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# The Oklahoma Aviator

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

Vol 22, No 6

June 2004

Oklahoma Aviator, 32432 S. Skyline Drive, Cookson, OK 74427

## Blue Angels to Fly Father's Day Weekend at Will Rogers World Airport in OKC

For more than fifty years, the U.S. Navy Blue Angels have awed more than 300 million spectators in the United States and Canada with their world-renowned formation flying skills. This Father's Day weekend, June 18, 19 and 20, the Blue Angels will top the list of breathtaking aerial aerobatic action at Oklahoma City's Aerospace America International Airshow, flying their single-seat twin engine F/A-18 Hornet, announced Airshow Director Lois Lawson.

Aerospace America will fill the sky with aerobatic performers; vintage aircraft that revive the lost art of barnstorming with deafening roars and blowing smoke; nostalgic and historic Warbird aircraft; and modern military aircraft.

"After a year's absence from our traditional Father's Day weekend, I am proud to say we will again have an outstanding lineup to complement the return of the U. S. Navy Blue Angels Jet Demonstration Team to Aerospace America and Oklahoma City," said Lawson.

In addition to the Blue Angels, returning performers who have been past spectator favorites include Les Shockley and Shockwave the Jet Truck; Mary Dilda, champion air race pilot, flying her North American T-6 *Two of Hearts*; and Eric Beard in *Russian Thunder*, the only Yak-54 on the airshow circuit, delivering 12 minutes of high speed, intense aerobatics.



*The Blue Angels have delighted more than 300 million spectators since the 1950s.*

The excitement begins Friday evening, the first day of the show, opening with propeller-driven aircraft from pre-jet days delighting the crowd with high-speed maneuvers and simulated dog-fights while it is still daylight. As daylight turns to dark, the world famous Liberty Parachute Team will perform their jumps with a night pyrotechnic display, followed by Eric Beard performing "Lightning by Night" with more awesome pyrotechnics.

Returning to perform for a sec-

ond year is Dr. Guy Baldwin from Tulsa in his Extra 300. Performing for the first time at Aerospace America is Randy Harris of Bearfeet Aerobatics in his 360-hp Skybolt, an outstanding Oklahoma pilot from Owasso.

### A First: Children Under 12 Get in Free!

For the first time in its nineteen-year history, Aerospace America will admit children 12 years and younger for free at the 2004 airshow, when they are accompanied by an adult, said Lawson.

"Last year we introduced Junior Pilot Play Zone, a supervised area where children who attend the Airshow can learn more about aviation with programmed activities and exhibits," she said. "Although many children attended through-

out the show, we decided we needed to find a way to make the program available to more children."

After studying national trends and brainstorming with Airshow officials, the idea to admit children free seemed to be the answer, but would they need tickets? Not any more said the Airshow Director.

"We will admit children free all three days of the airshow."

Activities and exhibits at the Junior Pilot Play Zone include com-

puter flight simulators, hands on aviation exhibits, and autograph and interview times with air show performers and many others.

### Chalet Volunteers Needed

Volunteers are needed for host/hostess positions and gate security positions in the Elite Chalet Village section of this year's airshow. Volunteers will receive a free pass and a VIP parking pass to the airshow for each day they volunteer.

Volunteers are needed for the following time slots.

- Friday, June 18- 3:00AM to 10:00PM
- Saturday, June 19- 8:00AM to 12:30PM
- Saturday, June 19- 12:30PM to 6:00PM
- Sunday, June 20- 8:00AM to 12:30PM
- Sunday, June 20- 12:30PM to 6:00PM

If you are interested in volunteering, please contact, Phylis Hensley, Chalet Village Director at 405-840-4707 or dragonspirit@cox.net

### Admission Prices

Adult ticket prices will remain the same as in 2003: \$12.00 for advance tickets and \$15.00 at the gate. Advance tickets will be on sale at Metro area 7-11 stores and on the web at [www.aerospaceokc.com](http://www.aerospaceokc.com). Gates will open at 5:00PM on Friday and at 9:00AM on Saturday and Sunday.

### FLASH! LATE BREAKING NEWS

As we were about to go to press, we learned that Dan Lawson, husband of Aerospace America Director Lois Lawson, and Dr. Brent Hisey, both of Oklahoma City, had flown the recently restored CAF ME-109. Plans are for the airplane to appear at Aerospace America. See photo on page 9.



*Eric Beard in his "Russian Thunder" YAK-54 airshow plane.*



*Mary Dilda and her T-6. Photo courtesy of Wayne Sagar/AAFO.COM.*

# Jenks Student Wins Art Contest



The 2004 Best of Show winner in the Tulsa Air and Space Museum's (TASM's) 5<sup>th</sup> annual "A. Blaine Imel High School Art Contest" is Jenks High School 10<sup>th</sup>-grader Shelby Woods. The competition, held April 22, attracted 162 entries from students in grades 9-12 of area high schools. All entries addressed the 2004 theme "Where Dreams Take Flight," showing mankind's beauty and inventiveness in the quest for flight and space travel.

Shelby's piece entitled "Sectional Chart" demonstrates the connection between the earliest Wright Flyer and a F-16 fighter jet and is painted on a navi-



*Shelby Woods and A. Blaine Imel display Shelby's winning TASM art contest entry.*

gational chart that highlights women's role in aviation. As presenting sponsor, Southwest Airlines awarded Shelby two airline tickets. Shelby's art teacher Brian Arneecher, Jenks High School, received \$100. Shelby's picture will be featured on the museum's 2004 holiday greeting card and 2005 note card. Packages of previous winners' note cards are available for sale in the Museum gift shop; all proceeds go to support future art competitions.

The contest honors Tulsa architect A. Blaine Imel, a WWII fighter pilot, TASM Board Member, and TASM volunteer.

Twelve schools participated in 2004, including Booker T. Washington, Jenks High School, Tulsa Tech – Sand Springs, Grace Christian School, Memorial High School, Metro Christian Academy, Skiatook High School, Trinity Art School, Tulsa School of Arts & Science, Victory Christian School, and home school students taught by private teachers Pat Crume and Ruth Vesanen. A total of 12 winners were announced, two in each of the following categories: Watercolor and Pastels; Oil and Acrylics; Computer Graphics; Drawings; Mixed Media; and Sculpture and 3D.

Arneecher said, "The TASM show integrates other areas of study into the art classroom, including physics, engineering, and history. People often take for granted the skills of talented individuals who make art. When you see students like Shelby Wood with her inner desire and strong work ethic being rewarded, other students desire to be in her place. It makes teachers continue to face difficulties with the realization that we are not alone and that kids are definitely worth our personal sacrifices."

This is a unique event for youth because students are awarded cash prizes: \$75 for 1st place, \$50 for 2nd place and \$25 for 3rd place. The event is not a fundraiser for the Museum and all proceeds go to underwrite the event. Barbara and Allen Smallwood, Dr. and Mrs. William Ross, and Southwest Airlines were presenting sponsors. Apollo Patrons were Triangle Company, Ray and

# OAC News



## AIRPORTS GET STATE GRANTS FOR IMPROVEMENTS

The Oklahoma Aeronautics Commission (OAC) approved grants for two airports at its May meeting.

Stillwater Municipal Airport was awarded \$101,350 for the last phase of the runway and taxiway extension and completion of the paving, lighting, and marking of the extension. Additionally,

new paved shoulders, new lighting, and installation of the ILS equipment will be completed. The entire project cost is \$3,149,456.

"This has been a long project for us, and we appreciate the Commission's support for this project over the years," said Mayor Bud Lacy.

Victor Bird, OAC Director, remarked, "Stillwater Airport is the third fastest growing GA airport in the United States."

Pawhuska Municipal Airport was awarded \$9,886 for adding the removal and replacement of the connecting taxiway drainage pipe to their current OAC maintenance agreement for a crack seal, seal coat, and remarking of the runway, taxiway, and apron. The total cost of the amendment is \$10,984.

"We are happy to be able to provide these state grants to our airports. They are vital to the economy of their communities and the state," said Commission Director, Victor Bird.

Linda Booker, and Tulsa Truck Manufacturing. Gemini Patrons include Katheryn and Charles Pennington and the R.L. Hudson & Co. Mercury Patrons include Ed and Ann Nunnelee, Don and Susan Merrill, David and Marilyn Nunneley, and Jay O'Meilia. Door prizes were provided by the Tulsa International Airport, Triangle Company, and the Tulsa Air and Space Museum.

The committee works diligently each year to encourage all high schools in Green Country to participate. Committee members include Blaine Imel, Cheryl Cavert, Jay O'Meilia, Justin Williams, Cindy Williams, Ron Turner,

Don Merrill, David Nunneley, Tulsa International Airport intern Michael Henderson, and TASM Executive Director Katheryn Pennington.

All artwork will be on display at the Tulsa International Airport through May 2005.

To support this community event, tax-deductible contributions are accepted by the Museum. Anyone wanting more information about the event or to participate can contact the Tulsa Air and Space Museum at (918) 834-9900.

<b>FBO Hours:</b> 8:00-5:00- 7 days Tel: 918-343-0931 Fax: 918-343-1619	<b>New Identifier: GCM</b>	<b>100LL: \$2.60 Weekdays</b> <b>\$2.48 Weekends</b> Cash or Air BP Card Jet A: \$2.25
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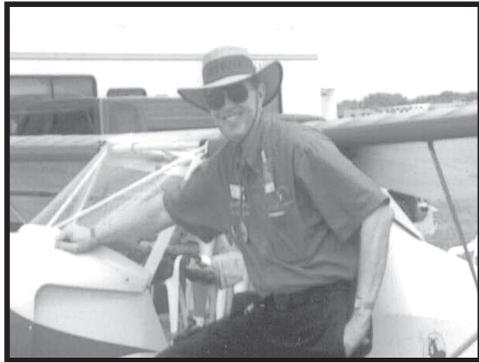
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# Up With Downs

by Earl Downs



## Around the Patch

Last month I was all “buzzed up” after attending the Oklahoma Airport Operators Association (OAOA) annual meeting and I waxed philosophically about the need for all of us to support our airports. I mentioned that Ponca City has a fine club that is renowned for its support of the airport and community and I asked for some other examples from our readers. I not only got what I asked for, but other interesting information seemed to bubble up as well. This has given me the idea to try to keep up with other things going on that may not be earth shattering but are part of our aviation community. Some news items are big, such as major airport upgrades. Others may be more like the small pieces of a jigsaw puzzle. By that I mean, it takes a lot of activity by a lot of people to build the big picture that we call Oklahoma aviation.

I need your help if this idea is to build up enough speed to become airborne. Your mission, should you accept, is to become “reporters-at-large.” Let me give you an idea of the kind of things “Around The Patch” is looking for. Have you just soloed or obtained a new pilot certificate or rating? Instructors can keep us up-to-date on who our achievers are. Are you a proud new owner of a plane? Did you have a new aviation experience? Has someone built a new hangar on your airport? Has a new aviation business been started and you want to share that information with us? Does a good deed need to be reported? Did something funny happen to you? Get the idea? This is to be about good news and fun stuff. Here are some of the things I picked up over the last few weeks.

### Airport Support

I received a letter from Bill Wells of Cushing, OK, explaining how airport folks there are supporting their airport and community. A group of action minded aviators at Cushing saw that several things could be done to make life better at CUH and they formed a group called the Airport

Support Wing Association. They actually took the unique step of forming a not-for profit corporation, which allowed them to perform functions and receive donations that could be channeled back into the airport. Over the last two years they have held two Independence Day “free” hamburger fly-ins (a free \$100 hamburger?), repaired the airport courtesy car, built a picnic park, donated time and labor to assist a new business at the airport, assisted the Chamber of Commerce with the BBQ and Blues Festival, and much more. Bill said they have plans in the future to keep up and expand services and good works for the airport.

Greg Northern at Alva Airport promised to send me a picture of his airport dog sitting atop the classic 1956 Dodge fuel truck that still earns a living servicing our planes. This truck and I had a personal relationship for several years when I owned and operated it at my FBO. When you stop at Alva, be sure to see the “old soldier” at work.

Ken Clark wrote to tell me that Avian Airpark near Oologah is doing just fine. About 22 of the 30 lots have been sold and Ken just finished building his hangar. They are trying to put together an ultralight get-together. Keep me posted on that, Ken. He also asked for *The Oklahoma Aviator* to cover happenings at other airports that are lined up north of Tulsa. Okay, Saggha, Gundy’s, Sandridge, Kenny Howard’s and Airman Acres, fill me in. Last I heard, Tulsa is not the only city in this state. Let’s hear from you folks in the Oklahoma City area!

### Flight Training

The Ponca City Airport welcomes a new flight school to the field. American Flight Academy offers flight instruction for private, instrument, commercial, CFI, and CFII. They will soon offer multiengine instruction and rental. They operate two Cessna 172’s and one Cessna 150. The chief flight instructor is Aaron Cowger. He is a graduate of Spartan School of Aeronautics, with a bachelors degree in aviation management, and is a Gold Seal CFI. The school is a Part 61 operation that also offers aircraft rental. They operate out of Hanger 12 at the present time and have been in business since April 1, 2004. They currently have twelve active students and are growing rapidly. American Flight Academy will soon hire two more CFI’s to help run the operation. For more information, call (580) 762-6183 or (888) 808-6183.

It has been more than five years since Ponca City has had anyone on

# Ask the Doctor

by Dr. Guy Baldwin, AME



## Multifocal Lenses

A few months ago, I was visiting with a pilot friend who is also an ophthalmology resident physician. He is currently working in a clinic to which I frequently refer patients for eye exams, LASIK surgery, or other procedures. During the conversation, he described some of the new ophthalmic procedures being used to help the general patient population see well.

As an example, he told me he had recently fitted an airman with a certain brand of multifocal lens. Multifocal lenses are a fairly recent development and are now available in two types: as contact lenses and as “anterior intraocular” lenses. Multifocal lenses are useful in some patients who need correction for both near and far vision.

When we are young, our eyes are able to refocus at will on objects that are near, far, or at intermediate distances. A natural, flexible, fluid-filled lens behind the cornea (inside the eyeball) accomplishes the refocusing; tiny muscles around its periphery relax or contract to either increase or decrease the curvature of the lens, thus adjusting its “power.” However, as we age, the lens hardens and resists the action of the muscles. Thus, a person who is nearsighted when young (i.e., sees near objects well, but needs vision correction for distant objects) often finds that, with age, he also begins to need vision correction for near and/or intermediate objects as well (i.e., bifocal or trifocal lenses).

Bifocal contact lenses have been around for years in one form or another. Like bifocal eyeglass lenses, different portions of the bifocal contacts are curved differently to provide both near- and far-vision correction. Early models attempted to weight the near-vision portion of the lens so it would tend to re-

the field to offer flight instruction and the local aviation community is glad to have a new neighbor.

I have also made some friends at Midwest Air Center at Stillwater airport. My Aeronca Champ is limited as to how much my students can weigh and my solution to this is to send the

main on the bottom, with only limited success. However, over the past few years, improvements have been made in bifocal lenses (two different prescriptions in one lens) and multifocal lenses (more than two different prescriptions in one lens) and their use is becoming more common. Such lenses provide correction at all distances.

Another effect of aging is the development of cataracts, where the fluid in the natural lens becomes cloudy. The old traditional treatment for cataracts was to cut into the eye, surgically remove the lens, and then fit the patient with thick eyeglasses to provide the correction normally done by the natural lens. As an improvement, man-made anterior intraocular lens are now routinely inserted into the eye in place of the natural lens, thus eliminating the need for thick glasses. However, the normal man-made lenses are not able to change shape, and thus cataract patients often need glasses to correct their vision at one end or the other of the distance spectrum.

In the last few years, intraocular lenses with multifocal prescriptions have been available. Like multifocal contact lenses, they provide correction at all distances.

However, the conversation with my ophthalmologist friend raised a flag in my mind: it had been my impression that the FAA does not allow the use of multifocal lenses by pilots. I told my friend I would get back to him, and subsequently made a call to Doctor Warren Silberman, manager of the FAA Civil Aerospace Medical Institutes- Medical Certification Division. He confirmed my impression: at this time, multifocal lenses, either contact lenses or intraocular lenses, are unacceptable. They can introduce vision problems including glare, “halo” effects around lights, and reduced contrast. I quickly relayed the information to my ophthalmologist friend.

My recommendation is that BEFORE you have cataract or other eye surgery, check with your AME to determine the implications for your FAA medical certificate. If the AME is not sure, call the FAA in Oklahoma City (405-954-4821) for clarification or contact the EAA, AOPA, or other organization that provide medical advice to airmen.

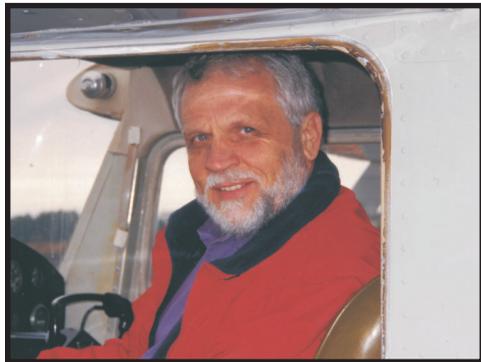
If you have any questions about this article or any others, do not hesitate to contact my office at 918-437-7993.

“heavies” over to Midwest Air Center for training in their Citabria. Along with taildragger training they offer complete pilot training programs in a Cessna 152, two 2003 AMD Alarus trainers (new equipment!), and a Piper

*continued on p. 5.*

# The Horizontal Windsock

by Mike Huffman



## Restoring a Cub

Ever wonder why airplanes cost so much to repair or restore? This month's column provides some food for thought.

As you may know, besides publishing *The Oklahoma Aviator*, I also restore antique/classic airplanes and assist builders in the construction of homebuilt airplanes. My most recent project was a 1941 Piper J-3 Cub owned by a gentleman from Tulsa.

When I began the project, although the airplane had technically been out of service for a year or so, it was in fact in pretty good shape. It had been restored about 10 years previously with Polyfiber

covering and Polytone paint.

The engine and propeller were in great shape and the wing struts had been replaced with the new sealed type. The interior was acceptable and all the instruments worked. With a little work, it could have been reassembled, made airworthy, and flown for many years-- nicer than many, many flying Cubs!

However, the wings needed minor fabric and structural repairs and the owner wanted the airplane near perfect. My task was to recover the wings and tail group, paint the entire airplane, and reassemble it. However, there is a big difference in

"recovering" and airplane and "restoring" one. In the latter, attention is paid to the smallest details and that simply spells more hours and dollars.

The tables below summarize the labor hours and material costs to do the restoration. At 655 total labor hours, with a labor rate of only, say, \$35/hour (considerably less than most aircraft maintenance shops charge), the total labor bill would be almost \$23K, for a grand total of over \$30K with materials, after starting with an almost-flyable airplane! This for an airplane that originally sold for less than a thousand dollars.



TASK TYPE	Aircraft	Fuselage	Wings	Tail Group	Flight Controls	Fuel System	Engine Comp	Misc	TOTALS
Administrative and paperwork	1.0								1.0
Transport of parts, errands	12.0	14.5	5.0				1.5		33.0
Disassembly, cleaning, inspection		10.0	21.5				1.5		33.0
Minor repairs		8.5	14.0				3.5		26.0
Fabric covering		2.0	163.5	31.5					197.0
Preparation for paint	12.5	68.0	29.5	6.0				9.0	125.0
Painting	2.5	43.0	36.0	4.5					86.0
Assembly	69.5	33.0			12.0	6.0	12.0		132.5
Rigging								2.0	2.0
Tool repair, calibration, & maint								4.0	4.0
Fabrication of parts	7.0	7.5					1.0		15.5
<b>TOTALS</b>	<b>104.5</b>	<b>186.5</b>	<b>298.5</b>	<b>42.0</b>	<b>12.0</b>	<b>6.0</b>	<b>19.5</b>	<b>15.0</b>	<b>655</b>

Summary of labor hours for restoration of a 1941 Piper J-3 Cub.

ITEM	COST
Aircraft parts/materials	\$3682.
Covering materials	\$2071.
Paint materials	\$1196.
Paint supplies	\$44.
Other supplies	\$508.
Hardware	\$113.
Miscellaneous materials	\$126.
Tools	\$174.
Purchased services	\$24.
<b>TOTALS</b>	<b>\$7938.</b>

Summary of Cub material costs.

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## 2004 Okie Derby Proficiency Air Race

Sponsored by the Oklahoma Chapter 99s, the world's largest proficiency air rally will be held on August 20th and 21st, 2004. Not only is the Derby fun for the pilots, it also tests their piloting skills and knowledge of the airplanes they fly. Competitors, gathering at Wiley Post Airport, will be flying in from Texas, Kansas, Arkansas, Colorado, and New Mexico, as well as from Oklahoma. Many of the teams will be collegiate teams, which gives an additional competitive spirit to both veteran and first time racers.

The race course, which is not to exceed 225 miles, will be revealed at a pilot

briefing the night before the race. Scores will be determined by matching the actual performance in time and fuel consumption against the preflight estimates submitted by the contestants.

Also, the Oklahoma 99s are proud to announce that the Okie Derby Air Race 2007 has been officially recognized as an Oklahoma Centennial Project, celebrating the 100th anniversary of statehood.

For more information contact Amy Padgett McCue at 405-359-977, AmyMcCue@fullnet.net or Phyl Howard at 405-692-0008, okiephyl@flash.net.

## Visit Taxi Strip Online

by Earl Downs

Listen-up Central Oklahoma! Bob Kemper has "gone back to future" with his "new" publication titled *TAXI-STRIP*. Much like adding a turbo charger to a J-3 Cub, Bob is recreating the famed Oklahoma City publication from days gone by with the power of 21st century technology. The Taxi Strip was a print publication originally created in the 1930s by Keith Kale. I am sure Kale could never have imagined that his publication would be reborn in a for-

mat that even the science fiction writers of his day had not dreamed of.

Bob said he first saw a copy of the old magazine about ten years ago. In the current online issue he wrote, "For the past decade that old magazine has been asking, no demanding, that some day I give it my attention, so that its voice could once again be heard." That voice can now be heard loud and clear at [www.taxi-strip.com](http://www.taxi-strip.com). We at *The Oklahoma Aviator* encourage you to log on and enjoy.

## Up With Downs

continued from p. 3.

Warrior. Stewart Masters said he takes pride in the quality maintenance and avionics installed in these planes. For more information, call 405-533-6285.

Stewart also takes pride in announcing the graduation of three new private pilots in May. Congratulations to Josh Love, Kevin Klein and Jared Deason. Remember, smart flyers read *The Oklahoma Aviator!*

### Community Service

The Ponca City Aviation Boosters Club is holding a Flight Academy for youths of the region June 7th

through June 12th. The club has participated with the Sooner Flight Academy program for the last couple of years, but when OU decided to stay on campus this year, the Booster Club struck out to provide a youth aviation program in north/central Oklahoma. Program coordinator, Ron Hartman tells me the Flight Academy will service 30 basic students and 30 advanced students. The Academy is crammed full of aviation classes and activities that include EAA Young Eagle flights being provided by EAA chapter 1046. Ron says support

for this youth activity has been widespread throughout the region and scholarships are being offered. I will be there to talk about sport flying and to demonstrate my Kitfox Lite ultralight.

### Election Campaign TFRs

Unless you're flying a rotorcraft, we all have a left wing and a right wing on our planes. As pilots, we sit between them and that's just where we are when it comes to campaign-related TFRs. Don't get caught in the big TFR squeeze! We are the ones who will get in BIG trouble if we get

caught flying through the TFRs that will follow the Presidential and Vice Presidential candidates of both major parties. These TFRs will follow the candidates even if they are on a bus or train stop tour. Pay attention to local TV and radio. Check with the FSS prior to every flight and visit the EAA, AOPA, and FAA websites to make sure you are aware of the campaign TFRs.

Now it's your turn. Send me your Around The Patch news to [earldowns@hotmail.com](mailto:earldowns@hotmail.com) or to [oklahomaaviator@earthlink.net](mailto:oklahomaaviator@earthlink.net).

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# EAA Chapter 1005 Plans Ada Fly-In to Honor Veterans

This month marks the 60<sup>th</sup> anniversary of the invasion of Hitler's "fortress Europe." D-Day, June 6<sup>th</sup> 1944, marked a page in the history books that will forever be a reference point for the definition of bravery and selfless sacrifice in the name of freedom for mankind. EAA chapter 1005 in Ada, Oklahoma has put together an event to honor those veterans, and all Americans in military service, who have protected the freedoms we enjoy today.

June 26<sup>th</sup> is the day that EAA chapter 1005, with help and cooperation from the Ada Municipal Airport (ADA), will hold a fly-in featuring airplanes of all types, food, and activities for everyone. The fly-in activities start at 9:30AM Saturday, but flying is only part of what will take place. Some of the WWII planes will start showing up by noon on Friday and a special reception is planned for Friday night. All comers are welcome to attend a dinner with WWII-era big band music performed by a live band. A modest fee is being charged for the Friday night reception. Facilities are being made available for fly-in folks who want to camp out.

The fly-in committee is also encouraging all WWII veterans, aviation veterans, and "Rosie the Riveters" (women who served in the defense plants during the war) to take part in this memorial

event. A special tribute will be paid to the late Ray Stout, of Ada, who died on June 14, 2003. Col. Stout joined the National Guard in 1939 and served in the U.S. Army Air Corps throughout WWII. He was a member of the 38<sup>th</sup> Bomb Group, 405<sup>th</sup> Bombardment Squadron, which served in the South Pacific. The crews that flew with the 405<sup>th</sup> were known as the "Green Dragons" and were often spoken about in a disparaging way by the infamous Tokyo Rose.

A special feature at the fly-in will be a performance by the WWII Airborne Demonstration Team Foundation. A restored Douglas C-47 transport will make a fly-by while a parachute team executes a low-level combat assault jump in full WWII combat gear. The uniforms and equipment worn by the combat jumpers are exact replicas of the type of gear worn in WWII. No fancy parachutes or skydiving tricks here—the object was to jump and fight. The parachutes are the old round style canopies and the soldiers are loaded to the max. All WWII paratrooper veterans attending the fly-in will be presented a commemorative ribbon made from the silk of a WWII parachute.

The B-25 named "Yellow Rose" will be in attendance. A Vietnam-era AC-47 gun ship, which was the first of a

series of highly modified transport aircraft, will be on display. The AC-47s were known to the troops they supported as "Puff the Magic Dragon." A Navy version of the C-47 that was used in anti-submarine warfare during WWII will also be present. Plan on seeing a plethora of other warbirds from various times in our aviation history. Many of

these aircraft will be performing demonstration flights on Saturday. Important: the airport will be closed to arrivals and departures during the Saturday flight performances from 1:00PM to 2:30PM.

To participate or for additional information, contact Bill Bailey at 580-310-2389.



The CAF B-25 "Yellow Rose," lovingly restored by the San Marcos, Texas squadron.

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# Okie Twist-Off 2004: The Wind Beside Our Wings

The weekend of May 21-23 saw a gathering of 21 aerobatic airplanes at Claremore Regional Airport for the newly re-instituted Okie Twist-Off aerobatic competition. The contest, the first to be held at Claremore and the first to be presented by Tulsa's IAC Chapter 10, was a great success, despite high winds that challenged competitors to stay inside the aerobatic box.

Contestants came from all over the south central U.S., but also included five Tulsa-area pilots: Tom Culver (the contest director), Dr. Guy Baldwin, Rodger Modglin, Mike Hastings, and Dan Newton. Dick Smart from Berden, OK also competed.

Some might accuse the Tulsa pilots of "stacking the deck" in their own favor because, a couple of weeks prior to the contest, they brought in former world champion aerobatic pilot Elena Klimovich for a concentrated week of aerobatic instruction and critique.

Contest winners included:

- Primary Category- Mike Hastings, Tulsa, OK in a Chipmunk
- Sportsman Category- A.J. Hager, Derby, KS in a Laser
- Intermediate Category- Brent Smith, St. Peters, MO in a Pitts S1S
- Advanced Category- Julia Wood, Slidell, TX in a Sukhoi 26
- Unlimited Category- Dan Clark, Houston, TX in a Sukhoi 26

The Unlimited Category contestants

served as judges for the other four categories and the Advanced Category contestants judged the Unlimited Category contest.

Southwesterly winds of up to 41 knots made it difficult for all competitors to stay inside the aerobatic box, and several "outs" were recorded, reducing what would have been better scores overall.

Good eats are always a feature of a well-run aviation get-together and the Twist-Off was no exception. Friday night, local Claremore residents Ron and Brett Leslie provided 30 pounds of orange roughly for grilling and the Saturday night awards banquet was catered by the Rib Crib. Breakfast was the all-American-favorite Krispy Kreme donuts furnished by the Leslie's and lunch was provided by Debbie's Canteen in Claremore.

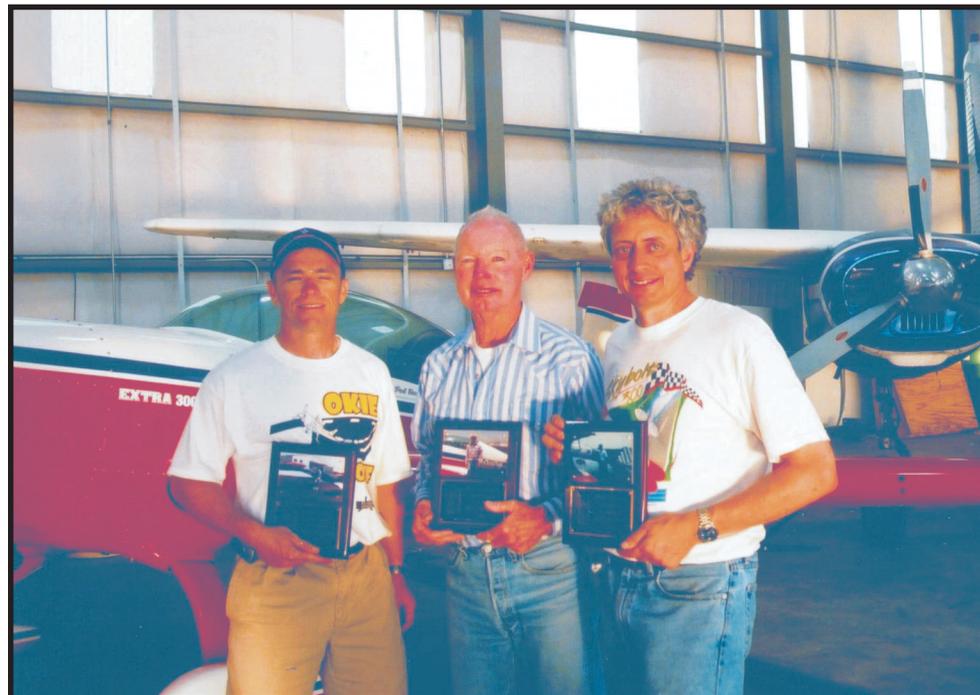
The contest was not only an operational success, it was also a financial success, bringing in about \$3700 to the IAC Chapter 10 coffers. The chapter wishes to thank the following people and organizations for their help.

- The Claremore Regional Airport for providing permanent concrete aerobatic box markings
- The airport hangar tenants, for making their hangars available for the contestants' airplanes.
- Oscar Watkins, the airport manager, for his support in organizing and helping with the contest.

- David Koehn, Fast Forward Aviation, for providing T-shirts for sale.
- Greg Merrell, Aircraft Specialties Services, for providing trophies

- All other volunteers, without whose help the contest would not have been possible.

*Photos courtesy of Laura Cope.*



*Sportsman Category winners: 1st- A.J. Hafer, 2nd- D.R. Bales, 3rd- Tom Culver.*



*Competitors and volunteers enjoy discussing the contest. Left to right: Michael Rinker, Brent Smith, Julia Wood, Tony Wood, Carol Franklin, and Rick Guilfoyle.*

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# Calendar of Events

For a free listing of your event, email us at 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 adaairprt@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: www.eaa323.org
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	
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 www.biplaneexpo.com	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 www.gainesville.tx.us/GMAIndex.shtml	
Jun 11-13	Paul Poberezny's Sport Aviation Association 3rd Annual Fly-In	Frasca Field Urbana, IL	Bonnie Poberezny- bonnielou@ameritech.net www.sportaviation.org	
Jun 12	Gundy's Airport Ice Cream Social	Gundy's Airport (038) Owasso, OK	Roger Wieden- 918-272-1523	Dig out those ice cream freezer or bring ice or a dessert. Invite your friends & family-- for all ages.
Jun 12-16	EAA Air Academy Young Eagles Camp I	EAA Aviation Center Oshkosh, WI	www.eaa.org	
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!
Jun 19-20	Ninth Annual Air Fest Arkansas Air Museum	Fayetteville Airport Fayetteville, AR	Judy Hammond- 479-521-4947 ArkansasAirMuseum@yahoo.com	Celebrating 100 years of flight. Admission: adults, \$10; children age 6-12, \$5; children under 6 free.
Jun 19-23	EAA Air Academy Young Eagles Camp II	EAA Aviation Center Oshkosh, WI	www.eaa.org	
Jun 25-29	EAA Air Academy Young Eagles Camp II	EAA Aviation Center Oshkosh, WI	www.eaa.org	
Jun 26	First Annual Ray Stout Memorial Fly-In	Ada Regional Airport (KADH) Ada, OK	Bill Bailey- 580-310-2389 bailey3@adacomp.net	Fly-in to honor all vets, especially WWII, Inviting all Warbirds; will help with cost to bring aircraft to Ada
Jun 27	Sand Ridge Lunch Fly-In	Sand Ridge Airpark Collinsville, OK		
Jul	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.
Jul 4	Tinker AFB General Aviation Fly-In	Tinker AFB Oklahoma City, OK	Debby Toland- 405-732-8316 Dtoland@cox.net	There are slots for only 20 GA airplanes. Contact Debby Toland early for a reservation.
Jul 5-11	EAA Air Academy Basic Air Academy	EAA Aviation Center Oshkosh, WI	www.eaa.org	

# Bicycle at Twelve O'Clock!

"Tower to bike number 4, follow the red bike on base leg and slow to 2 knots."

"Roger tower, I'll follow the bike on base, but if I slow down any more I will fall over."

"Okay bike number 4, maintain a safe speed and extend your downwind to provide spacing."

Are you wondering what is going on? It may seem like we are listening to the Wright Brothers communicating with a control tower, but it is actually what you might hear if you listen to the communications at the new OU Learning Center. The facility is centered around a miniature runway system that is a scale model of the runways at Max Westheimer airport. Glenn Schaumburg, director of the OU Aviation department, initiated the miniature runway concept.

Located on the Westheimer airport property, the replica runway system is about 200 feet in length and is one part of several training elements to be constructed at the outdoor learning facility. The purpose of this unique learning center is to move classroom learning to a practical application without the expense of actual flight training. Students will ride bikes in a "traffic pattern" flow and be faced with many of the same decisions as pilots actually make in flight. Think

about it—you can't stop a fixed wing plane in flight and you can't stop a bike without falling over. No wonder the Wright Brothers were so well prepared!

The runways will also be used for other areas of ground training. Students will be given taxi and runway marker signs and be required to place them in the correct locations. The students will also draw instrument approaches on the ground and practice the approaches to improve the visualization of what the airplane is doing. The miniature runways will give a break from classroom lectures and make it possible to practice what is being learned.

But wait, there's more! Other training elements are planned for the outdoor learning center. A weight-and-balance simulator (something like a teeter-totter) will also be installed; the simulator will allow the students to test their paper weight-and-balance calculations. Adding this visualization will make it easier to see how the calculations work in the real world. A rotating platform is planned to help students actually see by demonstration how the coriolis effect causes movement of weather.

The learning center marks a new way to give action to ground training. I wonder if the students will be issued all weather flight gear?



*The world famous Liberty Parachute team will open Aerospace America 2004.*



*On final for Runway 03 at "Mini-Westheimer." Runway 35 is visible at left. Both "runways" will be paved with asphalt. How about that standard FAA obstacle at the end?*



*The CAF ME-109, recently restored to flying condition by Dan Lawson and Dr. Brent Hisey of Oklahoma City. The aircraft will be displayed at Aerospace America.*

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The tragic events of September 11, 2001 have led the general population to cast a wary eye at all segments of aviation. It is up to us to do all we can to improve the public perception of general aviation and remaining in compliance with the address notification rule is a step in the right direc-

tion. Security issues and the need to keep in touch with pilots and aircraft owners for safety reasons have increased the FAA's awareness for the need to enforce the regulation. Pilots and aircraft owners not in compliance with the address notification rule are placing themselves in jeopardy of receiving an FAA violation.

It is easy to comply with the address change notification requirement by going to the FAA web page at [www.faa.gov](http://www.faa.gov). Unlike a drivers license, notifying the FAA of an address change does not automatically result in the issuance of a new pilot certificate. If you want a new certificate, you have to ask for it.

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Comprehensive airport information is also available via the AOPA Airport Directory link where you can find details on more than 5,300 public-use landing facilities and 7,000 FBOs throughout the United States. Information is researched and updated every business day and includes detailed airport notes, noise abatement information, and over 65,000 listings for local attractions, restaurants, hotels, and transportation. Tailor your search to find your particular preferences such as 24-hour self-service fuel locations, fuel prices, on-airport restaurants, nearby museums, or FBOs where you can save using the AOPA credit card. Print search results, including the airport diagram, in kneeboard format for quick reference in flight. Members can also download the entire AOPA's Airport Directory to a Windows-based desktop, laptop or Palm OS PDA and take it with them.

Do you need the latest approach plates? A complete set of all U.S. instrument approach procedures is available online, and these can be printed from the Web site or individually downloaded in PDF format for future reference. (Watch for several important enhancements to this product on the AOPA Web site on June 10). Another great feature that members enjoy is the Special Use Airspace list, which is updated every six minutes, indicating active MOAs and restricted and warning areas.

And if all this is not enough, members can always call the Pilot Support Hotline during weekday business hours (1.800.USA.AOPA) and ask the staff of aviation professionals any question imaginable about flying – from airways to Zulu time and everything in between!

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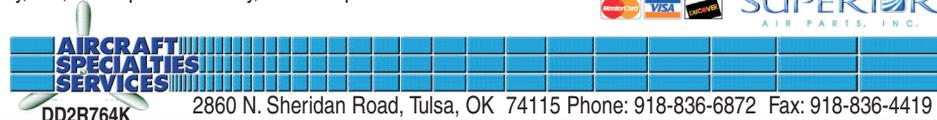


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