Ticket to Tomorrow" program. This program is designed to strengthen math and science skills in children in grades 3-5. An estimated 576 students will be served. Funding through this grant will also provide four school-based "Math and Science Outreach" programs for children in pre-kindergarten through 8th grade, serving 300 students per program. The program uses principles of aviation to provide students with creative math and science strategies. In addition to funding for the programs specified above, the requestor is asking for assistance for summer flight camp supplies as well as, vehicle rentals for the outreach programs. The total cost of the program is \$300,000; the OAC grant amount is \$42,260.

The third grant was to the City of Waynoka, toward a project to present aviation history to students of all ages. Another goal is to obtain the services of a professional museum designer who will organize the collection of artifacts and photographs. The Waynoka History Museum will be the host site for the proposed aviation education center. School groups for elementary grades through university ages will be introduced to the exhibit area featuring furniture from the Transcontinental Air Transport (TAT), figure of a TAT pilot, and an artist's rendition of the interior of a TAT Ford tri-motor. A flight simulator program will give students an opportunity to learn how to land a tri-motor airplane. Activity books will be given to each student. The goal is to increase the number of school groups that visit the museum. Funds from this grant will complete the aviation portion of the museum. The total cost of the program is \$224,655; the OAC grant amount is \$3,600.

## Spirit of Tulsa Award

*continued from p. 1.*

graphed, two more people joined the squadron because they continue to experience the positive aspects of the group.

For the past several years, Col. Jim Dagg has headed the squadron. At his first meeting, the attendance was a total of three people, but under his leadership, membership has grown tremendously, as shown in the photo. Col Dagg is a Jr. High teacher at Jenks Middle School, so he has been able to promote the involvement of young cadets and ultimately their parents. The cadets work on *LIL*, the squadron's Fairchild PT-19 (currently being restored), a local B-25 *Pacific Prowler*, and an Aeronca Champ balsa wood model. In the process, they learn excellent, clean life-long skills including teamwork, goal setting, mechanics, and the satisfaction of be-

longing to a great team of people. Last year, two of our colonels paid the fuel bill so the cadets and other volunteers could ride in *LIL* as a "thank you" for all their hard work and the 4,300 volunteer hours of dedication to her continued restoration.

The squadron has many promising long-range goals, including procuring more single place airplanes, a hangar, and of course recruiting more members. Our PT-19 project is beginning to really take shape; the fuselage and center section are almost ready for covering and we already have an overhauled engine. We cannot wait to get it in the air!

Currently, *LIL* is in Tulsa for its 4<sup>th</sup> regularly scheduled winter maintenance. Besides the normal annual inspection, two engines and oil tanks were removed for inspection, further wiring replacement, and an overall review.

## Ask the Doctor

by Dr. Guy Baldwin, AME



### Big Time Goof-Up

Around the first of January, an elderly airman came to my office for his Third Class Medical exam. I have been doing his medical for several years and he is in good health for his age. The only medication he takes is Hytrin for benign prostatic hypertrophy.

On the exam, we found his blood pressure to be extremely high at 190/120. As you may know, the maximum the FAA allows is 155/95.

It is not uncommon for patients to have "white coat syndrome," in which their blood pressure is increased simply due to the anxiety of being in a doctor's office. The airman stated he was really nervous due to having to sit a long time in our waiting room surrounded by kids and adults who were sick. We tried to help him relax, laying him down to rest a while.

However, the more we checked it, the worse his blood pressure got. I suggested he start recording blood pressure readings at home using his own blood pressure cuff and return to the office the following week. I asked him to bring his blood pressure cuff into my office and let us calibrate it against ours. Then, we could accept blood pressure readings he took at home, thus eliminating his nervousness as a factor.

He returned the next week armed with his blood pressure cuff, but had not recorded any readings at home. His blood pressure that day was again high at 190/110. After calibrating his cuff, we once again asked him to take blood pressure readings at home and return in a few days.

The airman was supposed to see me on the next Tuesday. However, on Monday, I received a letter from him saying he had talked to a nurse friend about his experience in my office. She suggested he visit another aviation medical examiner (AME) that does only flight physicals, thus avoiding being in the same waiting room with sick people. He stated that he had done so, and, although the new AME found his blood pressure to be a little high, the remainder of the exam was okay

and he was issued a medical.

On reading the letter, I called the airman at home and asked whether he told the new AME about his unfinished visit with me. He stated he was not sure and was initially reluctant to tell me who the new examiner was. I did find out that he had doubled his Hytrin dose in order to bring his pressure down to pass the exam; that of course brings up other issues. With the airman's permission, I contacted the new AME, who said that although his initial blood pressure was high, it dropped to within the normal range after he had rested awhile.

The airman had not mentioned his visit with me. This is a big goof-up! Once a new medical exam form has been started, it must be completed and turned in to the FAA. Any existing medical certificates are automatically invalidated. If the airman passes the exam, there is no problem. However, if he fails the exam or the exam is incomplete, he is not legal to fly.

One of the worst things an airman can do is go to another doctor and start again. The FAA Application for Medical Form 8500-8 is a federal document. In the lower left corner it says if one falsifies the form, it is punishable by up to five years in prison and a \$250,000 fine.

I asked the new AME if he had sent it in his 8500-8 yet, thinking perhaps we could send the airman back to make the form correct; however, it was already in the mail to the FAA. So, nothing could be done and I had to finish my form, noting that the airman had another medical by another AME.

We do not know the outcome yet, but at some point in Oklahoma City the two medical forms will be reviewed together and something will happen. It most likely will not be good for the airman. Sometime in the future, we will let you know the outcome of this case.

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# Up With Downs

by Earl Downs



## The ATP, the PPC, and the EAA

There I was, turning base leg at about 300 feet above the ground while preparing to land in the open Kansas field. As we turned final my instructor, seated behind me, told me to pass west of the tall tree located right in the middle of our final approach path. What I thought I heard was “keep the tree on the left” and in my attempt to do that, I ended up with the tree on the wrong side of our aircraft. “That’s okay,” he said with that tone in his voice that only a student can discern, and we continued on the final approach. Now I was getting tense. As we neared the ground, I realized that I had stiffened my legs and was carrying a lot of flare on the final approach. At about 5 feet above the ground, I relaxed my legs to release the steering lines and this caused me to balloon up. My attempt to correct the balloon with power only made matters worse and now I was in a full-fledged case of pilot induced oscillation. Just a few feet above the ground, at a blazing speed of about 20 miles per hour, I heard my instructor’s voice in the interphone say “we’re taking her around, I’ve got it.”

In case you are wondering, this did not occur in an airplane. I was flying a powered parachute (PPC). This leads to the question, “What is an Airline Transport Pilot (ATP) like me doing in a PPC?” The answer is that it is all the fault of the Experimental Aircraft Association (EAA). The flight I just described took place last month, but my adventure into powered parachutes started in September of last year when Mary Jones, the editor of the new EAA Sport Pilot/ Light Sport Aircraft magazine, asked me to cover an event called the Powered Parachute Extravaganza. This event takes place annually in Columbus, KS (about 30 miles north of Miami, OK) and is the largest such event in the country. The Powrachte Company, a leading manufacturer of powered parachutes located in Columbus, sponsors the event.

The event itself is a wonder to behold. Thousands of people show up with hundreds of PPCs in tow. We fixed-wing-pilots would probably call this a “fly-in” but it should really be called a “fly-at.” These folks bring their machines to the event on trailers and then spend the next few days flying them at every opportunity. There is food, entertainment, contests, vendors of all kinds, families, pets, and did I mention food? Forums cover topics ranging from safety to engine maintenance. I even presented a forum for the EAA about the upcoming sport pilot regulations. It was a working vacation for me and my wife Mimi that we enjoyed so much we will go again this year, even though I don’t own a PPC.

Better yet, The EAA wanted me to take some PPC flying lessons so I could write about the experience. The Powrachte Company hooked me up with Morris Yoder for my training.

Morris is a Powrachte dealer (Skyview Powered Parachutes Inc.) located in Hutchinson, KS and is a PPC instructor. PPC instructors are certified by one of three ultralight associations (the EAA, the ASC, and the USUA) who have FAA approval to train and authorize the instructors to provide two-place training under an FAA exemption to the ultralight regulations.

I arrived at the event a few days early to start my training. Just like any training program, we started with ground training and then progressed to the machine. I was fortunate to be receiving my training in the Powrachte Pegasus two-place machine. What a beautiful machine! Morris had brought his top-of-the-line unit, which was powered with the 80-hp Rotax 912S engine. As the training progressed, my humility increased. Morris is one heck of a good instructor and I was a very green student. I couldn’t help but recall all the times I have told my taildragger students that it is more challenging to transition to a taildragger than to learn in one from the git-go. Well let me tell you, going from over 12,000 hours of fixed wing flying to a PPC sure tied my brain in a knot for a while!

Don’t get me wrong! The PPC is easy to fly and very safe; however, it is also very different from your fixed-wing Cessna. The Powrachte Pegasus steers on the ground with a tiller (like a stick on a plane) and steers in the air with your feet only. Engine power controls up and down. Lets see, you steer on the ground with your hand, you steer in flight with your feet (let go of the stick) and the throttle does everything else. I haven’t felt so much like an idiot student since I was just starting out 47 years ago. It was fun and it was work but after a few training flights I was getting the hang of it. Timing didn’t per-

mit me to solo, but I am sure that is in the future for me. You can read about my whole training adventure in the upcoming June issue of the EAA Sport Pilot/Light Sport Aircraft magazine.

Powrachte invited Mimi and me to attend their annual dealer meeting last month and that allowed me to catch up on some photos that the EAA needed to complete my story for their magazine. It also allowed me to fly with Morris again and prove the point that no matter how well trained you are, it is important to stay current in your machine. Morris saved the day on my first landing and I just managed to get the next one down okay with a little help.

If you are interested in the fascinating sport of PPC flying visit [www.powrachte.com](http://www.powrachte.com) or contact any of the Oklahoma dealers listed below.

Question or comments? [earldowns@hotmail.com](mailto:earldowns@hotmail.com).

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- R & R Chutes, LLC, Rusty Gray, PO Box 70, Rt. 1 Box 50, Kremlin OK 73753, 580-874-2331, 580-515-9901 (cell), [rgrayav@netzero.com](mailto:rgrayav@netzero.com)
- Sky Chutin, Jerry Brown, PO Box 849, Broken Bow, OK 74728, 580-584-5646, [flybyjb@pine-net.com](mailto:flybyjb@pine-net.com)



Earl Downs in the front, with instructor Morris Yoder, learning to taxi.



First landing at less than 10 mph! Earl has a good grip on the cage structure.

# OKC Challenger Learning Center

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thought, "Great, what are we going to do now?" We had arranged to be away from home and school for several days, which meant getting substitute teachers and folks to take care of our families."

But one of the other teachers in the group, Dorinda Risenhoover, who was to be a presenter at the conference, quickly announced that she intended to drive to Minneapolis and asked if anyone wanted to go with her. Maggie and Merri quickly held up their hands. So after a 14-hour drive, the trio reached their destination at 6:00 AM, just before the start of the conference.

While there, they heard June Scobee-Rogers, the widow of Francis R. (Dick) Scobee, the commander of the Challenger Space Shuttle mission, present an interesting and entertaining keynote address describing the Challenger Center.

As explained in the address, the families of the Challenger 51-L crew founded Challenger Center in April 1986, with a vision of continuing the crew's educational mission. In 1987, an international team of educators from museums, universities and space-related organizations met in Oracle, Arizona to formulate Challenger Center objectives and create a blueprint for achieving them. The Teacher in Space Education Foundation merged with Challenger Center to create an experienced and diverse national faculty, including the 113 NASA Teacher in Space finalists.

In 1988, the Johnson Space Center in Houston was the site of the first Challenger Center National Conference, which attracted over 250 educators from across the nation. In that year, the prototype Challenger Learning Center opened at the Houston Museum of Natural Science. The Challenger Learning Center program was officially announced at the Association of Science and Technology Centers convention in Boston, and over 100 applications were received. Since then, 46 Challenger Learning Centers have been built in 29 states, Canada, and the U.K.

A typical Challenger Learning Center simulates space flight. A portion of the facility is modeled after the interior of a space station and another portion after the interior of the mission control facility on the ground. Crew stations are provided in both areas, each occupied by students. A typical "mission" requires the students to work together to achieve a specific objective, sometimes thwarted by "failures" and other simulated emergencies. Before their scheduled visit, teachers participate in a one-day training program, during which they receive preparatory materials for classroom use. The materials are designed to prepare students for their mission and include skills building activities in teamwork and communication. In addition, the teacher is given materials to help the students understand the topic of their simulated mission.

When students arrive at the Learning Center, they first are told about their critical mission and then are given their individual Space Lab and Mission Control assignments. The group is then divided in two, with one half taking stations in Mission Control and the other half "beaming up" to the Space Lab. Each member is assigned to one of the eight teams that comprise the crew: Medical, Life Support, Isolation, Remote, Probe, Navigation, Communication, and Data. Halfway through the mission, the students exchange places, so everyone has an opportunity to experience both Mission Control and the Space Lab.

Even when the mission is over, the learning goes on! Once the students have returned to their schools, they are prompted to extend the mission experience, through further analysis and discussion of the data gathered during the mission, post-flight briefings conducted by and for the students, and student-run news conferences—all of which help to transfer what they have learned into the everyday world of their classroom and school.

As the three teachers listened to June Scobee-Rogers, Maggie Whittaker exclaimed, "We need a Challenger Learning Center in Oklahoma!" The other two teachers said they had been thinking the same

thing. So, on the drive back to Oklahoma, they began planning. "From the beginning we knew we'd need to raise at least \$2 million and, even as low-paid schoolteachers, that didn't phase us!" says Whittaker.

Back home, a flurry of emails and phone calls got them connected to the right people and the application process began. They first established a non-profit corporation, Sooners Touching the Future, Inc., the name alluding to the famous quote from Christa McAuliffe, the Teacher in Space aboard the Challenger 51-L mission, "I touch the future—I teach." Maggie Whittaker quit her teach-

ing job to devote full time to the new organization.

First up was a feasibility study. Along the way, they had met Dr. Stan Greil and Professor James Gilbert of Rose State College, who were very interested in the project. Dr. Greil offered to have one of his business administration classes take on generating the feasibility study. They submitted the study to the Challenger Center and it was accepted.

A donation of \$1000 from a generous doctor allowed them to attend the

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# Will Rogers Museum to Receive Rogers/Post Painting

by Pat Reeder

CLAREMORE — An oil painting of Will Rogers and Wiley Post bidding farewell before their last flight hangs in the Oklahoma State Capitol with other works of art depicting Oklahoma's history.

Will Rogers and Wiley Post died Aug. 15, 1935 when their plane crashed shortly after takeoff from Fairbanks, Alaska.

Sen. Charles R. Ford, Tulsa, presi-

dent of Oklahoma State Senate Historical Preservation, Inc., has arranged for an oil on canvas copy of Mike Wimmer's "The Last Farewell of Wiley Post and Will Rogers" to be presented to the Will Rogers Museum.

It will be unveiled at the Museum Sunday, April 4 in a 4:30 PM ceremony.

"We are pleased to have the painting to add to the popular gallery to accompany newspapers, a film documentary, and the diorama which portrays the lone Eskimo who watches the last take-

off the plane carrying Will Rogers and Wiley Post," said Jim Hartz, Will Rogers Memorial Commission chairman.

The public is welcome at the ceremony, said Michelle Lefebvre-Carter, Commission executive director.

Ford, a leading force in efforts to add art works to the Capitol, formed the Preservation Fund and raised funds to promote contributors to donate art to the state senate.

The painting will hang between the Museum entry and rotunda in a gallery designated for the "Lonely Death" and "Last Takeoff." It will be in the background of a Jo Mora diorama showing a single Eskimo man looking at the downed plane.

Other items in the gallery include an oil painting of an Eskimo looking at a memorial constructed on the crash site, copies of telegrams, news clips, Department of Air Commerce finding, and Congressional Record regarding the deaths. A duffle bag, clothing Will was wearing, a little red bag he always traveled with, his typewriter, and items from his pocket recovered from the wreckage are on display, along with a running light cover from the craft and front pages of newspapers from coast-to-coast.

Also on display is an ivory scrimshaw on which Claire Okopeha recorded the crash scene. Okopeha watched as the plane engine sputtered

and plunged into two feet of Arctic Ocean shortly after Rogers and Post got instructions on how to get to Point Barrow. Okopeha ran 15 miles to Point Barrow, where a whale boat carried him and a rescue squad to the site and recovered the bodies.



TwoColumnPhotoCaption



Senator Charles R. Ford, who is retiring this fall from the Oklahoma Senate after 38 years of legislative service.

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# Sun 'n Fun Fly-In Proclaims "AOPA Day"

FREDERICK, MD - For the first time in its 30-year history, the Sun 'n Fun fly-in and airshow has set aside a day to honor a single organization. Friday, April 16, will be AOPA Day at the Lakeland, FL event, and members will see benefits from the moment they step up to the entrance gate.

AOPA members will receive discounted admission on AOPA Day. The first 5,000 visitors to AOPA's tent on April 16 will receive a free CD-ROM disk containing AOPA's acclaimed Real-Time Flight Planner and

an electronic version of AOPA's Airport Directory. In addition, there will be daily drawings for prizes throughout Sun 'n Fun. And just outside the tent, AOPA members will get their first look at this year's grand prize in the 2004 Win A Twin Sweepstakes, a better-than-new 1965 Piper Twin Comanche.

Sun 'n Fun's special recognition of AOPA coincides with the association's largest presence ever at the event that has come to represent the kick-off of the summer flying season.

"We're going to be there like never

before," said AOPA President Phil Boyer. "Having a day set aside for AOPA is really a tribute to all of our members. Our association is the powerful advocate for general aviation that it is because of the strength of more than 400,000 voices speaking as one. We want to celebrate each and every one of those voices, and to demonstrate to pilots who have not yet joined the many benefits of being an AOPA member."

It all kicks off the evening before (April 15), when Boyer will host a Pilot Town Meeting (PTM) at the Florida Air Museum, adjacent to Lakeland Linder Regional Airport (LAL), home of Sun 'n Fun.

"These meetings give me a chance to hear directly from pilots, and help guide AOPA's efforts as we figure out what's important to our members. And PTMs are an opportunity for pilots to hear more about national, regional, and local issues their association is working on," said Boyer.

Throughout the seven-day event, AOPA staff members will be on hand in the association's tent to show pilots all the tools that AOPA offers to make flying safer, more affordable, and just plain fun. There will also a hospitality area where members will be able to relax.

The AOPA Air Safety Foundation (ASF) will also be on hand, showing off its growing collection of free online safety courses, many of which qualify for the ground portion of the FAA's Wings program. ASF will also present seven safety seminars throughout Sun 'n Fun. Featured on AOPA Day will be Ups and Downs of Takeoffs and Landings, led by ASF Executive Director Bruce Landsberg.

For those flying to this year's Sun 'n Fun, the arrival procedures notam has already been published and is available on the Sun 'n Fun Web site ([www.sun-n-fun.org/](http://www.sun-n-fun.org/)). Driving directions are also available on the site.

"AOPA's presence at Sun 'n Fun and the PTM the night before are opportunities for us to meet our members and other pilots face to face, and to hear what's on their minds," said Boyer. "And we hope it will let pilots truly experience AOPA and all that we do for and offer to them."

The more-than-400,000-member Aircraft Owners and Pilots Association has been representing the interests of general aviation pilots since 1939. General aviation includes all flying except the scheduled airlines and the military. Nearly two-thirds of all U.S. pilots, and three-quarters of the GA pilots, are AOPA members.

"The Sky's the Limit!"

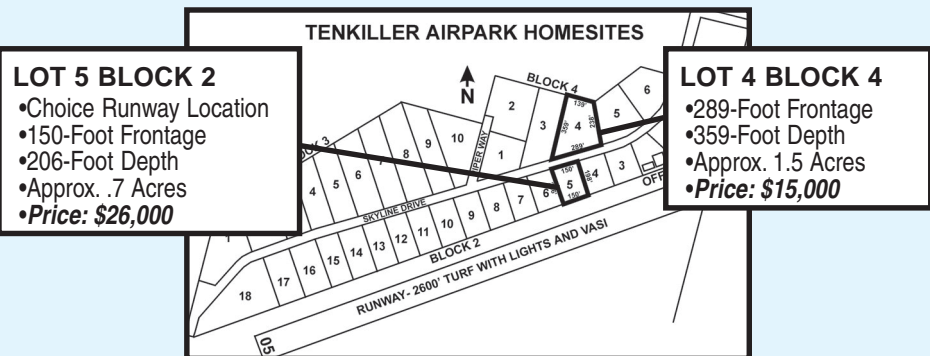


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# Calendar of Events

For a free listing of your event, email us at [OklahomaAviator@earthlink.net](mailto: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<br>7:30AM-10:00AM | Fly-In Breakfast- Ponca City Aviation Boosters Club   | Ponca City Airport, Ponca City, OK   | Don Nuzum- nuzum@poncacity.net<br>Bruce Eberle- 580-762-5735   | Held rain or shine   |
| 1st Saturday                   | Aerobatics  | Claremore Municipal Airport<br>Claremore, OK                                   | Matt Burton<br>918-343-0931  | Go to Ponca City for breakfast, then come to Claremore for hamburgers and aerobatics!  |
| 2nd Monday<br>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<br>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<br>OKC Airport  | Martin Weaver- 405-376-5488<br>pacer31a@earthlink.net  | Start 7:00PM   |
| 2nd Wednesday<br>7:30PM        | Meeting- Tulsa Cloud Dancers Balloon Club   | Contact Frank Capps  | Frank or Cheri Capps- 918-299-2979<br>aerosportballoon@hotmail.com   |  |
| 2nd Thursday<br>7:00PM         | Meeting- EAA Chapter 1005   | Ada Municipal Airport (KADH)<br>Ada, OK  | Terry Hall 580-436-8190 or<br>adairprt@wilnet1.com   | Call or email for exact location for monthly meeting. We occasionally meet off airport.  |
| 2nd Thursday<br>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<br>Kerr County Aviation Association                                    | Poteau Municipal Airport<br>Poteau, OK   | Bryan Hoggatt- 918-647-4719  |  |
| 2nd Saturday<br>11:00AM        | Meeting- EAA Ultralight Chapter 98  | Thompson Airport<br>Tuttle, OK   | Robert Crawford- 405-381-2840  | Visitors welcome!  |
| 3rd Saturday                   | Meeting- Green Country UltraSport Flyers Organization (GCUFO)                               | Call 918-632-6UFO<br>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<br>aerosportballoon@hotmail.com   |  |
| 3rd Monday                     | Meeting- IAC Chapter 10   | Contact David Koehn for time/place   | David Koehn- 918-671-0481<br>ffav8@sbcglobal.net   |  |
| 3rd Monday<br>7:30PM           | Meeting- EAA Chapter 10   | Gundy's Airport, Owasso, OK  | Bhrent Waddell- 918-371-5022<br>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<br>7:00PM         | Meeting- EAA Chapter 323  | Sherman Municipal Airport<br>Sherman, TX                                       | Billy Dollarhide- 903-868-7609<br>dollarhide@ti.com  | For more information, visit our website: <a href="http://www.eaa323.org">www.eaa323.org</a>  |
| Saturday following 3rd Monday  | Pancake Breakfast- EAA Chapter 10   | Gundy's Airport, Owasso, OK  | Bhrent Waddell- 918-371-5022<br>bwaddell@tulsa.oklahoma.net  |  |
| 4th Tuesday<br>7:00PM          | Tulsa Chapter 99s Meeting   | Robertson Aviation, Jones/Riverside Airport, Tulsa*                            | Charlene- 918-838-7044 or<br>Frances- flygr17102@aol.com   | *Unless otherwise planned. All women pilots including students are welcome to attend.  |
| 4th Thursday<br>7:30PM         | Meeting- Vintage Airplane Association Chapter 10  | The South Regional Library, 8316 East 93rd Street, Tulsa, OK                   | Charles Harris- 918-622-8400   |  |
| Feb 9<br>7:00-9:00PM           | "Maneuvering Flight-- Hazardous to Your Health" Aviation Safety Foundation/FAA Free Seminar | Aerospace Education Center I-Max Theater<br>3301 Roosevelt Rd, Little Rock, AR | 800-638-3101 or <a href="http://www.asf.org">www.asf.org</a>   | No registration req'd! Qualifies toward FAA Wings Program. Chance to win NAV/COM in ASF drawing.   |
| Feb 10<br>7:00-9:00PM          | "Maneuvering Flight-- Hazardous to Your Health" Aviation Safety Foundation/FAA Free Seminar | Beaver Lake Aviation, 1 Cass Hough Dr, Rogers, AR- (Hwy 62 1 mi N of town)     | 800-638-3101 or <a href="http://www.asf.org">www.asf.org</a>   | No registration req'd! Qualifies toward FAA Wings Program. Chance to win NAV/COM in ASF drawing.   |
| Feb 11<br>7:00-9:00PM          | "Maneuvering Flight-- Hazardous to Your Health" Aviation Safety Foundation/FAA Free Seminar | Metro Tech Aviation Career Ctr, 5600 S. MacArthur, Oklahoma City, OK           | 800-638-3101 or <a href="http://www.asf.org">www.asf.org</a>   | No registration req'd! Qualifies toward FAA Wings Program. Chance to win NAV/COM in ASF drawing.   |
| Feb 12<br>7:00-9:00PM          | "Maneuvering Flight-- Hazardous to Your Health" Aviation Safety Foundation/FAA Free Seminar | Kansas Aviation Museum, 3350 S George Washington Blvd, Wichita, KS             | 800-638-3101 or <a href="http://www.asf.org">www.asf.org</a>   | No registration req'd! Qualifies toward FAA Wings Program. Chance to win NAV/COM in ASF drawing.   |
| Apr 13-19                      | EAA Sun 'n Fun Fly-In   | Lakeland, FL   | 863-644-2431<br><a href="http://www.sun-n-fun.org">www.sun-n-fun.org</a>   |  |
| Apr 17-18                      | Oklahoma Airshow<br>(Formerly Airshow Oklahoma)   | Davis Field (MKO)<br>Muskogee, OK  | Mike Anderson- 918-682-4101<br>northmain@azalea.net  | Headline act this year is USAF Thunderbirds! Their availability resulted in the April dates this year.   |
| Apr 18-20                      | 18th Annual Oklahoma Airport Conference   | The Westin Downtown, Oklahoma City   | Registration, Debra Coughlan, 918-838-5018<br>Exhibitor Info, Carl Cannizzaro 918-663-0870<br>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 24                         | Young Eagles Rally  | Gundy's Airport<br>Owasso, OK  | Charles Freeland- 272-0691   | EAA Chapter 10 will fly youth, 8-18, free, with parental permission.   |
| Apr 30-May 1                   | 2004 Aviation, Aerospace, & Technology Expo   | Thomas P. Stafford Airport<br>Weatherford, OK                                  | Joe Tilton- 580-486-3610<br>joe_tilton@hotmail.com   |  |
| May 12, 14, 18, 20 & 21        | STARBASE Classes for Home Schoolers (open enrollment)                                       | Tulsa Air National Guard Base and<br>Tulsa Air and Space Museum                | Sue Burgess (918) 833-7757,<br>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)<br>New Braunfels, TX                               | Stan Shannon- shannons@kctc.com<br><a href="http://www.swrfi.org">www.swrfi.org</a>  | We had in excess of 700 planes last year(our largest ever) and hope for even more in 2004.   |
| May 15<br>1:30PM-3:00PM        | Angel Flight Annual Barbeque  | Hangar B-52<br>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<br>Oklahoma City                          | Russ Tresner - 405-739-0397 or<br>oklahoma.city.center@erau.edu<br><a href="http://www.erau.edu/oklahomacity">http://www.erau.edu/oklahomacity</a> | 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<br>Gage, OK   | Ron Cox 580-938-2469 or<br>Clint- hanshu@pdi.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<br>Aerospace Camp for Kids                                       | 7130 E. Apache<br>Tulsa, OK  | Katheryn Pennington- 918-834-9900<br>kpennington@tulsamuseum.com   | Exact dates to be announced later.   |
| Jun 4-5                        | 18th Annual Biplane Expo  | Frank Phillips Field (BVO)<br>Bartlesville, OK                                 | Charles W Harris- 918-622-8400<br><a href="http://www.biplaneexpo.com">www.biplaneexpo.com</a>   | Largest gathering of biplanes by variety in the world. Features displays, forums, guests and aviation history  |
| June 5                         | 14th Annual AOPA Fly-In and Open House  | AOPA Headquarters, Frederick Municipal Airport (FDK), Frederick, MD            | Chris Dancy- 301-695-2159  | Seminars and static displays, pilot supplies and hangar flying during the largest one-day Fly-In in the nation.  |



# Okie Twist-Off Set for Claremore Regional May 21-22



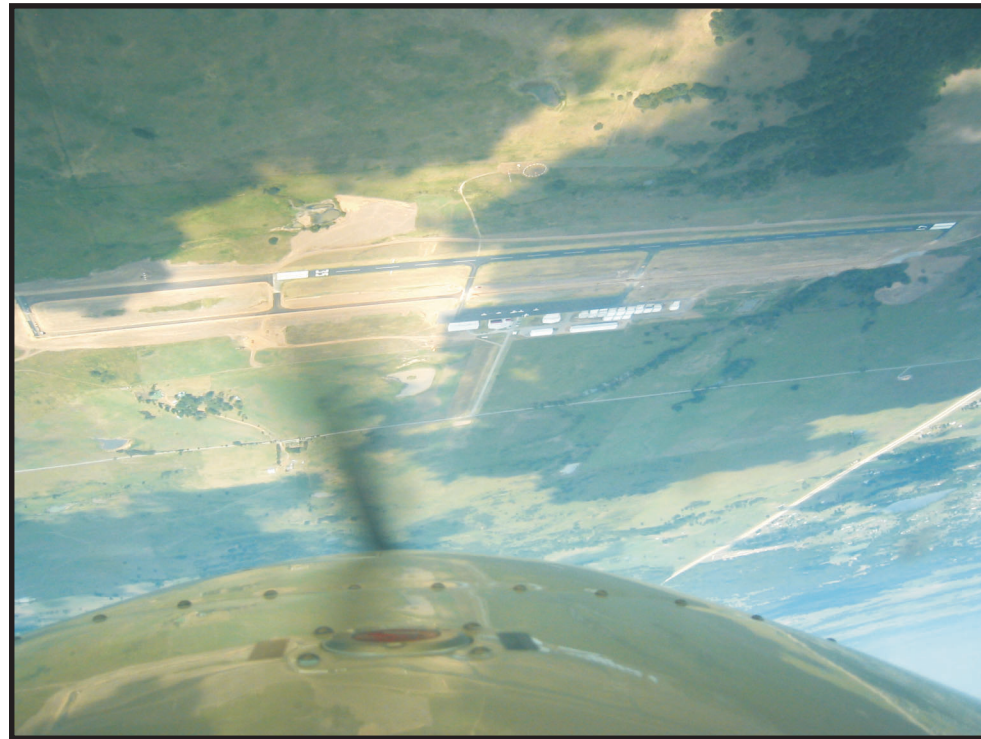
The Okie Twist-Off aerobatic contest, traditionally held annually in Stillwater, is getting a new sponsoring chapter and a new home. The International Aerobatic Club (IAC) Chapter 59 originally started the contest in 1984. Chapter 59 was organized in 1983 by a dedicated group of Oklahomans including Carl Whittle, Bill Mann, and the late Tom Jones; however, in recent years, membership in the club has dwindled, to the point that no contests were held in 2002 or 2003.

Meanwhile, IAC Chapter 10 in Tulsa, which had been similarly languishing in membership, experienced a revival in membership and interest, due in large part to the efforts of Dr. Guy Baldwin. Chapter 10 assisted Chapter 59 in the 2001 Okie Twist-Off.

Chapter 10 made Claremore Regional Airport their new home, establishing a permanent aerobatic box and getting together most suitable weekends for aerobatic practice, hamburgers, and camaraderie. Airshow performers from all around the region began showing up to practice and the airport was often the scene of demonstration flights to prove aerobatic proficiency for the FAA or the International

Council of Air Shows (ICAS).

The Claremore airport board supports the aerobatic activity and is planning to install permanent aerobatic box markings made of concrete.



*The aerobatic pilot's view of Claremore Regional- upside down on the 45-degree downline of a Cuban 8.*

Thus, it was natural that Chapter 10 become the new sponsor of the Okie Twist-Off and that the contest be moved from Stillwater (where the presence of a new control tower discouraged it) to

Claremore.

This year's contest will be held May 21 and 22, with a practice day on May 20. Tom Culver, who is heading up the contest arrangements for Chapter 10, re-

ing the pilot to fly a known (i.e., published ahead of time) sequence of 4 maneuvers. Says Tom, "Competitors in Primary can fly with a safety pilot if they choose. This lets pilots who don't own an aircraft enter the competition. In fact, we are going to make an effort to get people into the competition who have never done so."

The scoring rules are more lenient for Primary. The most important rule is not to go lower than the allowed altitude for the bottom of the box. There are small penalties for exceeding the horizontal limits of the box. Other than that, loops have to be round and rolls have to be at a consistent rate without heading changes.

Sportsman requires a known sequence of 11 maneuvers. Beyond that, each contestant may choose to do a "free program" or repeat the known sequence.

Starting with Intermediate, contestants are required to do a free program and in Advanced and Unlimited, an unknown sequence may be required (i.e., the pilot finds out the sequence just before he flies it).

Tom emphasizes that the general public is encouraged to attend. "Admission is free, and if you volunteer to help out, it is an opportunity to rub shoulders with aerobatic pilots and learn how aerobatic contests work," he says.

The entry fee for contestants is \$110, which covers awards, a meal on Friday night, and a banquet on Saturday night. In addition, Chapter 10 will arrange for preferred rates at local hotels. Transportation for contestants will be available and hangar space for their aircraft will be provided.

Tom encourages new contestants to join the contest. "Some people may be nervous about being around alleged 'hot-shot' aerobatic pilots, but as a rule, they are humble, friendly folk who got started at the bottom, and are willing to help the beginners."

For more information and the actual required sequences or the IAC in general, visit [www.iac.org](http://www.iac.org). For more information on the Okie Twist-Off or to join the competition, contact Tom Culver, 519-2874, [tculver@pdr-usa.net](mailto:tculver@pdr-usa.net).

## OKC Challenger Learning Center

*continued from p. 5.*

the first Rose State/Tinker AFB Space Expo and Conference, where they met many interesting and interested people. As a result, Allen Brown, the architect who designed the OKC art museum, agreed to design their new building. And very importantly, they met Liz Lundin, headquarters manager for the Ninety-Nines, with the result that the Ninety-Nines voted to allow them to build the Challenger Learning Center on property they lease at Will Rogers World Airport.

Then came the task of generating the formal application, which turned out to be 120 pages long, with an additional 35-page business plan. The application and the business plan call for raising \$5 million, about \$3.5 million of which is for the new building. Now that the organization has received its official IRS 501 (c) (3) designation, fundraising is beginning in earnest.

To help generate interest in the Challenger Learning Center, the group plans to exhibit at the Aviation, Aerospace, and Technology Expo in Weatherford, the

Oklahoma Aerospace Summit and Expo in OKC, and the International Space Development Conference in OKC.

Donations are gratefully accepted. For more information on the Oklahoma City Challenger Learning Center, contact Maggie Whittaker, PO Box 30162, Midwest City, OK 73140-3162, 405-919-6307, [soonerstf@yahoo.com](mailto:soonerstf@yahoo.com) or visit [www.challengerok.org](http://www.challengerok.org). For more information on the Challenger Center for Space Science Education, visit [www.challenger.org](http://www.challenger.org).

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## SWRFI to Honor Dick Van Grunsven

NEW BRAUNFELS, TX - Dick Van Grunsven, founder of Van's Aircraft, will be the Honored Guest at the 40th anniversary Southwest Regional Fly-In, which will be held at the New Braunfels Airport (BAZ) on May 14-15. Van Grunsven will receive the SWRFI President's Award; past recipients include the late Tony Bingelis, Paul Poberezny, Charles Duke, and the late Duane Cole.

Van Grunsven learned to fly in 1956 at the age of 16. He has logged 7,000-plus hours, 4,000 of it in homebuilts. He developed his first design, a modified Stits Playboy dubbed the RV-1, in the 1960s. His first original design, the RV-3, flew for the

first time in 1971. Since then, Van Grunsven has designed numerous other RV aircraft, including the most recent addition, the RV-10. Van's Aircraft has also become the world's largest supplier of aircraft kits, with more than 3,560 RVs estimated to be flying from airfields throughout the world.

For SWRFI info, contact the New Braunfels Chamber of Commerce at 800-572-2626 or visit its web site at [www.nbcham.org](http://www.nbcham.org).

SWRFI is a sanctioned regional fly-in for the Experimental Aircraft Association EAA. For information, call 1-800-JOIN-EAA (1-800-564-6322) or visit the EAA website at [www.eaa.org](http://www.eaa.org).



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# AOPA

## Virtual Safety

### AOPA Air Safety Foundation's Free Online Courses



Pilot Jack Brown is in trouble. After departing alone on a VFR cross country flight, Brown finds himself unsure of his position. Lost above the clouds and getting low on fuel, his options are quickly running out. Then he makes a radio call to air traffic control that saves his life.

Now, in a free new online course from the AOPA Air Safety Foundation (ASF), you can take the controls of a simple aircraft simulator and learn how a flight assist from ATC can save your life, as you explore four vividly portrayed scenarios, all based on actual events. It's all part of "Say Intentions," a powerful new learning opportunity developed by ASF.

"Say Intentions," at [www.aopa.org/asf/courses](http://www.aopa.org/asf/courses), is free to anyone with an Internet connection. It brings hands-on involvement to the learning environment. What, in the past, might be considered dry material turns into an exciting, entertaining and sophisticated interactive learning experience.

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Created to educate and inform pilots, ASF's "Say Intentions" emphasizes that a flight assist from ATC may mean putting pride aside, but may be the most expedient way to transform a dangerous situation into one with a safe outcome. Using excellent computer graphics, animation and simple but effective simulation, viewers participate in a rich learning experience that is informative, interesting and fun.

"Say Intentions" is one of a series of AOPA Air Safety Foundation on-line courses, all free and all qualifying for FAA "Wings" safety program credit. In addition to programs available now, three to four new programs will be added each year to make air safety education available on a computer screen near you.

**For more information on many AOPA Air Safety Foundation resources to make your flying safer, visit [www.aopa.org/asf](http://www.aopa.org/asf).**



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