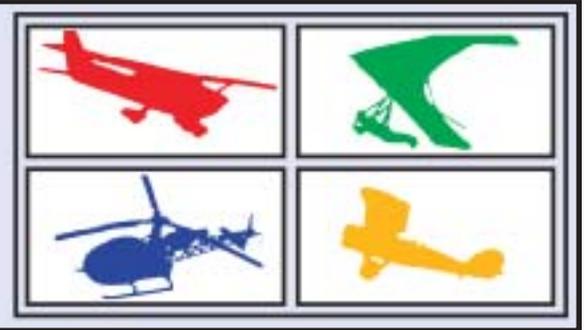


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Oklahoma Aviator



Vol 20, No 8

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

August 2002

Randy Harris- Air Show Performer at Airshow Oklahoma & Will Rogers Air Show

by Mike Huffman

In the immortal words of Yogi Berra, "It's deja vu-- all over again!" With a slight push on the stick to get 170 indicated, I advance the throttle to the firewall, then briskly pull the nose up to the vertical, grunting in response to the G-forces. The power, vibration, and noise are palpably satisfying. Instinctively, my eyes turn left past wings and wires to gauge our attitude perpendicular to the earth, then go back to the panel for an airspeed check, then back outside once more. "Beautiful mathematic precision"-- the fleeting thought zips through my consciousness.

No time for philosophizing-- airspeed just dropped rapidly through 40 indicated. A quick application of full left rudder and a little opposite aileron pivots the airplane around its center, like a butterfly pinned to a board. Blue sky and white clouds quickly slide sideways past the windshield and are replaced by the green and brown of Oklahoma-summertime Mother Earth. Randy had advised me to start neutralizing the rudder a little early to keep the inertia of the big six-cylinder Lycoming from pulling us beyond the vertical. I do so and it works like a charm!

On the vertical down line, I fortunately remember to pull the throttle back. After a moment of established straight-down flight, another brisk pull returns us to straight-and-level.

At 8:30AM on a warm summer morning, I've just completed my first hammerhead turn in over 15 years



Randy Harris in his beautiful 350-hp Steen Skybolt, doing his signature knife-edge pass.

and, oh, does it feel GOOD! Hammerheads were always my favorite.

Never mind that this is the fourth or fifth maneuver we've done and I've just noticed some lightheadedness and a cold sweat breaking out on my shoulders and back-- a sure sign it is time to slow down a little lest unfortunate circumstances occur! Ah, but the familiarity of it all-- like being with an old friend after a long, long absence, only to find the two of you taking up right where you left off.

In a sense this airplane, a beautiful red, white, and blue 350-hp Steen Skybolt built, owned, and flown by the "legendary" airshow performer Randy Harris, is an old friend to me. Long ago, in ancient times, I built and

flew a Skybolt myself, but it had been the mid-80s since I'd had my hands on one.

Randy had invited me along on the flight as a preview of his upcoming aerobatic performances for Airshow Oklahoma and the Will Rogers Airshow. Airshow Oklahoma, to be held at Davis Field in Muskogee on September 7-8, is first on the bill, followed by the Will Rogers Airshow at Claremore Municipal on September 21-22. Both airshows have a tremendous lineup of aerobatic performers, including Randy, who is sponsored by Aircraft Specialties Services in Tulsa.

As I drove up to his house at Gundy's Airport early that morning, I was just a little apprehensive. What if I've forgotten how to fly it?

His airplane has 100 more horsepower than mine, spades on the ailerons, and other mods for better performance. Worse, what if I get sick? After all, I'm fifteen years older and fatter now-- maybe I'll toss my cookies at the first hard pull... I explained all this to Randy, asking him specifically to let me know what he was planning to do before he actually did it-- in the dim recesses of my memory, I remember my passengers of old always appreciated that. And, even though I felt like a wimp, he promised to be gentle.

But from the moment I stepped over the "gunwale" into the front cockpit, all the "Skybolt sensations" began to come back quickly: maneuvering the knees past the fuel tank, twisting and turn-

ing to retrieve errant belts/harnesses, viewing the world with the cockpit coaming seemingly underneath my chin, and the necessity for S-turning while taxiing to keep from chewing up dogs, hangars, and small children.

With 350 horsepower, takeoff acceleration was downright spectacular. As the feller said, "I couldn't have leaned forward to pick up a \$100 bill on the floor if you gave it to me!" No complicated takeoff procedure is needed-- with that much power, just hold the stick in neutral, steer with your feet, and about 5 or 6 seconds later, you're airborne and climbing fast.

We headed east to the established aerobatic practice area near Claremore. Over his very clear intercom, Randy said our first maneuver would be an aileron roll. True to his word, he carefully explained the control manipulations, the aircraft attitudes, and the expected sensations. "The secret is to first establish a nose-up pitch attitude and hold it fixed for an instant before going hard over on the ailerons," he said. His demonstration was perfect, but my first try was less so, since I fed in some rudder inappropriately. However, I asked if I could try it again and this time it came out much better.

We moved on through loops (which felt very natural), half Cuban-eights (I had trouble knowing when I'd rolled 180 degrees), and vertical rolls (I totally lost all reference to the world!). Each time, Randy expertly de-

continued on p. 6.

Oklahoma Aviator Returning to Tenkiller Airpark

By Mike Huffman



As I write this column, Barbara and I are about to begin a new adventure. Actually, we began this particular adventure over five years ago when we visited Joe Cunningham and Mary Kelly at home on their beloved Tenkiller Airpark. We both fell in love with the place and dreamed of

one day making our own home there.

A couple of years went by and then came Mary's tragic death, followed a year later by Joe's. Six months later we took over publishing of *The Oklahoma Aviator* and began planning to move to Oklahoma. We wanted to buy Joe's and Mary's house on the airpark, but the time was not right.

So, our next thought was to build a home there. We bought lots, began the planning process for a hangar/home combination, and eventually moved to Oklahoma two years ago. We were optimistic we would be able to begin building quickly.

However, over the next few months it became obvious that, once again the time was not right. Since then, we have been like the Israelites, wandering in the desert, waiting for their chance to enter the Promised Land.

Well, long story short, it looks like the time is finally here: by the time you read this, we will be about three weeks away from moving into Joe's and Mary's house! Our closing date is Friday August 30 and we will be hauling furniture the next day.

We are excited that our long-held dream is finally coming true. Barbara can't wait to begin "nesting," as women are wont to do, and I can't wait to have a hangar of my own.

For those of you who may not have experienced Tenkiller Airpark, it is perhaps the prettiest airport community in

Oklahoma. Nestled in the rocky, wooded hills around Lake Tenkiller, it is home to about 20 families, with several others having dreams of living there similar to ours. The west end of the half-mile 05/23 sod runway ends only a few hundred feet from the lake shore.

Joe was instrumental in the development of Tenkiller Airpark, shepherding it from little more than a dusty, seldom-used landing strip to the active aviation community it is now. In 1990, he and Mary built a house there-- it was not a big house, but seemed perfect for them. Most important, it was a friendly house, with large windows facing the runway and a wide deck all around the runway side of the house.

(We have decided to forego the terms "front" and "back" to describe the house-- when one lives in an airpark community, there is a question as to which is the primary entrance-- the side used by automobiles or the other side where airplanes park.)

Barbara and I have long used Joe and Mary as a positive example of the kind of marriage partnership we aspire to. And now, it is interesting that we are being allowed to follow in their footsteps in yet one more way.

Not that we expect to take their place-- nobody can, because they were two unique individuals. However, we are unique individuals also and have the chance to set our own example.

We are eager to get settled there

and perhaps to have our home be a gathering place for friends and family. Maybe we'll have a big *Oklahoma Aviator* party in the cool weather of fall.

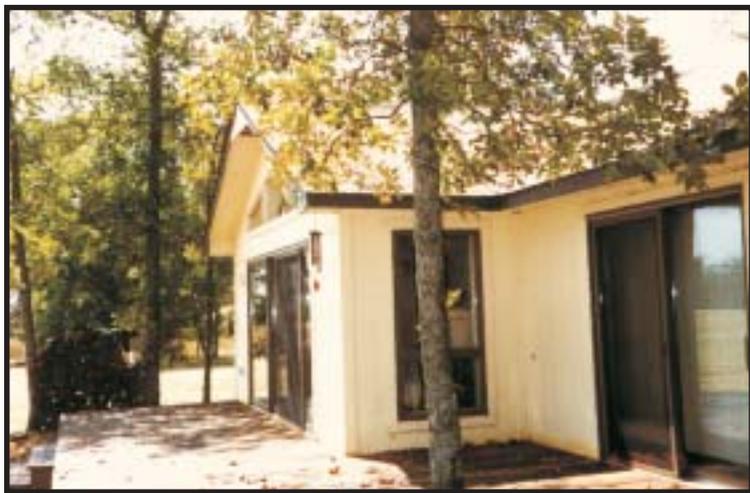
Obviously we will continue to publish the *Oklahoma Aviator* each month as we have. But in addition, I intend to build and restore homebuilt, antique, and classic airplanes once again, an activity I loved for many years. And, with appropriate modesty, I can say that I'm pretty good at it. Over the years, my projects have consistently brought praise and won awards at fly-ins, including Oshkosh. If this sounds like shameless self-promotion, it probably is-- even living in paradise, we still gotta make a living! In fact, if you check elsewhere in this edition, you'll see and ad hawking my services. If you know anyone who wants high quality aircraft building or restoration, please send them my way!

Meanwhile, if you are looking for a place to fly, consider Tenkiller Airpark. Stop in and say hello-- we'll be happy to see you!

Now, if you should happen to know someone who wants to buy a couple of lots on the airpark...



Short final for Runway 23 at Tenkiller Airpark. Note the sliver of lake visible at the end. As the saying goes, "If you lived here, you'd be home now." Hey, we really do!



Our deck, where Joe and Mary spent many cordial hours entertaining friends and enjoying the peaceful surroundings.

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The Mary Kelly Memorial at the airpark, built in her memory by the Oklahoma Chapter 99s.

Up With Downs



Earl Downs

Australian Magic

A few issues back I wrote about the first airplane flight in England. While it didn't take long for the English to catch up with and surpass the accomplishments of American aviation, it is a fact that an American-- a cowboy named Samuel Cody-- performed the first flight in England. And, as it turned out, other parts of the British Empire were to suffer the same fate: an American also performed the first successful powered flight in Australia. Like Samuel Cody's flight in England, the first Australian flight involved "show business." It occurred relatively late in aviation development and was not without controversy.

In 1909, all of Europe was "up in the air" about flying. The Wright Brothers were the toast of Paris and European airplane designers were fast on their heels. Major air events were taking place and money was to be made. Observing the air madness was an American in Europe named Erich Weiss.

Erich Weiss was a magician and an escape artist who was taking the European Theater circuit by storm. At 36 years old, Weiss was a showbiz success story. He saw the airplane as a possible expansion of his show act and decided to learn how to fly. In late 1909, he bought a French Voisin biplane. The Voisin was far inferior to the Wright's design, but it could fly and was somewhat controllable.

Like many of the early aviators, Weiss had almost no formal instruction in flying the plane. In November 1909, he tried his first flight and crashed after a short hop. Concerned that bad press about his flying exploits might damage his European show tour, he packed up the plane and waited for a better opportunity. Weiss was booked for performances in Australia so, in February 1910, he boxed up the plane and headed "down under." Aware of his limitations, he took a Voisin mechanic with him. Perhaps he figured it would take longer for the news of another crash to reach the ears of his booking agent.

Arriving in Australia in late February, he discovered that no one had successfully made a powered flight in the land of the kangaroos. A few months

earlier, an Englishman named Colin Defries had made attempts. Defries had a Wright Flyer named "Stella" and although it was a superior design to Weiss's Voisin, he had crashed twice. Flight training was apparently not high on the list of "things to do to become a pilot."

Erich Weiss, the American magician/escape artist/showman, was determined to make Australia's first successful powered flight. He set up at a place called Diggers Rest, located outside of Melbourne. But Weiss was not the only one determined to be Australia's first flyer. A British-born Aussie citizen named Ralph C. Banks also set up at Diggers Rest. An Australian financial backer had purchased and repaired the Wright airplane "Stella," and had ordered Banks to beat the American. The race was on!

Both men were ready to go, but winds were a problem. Finally, on March 1, 1910, Banks couldn't wait any longer and gave it a try. He lifted off but was in trouble from the very start. After a short time aloft, the plane dove into the ground and was destroyed. Amazingly, Banks survived with only minor injuries. Remember, the Aussies are a nation of people that believe wrestling crocodiles is just good fun!

On March 18, Weiss decided the winds were right and prepared for flight. Like the showman he was, Weiss had the cameras ready. He revved the 60 horsepower motor and, after about 50 yards of bumping along the ground, the flying magician was airborne. He flew about one minute and landed. He made three more successful flights that day. Throughout March, he performed his magic show and also performed "aerial magic" in the Voisin. As a result of his accomplishment, Weiss was awarded the Aerial Leagues Trophy and proclaimed the first to fly in Australia.

A few days later word was received

that an Australian named Fred Custance had flown a French Bleriot monoplane on March 17, one day before Weiss. The papers said that the flight occurred in the town of Adelaide. Controversy raged, but Weiss was ultimately given the credit (I wonder if his press agent had anything to do with that). Weiss was acclaimed in Australia as both an aviator and a magician. Later, when Weiss returned to the United States he quit flying, mostly because it didn't fit well into his magic act.

I suspect that, before reading this story, you probably were not familiar with anyone named Erich Weiss. However, you probably know him better by the stage name he assumed back in the United States, "The Great Harry Houdini!" Yes, Eric Weiss came to be Harry Houdini, whose showmanship and fame has extended to this day. It was that same desire for showmanship that led Eric Weiss to become Australia's first successful aviator. As Paul Harvey would say, "Now you know the rest of the story!"

Any questions or comments: earldowns@hotmail.com.

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Flight Destinations: Gainesville, TX Antique Fly-In

by J. Thomas Pento, PhD

On the 10 o'clock news Gary England reported that Saturday would be another hot and hazy late spring day in Oklahoma with no rain or thunderstorms in the forecast. This would be great weather for my plans to attend the Antique Airplane Association Fly-In, June 7-9th at the Gainesville Municipal (GLE) Airport in Gainesville, TX. Next morning while driving to Norman's Westheimer Airport and listening to the AWOS, I found Gary's forecast to be right on the money. It was a typical murky late spring morning with a visibility of 7 miles and a scattered to broken layer at 3,500 ft. I would fly VFR and enjoy the south-central Oklahoma scenery below the clouds.

With a 25-30 knots headwind, the flight south was a little slower than usual. Juliet, my Cherokee 180, was making a steady 85 to 95 knots over the ground while I checked on the winter wheat and marked our progress over the verdant Arbuckle Mountains. South of the Red River, visibility fell to 4-5 miles as the haze thickened and I switched over to the Gainesville CTAF (123.0) to listen to the traffic in the pattern. As I suspected, it was a busy day at Gainesville Municipal. Planes were approaching from nearly all points of the compass and giving their positions and pattern entry inten-

tions in a fairly orderly manner.

I entered on the 45 for a left downwind and fell in behind a beautiful red Luscombe. On the base-to-final turn a Cherokee Warrior whizzed past as he came straight in on final. I did S-turns to provide adequate separation and appreciated the flight instructor who taught me that technique. On short final, I saw that the ramp and infield were literally covered with airplanes! After landing, flagmen directed traffic off the runway and a golf cart led the way to transient parking. This event was very well organized, with many volunteers and even the Red Cross to provide

medical assistance.

With Juliet snuggled in between two high-wing Cessnas, I headed out to take in the airplanes on display. This year marked the 40th Annual Fly-In meeting of the Antique Airplane Association and was, in my estimation, a banner year for the event. There were 40-50 beautifully restored antique planes on display and approximately 300 total airplanes in attendance. Antique airplanes included several Stinson Gullwings and Monocoups from the early 1930's, a Fairchild PT-19, Stinson Reliant, Rose Parakeets and numerous Luscombes, Wacos, and Howard

DGA-15s. There was also a nice representation of military aircraft including a beautiful P-51 Mustang, T-34 Trojan, several OIE Birdogs, and Stearman trainers. Another interesting and rare plane on display was a 1947 Fairchild T-31A (aka XNQ-1). Only three of these planes were built to replace the T-6 Texan trainer. Two of the three T-31As crashed during testing and eventually this model lost out to the T-34; so this T-31 is the only one in existence!

Vendors were selling everything aviation from antique airplane prints to new and used avionics and flight suits. One vendor that caught my attention was an airplane go-cart builder (www.prattworksinc.com) from Mesquite, TX. They had several go-cart / airplane models on display and kids of all ages seemed to be very interested! Also food and drink vendors were reasonably priced and doing a good business on this hot spring afternoon.

After several enjoyable hours immersed in antique, military, and general aviation aircraft and meeting fellow aviation enthusiasts, it was time to leave for home. The return flight was just as murky as the flight down, but the new aviation memories and a 30-knot tailwind carried me home with a smile. Next year's meeting is scheduled for the first weekend in June and I plan to attend.



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Ask Questions First!



By Dave Wilkerson

One of life's peculiarities is how things change. Not the fact of change, but the events or non-events that cause changes. Changes in the Practical Test Standards, for example. By the time you read this, the August 1, 2002 editions of the Private and Commercial pilot Practical Test Standards (PTS) will have come into force. While the changes are not profound, they are significant. "God," said the artist, "is in the details." The flight instructor noted: "So is the devil." Let us examine one of the details.

Perhaps the change that has the greatest impact on how checkrides progress ap-

pears in the Practical Test Standards Description. As before, examiners may conduct the practical test in any sequence that will result in a complete and efficient test. However, the PTS goes on to insist that **"...the ground portion of the practical test shall be accomplished before the flight portion."** Yes, the original places this statement in bold also. Often a single word is a major detail. By using the word "accomplished" the FAA has mandated that the ground (or "oral") portion be completed in its entirety before flight. There are those occasional days wherein applicant and examiner meet, and the weather is changing such that by the time the ground portion of the test is completed, the flight may not be workable. Examiners will not have the authority to fly first and ask questions later.

In their annual observations of flight test by examiners, FAA personnel have witnessed a number of tests where flight preceded ground testing. A concern they expressed in such cases is the trend to rush the ground portion after the flight is done. These trends led to the PTS change.

Now, scheduling will now have to be planned more carefully than in the past, with examiners advising applicants to allow sufficient time for documents ground testing before flying. Also, applicants and flight instructors will not want to schedule airplanes at the same time applicants are to meet their examiners.

Dave Wilkerson can be reached at: Dwilkrns@mail.gorilla.net

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Randy Harris, cont'd

continued from p. 1.

scribed the maneuver, demonstrated it, and then helped me through it.

After all that, my confidence was returning and that's when I asked if I could try the aforementioned hammer-head turn.

Of course, all this was child's play in comparison with the aerobatic act Randy will perform at the two airshows. After I had gotten some fresh air and flown straight and level for a few minutes, I was ready to ride through some of his planned performance maneuvers. Even with my extra weight, we were able to do 4- and 8-point vertical rolls all the way around without running out of steam. One of Randy's signature maneuvers is his knife-edge pass, which was also fun. By far the strangest was Randy's so-called "Grover-Over." It begins like a hammer-head turn, but instead of pivoting the airplane at the top with rudder, he pushes the stick forward into a zero-G transition to straight and level. Then, at something close to zero airspeed, he kicks full left rudder and the airplane yaws-- sometimes as much as 180 degrees-- before it falls out of the sky. With the extra weight, we were able to get only about a quarter-turn.

At that point, I gave up. We landed

at Claremore and my slightly-shaky legs carried me unsteadily into the FBO for some needed stillness.

Back at Gundy's, Randy explained his love of the Skybolt: "Here is a reasonably-priced airplane you can build yourself. Because of the canopy and the big engine, it is a great cross-country airplane, comfortably cruising at 165 indicated while burning 13 gallons per hour. And look at the aerobatics you can do! I've taught aerobatics to a lot of people and I'm never concerned about the airplane in the process."

Randy is grateful to his sponsor and his wife for their part in his airshow work. "Greg Merrell at Aircraft Specialties Services has been really great. And, I couldn't do it without Linda--she handles the logistics such as hotels, transportation, autograph cards, and so forth. When I come back from doing 15 minutes of hard aerobatics with my brain scrambled, she gets all the kids lined up for autographs and helps me spell their names right!"

This year, Randy promises at least four new maneuvers for Airshow Oklahoma and the Will Rogers Airshow.

As for me, I am grateful to Randy for allowing me to become reacquainted with an old friend, the Steen Skybolt.



Randy and me at Claremore after our flight. Do I look green??

"The Sky's the Limit!"

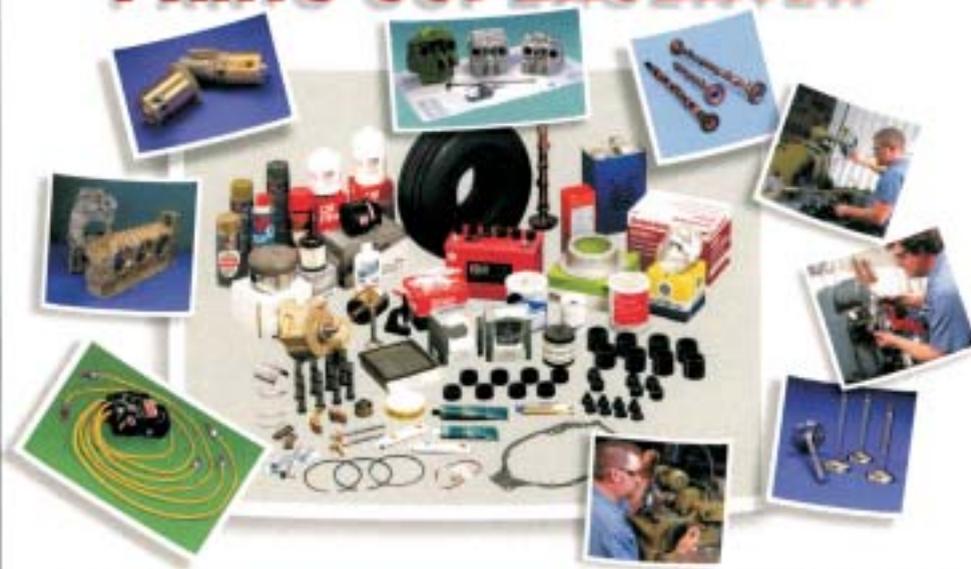


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My Old Friend: The Norton-Huffman Skybolt

by Mike Huffman

For me, no talk of Skybolts would be complete without mentioning the one dearest to my heart.

My adventure with the Steen Skybolt began in 1974 after I had completed my first homebuilt airplane. I advertised around for another project where someone would be willing to put up the money if I put in the time to finish it. Hurley Boehler put me in touch with Mallie Norton and we formed a partnership to do just that.

Mallie had a partially-complete Skybolt project-- fuselage on the gear, wing kit with spars and ribs, and a good 235-hp Lycoming O-540. At first, I really didn't care much for open cockpit biplanes-- I was more interested in small, low-horsepower homebuilts.

However, a project was a project, so we got started. Over the next two years, I put in about 2000 hours getting it fly-

ing. By that time, I had logged many hours late at night sitting in the pilot's seat and making engine noises with my mouth. I was changing my mind about biplanes.

In preparation for first flight, I got a taildragger checkout in Mallie's Aeronca Champ and flew it about ten hours.

First flight was on July 11, 1976 at Harvey Young Airport and I loved it from the very start. It was a joy to fly-- crisp controls in all axes, plenty of power, an inverted fuel and oil system so the engine would keep running in any attitude, and very strong structurally.

Of course, the first 40 hours of flight had to be conducted in a small test area within a few miles of Harvey Young. To keep from getting bored while droning around the test area, I bought Duane Cole's book *Roll Around a Point* and taught myself some simple aerobatics, sometimes scaring myself silly in the process.



The Norton-Huffman Skybolt, as it looked shortly after first flight in 1976.



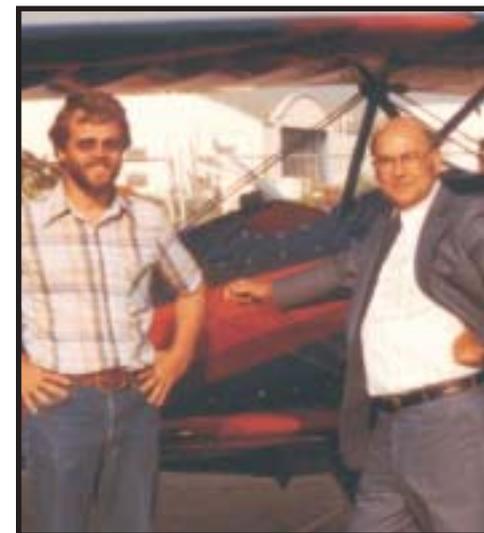
The airplane in 1980 with its custom paint scheme designed by John Denver. In addition to the paint, John bought a brand new Lycoming IO-540 for it.

Mallie and I flew the Skybolt for about 4 years, enjoying every minute. At one point, we had the opportunity to fly none other than John Denver, the singer, in the Skybolt. In preparation, John's dad, Hank "Dutch" Deutschendorf came to Harvey Young and looked us over closely, before allowing John to fly with us.

Not really knowing much about Dutch, except that he sometimes piloted their Lear 35, I took him for a ride in the Skybolt, doing my limited repertoire of aerobatic maneuvers and being careful to explain each step of each maneuver: "Now, Dutch, this is going to be a loop. I'll first push the stick forward until we reach 150 indicated. Then I'll pull back briskly and you'll feel the G-forces..."

It was only later that I found out, as Dutch flew an airplane load of us through a precision 4-point roll on takeoff in the Lear that, to my chagrin, Dutch was a record-holding former Air Force test pilot!

Then, as I was starting my aircraft restoration business and needed the money, we sold the Skybolt to John Denver, who flew it for several years. He appeared with the airplane in the network TV special and in the EAA video *Wings on*



My partner, Mallie Norton and me on the day John Denver flew the Skybolt away-- a day of mixed emotions!.

Dreams.

Later, when John was ready to sell it, I introduced him to Tom Quinn, a friend of mine from Tulsa. Tom bought the Skybolt and flew it for several years.

I think the Skybolt was my favorite of all the airplanes I've owned. Gee, I wish I had it back!



Tom Quinn, John Denver, and me, as we prepared to fly the Skybolt back to Tulsa.

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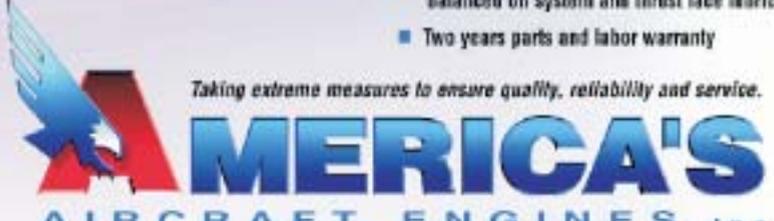


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Oklahoma Aviation Organizations Lead 2002 Hall of Fame Inductees



OKLAHOMA CITY- Wartime heroes, FAA policy makers, one of NASA's best and brightest, and a former U.S. Thunderbird will be honored with induction into the Oklahoma Aviation and Space Hall of Fame at an induction ceremony and dinner, Saturday, September 21 at the Kirkpatrick Science and Air Space Museum at the Omniplex. This year's inductees include:

Oklahoma Air National Guard. The Oklahoma units (137th Airlift Wing and 138th Fighter Wing) of this separate reserve component of the U.S. Air Force have had a substantial impact on the air defense of the United States. The citizen soldiers of Oklahoma Air National Guard are part of America's frontline defense. They are ready and willing, in peace or war, to provide for the common defense of our state and country.

Oklahoma WASP. Twenty-nine Oklahoma women stepped in to help the U.S. military during WWII as part of the Women Air Force Service Pilots (WASP). In addition to flying all the airplanes in the U.S. Army's arsenal, these courageous women taught flight instruction, flight tested airplanes, flew radio-controlled planes, and towed tar-

gets for anti-aircraft gunnery practice to relieve male pilots for combat duty.

Col. Robert Anderson. Raised in Tulsa, Bob Anderson flew in the Korean Conflict, logging 100 combat missions in the F-84 fighter-bomber, and after serving in Korea was selected as a member of the USAF Thunderbirds precision demonstration team. Anderson also served in Vietnam, where he flew 133 combat missions in nine months and shot down a MiG-21 enemy aircraft north of Hanoi in April 1967. Anderson retired in 1981, having flown over 5000 hours in thirteen different types of aircraft over his distinguished career.

Lt. Col. Tiner A. Lapsley (1922-2000). Tiner Lapsley taught flight instruction and flew combat missions in the South Pacific during WWII, then moved on to Oklahoma State University in 1954 to become head of the university's Aviation Education program, taking it from a handful of planes to a fleet of aircraft. He coached the Flying Aggies, the "winningest" flying team of the era. He left OSU in 1968 to join the FAA Academy in Oklahoma City. There, he wrote written examinations and went on to become a lecturer in the FAA's program designed to improve aviation safety by standardizing the quality of flight instruction.

Patrick Nelson Poe. Pat Poe of Guthrie became an expert in the train-

ing and development of employees and, in 1977, began a distinguished career with the FAA as the National Training Systems Manager. He returned to his home state in 1978, where he managed several national FAA computer system development projects. Poe held several key positions at the Mike Monroney Aeronautical Center in Oklahoma City. He also served as the FAA representative in London and as director of the FAA Europe, Africa, and Middle East Region. Following his tour in Europe, Poe was selected as FAA Regional Administrator for the Alaskan Region.

Capt. Donald R. Puddy. Born in Ponca City in 1937, Donald Puddy joined NASA as a flight controller in Mission Control Center for the Apollo Program in 1964. Puddy's long and distinguished career with NASA also includes stints as Lunar Module Section Engineer from 1969-197, Flight Director for Apollo 16, Flight Director for all three manned Skylab missions, and Flight Director for the Apollo-Soyuz Test Project mission. As Flight Director for STS-1, Puddy had prime responsibility for the entry-phase first orbital flight of a Space Shuttle. Puddy became Director of Flight Crew Operations in 1987, managing and directing all shuttle and space station flight crews, flight crew engineering support, selection of new astronaut candidates, and Shuttle

Program aircraft operations.

In addition to the 2002 inductees, one person will be honored with The Clarence E. Page Memorial Trophy, given to an individual who has shown dedication to the promotion and/or progress of the aerospace industry in Oklahoma.

This year's honoree, **Glenn Jay Nelson**, has made a large impact on the aviation industry and on aviation education in Oklahoma since he first moved to the Sooner state in 1969, working for the FAA. In 1970, he was promoted to Accident Prevention Specialist and was charged with the responsibility of conducting ongoing aviation education and safety seminars throughout the state. Nelson held this position until his retirement in 1997. He was also involved in the Drug Smuggling Awareness Program sponsored by the U.S. Customs Service. In 1989, Nelson formed the Thomas Cox Allen Foundation for Aviation Education, named for pioneering black aviator Tom Allen.

Following the ceremonies, photos and biographies of the new inductees will be added to the array of over 150 honorees, whose faces grace the walls of the Hall of Fame exhibit.

Omniplex is located at 2100 NE 52nd Street in Oklahoma City. For more information or for an invitation to the induction ceremony, please call 405-602-3715.

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Calendar of Events

For a free listing of your event, email us at OklahomaAviator@cox.net or call 918-527-0429. To allow time for printing and publication, try to notify us at least two months prior to the event.

WHEN	WHAT	WHERE	CONTACT	DETAILS
1st Thursday	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	
1st Saturday 7:30AM-10:00AM	Fly-In Breakfast- Ponca City Aviation Boosters Club	Ponca City Airport, Ponca City, OK	Don Nuzum- nuzum@poncacity.net Bruce Eberle- 580-762-5735	Held rain or shine
1st Saturday	Aerobatics	Claremore Municipal Airport Claremore, OK	Sheri McKenzie 918-343-0931	Go to Ponca City for breakfast, then come to Claremore for hamburgers and aerobatics!
2nd Tuesday 6:30PM	Meeting- Women In Aviation	Spartan School of Aeronautics Jones/Riverside Airport, Tulsa	Laura Yost- 918-831-5354	
2nd Tuesday	Meeting- Spirit of Tulsa Squadron- Commemorative Air Force (formerly the Confederate Air Force)	Tulsa Technology Center Jones/Riverside Airport, Tulsa	Jim Dagg 918-224-6293	Restoring 1942 PT-19. Hangar space and workers needed
2nd Tuesday	Meeting- EAA Chapter 24	Aviation Tech Center OKC Airport	Martin Weaver- 405-376-5488 pacer59f@juno.com	Start 7:00PM
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Contact Frank Capps	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
2nd Thursday 7:00PM	Meeting- Oklahoma Windriders Balloon Club	Metro Tech Aviation Career Center, Oklahoma City, OK	Ron McKinney- 405-685-8180	For all balloon enthusiasts
3rd Saturday	Meeting- Green Country Ultralight Flyers Organization (GCUFO)	Call 918-632-6UFO for location and details	Bill Chilcoat- 918-827-6566	
3rd Sunday	Tulsa Cloud Dancers Balloon Flight	Contact Frank Capps for time/location	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
3rd Monday	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 jmasek@tulsacounty.org	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
3rd Thursday 7:00PM	Meeting- EAA Chapter 323	Sherman Municipal Airport Sherman, TX	Billy Dollarhide- 903-868-7609 dollarhide@ti.com	For more information, visit our website: www.eaa323.org
Saturday following 3rd Monday	Pancake Breakfast- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
4th Tuesday 7:00PM	Tulsa Chapter 99s Meeting	Robertson Aviation, Jones/Riverside Airport, Tulsa*	Charlene- 918-838-7044 or Frances- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Mar 8-Aug	IMAX Film- "To Be an Astronaut"	Omidome Theater Kirkpatrick Center Oklahoma City	405-602-3689	Go inside the gates of NASA to experience the rigors of astronaut training. Includes "Maximum Velocity: The French Precision Flying Team"
Aug 9-10	Balloon Fest 2002	Wiley Post Airport Bethany, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Aug 15	Annual Will Rogers Fly-In	Iron Dog Ranch Airport Oologah, OK	918-341-0719	Featuring famed aviatrix Gene Nora Jessen signing her book, <i>The Powder Puff Derby of 1929</i>
Aug 16-17	24th Annual Okie Derby Competition	Wiley Post Airport, Oklahoma City	Phyllis Miller, 1924 Red Prairie Drive, Edmond, OK 73003 (405) 844-4011; Fax: (405) 844-4012	Entry fee \$35 before Aug 10, \$40 afterward. Aircraft impounded Aug 16. Greek Olympic theme costumes encouraged!
Aug 17-19	BalloonFest	Tahlequah Municipal Airport Tahlequah, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 7-8	Airshow Oklahoma	Davis Field, Muskogee	918-683-5295 www.airshowok.org	Headlining Tora-Tora-Tora and many other fine aerobatic acts, including Guy Baldwin's air show debut
Sep 19-22 Sunrise-Sunset	World's Largest Powered Parachute Fly-In Powrachte Corporation	Powrachte Corporation Columbus, KS	Eddie Johnson or Dawn Bonet- 620-429-1397, dawn@powrachte.com	
Sep 20-21	45th Annual Tulsa Regional Fly-In	Frank Phillips Field Bartlesville, OK	Charlie Harris- 918-622-8400	Type club forums, static displays, exhibits. For sport, antique, experimentals, warbirds, classic, and modern aircraft.
Sep 20-22	Balloon Blast 2002	Feyodi City Park Cleveland, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 21-22	Claremore Air Show	Claremore Regional Airport Claremore	Tim Fleetwood- 918-341-4876 lovedv@aol.com	
Sep 27-29	Pelican Festival Balloon Rally	Grand Lake of the Cherokees	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 30-Oct 11	Registration for Winter 2002 Term	Embry-Riddle Aeronautical University-- Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma_city_center@cts.db.erau.edu	Call or email for more info or to get your name on our mailing list.
Dec 2-Jan 3	Registration for Spring 2003 Term	Embry-Riddle Aeronautical University-- Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma_city_center@cts.db.erau.edu	Call or email for more info or to get your name on our mailing list.

Pipers Grill Opens at RVS

TULSA - As of August 1, Jones/Riverside Airport will once again have a restaurant, Pipers Grill, open on the field. Pipers Grill is located at 210 Peper Way, just across the taxiway a few steps south of Roadhouse Aviation.

The new owners, Michael Rosenstein and Ken Weiss, plan to be open from 6:30AM to 2:30PM Monday through Saturday.

The breakfast menu will initially include egg sandwiches, biscuits and gravy, breakfast burritos, sausage roll, bagels, and English muffins. Says Rosentein, "We want to start out with just a few breakfast items. If the Saturday breakfast traffic is big enough, we'll put on a full breakfast."

The lunch menu includes sandwiches, burgers, chili, buffalo chicken wings, hot dogs, chicken tenders, salads, and hamburger steaks.

Rosenstein comments, "Quality, cleanliness, and friendliness is what we intend to provide. I've been in the restaurant business for a long time and have found if you do that, you'll do all right!"

Students Finish Tulsa Aviation Academy

TULSA - Eleven high school students, one from as far away as Illinois, recently completed July session of Tulsa Aviation Academy. The students are: Matthew Ashford, Matthew Bookout, Evan Doak, Robert Brown, Dustin Martin, Glenpool High School; Israel Kopp, J.D. Keith, Joshua Holt, Jonathan Padgett, Ryan Jeppersen, and Sean Jones.

Sean Jones, from Mattoon, IL was in Tulsa for a family visit and became interested enough to attend the Academy.

In addition to building and launching model rockets and seeing an Czechoslovakian Aero L-39 Albatross jet trainer, each student logged an hour of instructor-assisted flight time in Cessna 172 aircraft—a round trip from Tulsa to Shawnee to McAlester.

The students toured different Tulsa area aviation-related industries, including Air National Guard, Flight Safety International, Nordam, Oklahoma State University Center for Aerospace and Hyperbaric Medicine, and Tulsa International Airport.

Among the speakers at the Academy were flight examiners, professional and military pilots, and an aviation medical examiner. James O'Neal, chief operating officer, Bravo Engineering and Consulting, and James VanLaak, manager of operations, International Space Station (ISS), discussed the history of and future plans for National Aeronautics and Space Administration (NASA) and ISS.

The Academy, under the direction of Jack Sellers, Ed.D, assistant professor of aviation science technology, Tulsa Community College (TCC), was sponsored by the Tulsa Aviation Alliance.

Luscombe Receives Provisional Type Certificate

ALTUS - On June 25, the Wichita, KS Aircraft Certification Office of the Federal Aviation Administration awarded Luscombe Aircraft a Provisional Amended Type Certificate for their Model 11E aircraft. The 11A Type Certificate that Luscombe holds has now been provisionally amended to include the Model 11E. The 11E is an upgraded and modernized 4 place piston engine aircraft with new tricycle landing gear, fuel injected engine, and state of the art avionics. The Provisional award indicates that

Luscombe Aircraft Corporation has presented the FAA with enough approved technical and flight test data to substantiate that the aircraft should receive full certification in the next few months. The Provisional designation will be removed and the full Amended Type Certificate will be awarded when the few remaining flight tests are completed and all of the final drawings and test reports are submitted.

Luscombe President John Daniel describes the Provisional Type Certificate as the most signifi-

cant milestone to date for the project. Luscombe has built and flown two prototypes of the Model 11E for research and development purposes. The conforming aircraft (N707BM) has flown over 130 hours of FAA certification test flights. The Provisional Type Certificate positions the company to start production of the Model 11E.

For additional information, visit the Luscombe web site at www.luscombeaircraft.com or contact John Daniel, President, at 1-580-477-3355

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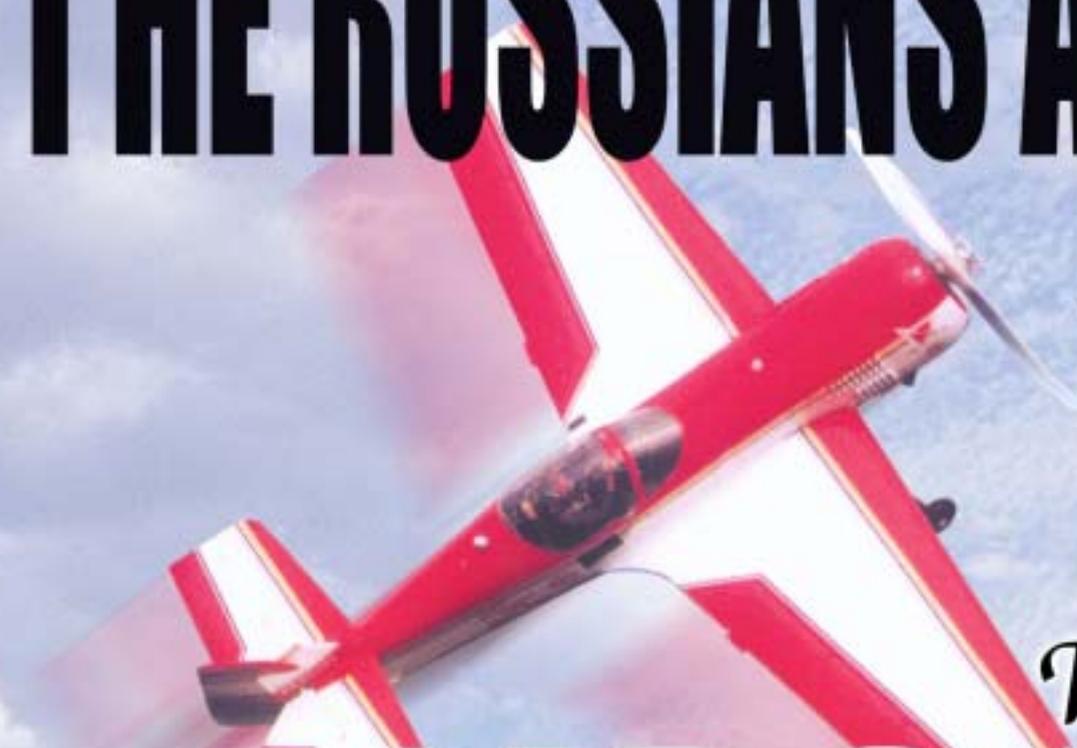
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