

# Oklahoma Aviator



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

May 2000

## 14th National Biplane Fly-In to Honor Bud Anderson, Highest Scoring U.S. Ace

The National Biplane Association of Tulsa and Bartlesville Oklahoma will host the 14th Annual National Biplane Exposition and Convention on June 2nd and 3rd at Frank Phillips Airfield at Bartlesville, Oklahoma.

The Biplane Expo, the largest gathering of biplanes in the world, annually attracts nearly 500 aircraft to Bartlesville, approximately 125-140 of which are the historic biplane configuration. The event is truly one of the finest showing of unique aircraft in the world.

The national aviation event normally hosts many of the finest restored biplanes and newly completed experimental biplanes in the country. Biplanes attend from all points in the USA, and often from Canada and Mexico.

The Expo, which features a host of educational aviation forums and exhib-

its, will honor one of the nation's greatest living WWII U.S. Air Force fighter aces, Colonel C. E. "Bud" Anderson of Auburn, California. Colonel Anderson, a thirty-year USAF career officer, scored an amazing 16.25 air to air victories during his combat tour of action over Europe in 1944 and 1945. He later continued to fly combat tours in both Korea, flying the North American F86, and in Vietnam, where he commanded an entire Wing of Republic F-105 Thunderchief fighter-bombers. He is the highest scoring U.S. Fighter Ace ever to fly combat in WWII, the Korean conflict, and the war in Vietnam.

Colonel Anderson joins an illustrious list of world famous aviators who have been honored by the Expo including Curtis Pitts, George Gay, Frank Price, Robert S. "Bob" Johnson,

Paul Poberezny, Travis Hoover, and Paul Tibbets.

The Biplane Museum Complex will be open without charge during the Expo. The Museum features a biplane aircraft collection, an aerobatic Hall of Honor display, special historical aviation art, a large aviation library, and an adjoining Memorial Plaza Complex showcasing a large granite monolith listing many of the nation's most noted aviators.

The event is open to the public who are welcome to tour the aircraft parking area, view the biplanes, attend the educational forums, and view the aeronautical exhibits.

If you wish further information, you are welcome to call the National Biplane Association Office in Tulsa at 918-622-8400.

*Photos courtesy of the National Biplane Exposition and Convention.*



*Col. C.E. "Bud" Anderson on the wing of his P-51 "Old Crow" in 1944. Note the 18 swastikas to the right.*



*The all-time classic biplane- the incomparable Beech Staggerwing.*



*Bud Anderson as he flew "Old Crows" at Oshkosh 1999.*



## From Mike...

As I write this, Barbara and I have just returned from Sun 'n Fun-- her first time at a large fly-in. I have attended many previous years and my perspective may have become a bit jaundiced, but seeing it through her eyes gave me a fresh look.

I was reminded of the time long ago when I first became interested in flying, of afternoons spent at a little grass strip in upstate New York, sitting at the end of the runway seeing, hearing, and even smelling the airplanes coming in for a landing twenty or thirty feet above my head. The fluttering, whistling sound of a windmilling propeller gliding by was exciting and magical. In those days, before I could afford flying lessons, I would have enjoyed just being able to sit in an airplane on the ground!

Then in the mid-60s, I could afford flying lessons and a Private Pilot rating. Very quickly I gravitated toward homebuilt airplanes and fly-ins. Over the intervening years I have designed, built, and/or restored perhaps fifteen airplanes. I joined EAA in 1967, started my first homebuilt the following year, and went to Oshkosh first in 1970.

As Barbara and I toured the Sun 'n Fun convention grounds, I became aware once more just how much sport aviation has changed in that time. My memory (I wonder if it is accurate) of that first Oshkosh was that there was a greater variety of homebuilt airplanes, most of them truly built from plans. John Monnet (of Sonerai, Monerai, and Sonex fame) was there with a modified Jeannie's Teenie. John Dyke had his futuristic Dyke Delta. There were Jodels, Cassutts, Breezies, Taylor Monoplanes, EAA Biplanes, Stardusters, and many others. There



were "roadable aircraft"-- combination automobiles and airplanes.

Some of the craft present were admittedly of questionable design and workmanship. One in particular was a high-wing Volkswagen-powered single-place airplane from Arizona called the "Gold Bug." It was painted bright, shiny gold and to everyone's amazement, had actually flown in to Rockford in previous years. The Gold Bug had achieved legendary status and was thus prone to gathering rumors. One of the rumors was that the single magneto was held onto the engine with sixteen-penny nails.

Some of the airplanes and engine innovations were seen once and never seen again-- true experiments that either failed or were only marginally successful.

However, in those days, there was an exciting spirit of grassroots innovation. It did not matter so much whether it was successful-- half the fun was in the experimentation.

My own first airplane, an original low wing, single-place Breezy-type design, flew only about five hours before I pancaked it into a runway at Okmulgee following an engine failure. Even so, to this day, I consider the creative accomplishment of starting with a clean sheet of paper and ultimately designing and building a flying airplane to be one of the high points of my life.

The process of repeatedly coming up against seemingly unsolvable design obstacles and then having solutions magically appear in the morning after I had slept gave me faith in myself and in the laws of the universe.

As we wandered the flight line and exhibition areas at Sun 'n Fun, I wondered if that excitement was still present. The flight line seemed to be mostly rows and rows of RV-this or -that, sleek canard airplanes, Glasairs, Lancairs, and even more expensive homebuilts, with a few biplanes thrown in.

Don't get me wrong: these are all wonderful airplanes and I would feel lucky to fly or own any of them.

But I did not feel the old excitement. Obviously, part of the reason is that the cost of homebuilding has gone beyond my means. With the average RV builder spending perhaps \$30,000 minimum and some Lancair or Questair kits costing upwards of \$125,000, it is simply too expensive for me.

Yes, I know that not all builders can design airplanes, or afford to put several years of labor into the building pro-

## From Barbara...



As the time to close up shop here in Atlanta and move to Oklahoma draws nearer, I am beginning to feel the excitement and mixed-emotions that comes with making a major change in one's life. Michael and I don't have all the answers. We're not sure about the source of our income for the future, but we have a lot of faith in God and in ourselves to make things happen. Our major goal has been to relocate in Oklahoma so that we can be closer to all of you and become more involved in the aviation community there. We are also looking toward a slower-paced life. We want to work together from our home base in Cookson. Stepping out of the darkness into the light we see, we know that the light will be powerfully good.

I have lived in Atlanta all of my life. Making a move so far away from family and friends will be hard - one of the toughest things I've ever done. But, through my work on The Oklahoma Aviator, I have already begun to make friends with many of you, which will make the relocation much easier. A special thanks to Nan Gaylord, Bob Richardson, Monty and Betty Barrett, Gladys McCaslin, Jerry and Peggy Gray, Cathy Turner, Michael's wonderful family, and all the rest of you who have warmly welcomed us to Oklahoma.

The last update I received from the Angel Flight folks was that the article

cess. I know the statistics on how many times an average homebuilt project changes hands before it is finished (four times, they say). But still, I miss that grassroots creative, fun-flying atmosphere.

Fortunately, we did find it in a few places. First and foremost was in the ultralight area. Those guys and gals fly the wings off those airplanes at every opportunity! There were trikes, powered parachutes, open cockpit biplanes, Breezy-like designs, Cub-like designs and more. Barbara and I were able to con the Leza-Lockwood people into giving us a (chilly) ride in the Air-Cam - a twin-engine 200-hp ultralight-on-steroids with a rocketship climb rate-- what an airplane! The ultralight traffic runway and traffic pattern was all giddy pandemonium.

Another place with action was the rotorcraft area. Although the area was sparsely populated (due no doubt to the Revolution Mini-500 debacle) there

we printed in February caused many pilots to call in and volunteer. The organization grew and was strengthened because of our article. A special "thank you" for your response to Angel Flight. One of my favorite songwriters, Jana Stanfield, wrote: "I'm ready to use the gifts I've been given; to make this world a better place to live in." You have made that choice, and I am proud of you!

The other pleasing result from the newspaper is positive feedback from our advertisers. At first I felt a little guilty taking money for advertising. I mean, what a great concept, but with absolutely no guarantee that hard-earned dollars spent with us would have any result. But my fears were in vain. Several of our advertisers are receiving good results from the ads they place in The Oklahoma Aviator, thanks to all of you who are supporting them with your business. That feels good!

In this edition you will see information from our Sun 'n Fun 2000 experience. Never having attended a large fly-in before, I was like a little kid in a candy store. You should have seen me building a wing-rib for a Pietenpol, observing every detail in the fabric covering forum, or watching brake demonstrations. From riding in the AirCam or the Budweiser blimp, to watching the night air show, to meeting some of you, it was a totally marvelous experience for me. I hope that you enjoy the Sun 'n Fun-related articles and photographs we bring you in this edition.

You will also notice a revolutionary change this month. For the first time, The Oklahoma Aviator is a 16-page newspaper! We were having to condense too much, and even leave out too many articles of interest. We also have new advertisers who need space. So, enjoy your expanded version of the paper. Please let us know what you think.

were homebuilt helicopters which actually flew regularly!

We also spent a good bit of time talking with Duane and Judy Cole, sport aviation legends. Duane, at 86, is sponsoring an aerobatic competition for people with average aerobatic airplanes, not the \$300,000 machines required for national championships.

We talked with Paul, Audrey, and Bonnie Poberezny about Paul's Sport Aviation Association and joined it, because it rekindles the grassroots aviation spirit.

And last, but not least, I talked with some delightful folks representing Contact! magazine, a publication which is devoted to grassroots auto engine conversions for airplanes.

So, with examples such as these, my interest has once again been whetted to a fine edge. Now let's see, if I got me a Sears lawn chair, some helium balloons and a BB-gun...

### THE OKLAHOMA AVIATOR

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## Up With Downs



Earl Downs

### Old Dogs, New Tricks, and Humility

As I write this, I have just returned from the Sun 'n Fun fly-in in Lakeland Florida and needless to say, my pilot fun meter about hit its limit. I was there four days helping the folks at SkyStar Aircraft (Kitfox) demonstrate their new Kitfox Lite ultralight airplane. My brother, Ed Downs, is the president of the company and he offered to let me stay with the SkyStar team and be a part time demo pilot and full time airshow freak. Needless to say, I couldn't say no.

My good friend, Pat Smith, and I flew to Lakeland in Pat's beautiful V35 Bonanza. I do a lot of flying but I don't often get the chance to really get away and go someplace. I decided to get with the times and try to use my computer as much as possible for planning the flight. This is where I get into the question of "can an old dog learn new tricks?" I am not a com-

puter whiz and figured this would give a me good excuse to learn some new skills.

I have used GTE DUATS as a weather service for some time but have never used the full flight planning features before. First, I went to [www.duats.com](http://www.duats.com) and downloaded (I love these computer words!) the Cirrus flight planning system. I did run into some trouble figuring out some of the updating features and entering my airplane performance profile stumped me for a while, but the DUATS people helped me through the rough spots. Then, for a few weeks before our flight, I practiced using the Cirrus flight planning system. After a bit of trial and error I finally got pretty good at it. Maybe this "old dog" can learn a few new tricks!

On the morning we planned to leave for Lakeland, I spent about 45 minutes doing all the weather checking and flight planning. I used a combination of Cirrus, DUATS, and AOPA weather service. My efforts resulted in a composite VFR/IFR flight plan that worked perfectly. Don't get me wrong, I still love my IFR planning charts and will never give up my E6B computer, but, the 21st century has arrived and I intend to take full advantage of it.

Pat has recently upgraded his non-IFR GPS to an IFR-certified Northstar M3 GPS. This old dog also had to learn how to use this new system. Starting a few months ago Pat and I began practicing instrument procedures and approaches with the new GPS. I am glad we did. A long IFR cross-country under actual conditions is no place to be reading the instruction manual. The new technology that we find in our airplanes is like a fast moving train: either get on the train and move with it or stay off and be comfortable where you are. If you just

try to stand close to tracks of this technology train, you could get run over. In other words, proper training for the use of our new equipment is as important as the equipment itself.

I always kidded my brother about his being "required" to go to the Sun 'n Fun and Oshkosh fly-ins. Never again! The kitplane business is a battlefield of competition and those folks worked hard. I talked to hundreds of people and was impressed by the level of technical questions I was asked. SkyStar's VP of research and development, Frank Miller, kept me out of trouble. The FAA term "amateur builder" does not do justice to the people involved in ultralight and experimental aircraft building. I urge you to attend some airshows and fly-ins to learn more about this interesting area of aviation.

My experience in the little Kitfox Lite was limited so Frank gave me a thorough briefing about the new production version of this little beauty. My concern was that I would be flying in front of huge crowds at the ultralight field. The pressure was on! I was hoping I would not have to eat

some humble pie!

The ultralight airfield at Sun 'n Fun is an amazing place. When everyone is flying, it sounds like a battle between an army of chain saws and weed eaters. The pilots receive a daily briefing about the flight and pattern procedures from the safety people because dozens of ultralights are in the pattern at the same time. On my first flight I was so busy trying to fly the precise pattern and looking for traffic that I hardly had time to enjoy it. My first landing was a little embarrassing but at least I didn't break anything. Fortunately, my brother is an identical twin so I just let everyone think that he was flying the plane. All right, that may have not been the most humble thing to do but it worked for me!

On one of my circuits around the field, the Budweiser blimp flew very close the ultralight pattern. As we flew past each other at a slow speed I waved from my open sided cockpit to the people in the blimp and they waved back. This is flying, and it doesn't get much better!



The KitFox Lite ready for takeoff at the Sun 'n Fun ultralight strip.

## Check Ride Tips

By Nan Gavlord



### Runway and Taxiway Markings

Last month, in April, I talked about How to Taxi An Aeroplane. A closely related issue that applicants have difficulty with on check

rides is the Runway and Taxiway Markings. Invariably applicants at all levels and on all check rides from the Private through the CFI Renewals have difficulty with this.

When exiting the active runway, pilots stop prematurely on the runway (tower) side of the hold short lines instead of crossing the lines to the taxiway (ground) side. Tower and Ground are very territorial - and don't like it at all when pilots are on the wrong side of the line! If there is an emergency, the pilot will be called by either TWR/GRD on the appropriate frequency, and the pilot should be on the correct frequency for his/her location. It is simple - we stop on the solid line side and we keep moving through a dashed line. So in the case of landing and clearing the runway we must cross the hold short line (no matter how far back it is set from the runway) before stopping, switching to the ground frequency, and calling ground. It is incorrect to switch to

the Ground frequency until the entire airplane is across the hold short lines. Remember, when exiting the runway, if the airplane is not completely across the hold short lines, you are technically still on the active runway.

A few years ago the FAA revised all the signage for runways and taxiway markings. The updated signs were much better and clearer to read and in most cases fairly self explanatory. As a result of these improved and more readable signs, the general aviation public thought the airports were just putting up new signs and so most pilots didn't bother to study the new meanings in the Aeronautical Information Manual (AIM). If you haven't taken the time to review this section of the AIM, this would be a good time to do it. The AIM, Chapter 2, Section 3 deals with this. It is mandatory that all certificated pilots - Private through Airline Transport Pilots know and understand the markings. In all of the

Practical Test Standards this material is mandatory testing. So it should be learned well at the most basic level - when a student pilot is first learning ground operations at airports. Be careful not to use an outdated textbook for this material as there have been so many changes over the years. Only the AIM is considered current and up to date for this information. And, be sure your AIM is current!

It would be horrible if you went to all the trouble to dazzle the examiner with your entire oral and practical exam and even did a show-off landing - only to embarrass yourself by stopping on the wrong side of the lines after clearing the runway! Do yourself, your instructor, the tower, other pilots, and the FAA a favor now and look over this section in the AIM. Once you know if you'll have it forever, and you will never have to wonder again if you are on the right or wrong side of the line!



# Wings Across America: A Virtual WASP History

Wings Across America is a project to document, digitize, publish, and preserve the history of the Women Air Force Service Pilots of World War II into an exciting and unique multi-media virtual museum where kids of all ages can log on and learn about the first women in history to fly American military aircraft: the WASP!

The Oklahoma Aviator talked with Nancy Parrish, founder and director of the Wings Across America project.

**OA:** Nancy, tell me about the Wings project:

**Nancy:** We are giving each and every WASP the opportunity share her own eyewitness account of her service to her country. Each and every story is important. Once these stories are captured as broadcast-quality videotaped interviews, the footage will be digitized along with personal photographs and documents. These will all be edited onto individual WASP Web pages.

We are attempting to interview as many of the 600 remaining WASP as we can before they are gone. They are all over 75 years-old now, and each year we are losing a few more. The first step is collecting the raw data in the form of the interviews. When that is accomplished, we will edit the tapes and make mini-movies for airing over PBS stations.

The potential for their educational use is unlimited. This one project can provide resources for documentaries, multimedia educational projects, interactive learning kiosks, Ph.D. dissertations, and teaching curriculums for all grade levels.

**OA:** Nancy, tell me about the conception of the project and how you became interested in documenting the WASP history?

**Nancy:** My mother, Deanie Parrish, was a WASP. She had never talked much about what she did during the war. Then, in 1993, my dad died, and all of his history went with him. He had been shot down in Yugoslavia during WWII, and got out four months later with the help of the Partisans. So, many of his wonderful stories that he wouldn't talk about went with him. We had planned, while he was in the hospital, to get him to tell his stories. He wanted to tell us, but in the end he was so sick that it was too late. So that's what spurred me on to find out what Mom did.

I was in the film business, looking for a project that would be meaningful, and decided to do a documentary about the WASP. I started researching and asking questions and the more questions I asked the fewer answers I

found. I started asking people if they knew who the WASP were. People thought I was talking about white, Anglo-Saxon protestants. I concluded that somewhere, someone had dropped the ball with the WASP history. I studied the textbooks. No mention of the WASP anywhere. They had the WACS, SPARS, and WAVES, but no mention of the word WASP anywhere in the textbooks - and that amazed me.

The WASP records were sealed for 33 years. When the historians were writing the WWII history they didn't have the WASP records to draw from, so they didn't get included.

So my dilemma was, how do you

**OA:** Are you having to wait for additional financial support before you can proceed?

**Nancy:** "Yes," but we are proceeding, as best we can, because we have some grass roots support. We receive contributions from individuals. Our first check was for \$5.00 - and it was from a WASP! We didn't ask the WASP for financial contributions. They have already done enough - we wanted to do this to honor them. But our first check was from one of these wonderful ladies. We were overwhelmed.

Basically, the contributions have come from WASP families. We had a WASP who passed away who had

wanted to tell her story. In lieu of flowers, her family asked people to send a donation to Wings Across America.

**OA:** Do you have in-kind from Baylor?

**Nancy:** We do. We use Baylor interns for some of our shoots. We have received in-kind donations from the PBS stations. Sometimes they'll give us tape. It just depends on what we need and, of course, we can use their editing facilities if we need to.

**OA:** Is there anyone else lends assistance to the project?

**Nancy:** We have had wonderful support from Steven Spielberg's SHOAH Visual History Foundation. About three years ago, Spielberg created this organization with the idea of interviewing every single survivor of the Holocaust



*WASP Deannie Parrish, being interviewed by Barbby Williams.*

go back and rewrite history? I don't think you can do that. I got excited, however, when I started working with computers and learning more about the Internet. I began to see the possibilities for a new kind of history documentation.

**OA:** Tell me about Wing's connection with Baylor University?

**Nancy:** The Baylor connection came about because I am a Baylor graduate and have a relationship with the telecommunications department and some of the technology people at Baylor. I was a producer with the PBS station located on the campus of Baylor. Also, the Vice-President of Development encouraged me, I think, because I had directed a Christmas pageant at his church.

**OA:** In what order do you proceed, and by what process? How do you decide which WASP to interview next?

**Nancy:** We sent out questionnaires to all 600 remaining WASP in 37 states and a couple of foreign countries. From that first mailing we got 250 replies saying, "Yes, come and interview me, I want to tell you my story." And some of the replies just tore our hearts out. "Please hurry" was at the bottom of one. Many said, "I don't know how much I can remember, but I'll try."

they could find on beta cam or better videotape. They would give each survivor the opportunity to tell their story. To date they have interviewed 55,000 survivors in I don't know how many languages. They have offered to share their technology with us, and lend us some of their trained interviewers for the Wings Across America project. It's these kind of relationships we've been building as we've worked on this project.

**OA:** What goals does Wings Across America have for the future of aviation. What do you think documenting the WASP history might do for female aviators and young women in general?

**Nancy:** These are absolutely the finest, most unique group of women around. Their attitudes, their inspira-

tional stories, their spirits, are infectious. No matter what field you go into, the WASP believe that you can do anything you want to do, as long as you're willing to work for it and it's a worthwhile goal. They believe that - and they can infect you with that, whatever you want to do, either when you grow up or when you are 50 and want to start something new. And then there's that spirit of patriotism that's unparalleled in terms of American history of women. They paid for the own way to go to war! These are just really unique things that I think are worth preserving that will foster excitement and encouragement for female aviators and young women all around the country, no matter what their dreams.

**OA:** What is your fondest wish for the Wings Across America project?

**Nancy:** I'd like for this to be a model and a motivational, inspirational place, for not just this generation, but for the next generations and on into the next century. I want it to continue to inspire people for 1,000 years because the spirit of these women is just infectious. I'd like to infect the next generation with it.

**OA:** Is there anything other message that you would like us to share with our readership?

**Nancy:** Yes. We still have what we call a Naming Opportunity. If there is a company that wants this to be called Their Company's Name Wings Across America, we would welcome their support. We need corporate funding, and we need it quickly, if we are to get to these women while they are still with us. This entire project costs less than a 30-second Super Bowl commercial. Our budget is well under one million dollars. We are hoping we can encourage a company that has the vision for the future



*Preparations for another WASP interview. Left to right, Nancy Parrish, WASP Millie Dalrymple, and Joanne Livingston, Manager at KCFT in Waco, Texas.*

and understand how exciting the internet can be. We are totally open to naming this project any company name that wants to support us. They would be associated with a project that is not only honoring the past and something patriotic, but they will be paving the way for the future of history and it's documentation in a creative and useable way.

Search the Wings Across America web site at <http://wasp-wwii.org/wings>. Nancy Parrish can be reached at Wings Across America, Baylor University, PO Box 97160, Waco, Texas 76798-7160 or [nancy@wasp-wwii.org](mailto:nancy@wasp-wwii.org).



# Early Morning Adventure: A Ride in the Bud One Airship

**Barbara:** It's warm and cozy under the quilts in the tent. But outside it's still dark and remarkably chilly for Florida. Michael is zzz-ing away next to me and the rowdy fellows in the next campsite finally stopped carousing a few hours ago. I think I'll stay here, on this air mattress next to my husband for the rest of my life.

**Mike:** There's that @##\*!!\* fake rooster crowing over the campground public address system. I heard it's some guy that goes from fly-in to fly-in doing his "specialty." If I could just get my hands around his scrawny neck right now... Oh, well, gotta get moving anyway for our big

my toothbrush. "Whew! Is it ever crisp this morning! Let's search for a long-sleeved shirt to replace the short-sleeved one I have on. Then we'll add the nylon parka and brave the weather outside of this lovely shelter. Better find Michael's parka, too, while I'm at it."

**Mike:** Well, she's moving, but she ain't real enthusiastic about it yet. If I want this to turn out okay, I'd better do everything I can to help. I fire up the Coleman stove and put on some water to boil. Hot tea may at least get me past the immediate crisis.

**Barbara:** After a brief breakfast of



*The Bud One Airship on landing approach, prior to our boarding.*

appointment. Dang, it's kinda chilly! With a little fear, I reach over to shake my non-morning-person partner awake. "Honey, wake up, B. It's 'blimp morning'!"

**Barbara:** I moan. I love the man dearly, but am now beginning to question my sanity. What woman would get out of a warm and cozy bed at 6:00 AM to ride in a blimp? Well, I guess this woman would. I love our adventures, even when they mean a few earthly inconveniences. So, I get up, struggle into some clean clothes and search around in the dark for

croissant, banana and cup of hot spiced tea, I am ready for adventure. We begin the hike (long, by my standards) from campsite to shuttle bus station. By this time in my first trip to Sun 'n Fun, I've figured out that not only is it cold in Florida in April (or hot), but there is also a lot of walking involved. Oh, well, at least we'll be able to ride the shuttle most of the way - I'm most appreciative of the Sun 'n Fun organizers for that! However, as we shiver down the dusty road, the sun just peeking over the horizon, I notice that we don't



*A Sun 'n Fun panorama from the big Bud One Airship picture window.*

pass many other pedestrians or any moving shuttle buses. With a sinking feeling beginning to form, I inquire, "Just where is the blimp moored?"

**Mike:** Things could get testy here. Probable best approach: be cheerful! "Oh, can't be far-- just over by the helicopter area." (Those who have been to Sun 'n Fun may at this point realize that I've made the slightest understatement here, since the helicopter area is placed about as a leper colony would have been-- as far away as humanly possible.) Also, in the back of my mind, I know another truth: the shuttle buses ain't running yet. This is for Barbara's benefit, right? She will have enjoyed it when it's all over, right?

**Barbara:** Reaching the shuttle station, we find that the buses will not start running for at least another 45 minutes. I ask again where the blimp is parked and Michael points off in the distance, "Just over there, maybe a half mile," he says. I squint and look northeast where, sure enough I see the blimp. But, at this distance it is hazy and I'm sure I can detect the curve of the earth in the intervening distance. Michael smiles and asks if I think I can make it. With a wan smile, I say "Sure. Wouldn't miss this for the world." So, we set out courageously over asphalt and stubble fields, putting one foot in front of the other. A half-mile, my you-know-what! After stopping to stretch my sore back a couple of times, we finally reach the site, even early! There, moored to its mast is the Bud One Airship. With a length of 165 ft and a height of 55 feet, it dwarfs the fifteen person crew scurrying around the ground under it.

**Mike:** Thankfully, there are chairs from where we can observe the action. Several loads of passengers are ahead of us, but we find coffee, orange juice, and danish and begin to enjoy the clear morning, now beginning to warm ever so slightly.

**Barbara:** To my surprise, when the blimp takes off and lands, it requires a ground roll of perhaps a hundred yards, like an airplane. And when it lands, three 4-man teams of hefty guys run to grab the ropes to haul it from the skies. Because the wind is 10-15 knots and gusting, the crew had their hands full.

**Mike:** We notice something you might not think of at first: new passengers are loaded one at a time, with a new person getting into the gondola before a current passenger gets out. Well, duh! Things are different in the lighter-than-air world!

**Barbara:** Finally it is our turn and, along with four other brave souls, we are ushered with great ceremony to the gondola.

**Mike:** Taking our seats we find a set of David Clark headsets at each of the seven passenger seats. The view out the wide, outwardly curved windows is spectacular.

**Barbara:** After getting clearance from the Lakeland controllers, the pilot advances both throttles and the takeoff roll commences, with the handlers running alongside for a few yards. After our take-



*The Florida countryside viewed through one of the big Lycoming IO-360-PIG6 engines with its constant speed reversible props, which are remarkably quiet.*

off roll we sail smoothly and quietly around the Lakeland skies.

**Mike:** At one point, near the ultralight area, we pass the KitFox Lite at close range and everybody waves [Editors's note: see Earl Downs column]. We are cruising at 30-40 kts, with hawks no more than fifty feet to the side.

As soon as we get to cruising altitude (about 1000 feet) the pilot eagerly answers our questions. Yes, they do shoot instrument approaches! No, the engines on this model cannot be pivoted to vector the thrust.

**Barbara:** All too soon it is time to land. By now the wind is gusting above 15 kts, so the pilot has his hands full. We fly our base leg at about a 30 degree crab, and turn a short final. The lines of handlers below are waiting to haul us down.

**Mike:** Suddenly, at about 5 feet, a gust of wind yaws the airship and we balloon up. "Hold her, Newt, she's a-buckin'!" The pilot has the controls on all four stops simultaneously, but expertly gets us down safely and the adventure is complete.

So, what do you think, Honey-- was it worth getting up for??

**Barbara:** You bet! Fantastic! Fabulous! Now can I take a nap?



*Chief Pilot Carl Harbuck, 3500 flight hours in the airship and a very pleasant guy. Note the IFR panel and the pitch control wheel between the seats. Lateral control is via rudder pedals.*



# Oklahoma Honors One of Its Own

by Bob Richardson

The name of Col. Robert S. Johnson is not a household word in Oklahoma. However, in aviation circles, his name is held in very high esteem. A group of aviation aficionados have invited the public to join them in honoring a genuine Oklahoman hero. Born and raised in Lawton, Oklahoma, Bob Johnson plunged into the World War II fray as a P-47 fighter pilot, and ended his missions as the leading Oklahoma Air Ace with 27 enemy aircraft shot down.

Col. Johnson recently passed away at the age of 78. In his honor and to

provide a valuable addition to Oklahoma State Capital art collection, Sen. Charles Ford and Tulsa aviator/businessman Tom Clark, prevailed upon Oklahoma City artist, R. T. Foster to memorialize one of Johnson's aerial victories in a painting to be placed on permanent display in the Capital Building.

On March 20th, the painting was unveiled in the Oklahoma State Senate Chambers by Sen. Ford and Mr. Clark. Guests attending the unveiling included Johnson family members, state aviation supporters, and the public.

Johnson's story has been overshadowed by those of the famous Colonel Hubert A. Zemke and Captain Francis S. Gabreski, of the 56th Fighter Group, better known as "Zemke's Wolfpack", which included Johnson's 61st Fighter Squadron. Johnson soon found himself in competition for the "high scoring mantle" of the 56th and the 61st and the rest of the Eight Air Force. By early May, 1944, Johnson took the "mantle" with 25 victories. He acquired several more before his combat tour ended. He would come home to fly the War Bond Circuit. Gabreski and Zemke were shot down and captured.

Robert was a special guy, who loved his home state, loved to fly, and was a true hero of WWII.



Col. Robert S. Johnson, 56th Fighter Group, USAAF, 27 confirmed victories.

# 22nd Annual Okie Derby

OKLAHOMA CITY - The Okie Derby, sponsored by the Oklahoma Chapter Ninety-Nines, is the world's largest proficiency air rally. It is not only fun for pilots, but tests their piloting skills and their knowledge of the capabilities of the airplanes they fly. The 22nd Annual Okie Derby, chaired by Michelle Green (405-351-0339), will be held August 18-19, 2000.

The competition is open to all licensed pilots flying standard general aviation airplanes; each crew consisting of a pilot and a navigator, the latter need not be a licensed pilot but must be at least age 16. For the Okie Derby, entrants set their own handicap on the entry form by listing the ground speed they intend to maintain over a cross country course. The course (not to exceed 225 statute miles) is not revealed until a mandatory pilots briefing the evening prior to the race. Fuel estimates to 0.1 gallon, based on length and direction of course legs and predicted winds aloft, are turned in prior to starting the aircraft engines for the race. Scores are determined by matching the actual performance in time and gasoline consumption against the ground speed and fuel estimates. Competitors enter from Texas, Kansas, Arkansas, and Colorado, as well as all over Oklahoma. Collegiate teams provide keen competition to both veteran and first time racers.

The entry fee for the Okie Derby is \$35.00 before August 11th and \$40.00 thereafter. All pilots, male and female, are encouraged to enter. For registration information, contact Phyllis Miller at (405)844-4011 or (405)844-

4107.

The Okie Derby was begun to generate funds for aviation scholarships. Thirteen thousand dollars in scholarships has been awarded since 1990. Entry fees are not sufficient to meet the scholarship amount, therefore, the Oklahoma Chapter relies on friends and supporters of aviation and education to help achieve the Okie Derby goal. Sponsorships start at \$25.00 with many people contributing \$99.00, in keeping with the organization's name. The scholarship program encourages interest in aviation and upgrading of piloting skills for young people.

The Ninety-Nines International is a worldwide organization of licensed women pilots with approximately 7,000 members. The Ninety-Nines promote aviation and space awareness, and education and safety, as well as providing a network for women to encourage each other in a career or avocation aviation and aerospace. Of the 117 women who held pilot licenses in 1929, 99 became charter members, giving rise to the name Ninety-Nines. Amelia Earhart was the organization's first elected president. International Headquarters is located on Will Rogers World Airport, Oklahoma City.

The Oklahoma Chapter and Ninety-Nines International, Inc. are 501c3 designated; all donations are tax deductible. Contributions to the Okie Derby Scholarship Fund can be mailed to Carol Sokatch, Okie Derby Sponsorship Chairman at 2224 NW 48th Street, Oklahoma City, OK 73112 or contact Carol at (405)840-1156.

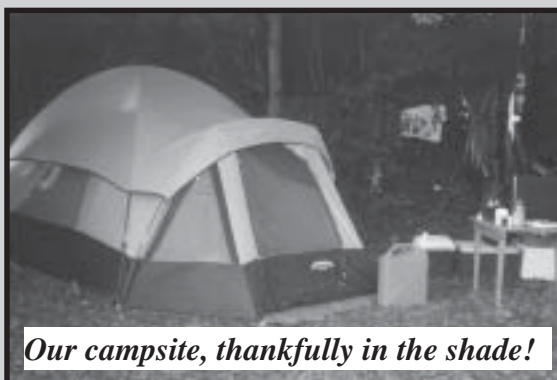
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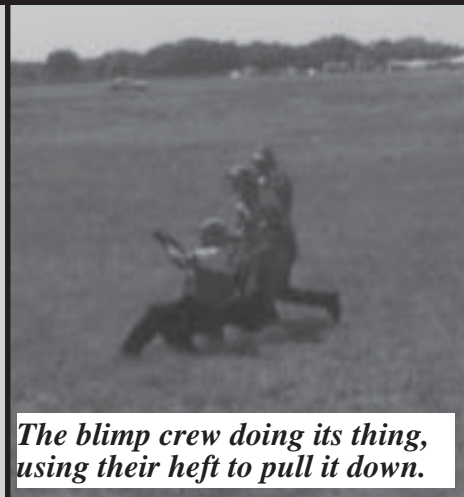
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# Buying and Selling Airplane- Part 3: Product Liability

By Clifford R. Magee,  
Attorney-at-Law



Parts I and II of this article covered practices that can help you avoid becoming a party to a lawsuit and covered the basic legal concept of negligence. This month, we address product liability as it applies to the sale of homebuilt airplanes and parts.

Product liability is one of the most misunderstood areas of aviation law. For instance, owner comments such as, "I would sell the airplane if it weren't for the product liability" are frequently heard but are often without foundation. In short, product liability is not applicable to all aircraft sales.

The concept of product liability is developed from theories of negligence, warranty, contracts, and strict liability. For this discussion, it is important to have a basic understanding of these theories. The elements of negligence, as discussed last

month, are: 1) a duty, 2) a breach of that duty, 3) which is the proximate causation, 4) of injury or damages. A warranty is a representation. A contract is an agreement. Strict liability is imposed when someone does something inherently dangerous and someone is injured or property is damaged as a result.

The doctrine of product liability originated in New York around the time of World War I. It skipped across the United States to California where its current form was established in the early 1960's. In 1974, Oklahoma adopted a modified version of the California model. The doctrine is stated as being applicable when someone who sells any product in a defective condition unreasonably dangerous to the user or consumer or to his property is subject to liability for physical harm thereby caused to the ultimate user or consumer, or to his property, if (a) the seller is engaged in the business of selling such a product, and (b) it is expected to and does reach the user or consumer without substantial change in the condition in which it is sold. Note that this rule applies even though (a) the seller has exercised all possible care in the preparation and sale of his products, and (b) the user or consumer has not bought the product from or entered into any contractual relation with the seller.

What does this mean translated

into English? The major distinction to be made in determining if product liability applies is whether or not you are "in the business" of manufacturing, buying, selling, or maintaining homebuilt airplanes or parts. If you are in the business, product liability may be used as a legal claim against you. If you are not in the business," a claimant can not use product liability as a legal theory against you.

Determining if you are "in the business" of selling homebuilt aircraft and parts is a question of fact. Showing that you hold an aircraft dealer's license, use a trade or business name on checks or letterhead, or that you advertise regularly to buy or sell are all ways a claimant's attorney could show that you are in the business of selling homebuilt aircraft and parts. Other factors include whether you have name recognition or a reputation in the trade, a customer base, or any other creative argument an attorney or claimant can come up with.

If you are not in the business, but a lawsuit is brought concerning a homebuilt airplane or part you built and/or sold, a claimant must rely on theories of negligence, warranty and contract rather than product liability. Each of these legal theories can be attacked with very strong defenses. These defenses can limit your liability by allowing only a partial award of damages proven by the claimant. These defenses can also

bar any recovery due to certain types of conduct on the part of the claimant.

If you are in the business, to prove product liability the claimant must show that what you did caused the loss due to an inherent danger of the airplane or part. If the claimant succeeds in that proof, then the burden of proof shifts to you. The defenses available at this point are few and limited. To reduce your liability in this situation you must prove that the airplane or part was not defective when it left your possession or control, that an alteration was made which caused the loss, or that there was a misuse by the claimant. Also, in this scenario it is much easier for the claimant to receive an award of exemplary damages.

Bottom line: a product liability lawsuit is an all or nothing battle. It is like death to the loser. If you are sure you are not "in the business," you probably have nothing to fear from product liability lawsuits. However, if there are questions in your mind, it would be wise to seek the counsel of a competent aviation attorney before selling a homebuilt airplane or part.

*Disclaimer: This article is presented for general purposes only and is not intended nor should be taken as legal advice or a legal opinion.*

## Welcome Back, Old Friend!

By Randy Harris



It started with a simple idea: Linda and I needed a traveling airplane to compliment the Skybolt. Linda has never been too keen on riding long distances in an airplane that, without warning, could turn a good romance novel upside-down. Unfortunately for her, a novel to which she would still be attached. For those who have been following our saga to find a suitable airplane, good news - it's here. Our old Commanche became available in January and we were elated. Finally, we could have just the airplane we needed. The Bellanca, referred to as

"the interim solution," was sold and has gone to its new owner in Arizona. The Bellanca was an outstanding airplane for the money, but lacked a certain aluminumistic quality. Besides, if we are to fly much over Indian Territory, we figured the weather Gods wouldn't dare reckon with the power of a two hundred and fifty horse Commanche.

Our 'new' Commanche is actually a 1960, PA 24-250 model that we owned with a partner for about 10 years when we lived in California. The airplane is an old friend in the truest sense. Linda and I flew the airplane over a thousand hours and landed in just about every state in the country. A new coat of paint and some minor avionics upgrades is all that it lacks to appear like-new again.

The Commanche arrived in Arizona about ten minutes after the Bellanca landed from its delivery flight. Claude, our previous partner, was at the controls. After giving the new Bellanca owner a thorough checkout, I dove into the back seat of the Commanche for a short trip to Phoenix. I took the back seat because this would be Claude's farewell flight. He was returning home by airline - coincidentally, since he would soon be on his way to airline pilot training in Atlanta. I felt at home in the back seat as I watched Claude work his

magic with ATC for the arrival into Phoenix's Class B airspace. His professionalism shone through the usual radio chatter and he was soon cleared, as he requested, direct to Mesa Airport. Later, as we said good-bye, I learned that he was a graduate of Tulsa's Spartan School of Aeronautics. Small world. I'm confident that his future passengers will be in expert hands.

We have enjoyed countless adventures with '33Papa. I did a little reminiscing while looking through the flight logs. Long before there was a Young Eagles program, Claude and I had taken just about every kid in the neighborhood for an introductory airplane flight. One charming young fellow who lived across the street went for his first ride back in 1987 and is now flying Lear jets as a corporate pilot. Two other young fellows followed similar paths and are now test pilots in nearby Wichita. In addition, I counted roughly a dozen pilots who accompanied me on the annual pilgrimage to Oshkosh - a rather lengthy flight from southern California. Many were newly minted private pilots on their first true cross-country adventure. Most were amazed that one could fly for over a thousand miles, to the busiest fly-in in the world, and not see another airplane until entering the pattern.

During the time we lived in California, the Commanche served two important roles. For nearly ten years Claude and I would fly home from Arizona to see our wives on weekends. We reasoned that we would spend more time with our wives if we could eliminate the ten hours of driving each weekend. Flying time by air was a little over an hour, but it didn't take our wives long to point out that, over the course of a weekend, we would spend more than ten hours to maintain the airplane anyhow. Because of this, our wives insisted that we were no better off than driving. In addition, twice a year we would travel across the entire country to visit our families on the east coast. The Commanche was a big part of our family. It was as familiar to us as a favorite old truck (or in Linda's case a favorite old teddy bear).

Now that the Commanche is back, we are looking forward to new adventures, new destinations, and new friends. At 40, the Commanche couldn't look better. Sure, it has a few dings and hangar rash, but these are just personality scars. We are gambling that with proper maintenance it will have lots of life left. It has to - I couldn't bear to spend another two years looking for the next perfect airplane.





# ASK THE DOCTOR

BY DR. GUY BALDWIN  
Senior Aviation Medical Examiner  
ATP, CFII-MEI



## Educate Your Doctor

Some common medical conditions require airmen to supply medical reports from other doctors at the time of their initial examination and subsequent renewals. A good example is the use of medications to control blood pressure. Of the airmen that come to my office without all their paper work complete, the vast majority are on blood pressure medicine. Most of the medicines that are used for blood pressure control are approved by the FAA. Blood pressure medicines such as ACE inhibitors (Zestril, Monopril, Lotensin, etc), calcium channel blockers (such as Adalat), or diuretics are fine for pilots.

For airmen taking blood pressure medication, the initial examination requires records of previous medical care, past medical history, and a family history. Also required is a letter from your physician stating which blood pressure medicine you are taking, the dose, and that your blood pressures are under control. Required laboratory studies include a complete blood count and comprehensive blood chemistries, as well as lipids or the fats in your blood. An EKG is required as well.

However, subsequent follow up examinations, done at the time of your aviation medical renewal, are easier. This is where the airmen seem

to fall short in bringing their records to me. Well before the renewal is due, we send a follow up letter asking the airman to provide to us an updated report from his/her primary care physician. Where diuretics are being taken, we ask that the report include potassium values.

I find most such airmen feel so good about successfully completing the initial exam that at renewal time, they are not prepared. I would suggest that you plan your appointment with your primary care physician within the month before your medical is due. At that time, you should remind him/her that you are a pilot and that you must be careful about your medication. Obtain a report from him at that time to take to your aviation medical examiner-- asking a doctor to send your report often doesn't work. Oftentimes, the doctor will say, "Okay, I will get it done and will fax it to your doctor," but that very rarely happens. Ask the doctor to write your name, that you are being treated for hypertension with whatever medicine and that your blood pressures are normal, on one of his prescription blanks. Then, he should simply sign the prescription blank and hand the it to you. Your FAA medical examiner can make two copies, one for the chart and one for the FAA.

If you have brought the required report, and you satisfactorily complete the FAA medical exam, the examiner can then give you the medical certificate immediately. This saves you time by avoiding repeat visits to your primary care physician.

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

# Fred DeLacerda Receives IAC President's Award

Fred DeLacerda, a long-time Stillwater resident, OSU professor, flight school operator, and aerobatic competitor has been named recipient of The President's Award by the International Aerobatic Club in recognition of his contribution to safety through research in the area of human factors related to prevention of aerobatic spin accidents. The award was presented at the annual meeting of the International Aerobatic Club.

The International Aerobatic Club is a division of the Federation Aeronautique Internationale, the world-wide governing agent for sport aviation. The International Aerobatic Club is responsible for administration and management of the sport of competition aerobatics in the USA.

The President's Award is given only when an individual has made significant contribution to the sport of aerobatics. DeLacerda was recognized for his long term study of the human factors associated with spins, a flight maneuver associated with a significant number of fatal accidents, not only in aerobatics, but also in general aviation.

Fifteen years ago DeLacerda began his study under the encouragement of the late Tony LeVier, a long time test pilot

with Lockheed. During this time he has conducted research in the human reactions to aircraft spins and methods of training pilots to overcome human limitations.

DeLacerda has lectured extensively about his work, written numerous articles, published a book, and developed a training program for prevention and recovery from spins. As a pilot, he has performed over 13,000 spins and has over 2,000 hours of aerobatic flight time.

Fred DeLacerda is now retired but still flies competition aerobatics, practicing "every pretty day" from his home in Stillwater. He is also completing a new book which describes his studies in applying sports psychology principles, such as those used by famous golfers, baseball players, and other athletes, to aerobatic flying. He said he was "amazed" at how well the principles work not only for aerobatics, but also for primary flight instruction.

Concerning the IAC President's Award, Fred said, "I've been trying to make pilots aware of spin recognition and recovery for twenty years and sometime it feels like I'm trying to 'plow the sea.' This award is a very gratifying recognition that my work is valued."

## First Spin

By J. Thomas Pento, PhD.

I'm falling and spinning and totally out of control - I know I'm going to die!! The earth below is an intense green blur, rushing up at me with incredible speed. It feels worse than a recurrent nightmare, then the rotations gradually begin to slow and the green earth below fades to blue horizon while my stomach sinks to my knees. I feel like I've been spit out of a blender, but I'm going to survive!

I'm flying with Todd Burk, CFII and owner of Citabria N1055E. A week earlier, Todd had invited me to fly with him in his restored Citabria and experience a spin. It is now a beautiful, November afternoon with scattered clouds and Todd has me at the controls. The Citabria is a sensitive racecar compared to my Cherokee 180. I get the feel of the controls and do a few stalls, which are very docile in this aerobatic beauty. Then Todd demonstrates my "first spin" described above. When I've recovered enough to speak, Todd does a spin to the right. Nose up into a full stall and kick in full right rudder. The wing immediately comes over, points to the ground and the spinning nightmare begins again. This time the spin seems slightly less terrifying and I can feel the recovery being induced. I've survived again. Todd tells me that it's now my turn; do I want to try one on my own? I think seriously about this for several long seconds. I've always wanted to do a spin, it's training that

every pilot should have, and I'll never have a better opportunity with a perfect plane and instructor, but do I really want to place myself back into the blender? Can I really recover? "Sure, lets do it!" the false bravado just blurts out.

The nose comes up slowly, steadily and then the imminent stall begins. I put in full left rudder, since I'm more confident that my right leg will respond at the moment of truth. The plane immediately flips over and we wrap into a spin. Quickly, I press full right rudder, push the stick forward and reduce throttle. The whipping rotation slows, then the stick comes back slowly and the horizon reappears. I can really do this! Please understand, I'm not going to go out and try a spin in my Cherokee, or any other plane for that matter. But if some night I'm distracted by traffic in the pattern, while turning base to final with a little too much rudder to compensate for the strong cross wind, I may recognize the signs of an imminent spin - and survive to fly again.

I think spin recovery should be reintroduced into private pilot training. Pilots, like me, who missed out on this basic training should seek out a qualified instructor and do it for themselves. I learned that the spin develops suddenly and has a freezing effect on the unwary. Now that I've experienced it for myself, I'm hoping that my first spin will be my last!

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## The First Ace

The names of Rickenbacker, von Richthofen, Guynemer, Bishop, and Lefebvre are universally known and honored as the great fighter plane Aces of World War One. World War Two added many more names such as Bong, Foss, Howard, and Galland.

Some place along the line, the name of the first "Ace" has been almost forgotten. Most Americans know, from media accounts, that the French Open Tennis Championships are held in Paris' Roland Garros Stadium, but few people are aware that the stadium is named for the world's first "Ace" Fighter Pilot.

Garros was a Frenchman, but no country could have had a braver, more patriotic or dedicated hero than he.

Before there was a war, Garros was well-known as an aeroplane racer, long distance flyer, and exhibition pilot who had even ventured into American skies. He became involved, for a short time, in a Mexican Revolution and returned to Europe to continue his exhibition work.

On the eve of the war, Garros was putting on a show in Germany when he heard that war had been declared and, fearful that his aeroplane would be confiscated, made a daring night flight home and immediately offered his services to the French Air Service.

In a short time, he was involved in the primitive aerial warfare of the day and soon began to seek new ways to get an advantage over airborne enemies. He believed it was possible to mount a forward-firing machine gun that could fire through the revolving propeller blades, allowing him to simply aim the gun by aiming the airplane.

The idea was good, but with one out of every seventeen bullets hitting the fragile propeller, it was a very risky business. Garros solved the problem by jury-rigging steel plates to the back of the prop blades that would hopefully deflect the "one bad" bullet away from the flashing blade, the airplane, and himself.

On April Fool's Day, 1915, Garros went to work and in sixteen days shot down an unprecedented five German planes. He became an instant hero. An electrified Paris declared him to be an "Ace" and since then any pilot with five aerial victories had been given the unofficial ace designation.

Garros' success was short-lived, however, and his luck ran out on the 19th of April when engine trouble

(fouled spark plugs) forced him to crash land behind enemy lines. Before he could destroy his Morane Salnier monoplane, he and his secret weapon system were captured by the Germans, who promptly improved on the forward firing gun by designing an engine-driven interrupter gear which eliminated the need for the metal deflector propeller plates.

Aerial warfare would reach new heights when the French and British soon developed their own interrupter systems.

For the next eighteen months, Garros languished in a German prisoner of war camp. Finally, he made a daring escape and, at great risk, doggedly worked his way back through enemy lines to France and once again into the cockpit of a warplane.

The plucky Frenchman found that much had changed in his absence. Air combat had been highly developed and specialized in a very short time and Garros had trouble checking out in the new fangled fighter planes, but he would not give up and finally returned to combat status.

Early in October 1918, five weeks before the Armistice and the end of the war, Garros took off on an assigned patrol over enemy lines. He and his Spad fighter plane were never seen again. Some historians say he was shot down by the two forward-firing guns mounted on a German Fokker, but that has never been fully substantiated.

Captain Roland Garros, the daring aeroplane pioneer, war hero, and first air ace was gone at the age of thirty; but not before he had packed several lifetimes of thrilling aerial adventure into those years.

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# News of the Experimental Aircraft Association

## EAA B-17 Spring/Summer 2000 Tour Schedule

The following is a list of cities and airports the EAA B-17 "Flying Overcast" will visit during the Spring/Summer 2000 season.

### City/State, Airport, Date

Evergreen AL, MVC, 4/27-5/1  
 Birmingham AL, BHM, 5/2-5/4  
 Muscle Shoals AL, MSL, 5/5-5/8  
 Huntsville AL, HSV, 5/9-5/11  
 Gwinnett Co. GA, LZU, 5/12-5/15  
 Atlanta GA, RYY, 5/16-5/18  
 Savannah GA, SSI, 5/19-5/22  
 Chattanooga TN, CHA, 5/23-5/25  
 Nashville TN, M54, 5/26-5/29  
 Paducah, KY, PAH, 5/30-6-1  
 St. Louis MO, SUS, 6/2-6/5  
 Jonesboro AR, JBR, 6/6-6/8  
 Little Rock AR, IM1, 6/9-6/11  
 Springfield MO, SGF, 6/16-6/19  
 Ponca City OK, PNC, 6/20-6/22  
 Wichita KS, AAO, 6/23-6/26  
 Kansas City MO, (TBA), 6/27-6/29  
 Lincoln NE, LNK, 6-30-7/2  
 Topeka KS, AAO, 7/3-7/6  
 Peoria IL, PIA, 7/7-7/10  
 Decatur IL, DEC, 7/11-7/13  
 West Bend WI, ETB, 7/14-7/16  
 Racine WI, RAC, 7/21-7/23  
 Oshkosh, WI/AirVenture 2000, OSH, 7/25-8/1

Flight Times: 8:00 AM, 8:45 AM, 9:30 AM, 10:15 AM, and 11:00 AM

For EAA AirVenture 2000, an 11:45 AM flight has been added

NOTE: All tour stops, times and locations are subject to change without notice.

## New EAA AeroCrafter with CD-Rom Available

EAA AVIATION CENTER, OSHKOSH, WI - The comprehensive AeroCrafter homebuilt aircraft sourcebook is now even more complete, with the addition of an inter-

active CD-ROM in the new Seventh Edition that's now available to aviation enthusiasts. Published by EAA, The Leader in Recreational Aviation, AeroCrafter is the complete guide for building, outfitting and flying your own aircraft. Within its 480 pages are specifications on more than 700 aircraft, with over 1,000 photos.

"We created AeroCrafter to be the ultimate guide for homebuilt aircraft, ultralights, and light planes," said Don Purdy, the book's editor. "Along with the updated information on engines, propellers, avionics, and other parts, I'm very excited about the CD-ROM that's now a part of the new edition. It makes the sourcebook a 'must have' guide or anyone interested in building an aircraft."

The CD-ROM is included with every copy of AeroCrafter. Among its features are comparative performance graphing of aircraft; FAA regulations and Advisory Circulars; special video segments; a photo gallery; and articles by industry experts. A thorough search wizard is also included to help homebuilders find the information they need quickly.

The new edition of AeroCrafter is available by calling 800-557-2376 or through EAA's web site ([www.eaa.org](http://www.eaa.org)). The book with the CD-ROM is only \$35, with a \$6 discount for EAA members. EAA is an international association with 170,000 members and more than 975 local Chapters. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or explore EAA's World Wide Web site ([www.eaa.org](http://www.eaa.org)).

## New Aircraft Covering Video Available

EAA AVIATION CENTER, OSHKOSH, WI - Aircraft builders and restorers now have a new tool to help them solve the mystery of aircraft fabric covering, as the EAA Aviation Foundation is the exclusive

distributor of a new two-hour video on this topic.

Aircraft Fabric Covering is a two-hour video produced by Alexander Promotions in cooperation with EAA SportAir Workshops. This comprehensive video presents every aspect of the Poly-Fiber™ fabric covering process in detail, with easy-to-understand instruction.

"This video builds on the foundation of detail and excellence established by the legendary Ray Stits, who created the Poly-Fiber method," said Ron Alexander, Director of EAA SportAir Workshops. "When used in conjunction with the Poly-Fiber manual, this video is a must-have for anyone who wants to save thousands of dollars by covering their own airplane." Among the techniques presented by professional EAA SportAir fabric instructors are surface preparation, attaching and tightening the fabric, applying Poly-Brush and finishing tapes, tying rib-lacing knots, and spraying UV-blocking chemical.

The video is available for \$39.95 (plus shipping) by calling EAA at 800-843-3612 or through the EAA web site ([www.eaa.org](http://www.eaa.org)). The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation Center in Oshkosh, WI.

## 7th Annual EAA International Young Eagles Day

OSHKOSH, WI - Young people around the world will again have the opportunity to "take to the air" on Saturday, June 10, as the EAA Aviation Foundation hosts its seventh annual International Young Eagles Day. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to

the world of flight in a single day.

The Young Eagles Program was launched during the 1992 EAA Fly-In Convention at Oshkosh, Wis. Its goal is to provide one million young people with a free demonstration airplane ride by the year 2003 - the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association (EAA). Most Young Eagles are flown throughout the year, but International Young Eagles Day brings a special focus to this unique volunteer program.

More than 570,000 young people and 25,000 volunteer pilots have already participated in the program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become "aviation mentors" and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports, where they discover the resource an airport is to a community.

"International Young Eagles Day has become a special celebration of the achievements of the Young Eagles Program," said Tom Poberezny, EAA Aviation Foundation President. "Last year more than 15,000 young people discovered the world of flight during International Young Eagles Day. While volunteer pilots fly Young Eagles throughout the year, we hope they put a special emphasis on activities for this day. It provides another great opportunity for EAA members and other associated pilots to 'break down the fences' that might keep the next generation's aviation enthusiasts from discovering the possibilities available to them through aviation." As in past years, dozens of flight rallies will be held in North and South America, Australia, Asia and Eu-

*continued on p. 11*

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# EAA News, cont'd

continued from p. 10

rope. In addition to the many large flight rallies scheduled, individual EAA pilots will provide airplane rides to kids in their local area on (or about) June 10 as well as throughout the year.

Gen. Chuck Yeager, Honorary Chairman of the Young Eagles Program, has personally flown more than 100 young people since becoming Honorary Chairman in January 1994. He has traditionally participated in International Young Eagles Day each year. "We have a responsibility to pass along our aviation heritage to our kids and grandkids," Yeager said. "Thousands of pilots and other EAA members already have. I hope those who haven't will start soon - if not today, then certainly on June 10."

EAA members who are not pilots can also participate in International Young Eagles Day through ground activities at flight rallies or by bringing together an EAA pilot and a young person for a demonstration flight. Other designated organizations that have associated with EAA for the Young Eagles Program will also participate.

"Involvement has been the key to making the Young Eagles Program successful," Poberezny concluded. "The goal of flying one million Young Eagles is starting to become something very real and attainable. Each one of us who enjoys the world of flight must share our enthusiasm with someone eager to learn more. That is the challenge for all EAA members and everyone involved in aviation."

The Young Eagles Logbook, other information and a schedule of events can be accessed through the Young Eagles World Wide Web site ([www.youngeagles.org](http://www.youngeagles.org)).

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation

Center in Oshkosh, WI.

## EAA Air Academy Opens World of Flight for Young People

EAA AVIATION CENTER, OSHKOSH, WI - Some openings remain for young people to discover more about the fascinating world of flight during the EAA Aviation Foundation's 2000 schedule of summer residence youth camps.

As part of the EAA Air Academy, the longest continuous aviation camp in existence, these camps offer young people both aviation adventure and a week of self-discovery. The camps, based at the EAA Air Academy Lodge in Oshkosh, have activities for three separate age groups between 12 and 18.

"From the moment the Air Academy participants arrive, the sky literally becomes their goal," said Chuck Larsen, EAA's Executive Director of Residence Education. "Since 1984, EAA has hosted thousands of students from around the world. Through these experiences, young people have discovered that the world of flight is open to them and the possibilities are endless."

All Air Academy youth programs feature appropriate hands-on workshops, classroom and outdoor experiences. High standards of safety, appearance and cleanliness are maintained in the EAA tradition. All activities are monitored and supported by qualified instructors and counselors.

Special activities include an orientation flight by licensed, qualified pilots during safe weather conditions. Hangar sessions are excellent opportunities for informal presentations and exchanges with EAA staff and other aviation personalities. In addition, there is a perfect blend of aviation-oriented and social activities designed for specific

age groups.

This year's EAA Air Academy youth camps include:

\* EAA Aviation Primary "Fun" Camps (June 10-15, June 16-21 or June 22-27) are fast-paced, week-long programs designed to help kids 12-13 years old explore the world of flight. They include a balanced mix of aviation studies and fun aviation-based recreational activities.

\* EAA Aviation Intermediate "Experience" Camps (June 28-July 4, July 5-11 or July 12-18) offer 14- and 15-year-olds a unique "fun and discovery" learning experience with hands-on instruction and supervision in fundamental aviation building skills. Science and technology come together in a unique way.

\* EAA Aviation Advanced "Leadership" Camps (July 19-28 or July 29-August 7) continue the exciting summer aviation experience for 16-18 year olds that began in 1984. The Leadership Camp is an intensive look inside the world of flight, with hands-on experience in

numerous building skills. Both sessions include involvement in the annual EAA AirVenture Oshkosh, the world's premier aviation event.

Special discount rates are available for EAA members who make reservations for their children in any of the Air Academy residence programs.

In addition, EAA Air Academy hosts a number of internship programs for young people and adults, which offer opportunities to develop aviation skills while also using their talents in other areas.

For more information or registration materials for the Foundation's education programs, call toll free 888-EAA-EAA9 (888-322-3229) or 920-426-6815. You may also write to the EAA Aviation Foundation Education Office; P.O. Box 3065, Oshkosh, WI 54903-3065, or contact EAA's World Wide Web site at [www.eaa.org](http://www.eaa.org). You may also e-mail the Education Office directly at [education@eaa.org](mailto:education@eaa.org).

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# A Short History of the Tulsa Air and Space Center

Do you recall the first time you gazed into the sky and saw a bird soaring overhead? Or the first time you looked up to see the stars? No doubt you were too young to remember. Since recorded time, man has dreamed of flight and speculated about the nature of the universe and pondered "where does it lead"?

In the twentieth century, people throughout the world have seen some of these dreams come true. Tulsa has experienced these dreams more than most cities around the world. Some of the first aerospace pioneers were Tulsa's heroes. These men and women frequented our city as they built and flew their early aircraft and spacecraft, started airports, founded aviation schools, and contributed to the development of satellite and space stations that now circle the earth.

In 1993, a group of aviation and aerospace enthusiasts gathered to make a dream come true. These visionaries proposed to build an education center where individuals, families, educators, and businesses throughout the region would be inspired to greatness because of their own discovery and fascination with the history and knowledge of flight.

A Board of Directors was formed, volunteers recruited, and the project launched. Spartan School of Aeronautics provided an interim space for the facility. As a result of generous gifts and financial contributions to the Cen-

ter, the current site houses many unique aircraft, remarkable exhibits, interactive teaching tools, educational sessions for teachers and students, and a library and media center which houses new, historical, and technical documents and publications.

Since the interim space opening in May of 1998, admissions have totaled more than 20,000 and include private tours, special events, and educational sessions.

## A Center for the Future, Not a Museum for the Past

When the concept for the Tulsa Air and Space Center was in its infancy, the founders decided that an educational center would be the most appropriate medium to educate people about Tulsa's role in aerospace.

Why? Few cities could boast of being an aviation crossroad for Charles Lindbergh, Amelia Earhart, Wiley Post, and Will Rogers. Even oilman W. G. Skelly pioneered aviation's beginning with his leadership in airport development, aviation schools, and aircraft manufacturing in the 1920s and 1930s. Tulsa became more than the "Oil Capital." Aviation depended on oil and Tulsa became the "Aviation and Oil Capital" due to the expanding needs of the oil industry that required aircraft support.

During World War II, Tulsa also became a bustling place for military aircraft production and the training for American, British, and Canadian pilots.

Tulsa's people accepted the call to duty and outperformed other similar facilities nationwide.

Following World War II, Tulsa's involvement in aerospace persisted with the building of components for the Apollo and Space Shuttle missions and more recently, the International Space Station.

Today 280 aviation companies, several aerospace schools, and thousands of aviation enthusiasts call Tulsa home. These combined efforts generate a spectacular \$2.5 billion in revenues for the city and employ over 31,000 people.

The Center's founders quickly realized that the key to the future was to challenge Tulsa's young people to reach beyond self-imposed barriers and to empower their dreams. This vision provided a facility where children could dream of becoming pilots and astronauts. Dreams would take flight here, just as they did in history.

## The Challenge, Educating Our Youth for the Future, Keeping Children's Dreams Alive

The Tulsa Air and Space Center is taking charge of inspiring preschoolers through high school students to fulfill their soaring hopes and dreams.

The Center has built a partnership with aerospace education professionals at STARBASE, a national program sponsored by the U.S. Department of Defense. STARBASE's mission is to discover and to capitalize on the potential

of our young people by training them through structured programs in aerospace that emphasize math, science, computer literacy, technology, teamwork, drug education, and goal setting skills.

Utilizing the Center for this training has already expanded hands-on experiences for children in a real life aviation and space environment that demands learning, positive action, and self-discipline to succeed.

Astronaut Scott Carpenter said, "Overcoming fear is one of life's greatest satisfactions." Educational programs at the Tulsa Air and Space Center are designed to alleviate children's fears of science, math, and other core topics. Aerospace offers practical applications for core subjects giving children a clearer pathway to the excitement and enlightenment of the challenges to pursue their dreams and to overcome their fears.

The Center and STARBASE are currently reaching only one percent of Tulsa's children because of space constraints that restrict teaching children to one classroom and school group at a time.

The new and expanded Center will have the capacity to reach multiple groups simultaneously. The mission is to touch the lives of the region's 110,000 school children. Over 6,000 teachers will have resource materials available to their classrooms through the Center's Teacher Resource Facility.

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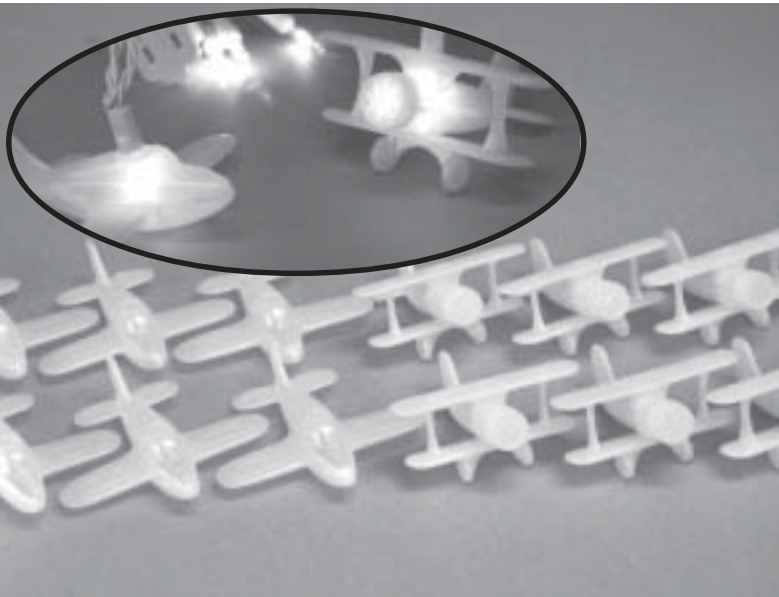
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## THE SQUADRON

An Atlanta-area EAA member designed this set of decorative airplane lights. We liked them so much we are making them available for sale. The set includes six low wing airplanes, six biplanes, and a string of bulbs. The airplanes are pearl white and lights are white (with four colored bulbs). The price is \$19 a set plus \$4 S&H. Allow 3-week delivery. Use them in place of Christmas lights, for hangar dances, for fly-ins-- any aviation celebration!

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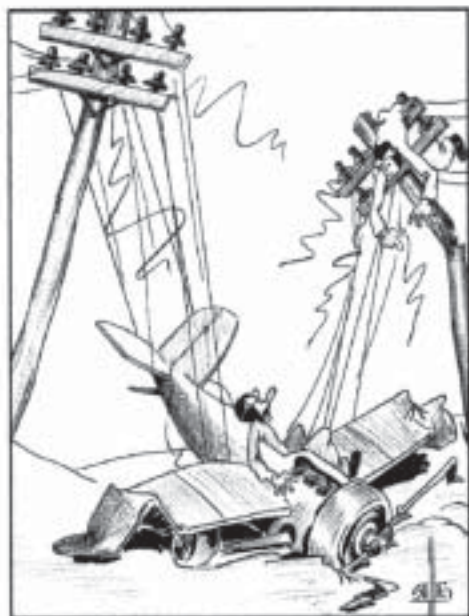
# AOPA at work for you

## Safe Pilots. Safe Skies: ASF at 50

by Phil Boyer, President



Phil Boyer



"I wonder if we interrupted anyone's conversation."

Ever since its founding in 1939, AOPA has kept General Aviation safety at the top of its priorities. While devoting much effort to defending pilots' interests in national and local arenas, AOPA has always been active in safety education and promotion of technological advances to improve aircraft safety.

To sharpen pilot awareness of safety issues, the young AOPA employed publications, personal appearances and other forms of communication – even unsophisticated cartoon humor like this warning against buzzing!

Early on, AOPA decided that a separate, dedicated foundation should be established, totally focused on improving GA safety. In 1950, the AOPA Air Safety Foundation was established, and this year celebrates its 50th anniversary.

Through years of statistical research into accident causation and prevention, and highly effective communications with pilots and

CFIs, the Air Safety Foundation has achieved preeminence in its field. Using topflight instructors and psychologists, ASF has developed new ways of reinforcing the habits of sound airmanship.

Earlier this year, the National Transportation Safety Board released its preliminary report on 1999 aviation accidents. Its figures show the long-running improvement in General Aviation safety is continuing.

The number of GA accidents, the total accident rate, and the fatal accident rate are all decreasing – and most indices have been improving for as long as there's been an Air Safety Foundation. The thousands of pilots whose voluntary donations support the Foundation can well be proud of their contribution to this effort.

Key to ASF's success has been the Foundation's genius for designing programs of interest and relevance to *all* pilots, not just beginners or low-timers. Attend an ASF Safety Seminar and you'll meet a broad range of fliers from eager students to experienced veterans. Fresh perspectives from ASF seminars or study materials help keep pilots at the top of their game.

ASF videos and publications are listed on the AOPA Online web site at [www.aopa.org/asf](http://www.aopa.org/asf). There, you'll also find links to ASF's Safety Seminar schedule, plus descriptions of seminar topics and the ASF Flight Instructor Refresher Clinic schedule. Don't miss a link!

As the AOPA Air Safety Foundation takes off into the 21st Century, it can look back on a half-century of achievement and results. And with your support, ASF's next 50 years can be even more effective.

For more information, or to join AOPA, call 1-800-USA-AOPA (1-800-872-2672) • Fax: 301-695-2375

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# Calendar of Events

To have a free listing of your event, email us at [ok\\_aviator.com](mailto:ok_aviator.com) or call 770-381-6379

## REGULAR MONTHLY EVENTS

**Every Sunday-** IAC Chapter 10 aerobatics practice and airplane rides, Claremore Municipal Airport, Claremore, OK

**1st Thursday-** Oklahoma Pilots Association meeting and dinner, Wiley Post Airport, Oklahoma City, OK. Contact Helen Holbird- 405-942-6308

**1st Saturday-** Ponca City Aviation Boosters Club fly-in breakfast, rain or shine, 7:30-10:00AM, Ponca City Regional Airport, Ponca City, OK. Contact Don Nuzum- [nuzum@poncacity.net](mailto:nuzum@poncacity.net) or Bruce Eberle- 580-762-5735

**2nd Saturday-** Debbie's Diner fly-in breakfast, R.L. Jones Airport, Jenks, OK.

**2nd Saturday-** Keystone Aviators meeting and fly-out, 8:30AM, Pogue Airport, Sand Springs, OK, contact Carl Cartwright at 918-865-7213

**4th Thursday-** Vintage Aircraft Association Chapter 10, 7:30PM, South Regional Library, 71st & Memorial, Tulsa, OK

## MAY 2000

**6th-** IAC Chapter 10, Duane Cole

visit, 8:00AM breakfast at R.L. Jones Airport followed by afternoon activities at Claremore Municipal Airport, contact Guy Baldwin- 918-437-7993

**13th-** Keystone Aviators meeting and hamburger cookout, Pogue Airport, Sand Springs, OK, contact Carl Cartwright at 918-865-7213

**20th-** EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

**21st-** EAA Chapter 10 Annual Picnic, 1:00PM, Gundy's Airport, Owasso, OK

**29th-** Fly-In Memorial Day Ceremony, Woodring Airport, Woodring, OK, parade starts 9:00AM, dedication of Veterans Park and Wall of Honor starts at 10:00AM, contact Elaine Johns at 580-233-4530

## JUNE 2000

**2nd-3rd-** 14th Annual National Biplane Convention and Exposition, Frank Phillips Field, Bartlesville, OK, contact Charles Harris- 918-622-8400 or Virgil Gaede- 918-336-3976

**2nd-3rd-** 4th annual gathering, American Hatz Association, to be held at the National Biplane Convention in Bartlesville. Board meeting on June 3

**2nd-3rd-** 16th Annual "Okie Twist-Off" aerobatics competition, Stillwater Regional Airport, Stillwater, OK

**10th-** Air Ride Aviation Fly-In, Sallisaw, OK, 11:00AM-3:00PM, followed by an FAA Safety Seminar, contact Jerry Gunsolus- 918-775-5252

**10th-11th-** Arkansas Air Museum Fifth Annual Airfest, Drake Field, Fayetteville, AR, fly-in guests welcome, for info call 501-521-4947

**12th-16th-** Tulsa Community College, Aviation Careers Academy, Grades 10-12, Tulsa Technology Center, Riverside Campus, 918-595-7766 or [www.tulsa.cc.ok.us](http://www.tulsa.cc.ok.us)

**16th-18th-** Aerospace America International Airshow in Oklahoma City, Clarence E. Page Airport, El Reno, contact Betsy Fry at 405-722-4706 or Aerospace America office at 405-685-9546

**19th-** EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

**19th-22nd-** Ponca City EAA Chapter 1046, B-17 "Aluminum Overcast" visit, Ponca City Regional Airport, contact Bert Blanton at 580-762-3794 or [blantonb@poncacity.net](mailto:blantonb@poncacity.net)

**24th-** EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

## JULY 2000

**17th-** EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

**22nd-** EAA Chapter 10 Fly-In

Breakfast, Gundy's Airport, Owasso, OK

**26th- Aug 1-** EAA AirVenture 2000, Wittman Field, Oshkosh, WI

## AUGUST 2000

**18th-19th-** 22nd Annual Okie Derby, Oklahoma Chapter of the 99s, contact Michelle Green at 405-351-0339

**21st-** EAA Chapter 10 meeting, 7:30PM, with watermelon feed to follow, Gundy's Airport, Owasso, OK.

**26th-** EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

## SEPTEMBER 2000

**9th-10th-** Airshow, Whiteman AFB, MO. Vintage aircraft owners interested in displaying their planes contact Lt. Col Ken Lowry 1-800-260-0253 or e-mail [ken.lowry@whiteman.af.mil](mailto:ken.lowry@whiteman.af.mil)

**18th-** EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

**22nd-** EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

## OCTOBER 2000

**8th-** EAA Chapter 10 Annual Wingding, 1:00PM, Gundy's Airport, Owasso, OK

**14th-** Fourth Annual Fun Fly-In and Youth Air Expo, Ada Municipal Airport, sponsored by EAA Chapter 1005. Free food for fly-ins, free T-shirt for first 50 fly-ins. Contact Terry Hall at 580-436-8190



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## TASC Aerospace Summer Camps: Where Dreams Take Flight

The dreams of future pilots, commanders, and aerospace engineers often start at Aerospace Summer Camp held at the Tulsa Air and Space Center. The education philosophy of the Aerospace camp organizers is to ignite the interest of youth in science, math, technology, and goal setting.

The Tulsa Air and Space Center offers a unique site for the camp with a growing number of hands-on exhibits that illustrate a wide variety of high tech products, concepts, and history of key leaders in aerospace industries with Tulsa ties. Campers will

experiment with rocketry, aviation, astronomy, team building, and communication skills.

The camps provide flight fundamentals that tease the senses with a basic foundation for education in the aerospace industry. All children involved learn the invaluable techniques of goal setting to help them take action on any dream they have in life.

For more information on Aerospace Summer Camp at TASC, contact (918)833-7757 or (918)834-9900.



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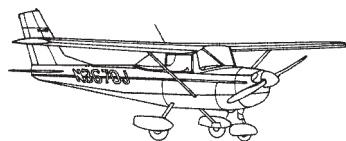
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