

# 18th Annual Biplane Expo To Honor Greg Herrick of National Air Tour 2003

by Charles W. Harris

The first weekend in June each year at Bartlesville, Oklahoma is a special place. It has long been a special place; it was a special place for the Art Goebel-flown Dole Race-winning Travel Air 5000 Woolaroc in 1927. It was a special place during the Billy Parker years when he was the first-ever head of the Phillips Petroleum Company flight department. It was a special place when Clarence Clark, the former Travel Air test pilot, was hired by Billy Parker to become Phillips' chief pilot. It was special when Clarence would later invite Truman Wadlow to join him and also fly for Phillips. Clarence, Truman, and Truman's twin brother Newman, had all worked for Walter Beech in Wichita, and all were in the group of pioneers who flew the historic Ford Air Tours 1925-1931.

It was a special place in 1934 and 1935 when Wiley Post flew his Frank Phillips-sponsored supercharged Lockheed Vega "Winnie Mae" to record-breaking altitude records from Bartlesville's Frank Phillips Field. It was at Frank Phillips Field that "old" Wiley had left the Winnie Mae in one of the Phillips' hangars when Wiley and Will Rogers departed California on their ill-fated float-fitted Lockheed flight north to Si-



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beria which ended in disaster at Point Barrow, Alaska on August 15, 1935. Paul Garber of the Smithsonian Institution would come to Bartlesville to take possession of their prize acquisition and transport it by rail to Washington D.C. to join the Spirit of St. Louis as the National Air and Space Museum Centerpiece airplanes in that 1935 timeframe.

In June 1987 the first assem-

blage of some of the finest biplanes in the world came to Frank Phillips Field. That annual assembly has continued to this day and, as brightly as it has shone during the past 17 years, the promise of the 18<sup>th</sup> Annual Biplane Expo at Bartlesville on June 3, 4, & 5 shines more brightly than ever.

The year 2004 is the first year of the second century of powered flight. What could be a better way for the aviation community to begin the new year than flying to the Biplane Expo and gathering at Bartlesville to join in the camaraderie and fun flying?

The Expo has honored some of the most well known aviation personalities of the last sixty years including George Gay, U.S. Navy torpedo bomber pilot and hero of the Battle of Midway in June 1942; Bob Johnson, the U.S. Army Air Corps leading WWII fighter ace in Europe as of June, 1944; Paul Tibbets, pilot of the B-29 Enola Gay, which dropped the atomic bomb at Hiroshima on August 6, 1945; and Lt. General

Air Tours of 1925-1931 done in celebration of 100 years of powered flight. The National Air Tour 2003 consisted of more than 25 aircraft of late-twenties vintage flying in a group to more than 25 cities to illustrate to the American public the progress made in aviation since the early days of aerial transportation.

Greg, as Guest of Honor, will be featured at a dinner at the Hillcrest Country Club on Thursday evening, where he will make an audio-visual presentation covering the entire tour. The air crews and the tour support personnel of the National Air Tour 2003 have also been invited and many will be in attendance. Thursday is Early Bird Day so plan your arrival accordingly; you won't want to miss Thursday evening.

While the biplanes will always have "front and center" priority parking, we will endeavor to park any of the attending National Air Tour non-biplane aircraft on the hard surface ramp areas or just north of the exhibit hangar for display purposes. Of course, the center of attraction has always been, and will always be (what else?), the biplanes.

Many things are in the planning stage, and as they all come together, it will result in a fine turn-

*continued on p. 6.*



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**Tulsan Alden Miller's famous Tuskegee Airmen Stearman PT-17.**

# Wreckage of Antoine Saint-Exupéry's Airplane Found

by Mike Huffman

What pilot's imagination has not been stirred by the writings of Antoine Saint-Exupéry? A recent news item announced the recovery of pieces of his crashed P-38 Lightning off the coast of Marseille, France, where he disappeared while flying a secret mission on July 31, 1944, creating one of the enduring mysteries of WWII.

In 1998, a French fisherman hauled up a silver bracelet belonging to Saint-Exupéry. Between then and now, Marseilles dive-shop owner Luc Vanrell has brought up nearly two dozen pieces of the airplane, including a turbocharger part with a serial number. The pieces were definitely identified as belonging to Saint-Exupéry's P-38.

I discovered Saint-Exupéry perhaps 25 years ago and, since then, have read several of his books: *Wind, Sand, and Stars*; *Southern Mail*; *Night Flight*; *Flight to Arras*; and of course, *The Little Prince*. There are others I've yet to read: *Airman's Odyssey*; *Letter to a Hostage*; and *Wisdom of the Sands*.

The books tend to be short—only 100 to 200 pages, but they are dense with excitement, insight, and meaning. Much of his writing recounts the perilous and poetic experience of flying, in submission to what he calls "those elemental divinities - night, day, mountain, sea, and storm."

Saint-Exupéry was a consummate and courageous pilot. He first flew at age 12, only 4 years after the Wright brothers' first flight. He made his name flying the mail from France across the Sahara to Senegal, and later throughout South America, flying frail biplanes without instruments across vast stretches of African deserts, dealing with frequent engine failures, one of which left him stranded alone on the sand

dunes dealing with desert pirates. Or, flying the width of South America from Buenos Aires across the Andes to Chile, battling mountains, winds, and what we would now, in all comfort, call "instrument meteorological conditions."

One of the most visceral experiences of what it was like came to me as a result of viewing an IMAX movie that recreated one of Saint-Exupéry's South America stories. In it, the mail plane (as usual, an open-cockpit biplane) takes off and heads west into the Andes. The audience views the scene from behind the biplane. Directly ahead, on the enormous IMAX screen so the audience feels immersed in it, are the steep mountain peaks of the Andes, rising far above the airplane and enshrouded in a cold, gray wall of fog and mist—a situation "sane" pilots of today would never enter, even with all our fancy autopilots and instruments. I don't normally become immersed in movie plots, but at that sight, I felt a deep, gut fear and knew the grim, almost hopeless determination in the heart of that pilot.

Here are some quotes from his books:

"For me, piloting my plane, time has ceased to run sterile through my fingers. Now, finally, I am installed in my function. Time is no longer a thing apart from me. I have stopped projecting myself into the future. I am no longer he who may perhaps dive down the sky in a vortex of flame. The future is not longer a haunting phantom, for from this moment on, I shall create the future by my own successive acts." - *Flight to Arras*

"Once again, the pilot in full flight experienced neither giddiness nor any thrill; only the mystery of metal turned to living flesh." - *Night Flight*

"Transport of the mails, trans-

port of the human voice, transport of flickering pictures-- in this century, as in others, our highest accomplishments still have the single aim of bringing men together." - *Wind, Sand and Stars*

"I am saving him from fear. I was not attacking *him* but, across him, that stubborn inertia which paralyzes men who face the unknown. If I listen and sympathize, if I take his adventure seriously, he will fancy he is returning from a land of mystery, and mystery alone is at the root of fear. We must do away with mystery. Men who have gone down into the pit of darkness must come up and say—there's nothing in it! This man must enter the inmost heart of night, that clotted darkness, without even his little miner's davy, whose light, falling only on a hand or wing, suffices to push the unknown a shoulder's breath away." - spoken by Riviere, the Buenos Aires station manager about his reprimand of a pilot who "needlessly" turned back - *Night Flight*

"Human anguish is the product of the loss by man of his true identity." - *Flight to Arras*

"When chance awakens love, ev-

erything takes its place in a man in obedience to that love, and love brings him the sense of distance. When, in the Sahara, the Arabs would surge up in the night round our campfires and warn us of a coming danger, the desert would spring to life for us and take on meaning. Those messengers had lent it distance. Music does something like this. The humble odor of an old cupboard does it when it awakens and brings memories to life. Pathos is the sense of distance. But I know that nothing which truly concerns man is calculable, weighable, measurable. True distance is not the concern of the eye; it is granted only to the spirit." - *Flight to Arras*

"One can see clearly only with the heart. The essential is invisible to the eye." - *The Little Prince*

Saint-Exupéry was not only a pilot, he was also an adventurer, a poet, an observer of human nature, and a philosopher. His search for meaning in life has left us a rich collection of thoughts we can use in our own lives. Although the discovery of his airplane casts more light on his disappearance, many questions remain. Perhaps that's the way he would have wanted it.



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## OAOA & OAC HOLD SPRING CONFERENCE & AVIATION DAY

On April 18-20, the OAOA and the Oklahoma Aeronautics Commission (OAC) co-hosted the annual OAOA Spring Conference at the Westin Hotel in Oklahoma City. Representatives from 33 Oklahoma airports, along with vendors, FAA representatives, government officials, and others, attended the conference. In addition to the normal conference activities, this year's conference also included the first annual "Aviation Day" at the state capital, aimed at promoting aviation, aerospace, and Oklahoma airports to the legislature and other government officials.

As usual, things got started on Sunday April 18 with the traditional golf tournament, amid high winds. A Sunday evening welcome reception was followed by Monday's technical sessions on topics of interest to Oklahoma airport operators. After a moment of silence honoring the ninth anniversary of the Murrah Federal Building bombing, technical session topics included:

- "Airport Security and Legal Issues at General Aviation Airports," by Henry M. Ogradzinski, President & CEO of the National Association of State Aviation Officials and chair of the US Aviation Security Advisory Committee (ASAC) working group on general aviation security
- "Oklahoma's Aviation Industry and Economic Development," by Secretary Kathy Taylor, Oklahoma Department of Commerce and Tourism
- "OAC/FAA Airport Improvement Program," by OAC Director Victor Bird and Ed Agnew, FAA Southwest Region Airport Development Office
- "Hangar Development," panel discussion
- "Fuel Farm Management," panel discussion
- "Economic Impact of General Aviation Airports," by Scott Sanders, Wilbur Smith & Associates

At the Monday luncheon, Lt. Governor Mary Fallin spoke on the importance of the aerospace industry in Oklahoma. Aviation/aerospace employs more workers than any other state industry, including oil, gaming, and others. Because of efforts of the OAC, Governor Brad Henry, Lt. Governor Fallin, and others in organizing the Governor's Aerospace Task Force, the future is bright for further development of the aviation/aerospace indus-

try in the state.

After Lt. Governor Fallin's address, attendees enjoyed a glimpse of Oklahoma's rich aviation history in a video produced by Bill Moore of the Oklahoma Historical Society.

On Tuesday morning, the conference hosted an OAOA general membership meeting and an OAC meeting, followed by technical sessions on the following topics

- "Promotion and Visibility for General Aviation Airports," by Vesta Rea-Gaubert of Vesta Rea and Associates
- "How to Talk with Your Legislators," by Peter Regan of the Devonshire Institute

At the latter session, former Governor George Nigh made a surprise visit and spoke to the group.

On Tuesday afternoon, OAC and OAOA hosted the first annual Aviation Day in the 4<sup>th</sup> Floor Rotunda at the state capital. The objective of Aviation Day was to put aviation and aerospace businesses front and center and emphasize to legislators and other elected officials the importance of the multi-billion dollar industry to the state and the lives of Oklahomans.

The Oklahoma aerospace industry, comprised of small, medium, and large companies, airports, and government entities such as Tinker Air Force Base and the FAA's Mike Monroney Aeronautical

Center, provides over 140,000 jobs and a \$4.7 billion annual payroll. In 1999, the industry had an industrial output of \$11.7 billion and paid \$140 million in taxes.

Over 30 different aviation and aerospace businesses were represented at Aviation Day, including: American Airlines, NORDAM, AAR-Oklahoma, JetService, ARINC, Science Application International Corporation (SAIC), Valco, Pro-Fab, OKC Air Logistics Center (Tinker Air Force Base), and the FAA's Mike Monroney Aeronautical Center.

The conference ended Tuesday evening with participants enjoying a baseball game at the Redhawks Ballpark in Bricktown.


## EL RENO REGIONAL AWARDED "AIRPORT OF THE YEAR"

During the OAOA Spring Conference, the El Reno Regional Airpark was named the OAOA's "Airport of the Year." Rick Mullaney, airport manager, accepted the award, along with a check for \$2000, the first payment in the OAOA's newly-instituted Small Airport Improvement grant program.

## STILLWATER REGIONAL IDENTIFIED IN TOP 3 GROWTH AIRPORTS

In a March 2004 report from the FAA Forecast office in Washington, DC, Stillwater Regional Airport (SRA) has been bucking the nationwide "traffic decline trend" even while they have been under construction for the past two years. SRA is listed in the FAA Aerospace Forecast as one of the top three fastest growing general aviation airports in the nation.

The report identified 10 airports, as ranked by total general aviation operations, which accounted for 9.4 percent of general aviation activity at the 484 combined FAA/contract towers, and 5.2 percent of total aircraft activity at FAA towered airports. The three airports with the largest percentage increase in 2003 were Victorville in California, (up 158.4 percent), Jacksonville/Cecil Field in Florida (up 149.4 percent), and Stillwater Regional in Oklahoma (up 138.8 percent).



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# The Horizontal Windsock

by Mike Huffman



## Seasons Turn

In Joe Cunningham "Horizontal Windsock" monthly column, he often reported the joys of being involved in aviation in Oklahoma and of living at the Tenkiller Airpark. This month, as I write this column, seated at my computer in what was once Joe's office, doing what I love, I look out onto the spring beauty of the airpark and agree with him completely. It is a beautiful place. Wildflowers of several different colors are in profusion, making the runway and our yard appear as a delightful meadow. The "green gold" earliest leaves of the trees (in the words of the poet Robert Frost) are beginning to darken to their full spring color. The spring skies alternate between bright blue/brilliant white clouds to marvelous deep purples signifying the approach of turbulent spring weather.

And, ah, the nights! Far from urban lights, the stars are uncountable and brilliant against the indigo sky. Until we moved here, Barbara, being a city girl from Atlanta, had never actually seen the Milky Way. When the moon is full, it casts a startlingly beautiful silver patina on everything. As the late Hondo Crouch, mayor and owner of Luckenbach, Texas, once said, "We've been telling strangers who come to Luckenbach about our moon, but I know they won't believe we have such a big moon for such a small town." I think Luckenbach rents the moon from Tenkiller Airpark.

So, other than the coming of spring,

which always invigorates me, why am I rhapsodizing about the airpark? The answer is that I am "getting my mind right" about leaving it. As you will read in Barbara's column, she has realized a long-held dream, that of going to ministerial school. The seminary is in Kansas City and her classes start in July. Both of us have wanted that dream for her very much, and now that it is here, we are having to face the changes it will bring.

We did a lot of soul-searching, "thinking out of the box," and analyzing possibilities, but finally came to the conclusion that we are not willing to live in two separate places for the next two years or more. So, with great reluctance, we have decided to move to Kansas City, which means leaving our beloved Tenkiller Airpark.

It also unfortunately means leaving *The Oklahoma Aviator*, something else we do with great reluctance. Our four-and-a-half years of continuing the tradition started by Joe Cunningham and Mary Kelly has been one of our most enjoyable experiences and we hate to leave all the friends we have made in the process.

However, I am happy to report that *The Oklahoma Aviator* will continue in our absence. Earl Downs, one of our regular columnists dating back to when Joe and Mary published the paper, will take over where we leave off. I cannot think of a better person to do so. Those that follow his column know that Earl has been flying airplanes and training pilots since he was a teenager and that he and his wife Mimi Stauffer live on their ranch near Cushing. Incidentally, they have dubbed the place "Stauffer Downs"—very cute and especially appropriate since Mimi is a horse lover. Earl operates his Kitfox Lite and Aeronca Champ from "Horse Apple International," his landing strip on the ranch.

Earl is an excellent writer whose articles reflect his great sense of humor and interest in aviation. Besides *The Oklahoma Aviator*, he has written for several other aviation publications and is very active in the Sport Pilot/Light Sport Air-

# The Higher Plane

by Barbara Huffman



## Realization of Dreams

I write this column to explain to you—our readers, advertisers, and contributors—my joy in being friends with you these last four years, my thrill at having been called to the ministry, and my deep, personal sadness at having to leave our friends, our home, and *The Oklahoma Aviator*.

About seven years ago, my heartstrings began to stir with the idea of going into ministry. The original thoughts were almost frightening. Surely God would call someone much more skilled—someone with more education, more service expertise, and most certainly someone who has made fewer mistakes than I. But the nagging idea continued. Michael and I went to our church headquarters in Kansas City and took numerous classes, not knowing what might occur—just taking faith steps. And, somewhere along the path, I began to feel a deep desire to attend seminary, become ordained, and continue my service to God through for-

mal ministry. This desire kept strengthening; finally, last October, I applied to seminary and was accepted. My two-year curriculum begins the first week in July 2004.

The question has been whether I would try to commute between Kansas City and Cookson, getting to see Michael only on weekends, or if he would choose to relocate our home, change his work plans, and join me in a new home in Kansas City. We both finally realized we will be much happier continuing to live together each day, so my prince of a husband is choosing to move away from his aviation friends, our church, the newspaper, and our beautiful home (which we love so dearly we named it Huffman Retreat). If there were any way not to sell the place, we would keep it forever, for surely there is no other place on earth so perfect for us. But for now, the house is on the market and we are anxiously awaiting the sale, which we need to reestablish ourselves in Missouri.

You cannot know how important you have been to us. The warm friendships we enjoy with so many of you, your wonderful senses of humor, your willingness to share with us, to invite us into your homes, and to allow us to be part of your lives has made my four years in Oklahoma just the best!

We care about you – and hope you will make a point to call and visit with us when you have a chance to be in Kansas City. We appreciate each and every one of you!

craft (SP/LSA) movement, having been tapped by EAA to collaborate on the writing of an SP/LSA training manual.

We plan to turn the reins over to Earl sometime in the next couple of months. We are sincerely grateful for the wonderful support and friendship we have received from you—our readers, advertisers, and contributors—and we hope you will continue to provide Earl with the same. *The Oklahoma Aviator* will be in good hands!

For Earl's viewpoint, see his comments below.

Like the seasons around the airpark, changes in our lives are inevitable and our happiness in life lies in how we deal with them. Barbara and I choose to look at our upcoming changes as opportunities for growth, fulfillment, and happiness. Even though we will be leaving Oklahoma, we'll be back frequently to visit, so keep clean sheets on those spare beds—we might just be calling you!

# Earl Downs to Take Over Oklahoma Aviator Ownership

by Earl Downs

Being involved in aviation is what *The Oklahoma Aviator* has been all about since it was begun 25 years ago. My wife Mimi and I moved to Cushing in 1991. I had taken early retirement from an airline job to get back to my "roots" in general aviation. I knew Oklahoma was a true aviation state and saw opportunity in the challenge of re-establishing the Cushing Regional Airport to a full service facility after several years of neglect. Full of hope, we started the business and received encouragement from many of the local citi-

zenry. Then, we met Joe Cunningham, Mary Kelly, and *The Oklahoma Aviator*. Joe and Mary mentored me into the world of airport politics and supported our business through the *Aviator*. I somehow convinced them that I could write a column and that turned into "Up With Downs."

Joe and Mary have left us, but *The Oklahoma Aviator* continues to carry on their legacy through the love and hard work of Mike and Barbara Huffman. In 1997, I moved on from managing the Cushing airport to other ventures; however, Mike agreed to continue my column in the *Aviator*. It has been a true pleasure working

with Mike and Barbara. As you will read in their columns, we have reached an agreement for the baton that was passed from Joe and Mary to them to now be passed to me. Within the next few months I will be taking over the ownership and operation of *The Oklahoma Aviator*. It is with great joy, tempered with the realization of the tradition I must uphold, that I accept this challenge and gaze forward to the future.

To the advertisers, I promise to carry on in a fashion that that will make you proud to be a part of *The Oklahoma Aviator*. Even more, I'll get the best bang for your advertising dollar. To the readers,

I'll carry on the never-ending story of Oklahoma aviation from its beginning, to today, and on to the future, including Oklahoma's exciting future in space transportation. You will see some new things, but you can count on *The Oklahoma Aviator* always being focused on Oklahoma first. As Mike and Barbara prepare to leave, I hope our readers will find the time to express their appreciation for all they have done. I will do my best to make them proud and to carry on for Joe and Mary.

Questions or comments: earldowns@hotmail.com.

# Lieutenant Governor's Aerospace Summit and Expo in OKC

OKLAHOMA CITY - Marion Blakey, FAA Administrator; Lieutenant General Donald J. Wetekam, USAF Deputy Chief of Staff for Installations and Logistics; and John Schumacher, NASA Chief of Staff top the list of national speakers at Lieutenant Governor Mary Fallin's first annual Oklahoma Aerospace Summit and Expo. The event will be held at the Cox Convention Center in Oklahoma City, Okla. on May 11 and 12, 2004 and is open to the public.

The purpose of the summit will be to bring industry leaders, government officials, educators, and technology centers together to discuss the future of aerospace in Oklahoma and the opportunity to network with counterparts.

Twenty-two speakers are scheduled for the conference, with topics ranging from "The President's New Vision for the Space Program," "Future of the Aerospace Industry," "Engineering Workforce Issues for Oklahoma Aerospace Industries," and "Next Generation Air Transportation National Plan."

"Oklahoma is rich in aerospace history and it is time to expand our horizons," said Fallin. "We currently have over 350 aerospace related businesses, vital military, and government operations throughout our state, along with universities who offer aerospace related degrees and expertise. There are many opportuni-

ties yet to be realized to set Oklahoma apart as a leader in the aerospace industry."

The two-day conference is being sponsored by Boeing and over 75 exhibitors, all eager to support aerospace and aviation partners. For more information about the Lieutenant Governor's Oklahoma Aerospace Summit and Expo, please visit the event Web site at [okaerospacesummit.org](http://okaerospacesummit.org)

In addition to the aforementioned, the following additional speakers/topics will be featured.

- Ms. Patty Grace Smith, Director of the FAA-CST Company, "Commercial Space Transportation: Ready for the Next Giant Leap"
- Ms. Deidre Lee, DOD Director of Defense Procurement and Acquisition Policy
- Colonel David Hofstader, USAF Col., Ret. Relationship Manager, "Maintenance, Repair, and Overhaul Technology Center"
- Mr. John Kern, Chair of the Joint Planning and Development Office, "Next Generation Air Transportation National Plan"
- Congressman Ernest Istook, Chairman of the Appropriations Subcommittee overseeing transportation systems
- Congressman Frank Lucas, member of the Science Subcommittee on Space and Aeronautics

- Lieutenant Governor Mary Fallin, National Chair of the Aerospace States Association
- Ms. Lindy Ritz, Director of the Monroey FAA Center, "Future of Aviation and the Aeronautical Center"
- Ms. Mary Smith, Airports Marketing Director for the Tulsa Airport Authority and Executive Director of the Aerospace Alliance of Tulsa, "Aerospace in Tulsa...200 Reasons to Work Together"
- Mr. John Douglas, President and CEO, Aerospace Industries Association
- Lieutenant General Richard Burpee, Greater Oklahoma City Chamber of Commerce
- Mr. Bill Khourie, Oklahoma Space Industry Development Authority, "Burns Flat"
- Dr. John Nazemetz, OSU professor and director of the Center for Aircraft Systems/Support Infrastructure (CASI)
- Dr. Paul Risser, Chancellor of the Oklahoma State Regents for Higher Education, "EDGE"
- Mr. Art Zenner, Dean of Business at Rose State College and Tulsa University, "Cyber Security"
- Dr. James Cook, Rose State College
- Mr. Michael Yort, Small Business Director for Tinker Air Force Base
- Mr. Michael Hudson, "Vision 2050"
- Mr. Keith Legg, Rowan Technology Group

- Dr. Tom Landers, Associate Dean of Engineering for OU, "Engineering Workforce Issues for Oklahoma Aerospace Industries"

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# Biplane Expo at Bartlesville Set for June 4 & 5

*continued from p. 1.*

out of the best of the best in biplanes. For instance, the Kansas Aviation Museum in Wichita is sponsoring "Aerodrome Days," or a "Bring the Stearmans Home" event the weekend preceding the Biplane Expo; several owners of the rare square tail Stearmans from far distances have indicated they plan to attend both fly ins. The two towns are but 120 miles apart. The square-tail Stearmans date back to 1929/1930 and are a very different looking Stearman than that of the far more familiar Boeing Model 75 military trainer airplane. Additionally, the square tail restorations are of museum quality. Everyone is most hopeful these airplanes will be present at BVO.

Aviation people close to the biplane scene are aware of the build-up of several brand-new replica biplane aircraft where every single part and piece has been meticulously hand-crafted to exacting standards, with the end product a near perfect airplane—and almost certainly a more finely crafted airplane than any original factory built example. Those biplanes plan to be at Bartlesville.

The Expo leadership in Bartlesville has once again been able to attract virtually their entire troop of seasoned and invaluable volunteers. For the most part, these unselfish loyalists have given of their time year

after year to do all they can to assist in making each annual Expo a success. When you see these wonderful people directing and parking airplanes and automobiles, registering people, driving the transportation vans, driving the people-mover tractors, etc., thank them. They give freely of their time so we can enjoy all the airplane people and the airplanes themselves!

The Expo Educational Director is deeply involved in the Forums scheduling and almost certainly, they will not only feature some very knowledgeable presenters, but will also provoke some lively interest.

There is only one place in the world—and then only once a year—where one can be on hand and see scores and scores of the whole spectrum of biplanes arrive and depart, and openly shown on display, and where one can visit at length with the owners and pilots. The variety of the attending biplanes is as broad as one can imagine. From the WWI replica Fokkers and SE-5As to the early factory-built biplanes such as the Travel Airs, Lairds, Wacos, Great Lakes, Spartans, Fleets, square-tail Stearmans, etc. of the middle to late Twenties, to the Staggerwings, Cabin and F Series Wacos, military model Stearmans, and N3Ns of the Thirties and Forties, to the outstanding experimental designs of the homebuilt

Stardusters, Skybolts, Marquart Chargers, Pitts, Eagles, Hatz, EAA Biplanes, etc. that came to us in the Sixties, Seventies, and Eighties. They have all been a thrill to behold. The light/sport experimental biplanes began to join the fun in the Eighties and Nineties and continue at an ever more improved level.

The Biplane Expo is the largest gathering of biplanes by variety in the world, and it is an Oklahoma-born and bred event! The Biplane Expo welcomes every airplane pilot and fan, whether one arrives by airplane or automobile. Not only is the vari-

ety wide and the quality outstanding, but the color and pageantry is memorable. It will be biplane time in Bartlesville in a few short weeks. Plan to attend!

The event is open to the public at Frank Phillips Airfield, Bartlesville, Oklahoma on June 4 and 5. Gate admission on Friday June 4 is \$3.00 for adults and \$1.00 for children and on Saturday June 5 is \$5.00 for adults and \$3.00 for children. The public will have close access to the pilots and aircraft.

For info, contact Charles W. Harris, 918-622-8400 or [www.biplaneexpo.org](http://www.biplaneexpo.org).



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# Cushing BBQ & Blues Festival Welcomes Fly-Ins Metro Tech Car Show & Fly-In

The city of Cushing will host their annual "BBQ and Blues Festival" on Saturday, June 5 and the fly-in public is invited to attend. The day-long festival features the world's largest smoker, a BBQ contest, and some of the top blues musical groups in the state.

The festival site is less than a mile from the Cushing Regional Airport (CUH). The airport's Support Wing will provide free transportation to fly-in guests.

"We'll have air-conditioned shuttle

vehicles to take pilots and passengers to and from the festival," says Airport Support Wing spokesman Bill Wells. "Fuel prices will be discounted during the day and soft drinks will be free, courtesy of our FBO."

The event recognizes the oil and pipeline industry of Oklahoma and features a smoker that weighs more than 20 tons. A central firebox holds several ricks of wood and is built to resemble a huge oil storage tank. Those tanks, which are present in proliferation in the area around Cushing,

are a landmark most Oklahoma pilots have long recognized.

The firebox, which symbolizes Cushing's role as a hub of the oil transportation industry, has seven spokes, each made of large-diameter pipe such as that used in the oil transportation business. The spokes transport heat and smoke to separate smokers, each built by an oil company that uses the vast oil transportation infrastructure in Cushing. The companies take pride in the designs of their smokers and engage in a friendly spirit of competition to outdo one another. During the progress of the festival, cooks will deliver several hundred pounds of mouth-watering BBQ to hungry patrons.

Pilots, passengers, and the public attending the festival will be able to vote on the "People's Choice Award" for the best-tasting BBQ, as they go from smoker to smoker with their "tasting kits."

Admission to the festival is free, with a modest \$4 charge for those wanting to savor the BBQ and cast their votes. Several well-known bands, in addition to some newer "up and comers" will share the nearby state. An antique car show and dressy motorcycle show will round out the day's events.

The festival opens at 10:00AM and concludes in the late afternoon. For more information, contact John Ward at 405-624-2274.

OKLAHOMA CITY - Metro Tech students will host the 6th Annual Metro Tech Car Show and Fly-In on Saturday, May 8th, from 9:00AM to 3:00PM. Visitors will view restored automobiles and aviation buffs can look at the airplanes. Pilots from throughout the state are invited to land at Will Rogers World Airport and taxi to the Aviation Career Campus.

The annual event is held as a fundraiser to help Metro Tech students purchase tools, supplies, and uniforms needed to complete their career training. Paved parking areas for show cars and a large ramp area for aircraft are provided.

Students and instructors from the Aviation Maintenance and Auto Service Technology programs will be on hand to answer questions about career education programs and student services available at Metro Tech. The FAA will hold a seminar concerning FAA regulation and policies for attending pilots.

On the day of the show, auto and airplane registration will be \$20 and will begin at 8:00AM at the Aviation Career Campus located at 5600 S. MacArthur, just west of Will Rogers World Airport. Visitors can register to win prizes, kids can play on the Moonwalk, and KOMA radio personality David Martin will be there with even more prizes! For more information on the 6th Annual Metro Tech Car Show and Fly-In, call 405/605-5522 or visit [www.metrotech.org](http://www.metrotech.org).



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# Calendar of Events

For a free listing of your event, email us at [OklahomaAviator@earthlink.net](mailto:OklahomaAviator@earthlink.net) or call 918-457-3330. To allow time for printing and publication, try to notify us at least two months prior to the event.

WHEN	WHAT	WHERE	CONTACT	DETAILS
1st Thursday	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	
1st Saturday 7:30AM-10:00AM	Fly-In Breakfast- Ponca City Aviation Boosters Club	Ponca City Airport, Ponca City, OK	Don Nuzum- nuzum@poncacity.net Bruce Eberle- 580-762-5735	Held rain or shine
1st Saturday	Aerobatics	Claremore Municipal Airport Claremore, OK	Matt Burton 918-343-0931	Go to Ponca City for breakfast, then come to Claremore for hamburgers and aerobatics!
2nd Monday 7:00PM	Meeting- Oklahoma Chapter 99s	Wiley Post Airport	Poochie Rotzinger- 405-842-9829	
2nd Tuesday	Meeting- Spirit of Tulsa Squadron- Commemorative Air Force	Tulsa Technology Center Jones/Riverside Airport, Tulsa	Jim Dagg 918-224-6293	Restoring 1942 PT-19. Hangar space and workers needed
2nd Tuesday	Meeting- EAA Chapter 24	Aviation Tech Center OKC Airport	Martin Weaver- 405-376-5488 pacer31a@earthlink.net	Start 7:00PM
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Contact Frank Capps	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
2nd Thursday 7:00PM	Meeting- EAA Chapter 1005	Ada Municipal Airport (KADH) Ada, OK	Terry Hall 580-436-8190 or adairprt@wilnet1.com	Call or email for exact location for monthly meeting. We occasionally meet off airport.
2nd Thursday 7:00PM	Meeting- Oklahoma Windriders Balloon Club	Metro Tech Aviation Career Center, Oklahoma City, OK	Ron McKinney- 405-685-8180	For all balloon enthusiasts
2nd Saturday	Fly-In Lunch Meeting Kerr County Aviation Association	Poteau Municipal Airport Poteau, OK	Bryan Hoggatt- 918-647-4719	
2nd Saturday 11:00AM	Meeting- EAA Ultralight Chapter 98	Thompson Airport Tuttle, OK	Robert Crawford- 405-381-2840	Visitors welcome!
3rd Saturday	Meeting- Green Country UltraSport Flyers Organization (GCUFO)	Call 918-632-6UFO for location and details	Bill Chilcoat- 918-827-6566	
3rd Sunday	Tulsa Cloud Dancers Balloon Flight	Contact Frank Capps for time/location	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
3rd Monday	Meeting- IAC Chapter 10	Contact David Koehn for time/place	David Koehn- 918-671-0481 ffav8@sbcglobal.net	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
3rd Tuesday	Green Country Women in Aviation Meeting	Contact Kristen Esparza for time/location	Kristen Esparza - 918-851-36557	Men and women supporting women in aviation
3rd Thursday 7:00PM	Meeting- EAA Chapter 323	Sherman Municipal Airport Sherman, TX	Billy Dollarhide- 903-868-7609 dollarhide@ti.com	For more information, visit our website: <a href="http://www.eaa323.org">www.eaa323.org</a>
3rd Saturday	Fly-In Breakfast	Alva Regional Airport	Greg Northern- 580-327-2898 alvaair@sbcglobal.net	
Saturday following 3rd Monday	Pancake Breakfast- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
4th Tuesday 7:00PM	Tulsa Chapter 99s Meeting	Robertson Aviation, Jones/Riverside Airport, Tulsa*	Charlene- 918-838-7044 or Frances- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	The South Regional Library, 8316 East 93rd Street, Tulsa, OK	Charles Harris- 918-622-8400	
May 8	Metro Tech's 6th Annual Car Show & Fly-In	Metro Tech Aviation Career Campus, 5600 S. MacArthur, Oklahoma City, OK	Scott Wetmore- 405-605-5522 or Brian Ruttman- 405-605-4451 <a href="http://www.metrotech.org">www.metrotech.org</a>	Pilots are invited to land at Will Rogers World Airport and taxi to the Campus.
May 12, 14, 18, 20 & 21	STARBASE Classes for Home Schoolers (open enrollment)	Tulsa Air National Guard Base and Tulsa Air and Space Museum	Sue Burgess (918) 833-7757, susan.burgess@oktuls.ang.af.mil	1st - 6th grade students attend Aerospace Academy. 30 hours of inquiry based, hands-on science material.
May 15-16	EAA Southwest Regional Fly-In (SWRFI)	New Braunfels Airport (BAZ) New Braunfels, TX	Stan Shannon- shannons@kfc.com <a href="http://www.swrfi.org">www.swrfi.org</a>	We had in excess of 700 planes last year(our largest ever) and hope for even more in 2004.
May 15 1:30PM-3:00PM	Angel Flight Annual Barbeque	Hangar B-52 Jones Riverside Airport, Jenks, OK	Angel Flight- 918-749-8992	Free BBQ for Angel Flight pilots, volunteers, guests. Shuttle provided to hangar from FBOs.
May 17-28	Registration for Summer 2004 Term	Embry-Riddle Aeronautical University Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma.city.center@erau.edu <a href="http://www.erau.edu/oklahomacity">http://www.erau.edu/oklahomacity</a>	Summer Term May 31-August 1, 2004. Call or email for more information on Bachelors & Masters degrees.
May 21-22	Okie Twistoff Aerobatic Competition	Claremore Regional Airport Claremore, OK	Tom Culver- 918-519-2874 tulver@pdr-usa.net	See Oklahoma Aviator May '04 for details
May 31	6th Annual Gage Fly-In	Gage Airport Gage, OK	Ron Cox 580-938-2469 or Clint- hanshu@pldi.net	Free pilot breakfast, rib lunch. Ultralights, warbirds, experimentals, RC models, hot air balloons, kids airplane rides. Come in Sunday night and camp out!
Jun	Tulsa Air and Space Museum Aerospace Camp for Kids	7130 E. Apache Tulsa, OK	Katheryn Pennington- 918-834-9900 kpennington@tulsamuseum.com	Exact dates to be announced later.
Jun 4-5	18th Annual Biplane Expo	Frank Phillips Field (BVO) Bartlesville, OK	Charles W Harris- 918-622-8400 <a href="http://www.biplaneexpo.com">www.biplaneexpo.com</a>	Largest gathering of biplanes by variety in the world. Features displays, forums, guests and aviation history
June 5	14th Annual AOPA Fly-In and Open House	AOPA Headquarters, Frederick Municipal Airport (FDK), Frederick, MD	Chris Dancy- 301-695-2159	Seminars and static displays, pilot supplies and hangar flying during the largest one-day Fly-In in the nation.
Jun 11-12	Gainesville Fly-In	Gainesville Municipal Airport Gainesville, TX	Matt Quick- 940-668-4565 <a href="http://www.gainesville.tx.us/GMAIndex.shtml">www.gainesville.tx.us/GMAIndex.shtml</a>	
Jun 11-13	Paul Poberezny's Sport Aviation Association 3rd Annual Fly-In	Frasca Field Urbana, IL	Bonnie Poberezny- bonnielou@ameritech.net <a href="http://www.sportaviation.org">www.sportaviation.org</a>	
Jun 12-16	EAA Air Academy Young Eagles Camp I	EAA Aviation Center Oshkosh, WI	<a href="http://www.eaa.org">www.eaa.org</a>	
Jun 14-18	Aviation Careers Academy	Tulsa Technology Center Jones/Riverside Airport, Jenks	Dr. Jack Sellers- 918-828-4254, jsellers@tulsacc.edu	High school students explore careers through tours, speakers, and hands on activities. Cost is \$199 with some scholarships. Sponsored by TCC, OSU, & TTC.
Jun 18-20	Aerospace America Fly-In and Airshow	Will Rogers World Airport Oklahoma City, OK	Carl Whittle, Director, (405) 685-9546 csw@aerospaceokc.com	This year's headline act will be the U.S. Navy Blue Angels!



# Up With Downs

by Earl Downs



## OAOA and Me

For two days in April, I attended the annual conference of the Oklahoma Airport Operators Association (OAOA). I have not been in the airport operating business since mid 1997 and, while at one time I was pretty sharp about the business, I figured some “refresher” training would do me some good. What actually occurred was that both my airport operating and my “fly for fun” batteries got a heck of a charge. Sure, there was a lot of technical information about airport operating particulars, but this time I was able to look at it from a pilot's point of view instead of an airport operator. This “outsider” view brought into focus how much pilots fit into the whole business of how airports operate.

When we fly our general aviation airplanes in the Oklahoma skies we are actually performing a function that forms a mainstay of the Oklahoma economy. The aerospace industry (that includes me when I instruct in my Aeronca Champ) is a huge part of the overall Oklahoma economy. With 123 public airports in our state, Oklahoma ranks number 5 for public use airports. In both economic activity and in the sheer numbers of airports and aerospace businesses, we can be proud of our aeronautical heritage. Every Oklahoma pilot, plane owner, aviation business, and airport represents the engines that are joined together to pull the Oklahoma aerospace train of progress.

It is easy for flyers like you and me to see ourselves as being too small to really have an impact on the aerospace industry. Because of our seemingly small part of the big picture, many of us join organizations such as the Experimental Aircraft Association (EAA) or the Aircraft Owners and Pilots Association (AOPA) so our single voices can be part of a powerful forum. Well, airports and aviation businesses do the same thing. The OAOA provides a joining of airports and aviation businesses for the purpose of reaching common needs and goals.

There is no way around it, the term “public airport” means that public money (from taxpayers) is involved and that means politics is part of the fabric that forms our quilt of airports. Aviation taxes are collected at all government levels and some of that money is used to

operate and maintain the airports we pilots want and need. The Oklahoma State government, through the Oklahoma Aeronautics Commission (OAC), handles the lion's share of monetary appropriations and the distribution of the public funds that support our Oklahoma airports. However, your local cities and counties can play a major role in the operation and prosperity of your local airport, because Federal and State funding may be dependent on a small level of co-funding at the local level. The OAOA provides the common voice from which even the smallest airport may be heard.

Okay, we pilots have our associations and the airports have theirs, but that doesn't necessarily mean we operate separately. Pilots would be out of business without airports and airports wouldn't exist if no one used them. As airport users, we pilots must do all we can to support our local airports. Here is one example of how we can work together. The Ponca City Airport is appreciated within the community in large part because of the efforts of the Ponca City Aviation Boosters Club. This group of airport supporters, composed of both flyers and non-flyers, is well known for good works both on and off the airport. When this community good will is augmented by the sound management of its airport manager, Don Nuzum, the result is progress. This joint effort at Ponca City is only one example of airport management and the user population joining to make a positive difference. I would love to hear about other examples of airport users joining with the community to support their airport.

My point is: airport users need to get involved in the whole process that makes an airport work. Get to know the airport management. Share ideas to promote improvement and volunteer to help with the politics that may be needed to move improvement funds to your airport. Urge your airport manager to become a member of OAOA, or consider joining yourself. Make sure your State Senator and House Representative are aware of how important you think your airport is to the community. Promote general aviation to your non-flying friends. Remember that since the tragedy of 9/11, there are millions of Americans who actually think general aviation is a threat to their safety. It's important for pilots to practice the most simple security functions such as locking our airplanes or reporting suspicious activity on your airport. We pilots can be the voice of reason when a hyped media goes off the deep end about the supposed threats we pose. It's the same old story for the success of any public venture: get involved—don't expect the other guy to do it.

Questions or comments: earldowns@hotmail.com.

# Ask the Doctor

by Dr. Guy Baldwin, AME



## Chronic Daily Headaches

I found an interesting article in the January issue of *Family Practice Recertification* magazine regarding chronic daily headaches. My attraction to the article was their definition of “chronic,” that is, do chronic headaches occur daily or less frequently than that?

By the author's definition, a chronic daily headache must occur at least 15 days out of a month and each headache must last over four hours. The article stated that 4-5% of the general population has chronic daily headaches, with the occurrence in women being 2 to 4 times as frequent as men. Chronic daily headaches are more likely to occur in patients who snore, who overuse certain medications, who have lower educational levels, who have been previously married, and who have low alcohol consumption. Chronic daily headaches can occur at any age, but the typical onset is in the 30s.

The article defined two types of headaches: primary and secondary. Primary headaches include migraines, tension headaches, and cluster headaches. Secondary headaches are caused by overuse of medications or may be the so-called “rebound” headaches, which sometimes occur when patients have taken medicine for primary headaches or other ailments and then stop taking the medicine. According to the article, 30-80% of chronic daily headaches are due to overuse of medications. Medications that tend to produce secondary headaches are ones that are habit forming, including those that contain butabarbital or opioids, and also, some of the ergotamine type medications such as combination analgesics, which include Fiorinal (with or without codeine) and Esgic Plus. The most

abused medicines are the butabarbital.

The article stated that 64-90% of patients with chronic daily headaches—particularly adults—have some psychiatric problems such as depression and anxiety. Those patients are likely to be using selective serotonin reuptake inhibitors (SSRIs) such as Prozac, Paxil, and Lexapro. Muscle relaxants such as Soma or Flexeril are also frequently prescribed.

We doctors are supposed to decide if the headache is primary or secondary, i.e., due to the overuse of the medications. Sometimes that diagnosis is hard to make. Two tests we can use are the migraine disability assessment (MIDAS) test and the headache impact test. Our role is to get such patients off habit-forming medicines and on medicines that are less habit-forming, to minimize the occurrence of rebound headaches. Appropriate non-habit-forming medicines include over-the-counter non-steroidal anti-inflammatory drugs (NSAIDs) such as Motrin or Advil and prescription analgesics such as Naprosyn, Vioxx, Celebrex, Bextra, and others. In the case of SSRI use, sometimes we can prescribe tricyclic antidepressant such as amitriptyline or Sinequan, particularly if patients are having sleep disturbances.

To find out how chronic daily headaches might affect pilots, I had a conversation with Doctor Warren Silberman at FAA in Oklahoma City. There are several potential pitfalls that may result in denial or revocation of a medical certificate. First, the occurrence of ocular migraine headaches is grounds for denying a medical certificate. Second, for headaches that are associated with neurological problems, it is likely that an airman will not be allowed to fly. Third, some medications prescribed for headaches, including SSRIs, tricyclic antidepressants, and muscle relaxants are not allowed. Medicines that are okay to take for headaches include the NSAIDs and triptans such as Imitrex. The FAA would rather your headaches occur no more than a few times a month, certainly not frequently enough to be defined as a chronic daily headache.

If you have any questions about this or other topics, please call my office at 918-437-7993.

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## AOPA'S Airport Support Network Protects Vital Airport Resources

Aviation can be risky business if you fly out of communities like Laurel, Maryland; St. Petersburg, Florida; Concord, California, and hundreds of other places across America where airports and pilots are under siege. Property developers and other powerful special interests are frequently looking at airport property for commercial or residential development, often under the guise of anti-noise efforts.

Leading the charge to counter these efforts is AOPA's Airport Support Network (ASN). A highly dedicated group of more than 1600 volunteers, AOPA's goal is to eventually place a volunteer at more than 2,200 public use airports in the U.S. to monitor issues that could impact these airfields. This will be an important step in achieving AOPA's number-one priority of preserving our right to fly by keeping our airports open and accessible.

While Meigs Field Chicago received national attention, many pilots and aircraft owners may not hear about local initiatives to curtail or ban general aviation until it is too late. Typically these anti-airport efforts follow a highly predictable pattern: (1) a few complaints about noise; (2) organized and growing opposition leading to airport restrictions; (3) airport closure.

This is where the role of an ASN volunteer becomes invaluable. These key representatives collect information, communicate with public officials and ultimately help to sway public opinion (see box). Marshalling and coordinating AOPA's powerful resources, an ASN volunteer quickly becomes "an air force of one."

Each year dozens of airports are threatened with restrictions and closure. But thanks to the dedication of AOPA's ASN volunteers, most of these anti-airport efforts have been successfully thwarted. Although the AOPA and ASN volunteers have worked wonders, we live in a time when we can take nothing for granted. Keeping airports open and accessible is ultimately every aviator's responsibility.

**To volunteer to be your airport's ASN, or to find out if your airport already has an ASN, please visit [www.aopa.org/asn/](http://www.aopa.org/asn/) or call Mark Lowdermilk, Manager of Airport Support Network at 301 695 2401 or email at [asnmanager@aopa.org](mailto:asnmanager@aopa.org).**

### ASN PROFILE



For a great look at how effective ASN can be just consider Jack Tunstill (at right in photo). When Albert Whitted Municipal Airport (SPG), St. Petersburg, Florida, was threatened with extinction, Jack sprang into action. He galvanized the attention of the community - not just pilots - by effectively communicating the essential value of the airfield's compelling economics. In the meantime the local newspaper ran a string of anti-airport editorials and a powerful foe spent significant funds to close the airport. But, on election day, the initiative to close the airport was defeated by a 3-to-1 margin! Tunstill's leadership clearly demonstrates a proactive approach that underscores how community education can be an effective tool against even the largest opponent. Congratulations, Jack, for your recent Presidential Citation from AOPA President Phil Boyer.

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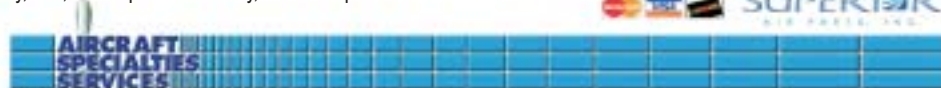


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