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Oklahoma Aviator

Vol 18, No 3 Your window to Oklahoma Aviation...Past, Present, Future March 2000

# Elementary School Research Project Creates International Aviation Memorial

MOYERS, OK- On Sunday February 20, 2000, over 200 people from the U.S. and Great Britain attended a mountainside ceremony to honor four British Air Force aviators killed on a WWII training mission in 1943. The ceremony was the culmination of a research project begun by the fourth-grade students of teacher Beth Lawless at Rattan Elementary located in Rattan, OK, a nearby community of about 250 people.

The project began two years ago when Ms. Lawless sixth grade class became interested in a WWII plane crash near Moyers. On researching the crash, they discovered that on February 20, 1943, two AT-6s based at the Terrell, TX British Flying Training School (#1BTFS) had crashed while on a training mission and that another AT-6 on the same mission had landed in a field safely. Their research also turned up the fact that one of the graduates of #1BFTS, Mr. Henry Madgwick, had returned to Terrell after the War and is now the Mayor. Mr. Madgwick was to prove instrumental in helping with the project.

*The four #1BFTS cadets killed, clockwise from top left: Maurice Leslie Jensen, Bournemouth, England; Robert Wilfred Frostick, North Walsham, England; Henry Cockman, Ilford, Essex, England; and John Minty Hosier, Swindon England*

By the time the project was completed, it had grown remarkably! Survivors and relatives of victims had been located, the Library of Congress, the British Embassy in Washington, DC and the British media in England were involved, a granite monument honoring the victims had been erected, and a dedication ceremony had been planned, to be attended by an international entourage of visitors.

The #1BFTS classes were arranged in "courses" of about 50 students each. One of the courses, Course 12, left Terrell on the ill-fated training mission bound for #3BFTS located in Miami, OK. On such missions, it was the practice to send two cadets off in one plane to carry out a navigation exercise. Cadet A piloted one way with Cadet B navigating. They swapped roles for the return flight.

Near the Red River, the flight encountered bad weather. Some of the airplanes returned to Terrell, some continued on to Miami, but three airplanes were reported missing.

The airplane flown by Michael John Minty Hosier and Maurice Leslie Jensen nose dived into the ground turning up a boulder which created what local people refer to as a "natural tombstone." The airplane flown by Vincent Henry Cockman and Frank R.W. Frostick "belly landed" and slid into a tree. All four pilots were killed.

***Mr. John Wall, left, and Mr. Gordon "Wilbur" Wright, former #1BFTS cadets and survivors of the 1943 training mission in which four of their classmates were killed. The monument shown was erected by the 1999 sixth grade class at Rattan Elementary.***

The third airplane flown by John Wall and Gordon "Wilbur" Wright landed in a field and was returned to Terrell the following day.

Ms. Lawless' first class research project was completed during the 1998 school year, after having made contact with Henry Madgwick and John Wall. However, her 1999 class became re-interested in the prior research when contact was made with Gordon Wright. From the previous research, the students discovered that a monument had been discussed, but had never been built. They decided to continue the project, designing the monument, which was later built by Mr. Allen Parsons of Moyers.

The students also contacted family members of the victims as well as other members of Course 12. Several British newspapers and libraries assisted in the search and the students were interviewed on two BBC radio programs. British Airways offered to fly family members to the dedication ceremony free-of-charge and arrangements were made for low-cost lodging. Mr. Bradley Gernand, Senior Archivist for the Library of Congress in Washington and a native of Antlers, OK, had originally suggested the research project to Ms. Lawless. As the dedication approached, he continued to offer valuable assistance throughout.

*Continued on p. 4.*

# From Mike...

As I sit to write this month's column, the blank sheet stares from the computer screen at my face, wondering what I'm going to say. I wonder also, and feel the classic writer's fear at the prospect.

What do I want my columns to be? In many publications, the publisher's column is simply an overview of the current issue or some general prognostication about the area of interest the publication represents. On the other hand, I always admired Joe Cunningham's "Horizontal Windsock" columns because they gave us an insight into who he was. And, the name of the column was particularly appropriate for an Oklahoma publication! So, I've decided to pattern these columns on Joe's model, so far without a catchy name.

Aviation is a highly technical, left-brained pursuit. Pilots must master a broad range of technical subjects in order to fly. First come techniques for controlling the airplane itself: throttle, stick, and rudder. Then one must learn engineering aspects of what makes an airplane fly: engines, propellers, wings, controls, lift, drag, P-factor, etc. Then throw in weather: cold fronts, dew point spread, adiabatic lapse rate, cumulonimbus, etc. Next comes avionics, navigation, Federal Aviation Regulations, etc, etc, etc.

But at the same time, aviation stirs some of our most deeply-held right-brain feelings and emotions. What pilot has not felt emotional about flying on a smooth, starlit night, seemingly motionless on an ocean of black, hearing the engine somehow hushed to a soft reassuring purr, and feeling the airplane respond to the tiniest of control inputs?

What homebuilder has not, at one o'clock some morning, experienced an epiphany in seeing a floppy piece of sheet metal magically transformed into a rigid airplane part-- something with a purpose-- knowing that the part will lose its identity and yet retain it as part of a larger whole with a larger purpose?

What ultralight pilot has not been struck by the realization that he or she is just then satisfying one of mankind's most ancient and profound desires: to fly with the birds?

What aerobatic pilot has not thrilled at the green and brown mother earth filling his windshield, replacing blue sky on the back side of a loop?

What astronaut has not had his attention inexorably pulled away from scientific tasks by the incredible beauty of the "blue marble" below, explainable in scientific terms but somehow more?

I have been fascinated by aviation for over thirty years. Of course the masculine part of me enjoys the derring-do of flying and the engineer part enjoys the technical. But the totally-human part of me appreciates the integration of the adventure, technical, and spiritual aspects, because it lets me see more, be more.

If you let it be, aviation is a way to learn about life, as good as any and better than most.

# From Barbara...

Michael and I are excited about this March edition of The Oklahoma Aviator. Our regular contributors have done us proud, once again, by providing articles that are of interest to all brands of pilots and aviation enthusiasts. Earl Downs' ultralight article provides a history of ultralights and brings us up to speed on current guidelines and regulations. Guy Baldwin discusses a cardiac condition called atrial fibrillation and provides pilots with valuable information, should they have or contract that condition.

Nan Gaylord, whom we warmly welcome back to the newspaper, outlines the exact steps required for becoming an FAA Designated Pilot Examiner. Randy Harris describes his adventure riding in the jump seat of an ATR72 and Bob Richardson writes a memorial tribute to Calvin Bass, as well as a fascinating story of a particular B-24 and its fate in the jungles of New Guinea during WWII.

Our newest contributor is Tulsa attorney, Cliff Magee. Cliff offers legal guidance for buyers and sellers of airplanes, projects, and airplane parts. The Oklahoma Aviator is privileged to have these regular contributors write for our newspaper. Their professional expertise provides valuable information for all of us in a number of areas.

The other group of folks I would like to recognize are our advertisers. Michael has had a wonderful time talking with our advertisers, as they have progressed through the process of producing ad copy and artwork. He has renewed old friendships and made new ones, and this wife is grateful to each individual or group who has contributed to our newspaper in this way. Please take some serious time with the advertisements in the paper, and lend our advertisers your support however you can, for without them we would not have the opportunity to publish this paper.

One other item I'd like to share has to do with Angel Flight. I am thrilled to report that response to our February front page article on Angel Flight Oklahoma has been wonderful. Doug Vincent reported that many people have called and that they have signed up new pilots because of our article. This is the kind of "difference" we want to make with this newspaper, and feel greatly satisfied if we can provide service to the community.

If you, our readers, have areas of aviation or aviation service you would like for us to cover, please contact us. We have a strong desire to print what you want to read, and need to hear from you in order to meet that goal. Besides, it's always fun to hear from you.


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# Check Ride Tips

**By Nan Gaylord**

**How to Become an FAA Designated Pilot Examiner (DPE)**

One of the questions I am asked most frequently on check rides after the applicant has successfully completed the exam is, "How do you become an FAA examiner?" I generally answer, "Jump through enough hoops successfully, enough times, and then annually after that, and you can be one!" Seriously though, the FAA has a National Examiner Board (NEB) at Mike Monroney Aeronautical Center in Oklahoma City which handles the initial qualifying of applicants. When the need arises, the local FAA Flight Standards District Offices (FSDOs) will request qualified applicants' names from the NEB, and further interviewing transpires at the local level.

Some general minimum requirements for application include holding a Class II medical, all Certificates and Ratings for which you examine, 2000 hours PIC, and a breakdown of corresponding hours and experience in category, class, and type if a type rating is required. If you meet the minimum requirements, you may request an application packet from the NEB. After submitting the application and paperwork, if qualified, you will be notified that you are authorized to take the Pilot Examiner Knowledge Exam. With a successful passing grade your name will be put in a pool. As the need arises in a particular geographic area, the local FSDO will request the three most highly qualified names from the NEB and begin the local interview process. This will include a practical evaluation (oral and flight tests). Once accepted, a week's intensive initial training in Oklahoma City conducted by the National Pilot Examiner Standardization Team must be attended and successfully completed. Once appointed, annual Recurrent Standardization Seminars, along with annual "check rides" are required.

Once designated, a Pilot Examiner, must maintain a current Class III medical, a current Flight Instructor Certificate, and of course stay proficient in all skill areas authorized to examine. Examiners do not act as pilot in command on the practical exam (the applicant is the PIC) but must be current and capable of acting in that capacity.

There are approximately 1600 DPEs in the United States, and approximately 35 in Oklahoma. We consider ourselves very fortunate to have been appointed to this position, and take very seriously maintaining our own high level of competency and proficiency in knowledge and skills.

For further information you may call the NEB @ 405-954-9564. Or, you can visit the Designated Pilot Examiner's FAA Internet web site at www.fedworld.gov/pub/faa-att-att.htm. If you would like a list of the eleven Greater Tulsa Area Designated Pilot Examiners please call me at 918-492-3044. This is a wonderful career, and I promise you will never be bored.

PLANE POTPOURRI

Bob Richardson

## A B-24 Story

Americans manufactured over 18,000 Consolidated B-24 heavy bombers during World War II, among which was Serial No. 42-41081 ("Zero-Eight-One," as they would have said), a B-24-130 manufactured in 1943 at the Consolidated plant in San Diego.

The B-24 Liberator, had the kind of beauty that was definitely in the eye of the beholder. Those who liked her saw grace and elegance. Those who didn't saw only the clumsy and ugly features. There was little, in any, middle ground.

Military records, being what they sometimes are, indicate that Zero-Eight-One had a rather checkered Army flying career. During the early summer months of 1943 she was known to have been flown in the combat crew training program at Biggs AAFB in Texas and eventually arrived at Townsville, Australia in August '43 via Fairfield-Suisan, Hawaii, Canton Island, etc. In September, she became the property of the Fifth Air Force in New Guinea and was apparently assigned to duty with the 90th Bomb Group's 320th Squadron. There she was dubbed "Wheezie" by a crew known as "Terry's Pirates" and participated in missions on October 29 and December 13, 1943. She was flown on missions on Jan 18, 19, 23, and 25, 1944.

Zero-Eight-One's activity in February is unknown, but in early March she was apparently transferred to Port Moresby, New Guinea. On March 18, twenty-eight year-old Second Lieutenant Bob Allred arranged to fly Zero-Eight-One from Port Moresby to the Far East Air Force's Combat Replacement and Crew Training Center at Nadzab, New Guinea to pick up mail and A-2 jackets for other members of his crew who were temporarily assigned to training duty at Port Moresby. It would be a quick flight of less than 400 miles round trip across the Owen Standly Mountain Range that forms the spine of the large, elongated island. This was a trip he had made before. The minimum crew was usually four men, including the flight engineer.

In those days, Port Moresby was a jumping-off place for various military people, reporting to new assignments or returning to their units after regular leave or sick leave. On March 22nd, no less than 30 people tried to hitch a ride in Zero-Eight-One and finally 19 military types found riding space somewhere in the B-24. Cargo planes often have fairly decent passenger accommodations, but wartime heavy bombers were not very well suited for hauling passengers. But it was a short haul and men were willing to withstand the discomfort to get back to their bases, get on with the war, and hopefully get home in one piece.

Bob Allred had yet to see combat, but he was a well-trained pilot with over 400 hours flying time on a variety of aircraft including the B-24 and the Martin B-26. (It had been only 17 months since he his first ride in a Fairchild PT-19 Primary Trainer.) Allred decided to take Raymond J. Geis, Jr. (a B-25 pilot who had no B-24 experience) along as copilot and to proceed without a flight engineer. Allred's regular navigator, Keith T. Holm was also along for the trip.

At 2:37 p.m., Zero-Eight-One rolled down the steel mat runway of Jackson's Drome, became airborne, but never reached her destination. She was officially reported as missing on March 25, 1933.

New Guinea, with one of the thickest growths of vegetation on earth, is a virtual graveyard of lost World War II aircraft. Most of the airplanes that went down there are still listed as missing. As the years passed, wars ended and began again, aircraft continued to be lost and missing crew reports piled up in military archives, gathering dust and waiting for some happenstance discovery to reveal the lost that had then been found again. Through all this time small groups of concerned and dedicated people worked to unravel the mysteries of the missing aircraft of all the wars.

In early 1982, a small party of searchers found the site of a B-24 crash, lying on a ridge leading to the 11,000 foot peak known as Mount Thumb, part of the Owen Stanley Range, some 30 miles northeast of Port Moresby. The wreckage of the large plane had actually been found in 1980 by the Manumu natives who lived in the area. They left the site and remains undisturbed until contacted by the search team.

Investigation of the wreckage revealed it to be Zero-Eight-One, containing the remains of the 22 military men who died. About this time Susan Sheehan, a Pulitzer Prize winning writer became interested in the recovery of Zero-Eight-One and began an in-depth study of all the facets of the story including the fascinating process of identifying remains, contacting and locating next of kin after thirty-eight years, interviewing relatives of the crew and passengers, and providing brief histories of the aircraft and men who were lost with it. Her research resulted in the publication of a great little book entitled "A Missing Plane," which tells the story of Bob Allred and Zero-Eight-One.

It is impossible to answer all the questions posed by the tragedy, but there is little doubt that Lt. Allred decided to take a short cut through the mountain passes, instead of the safer, more lengthy route to Nadzab, while flying on instruments and using maps of doubtful accuracy. Allred's decision to take along an unqualified copilot and to proceed without a flight engineer, while curious, probably did not contribute to the crash.

# Up With Downs

***Earl Downs***

## To Ultralight or Not-That is the Question

As I travel around the country teaching Flight Instructor Refresher Clinics (FIRCs), I often get involved in discussions involving ultralight airplanes and the rules that they operate under. I find it quite common that airplane instructors are not clear about ultralights, the rules, or what to tell people who ask questions about them. The same holds true for most non-pilots who have heard something about this "unregulated" segment of aviation but don't really know what it is. What is an ultralight? Just how unregulated is ultralight flying and, most of all, how safe is it? Let's do a quick review of what ultralights are all about.

**History in a Nutshell.** The sport of hang gliding became very popular during the 1970s and was not regulated by the FAA. It continues as a popular pastime to this day. But, some experimenters thought that by adding a small engine to a hang glider, the fun could be prolonged and expanded. By the early 1980s the FAA started to take a hard look at these powered machines. Should they continue as unregulated hang gliders or were they airplanes? The FAA operates under the framework of promoting aviation activities, protecting airplane passengers, and protecting people and property on the ground. The easy way out for the FAA would have been to say that all powered flying machines fall under existing airplane and pilot regulations. But, to their credit, that's not what happened.

**FAR 103.** I won't quote the entire regulation (it is quite short) but I will give you an outline. An ultralight airplane can carry a pilot only, no passenger. An unpowered ultralight (hang glider) may not weigh more than 155 pounds and a powered ultralight can't exceed an empty weight of 254 pounds. Floats and certain safety equipment are excluded from these weights. A powered ultralight can't have more than 5 gallons of fuel, go faster than 55 knots (63 MPH), or stall at a speed above 24 knots (28 MPH). The regulation also includes certain airspace restrictions and minimum weather requirements.

If your powered flying machine meets the FAR 103 requirements, the FAA trusts you to be a safe and sensible aircraft operator. The machine does not have to be FAA approved and the pilot does not need to meet any minimum licensing requirements. The FAA has promoted flying, protected passengers (not allowed), and provided rules in FAR 103 that, when combined with common sense piloting practices, protect people and property on the ground. The glue that holds the whole thing together is common sense and following the rules.

**Is it Safe?** That depends on the ultralight operator. In 1983 a news program did an "expose" about ultralight flying. Unsafe machines were out there and unsafe pilots were flying them. The industry took a big hit and the ultralight movement became seriously ill. The truth is, some ultralight manufacturers and many ultralight pilots fell far below the standards that the FAA hoped the industry would maintain. But, by the 1990s things started to turn around. Manufacturers improved their standards and aviation associations realized that training programs were needed. Over the last 10 years organizations like the Experimental Aircraft Association (EAA) and the United States Ultralight Association (USUA) developed industry standards for ultralight instructors. Ultralight manufacturers and homebuilders realized that real airplane engineering standards and real aircraft material should be used in the construction of the machines. Good training and safe, well-designed ultralight airplanes are the rule today.

Real safety in ultralights starts when the ultralight enthusiast is well informed. The choice of flying machines includes three-control airplanes (just like certified airplanes), weight-shift airplanes, powered parachutes, and hang gliders. Both the USUA and the EAA can provide instructor information. Even knowledgeable FAA instructors can provide valuable instruction in planes like the Aeronca Champion and Piper Cub. Not only can ultralight flying be safe; it's almost more fun than anyone should be allowed to have. For information, try these web sites: www.eaa.org or www.usua.com.

If you are going to Sun-N-Fun this year I may see you at the Skystar display. I'll be flying the Kitfox Lite ultralight. If you have any questions, e-mail me at earldowns@hotmail.com.

Flying into clouds filled with mountains has been a common cause of accidents since the beginning of mountain flying. Lt. Robert E. Allred was not the first, nor was he the last to find that out.

# Rattan Students Honor British Flyers

*Continued from p. 1.*


***Rattan Elementary students unveiling the monument.***

The following are excerpts from a letter written by John Wall to Henry Madgwick. "On February 20, 1943, I was to pilot "Wilbur" Wright on a low level cross country in AT6A No. 185. As far as I remember things went well until we approached the Kiamichi Mountains in deteriorating visibility and rising ground. I found myself in the classic situation trapped in a valley with no confident idea of where we were nor where the high ground might be. Under these circumstances and after 1 hour 23 minutes flying I decided to make a wheels down precautionary landing. Once down I sent "Wilbur" to find out where we were and phone Terrell. It appeared we were near the village of Jumbo. We were shortly surrounded by the local folk who looked after us extremely well. We were offered overnight accommodations by a young family [Ed.- later identified as the E.F. Jordan family] which we gratefully accepted judging the AT6 wouldn't come to much harm on its own.

"The following day Wing Commander Moxham arrived in a Stearman and ground crew by road. The AT6 was checked out and found serviceable and flown out by, I think, Mr. Van Lloyd. I spent the rest of that day and part of the following flying with Wing Commander Moxham searching for two of our planes that had failed to arrive at their destination. We found one and later went out to the site by truck. It was obvious that they had lost control and spun in as the crashed plane was embedded vertically with both cadets still in the cockpit. I cannot now recall where or how the second plane was found.

"I flew back to Terrell on 22 Feb arriving, I still remember, too late for the midday meal and had to survive on whatever the drugstore could offer.

"I see from my log book that the following day I did 45 minutes dual acrobatics with Mr. Stahl who must have decided I was still capable as I was off solo later on and that night did a solo navigation exercise to Gainesville, Fort Worth, and back.

"The cadets in the flight felt that we should, perhaps, have been better briefed on the developing weather situation and what to do if it deteriorated. At this stage our blind flying abilities were probably a little questionable so turning back sooner would have been the smart thing - but then, youth always presses on. John Wall."

The following are excerpts of a letter from another Course 12 pilot, Ken E. Dean, one of the group which returned to Terrell. "I have a number of vivid recollections of this day, some 56 years ago.

"The weather forecast for the day was to be good. In actual fact it turned out to be overcast with cloud cover 100% and the cloud base, as I recall it, was about 800 ft. As we had to fly considerably higher than that to ensure clearance over the Ozark mountains and Kiamichi on our way to Miami, I believe there was some doubt as to whether we should commence the exercise.

"However the morning weather forecast indicated cloud clearing and lifting as we flew North to Miami. So it was decided we should proceed flying below the cloud base of 800 ft initially and to expect the clearance and increase in cloud base to occur before we reached the mountains.

"In view of the mountainous terrain ahead it was essential for the navigator to advise his pilot of his exact whereabouts at all times. As far as I, who was the pilot on the Terrell/Miami leg, was concerned my role was to fly the aircraft and assist in the checking of the main checkpoints on our route.

"After some time it became clear to us that the cloud base was not increasing nor the cloud cover lifting. I can recall discussing with my fellow cadet and navigator, a wonderful bright Cockney chap called Reg Flanders, that we must thoroughly check our position as we were flying ever closer to the mountains. I cannot recall the exact position of our next navigational check but it was close enough to the mountains to make us acutely aware of possible danger ahead. Almost immediately after this check and at almost the same time Reg shouted loudly a somewhat blasphemous phrase and I saw we were heading straight into high ground.

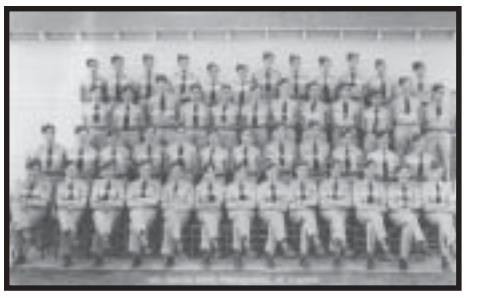
***The Choctaw Nation Color Guard, which presented the U.S, British, and Oklahoma flags.***

"I remember clearly opening the throttle fully pulling back on the control column and turning hard to port all at the same time. We climbed into the cloud turning at the same time and by the grace of God came out of the cloud in a shallow dive towards the ground almost going back the way we had come. We were both totally frightened by what had happened. Fortunately we still had control of the aircraft and decided to circle to regain our orientation. We were able to locate our position and, having checked our fuel, we decided to return to Terrell. This we did, landing back at Terrell some two hours after taking off.

"That day and the subsequent few days, which included us cadets and the instructors searching from the air for the missing aircraft, will never be forgotten. It took some time for the full horror of that day to emerge. Ken E. Dean."

Ms. Lawless, commenting on the research project and the dedication, said, "This research has helped the students realize how important it is to maintain a good relationship between the United States and the United Kingdom. Throughout our research we were constantly reminded of the friendships that were formed while the British Flying Training Schools were in the United States. Another important reason for placing the monument is that we are reminded of the great sacrifices made by both countries to preserve and protect our freedom. We wish to express our appreciation to all who assisted with our project and to those who helped search for family members. We are also grateful to those who contributed to the monument and dedication ceremony."

***Rattan Elementary students officiating at the February 20 dedication ceremony.***



***The Number 12 Course of the British Flying Training School in Terrell, TX.***

# Software Review: Comm1 Radio Simulator

## By Barbara Huffman

Last month, I promised a review of the new COMM1 Radio Simulator software by epublishing group. Epublishing sent both a VFR and an IFR copy. I will review the VFR version - and hope that you find it educational, and maybe a little humorous. I can laugh at myself - so you might as well get a chuckle, too.

**Day 1, Session 1.** The box from COMM1 arrived today. I'm scared to even open it. Just sitting and staring at the packing carton. What if I can't install the software properly? What if I have a mental block, and even this wonderful program can't help me feel comfortable talking on the radio? Why did I announce to the whole world that I was going to report on this? Barbara, sometimes you don't show good sense! You're not at all qualified to do this!

**Day 1, Session 2.** Program installation was smooth, directions well documented. Only difficulty was where to plug in the microphone. Guess I should have known to unplug my speakers, but had to ring the toll-free number for assistance. (Sure hope becoming a pilot doesn't require techno-junkie skills.)

It only took only 15 minutes to get set-up. Jumped right into the welcome message, which was encouraging, and I was glad to see that the first photo of a pilot was a woman. Just a little comfort thing for me, I guess.

The curriculum began with Aviation Speak which included a review of the phonetic alphabet, numbers and figures, aircraft call signs, and speech quality. After each lesson, I had a chance to practice speaking into the microphone, keyed with the left mouse button. After I spoke each time, my voice was repeated back to me, followed immediately by a professional's voice enunciating the lesson properly. I was able to compare my voice to the professional's voice, and then correct any mistakes. Thanks to Michael's drills, I only made two mistakes: because we don't fly that high, I didn't remember to use the flight level format on an altitude above 18,000 feet. But I won't forget that again. And, for some reason, I have a mental block again "I" in the phonetic alphabet. Will have to look that one up.

So far, this is not too intimidating. There are no tests, just opportunities for practice followed by feedback. The syllabus is broken down into 76 individual lessons. I have completed the first 7. For the sake of this review, I plan to do the first half of the lessons - just to get a good feel for the software. After lunch, I'll go on to Locating Frequencies, which is lesson 8.

**Day 1, Session 3.** This afternoon I performed lessons 8 through 33. The information covered locating frequencies, resources, and using the radio. Nothing was confusing. The fun started when I began the radio communications section for non-towered airports. Instructions were clear and the lessons well-planned. Whether communicating taxi announcements, pattern announcements, entering on a 45, or plane-to-plane communications, you are given a scenario, asked to choose the correct response from a list of responses, and make the proper communication, and then feedback is given. I particularly like hearing my own voice followed by the professional's voice. That way I can hear what I'm doing wrong, even it it's only voice inflection, speaking too slowly, or hesitating instead of confidently transmitting a well-planned message.

**Day 2, Session 1.** Can't wait for today's COMM1 sessions. Yesterday's sessions were much more fun and relaxed than I thought they would be. In this session I practiced radio communications at towered airports. What a different ball game from non-towered airports!

**Day 2, Session 2.** Well, the Class B airspace communications threw me for a loop. When approach handed me off to the tower I screwed up and repeated all of my information again, not remembering that approach would have already given it to them. I'll practice this lesson again in the morning before I go on.

**Day 3, Session 1**. This "session" happened while I was asleep and dreamed the following dream:

*Barbara:* Heaven, Cessna 6730 Foxtrot requests permission to enter your airspace.

*Heaven:* Cessna 6730 Foxtrot, transmission improperly submitted. Please repeat.

*Barbara:* Heaven, this is Cessna 6730 Foxtrot, northbound for The Pearly Gates. Do I have permission to enter? Was that better?

*Heaven*: 30 Fox. Permission denied. Try again after you have learned how to do it properly.

*Barbara:* 30 Fox. Are you really denying me permission to enter Heaven? You mean, you want me to turn around and go back - I mean, fly…South?

*Heaven:* 30 Fox. Permission to enter Heaven airspace denied. Out.

You know, I think I'm taking this thing a little too seriously. I know it's important to do it properly - but this radio thing is invading my sweet dreams!

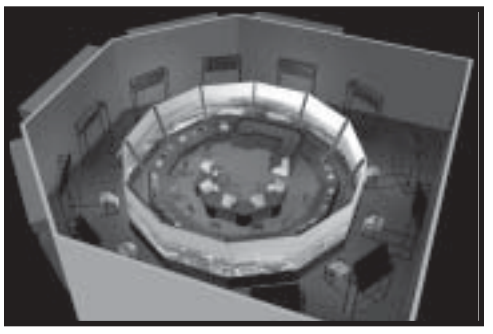
**Day 3, Session 2.** Today I completed the review, finishing far more than half of the lessons - almost two-thirds of them. I was having too much fun to quit. Today I learned how to enter Class C airspace, communicate landing and taxi instructions, request radar flight-following and other services, and communicate in an emergency.

The software was very helpful to me as a student pilot, and my fear of talking on the radio has diminished by about 70%. I now understand that the main thing is to say who I am, where I am, and what I want to do. I know to listen for instructions and clearances, and always repeat back the controller's information so that they know I have heard and understood.

I'm sure I'll still get confused and tongue tied until I've done it a few hundred times, but for now, most of my fear is gone. I learned more about how to deal with rapid-fire instructions at busy airports, and how not to step on other's transmissions. I know more of what to expect from the controllers, and what they are likely to say. I would suggest that anyone who has radio-fright or any other problems with radio communications purchase a COMM1 program and practice at home, at your own leisure, until you overcome your problem. It seems well worth the approximately $100 cost. It helped me, and I enjoyed reviewing it for you.

# NASA-Ames Opens New Virtual Control Tower Simulator

MOFFET FIELD, CA- NASA "FutureFlight Central," the world's first full-scale virtual airport control tower, opened with a ribbon-cutting ceremony on Monday, Dec. 13, at NASA's Ames Research Center, Moffett Field, CA.



***Isometric view of the FutureFlight control tower simulator***

Constructed at a cost of $10 million, the two-story NASA FutureFlight Central facility was jointly funded by NASA and the Federal Aviation Administration (FAA). The facility is designed to test -- under realistic airport conditions and configurations -- ways to solve potential air and ground traffic problems at commercial airports.

"NASA FutureFlight Central is a world-class research facility dedicated to addressing the future needs of the nation's airports," said Ames Center Director Henry McDonald. "This facility will allow NASA, the FAA and their research partners to examine ways to increase the flow of aircraft through the national airspace system safely, efficiently and under all weather conditions."

NASA FutureFlight Central will permit integration of tomorrow's technologies in a risk-free simulation of any airport, airfield, and tower-cab environment. The facility provides an opportunity for airlines and airports to mitigate passenger delays by fine-tuning airport hub operations, gate management, ramp-movement procedures, and various other airport improvements. Finally, it enables air traffic controllers to provide input and become familiar with new airport operations and technologies before construction is completed.

Real people interact in the live-action simulation just as in a real airport. Up to 12 air traffic controllers in the tower cab are in direct communication through a simulated radio and phone system with pilots and ramp controllers at other stations in the building.

***Interior view- note the 360-degree computer-simulated visual display.***

"We can simulate any airport in the world," said Nancy Dorighi, NASA FutureFlight Central facility manager. "The three-dimensional visual model of an airport is viewed out the 360-degree windows of the tower cab. The visual scene, along with specific airport traffic patterns, fleet mix and procedures, makes this a very credible operational test-bed."

It is anticipated that airport and airline management and researchers will want to look primarily at the feasibility, safety and reliability and cost benefits of technologies prior to incorporating them into airports. In addition, testing will provide information that may assist in developing proposed changes to airport ground procedures and the construction of new airport facilities. "This is a totally new approach to tower- or airport-traffic planning that wasn't possible just a few years ago," said Dorighi.

Twelve rear-projection video screens provide a seamless 360-degree high-resolution view of the airport or other scenes being depicted. The imaging system, powered by supercomputers, provides a realistic view of weather conditions, environmental and seasonal effects and the movement of up to 200 active aircraft and ground vehicles.

The facility is dedicated to the memory of Stanton R. Harke, the facility's first project manager, who passed away on April 25, 1999, at 58 from cancer.

# Living With Your Plane!

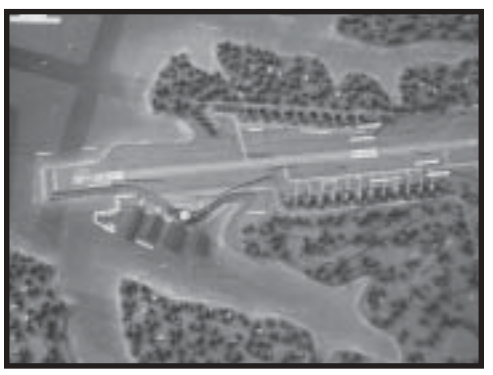
## The Landings at Monkey Island: Half The Fun Of Flying Is Landing At Home

***The Landings at Monkey Island has created this very extensive model of the airport, showing the runway, the fixed-based operation, the marina, private hangars, and residential areas***

There are airparks all over the nation that fit all types of pilots and their families. Let us tell you about a high-end resort-type airpark right here in Oklahoma.

The Landings on Monkey Island at Grand Lake is currently undergoing a 20 million dollar development. They will have 22 lake view homesites and four waterfront homesites. Lake view homes start at $319,500 and waterfront homes start from $495,500, including lot, home, and hangar. All homes have taxiway access. The grounds are professionally maintained. There is a 3965' x 60' concrete runway with pilot-controlled lighting and a full service FBO. Shortly, there will be a GPS approach. The airport is public, and welcomes visitors to their beautiful airport, with restaurants and shopping within walking distance. When the main road to the lake is completed, work on the yacht club will commence. A marina currently services boaters with all of their boating needs.

Two homes are nearing completion. Island Enterprises, Inc. president Paul Staten and his wife Barbara, who opened the airport in May of 1996, are soon to move into a 3,200 square foot dream home on one of the waterfront lots. Their home, which is always open to show, is a contemporary style with a 2,250 square foot hangar. The second home is being built for Dr. Gary Freeman and his wife Jill, along with his partner Dr. Gerald Hale and his wife Janie. They selected a more traditional style 3,000 square foot home. With breathtaking views of both the lake and the runway, Gary and Jill are looking forward to full-time retirement at The Landings.



***An overhead view of the model. Note the residences on both the east and west sides of the runway. The 22 lakeview homesites can be seen on each side of the runway.***

***An early morning view of the famous Shangri-La Resort golf course.***

The airpark property is adjacent to the Shangri-La Resort, Country Club, and Conference Center, featuring two 18-hole championship golf courses, with memberships available to homeowners at The Landings. Staten says, "We feel that The Landings on Monkey Island offers the best in aviation homes and recreational possibilities anywhere in the United States." The Landings is located on Grand Lake of the Cherokees, 52 nautical miles northeast of Tulsa. For more information email Paul Staten at airport@ionet.net, call him at (918)257-8602, or visit their website at http://the_landings.homestead.com.

***Here's how the approach to Runway 35 will look when all development is complete.***

## SkyStar Aircraft Announces Kitfox Lite Give-A-Way

CALDWELL, ID- Just let SkyStar Aircraft, Inc. know who you are and your name will be entered in a drawing to win a free Kitfox Lite kit.

So, why offer up a free airplane? According to SkyStar President, Ed Downs, "Back in the old days, (pre cyberspace), we knew who was intrigued by our airplanes because they would call us on the phone and ask us to send information. This worked pretty well, because we kept the contact on file and would send marketing material directly to interested pilots."

"But the web has changed all that," continues Downs, "Today, folks log on to SkyStar's web site and browse the many informative pages. Unfortunately, we don't get to know who the browsers are and can not send information on breaking news that may not be on the web."

So here's the deal: SkyStar has set up a Request for Information Form on their web site, www.skystar.com. Fill out this form, and SkyStar will toss your name into the hat for the drawing to be held at Sun-and-Fun on April 12, 2000.

Got friends who hate computers? They can call SkyStar at (800) 554-8369 and simply fill out the form over the phone.

That's all there is to it! You may win the Kitfox Lite kit-- the odds are a lot better than playing the lottery!

The Kitfox Lite has a welded 4130 chrome-moly steel tube fuselage, aluminum wing spars, and Poly-Fiber fabric covering. A 2si 35-hp two stroke engine produces a takeoff roll of 100 feet, an initial climb rate of up to 750 fpm, and a cruise speed of 55 mph. The characteristic Kitfox flaperons are also used on the Lite, resulting in a stall speed of 27 mph. Empty weight meets the legal ultralight requirements of FAA Part 103. Useful load is 296 pounds.

***The Kitfox Lite flying over the Idaho countryside, a nice looking little bird that shows off its Kitfox heritage well. Because the airplane meets the requirements of FAR Part 103 to be classified as a true "ultralight," neither a pilot's license nor a medical certificate is required.***

# Buying and Selling Airplanes: How to Avoid a Lawsuit

**By Clifford R. Magee, Attorney-at-Law**

This is the first in a series of articles on the liability involved with aircraft sales, with a focus on experimental/ homebuilt aircraft and projects (both referred to herein as "aircraft").

Aircraft sales can be trouble free and final. But, when something goes wrong, it is unpleasant for everyone involved, regardless of who is at fault. The most common problem occurs after the sale: the buyer complains that the seller misrepresented the aircraft. We refer to these complaints as "trying to make a better deal after the sale."

The story generally goes like this: “I bought a project from this guy and when I got it home, some of the parts were missing and some of the work was not done like the plans showed. (Or alternatively,) my mechanic found the airplane needed a lot of work and there was damage to be repaired before the airplane could fly.”

In these cases, a lawyer's first question is, "What do you want to happen?" The buyer's answer is usually that he/ she wants part of the purchase price back-- it is rare that anyone wants to undo the deal. Here, lawyers must remember a legal principal not taught in law school: no lawsuit is ever as good as the first time you hear it. This is true particularly for aircraft because of the manner in which most sales occur.

Most aircraft sales are done on a verbal basis accompanied by a check and, in the case of registered aircraft, an FAA Bill of Sale form. This approach often works fine. However, in a legal setting, the purchase money check provides evidence only of the amount paid, the transaction date, the payee, and the payor. The FAA Bill of Sale form is designed to satisfy internal FAA needs and is legal evidence only that the transaction occurred. Regarding verbal agreements, no one is able to perfectly recall every conversation and it is only human for each party to have a bias, thus often resulting in selective recollection and disagreements.

Even when there is a detailed written agreement, legal resolution of a contract and warranty claim is next to impossible and the costs involved are usually much greater than the original transaction amount, for both the buyer and the seller.

The following precautions should be taken before the sale to avoid a post-sale dispute.

1. Sellers should advertise honestly. Buyers should not consider advertisements as part of the final sales agreement.

2. Do your homework. Know what you are selling or buying.

3. Consider whom you are dealing with. If you do not know the other party, do your homework. Aviation is a small community and people are known by their reputation. Do not rely on appearances.

4. Trust your instincts. Listen to the other party's stories. If he/she describes "getting the shaft" in other sales, pass on the deal and wait for the next opportunity.

5. Remember: a bargain is a bargain for a reason. Find out the reason.

6. Reduce the agreement to writing. A detailed contract is essential. It avoids swearing matches and reduces the role played by selective recollection.

7. If you are buying or selling a project, make a detailed list of parts and documents that are included in the sale.

8. If you are buying a completed aircraft, have your own mechanic do a thorough inspection of the aircraft and logs. If you are selling, demand that the buyer use his own mechanic to do a thorough inspection. The time and cost of the inspection are nothing compared to litigation.

9. Close the deal when everything is complete. Do not rely on promises that something will be done after the sale, when the parts arrive or are found, etc.

10. Do a title check. Also, do a Uniform Commercial Code (UCC) and tax lien check. Unless a security interest is recorded with the FAA, a UCC and tax lien search are the only means of determining if a bank, the Internal Revenue Service or a state tax commission are asserting a claim to the aircraft or parts. It is cheap insurance.

When one of our clients, whether buyer or seller, has taken the steps above, there is a significant increase in the likelihood that we can help protect his/her rights in a post-sale dispute. However, when those steps have not been taken, there is often little that can be done.

Next month's article will discuss the complicated issues and the potentially costly aspects of product liability as it applies to experimental aircraft sales.

*Disclaimer: This article is presented for general purposes only and is not intended nor should be taken as legal advice or a legal opinion. Consult legal counsel should you wish to receive such advice.*

*Cliff Magee, a Commercial/Instrument Pilot, CFII, A&P Mechanic, and attorney specializing in aviation law, may be contacted at Magee and Colpitts, Tulsa, 918-747-9747.*

# Debbie’s RVS Diner Opens at Jones/Riverside Airport

**By Guy Baldwin**

On Feb. 5, 2000 the diner on the west side of Jones/Riverside Airport celebrated its official re-opening. Over the last several years various owners have run the diner, but none was able to continue service, for various reasons. During that time the only person that stuck it out was the main waitress, Debbie Martin-- we all thought she was the best, anyway. The Riverside Airport Bums, like myself, have always supported the diner because its location provides a convenient place to "hang out" together.

Recently, after the last owner left, Debbie decided she would run the place herself. For the grand opening, our local IAC Chapter 10 decided to help out as "Guest Waiters." None of us had waited tables before-- we thought since we were all successful in our occupations, we would be good at it. Just how hard could it be? A lot harder than it looks!

Guest Waiters included the famous "Red" Stevenson, "Tiger Tom" Klassen, Ike "the P-51" Ennes," Tom "the Pitts" Culver, Mike "the Pres" Hastings, Don Van Alstyne, and myself. We all had a ball getting the orders correct. Breakfast was served buffet style or folks could chose from the menu. Our customers were at the mercy of our "biscuit throw" (which I found was only funny if you did it to someone you knew). Luckily, no one walked out on us.

We plan to continue the fly-in breakfasts on the second Saturday of each month. Guest Waiters for March 11 will be the Designated Aviation Examiners, headed up by Nan Gaylord. The following month, April 8, Guest Waiters will be the RVS tower personnel, sporting the logo "We're the FAA and We're Here to Help You!"

All fly-in or drive-in guests are welcome, starting at 7:00AM If you fly-in, ask the Tower to direct you to Debbie's RVS Diner.

## The View from the Pointy End
### By Randy Harris

I don't think any pilot has ever taken for granted an opportunity to jump into a cockpit. Any cockpit. The cockpit experience is more than just one person "manipulating the controls." It's hard to describe, but there is a unique presence of something bigger happening up there in the pointy end of an airplane.

Last week I needed to get to Atlanta for a business conference. The previous flight cancelled so ours was full, trying to accommodate everyone who wanted to get to Dallas. DFW Airport is the airline gateway to the world if you can somehow get there. Recognizing that I was doomed with my standby status, I whipped out my trusty cockpit pass faster than a PI in a B movie. This should show the gate agent just how important it was for me to get to DFW. She radioed my request to the flight crew and reassured them that I was a company man all the way with no connections whatsoever to the FAA. (To discourage check airmen from riding in the jump seat too often they purposely built it really uncomfortable.) The captain agreed to let me ride the jump seat as long as I vowed to never write about it. I promised.

I had never been in the cockpit of a turboprop ATR72 before. The panel is a cross between a 1965 Cherokee 140 and a hand full of video arcade games from the early eighties. The technology wasn't quite third world, but it could definitely have come from France. It was very cold that day with some frozen mist in the air, so the captain called for the de-icing truck. Now there is a miserable job. After restarting the left engine, we taxied out with about 20 minutes of "hold over" time which was no problem since we were number one for take off. The right engine was left idling during the de-icing with its propeller frozen by a brake mechanism. "Hmmm, I never knew that before," I notioned to myself.

The flight crews on the ATRs use headsets during takeoff due to the high noise level. It's really not that bad, but safety dictates clear communications during this critical flight phase. The FO made the takeoff with the captain finessing the throttle levers to get maximum takeoff torque from the engines. The prop RPM was set at 100 percent. I liked that concept. Next airplane I build I'm thinking of having the engine instruments re-marked in percent. Imagine looking over at your flying buddy on takeoff and announcing, "power set at 102%." Wait, that's not right, how can you get more than 100%? In the turbine world, designers are continuously tweaking to get more out of the motors, so the original ratings get escalated without re-calibrating the instruments. Or you can believe the true reason which is: anything that goes beyond 100% is pure testosterone to men. (The guys can grunt like Toolman Tim if you feel the need.)

We picked up some moderate rime ice in the climb which the anti-ice systems dispersed quickly. Passing through 4000 feet we were suddenly blinded by the sun. The FO set a 200 kt. climb to 17,000 ft. and the props were reduced to 82%. The flight was smooth and I was enjoying watching the flight crew work together as a team. We had a philosophical discussion about autopilot controls and pondered why there were so many differences in the way mode selection was accomplished. "Don't get me started on that" I told the captain, "or we will be up here all day." We started our descent into DFW about 70 miles out and took up a position in the approach conga line. It was nice for once to actually see the airport and anticipate our arrival. It's a shame the paying folks in the back couldn't share the same view.

The speeds of the ATR fit in well with the larger jets on approach. With the power at idle and the props back to 100% we managed a steep descent for a visual approach to the runway. The FO made a squeaker of a landing despite the low level choppiness. During the roll out, arms were flailing in all directions to reconfigure the systems per the check list. These guys place switches and levers in the proper position with the same familiar casualness as a concert pianist reaching for a C note. Taxiing to the gate, and by gate I really mean the bus, I thanked the crew for their hospitality and for letting me share in the cockpit experience.

It was nice to look out the front window.

## Ask The Doctor

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

**Question:** I would like to know if there is a chance that I might qualify for a Third Class Medical Certificate? I am 68 years old and in a cardiac state of atrial fibrillation. My medicines include Coumadin, Cardizem, Imdur, Avapro, Cardura, and Lasix. Excepting my ongoing cardiac condition, I am in excellent health. Thanks, R.V.N.

**Answer:** Can an airman fly with atrial fibrillation? The answer is "yes," however, FAA approval is done on an individual basis. More on that later.

Atrial fibrillation is the most common cardiac arrhythmia. It affects about 1,000,000 people in the U.S. It means simply that the top of the heart beats chaotically. Symptoms may not exist, the ailment to be found only serendipitously on a routine physical examination. However, other people may feel palpitations, dizziness, and/or collapse.

Diagnosis of the atrial fibrillation should include a complete history and physical examination, the usual laboratory blood tests plus thyroid function, EKG, chest x-ray, Holter monitor, and electrocardiography. An attempt should be made to determine whether the atrial fibrillation is due just to problems specific to the heart or conditions outside the heart, such as alcohol intoxication or withdrawal, noncardiac surgery, pneumonia, hyper/hypothyroidism, electrolyte problems, and malignancies to the chest, among others.

Now, back to your specific situation. With the information in your letter a discussion of your medications would be necessary. The Coumadin (warfarin sodium) would be expected in atrial fibrillation to prevent strokes from emboli (clots) that could appear. The use of Coumadin requires monthly bleeding times (INRs and PTs) with six months reports to the FAA. The FAA may extend the reports to be due annually. The Avapro (irdesartan) is used for hypertension.

The Cardura (doxazosin mesylate) is used for hypertension and benign prostatic hyperplasia (BPH); at your age, this medication could be for either or both. Lasix (furosemide) is indicated for edema, hypertension, and congestive heart failure. Cardizem (diltiazem hydrochloride) is used for hypertension, but also used for angina pectoris (chest pain) due to atherosclerotic coronary disease, or coronary artery spasm.

The biggest problem or question arises with the use of Imdur (isosorbide mononitrate). You cannot be issued a medical certificate while on Imdur, according to the FAA. It is indicated only for angina pectoris due to coronary artery disease. In SAR Part 67, there are 15 specifically disqualifying conditions, among the others, coronary artery disease that is clinically significant or has required treatment (regardless of a history of myocardial infarction).

Can you get your medical back? With the information provided, the answer is "I just don't know." If you have only atrial fibrillation I would question the use of Imdur, however, diagnosis would require the tests mentioned above and referral for special issuance. If you have significant coronary artery disease, only the Federal Air Surgeon can issue the medical certificate.

I feel my response may be confusing and/or disappointing, however, more facts about your health need to be available for a more definitive answer.

## Folded Wings for Calvin Bass
### by Bob Richardson

It's hard to write about the passing of Calvin Bass, because it entails a sad admission that he is really gone from us all. We will no longer see a smiling Cal at the Tulsa area fly-in events or read his outstanding book reviews in the Tulsa World on Sundays.

It is ironic that on the day he died, December 19, 1999, the Tulsa World published his last and final aviation book report on Elgen and Marie Long's story about the mystery of Amelia Earhart. As usual, it was a well-written report that made one want to rush down to Barnes and Nobel or Border's and buy a copy of a book that deals with one of America's most enduring aviation mysteries.

Calvin Bass tried many things which were mostly aviation related. He mastered them all. He was proud of being an Air Force colonel and having piloted most of the USAF's propeller planes, plus the B-47 jet bomber. Settling in Tulsa after leaving a 30 year career in the USAF, the Hobart native soon became active in local aviation affairs. He became an expert on antique aircraft, became an FAA Designated Pilot Examiner, and over the years conducted over 300 pilot flight tests. Last but not least, he was an aviation activist for the little guy in aviation.

During several tours of duty in Vietnam and Southwest Asia, Cal Bass flew an incredible 864 missions!

Cal belonged to many aviation organizations and contributed to them all because he was a contributor, the likes of which we may not see again soon.

Col. Bass was laid to rest in the National Cemetery at Fort Gibson, Oklahoma.

## Claremore Municipal Airport Named Oklahoma FAA Airport of the Year

FT. WORTH, TX- Claremore Municipal Airport has been awarded the FAA's "1999 Airport of the Year Award" for Oklahoma. The award was presented on Wednesday, February 2, 2000 in Fort Worth by Mr. Ed Agnew, Manager of the Planning and Programming branch of FAA Airports Division and by Naomi Saunders, Division Manager.

Richard LeGate, Executive Director of the Claremore Industrial and Redevelopment Authority, Tim Fleetwood, Authority Trustee, and Claremore's Vice Mayor Chad Choate traveled to Forth Worth to accept the award.

The Authority contracts for day-to-day airport operations with Piedmont Hawthorne, managed by Steve Wilkinson.

Describing the Authority's pride in winning the award, LeGate said, "When we were trying to get the airport going, Joe Cunningham came over, encouraged us, and helped us with the requirements. Thanks to that, and a lot of hard work, we made it!"

At the same ceremony, Will Rogers Airport in Oklahoma City was honored by the FAA for its environmental efforts. Our congratulations to both airports!

## EAA Input Included in FAA Revision of Homebuilt Aircraft Operating Limitations

EAA AVIATION CENTER, OSHKOSH, WI- Years of effort by EAA and other aviation enthusiasts has resulted in a welcome change in homebuilt aircraft operating limitations. The change clarifies operation of those aircraft over populated areas.

The revision issued by the Federal Aviation Administration (FAA) will end varying opinions on the issue by pilots, aircraft inspectors, and FAA regional Flight Standards District Office (FSDO) officials. The new guidelines have been inserted as part of the homebuilt certification manuals used by all FAA offices and inspectors.

FAA's Production and Airworthiness Certification Division also thanked EAA for its input to the new guidelines. "We appreciate FAA's efforts to clarify homebuilt aircraft operating guidelines and make them workable for pilots, builders, inspectors and others involved in the process," EAA President Tom Poberezny said. "These revisions account for the evolving segment of homebuilt aircraft and the enhancements in safety and reliability that are evident in these aircraft."

The revisions make permanent the guidance provided by FAA clarifications in both 1998 and 1999 regarding operation of homebuilt aircraft over populated areas. Despite those clarifications, there was still confusion over the issue among aircraft builders and local FAA officials. The revisions clearly state the guidelines for homebuilt flight over populated areas:

"An aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by Air Traffic Control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the surface."

That operating limitation applies to homebuilt aircraft that have satisfactorily completed Phase I flight testing, which is the 25- or 40-hour initial testing of a completed amateur-built aircraft. The aircraft's authorization will state that Phase I testing must be completed to validate the authorization. When Phase I testing is completed, no further approval is needed to fly over densely populated areas.

"Over the past two years, we received many questions regarding homebuilt flights over populated areas," said Earl Lawrence, EAA's Executive Director of Government Programs. "Those questions and comments became part of the input we forwarded to FAA when it undertook this revision. This cooperation helped craft guidelines that are easy to understand for builders, pilots, and government officials."

# Calendar of Events

**To have a free listing of your event, email us at ok_aviator.com or call 770-381-6379**

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

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

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

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

**3rd Monday-** EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

**3rd Saturday-** EAA Chapter 10 fly-in breakfast,7:00AM, Gundy's Airport, Owasso, OK.

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

**4th Saturday-** Fly-in breakfast, Pogue Airport, Sand Springs, OK

**MARCH 2000**
**4th-** 11th Annual "Mary Kelly" Wild Onion 'N Eggs Fly-In Breakfast, 8:00AM, Tenkiller Airpark, Cookson, OK

**9th-11th-** 11th Annual International Women in Aviation Conference, Memphis, TN, 937-839-4647 or www.wai@infinet.com

**18th-** Green Country Ultralight Flyers, Fly-in and meeting, 1:00PM, Airman Acres, Collinsville, OK, contact Bill Chilcoat- 918-827-6566

**APRIL 2000**
**8th-** AirFair 2000 airshow, 9:00AM-4:00PM, Stillwater Regional Airport, Stillwater, OK. Field closed 12:00AM-1:30PM for airshow. Contact Gary Johnson- 405-372-7881

**9th-15th-** EAA Sun'nFun Fly-In Convention, Lakeland, Florida

**16th-18th-** 14th Annual Spring Conference, Oklahoma Airport Operators Association, Shangri-La Resort, Grand Lake, OK. Register by March 15. Contact Debra Coughlan- 918-838-5018

**MAY 2000**

**JUNE 2000**
**2nd-3rd-** 14th Annual National Biplane Convention and Exposition, Frank Phillips Field, Bartlesville, OK, contact Charles Harris- 918-622-8400 or Virgil Gaede- 918-336-3976

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

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

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

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

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

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

**AUGUST 2000**

**SEPTEMBER 2000**
**9th-10th-** Airshow , Whiteman AFB, MO. Vintage aircraft owners interested in displaying their planes contact LtCol Ken Lowry 1-800-260-0253 or e-mail ken.lowry@whiteman.af.mil

# Classified Advertisements

**To place a plain-text classified ad, mail us the text along with a check. Plain text ads with first line bold- $0.35/word/month- $15.00 min/month. For ads containing graphics, photos, or custom text formatting, email ok_aviator@mindspring.com or call 770-381-6379 for rates.**

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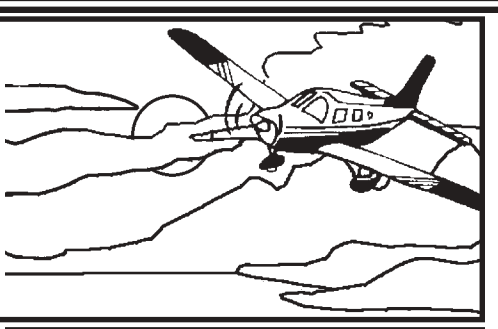

**Fred Barrs A&P/IA Pilot**
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| BEECH | P/N | LIST | PRICE |
|---|---|---|---|
| TAIL LENS ASSY | 002-44033-23U | $99.00 | $45.00 |
| TOW PIN | 60-820029-1 | $35.00 | $16.50 |
| TOW PIN | 35-825106 | $60.00 | $20.00 |
| BUSHING PIN | 35-820062 | $200.00 | $25.00 |
| SHIMMY DAMPER ROD | 35-825148 | $659.00 | $250.00 |
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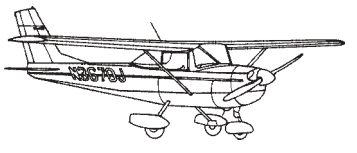

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