

Oklahoma Aviator



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

April 2000

AOPA: AIR-21 Puts "Trust" Back in Aviation Trust Fund

Mar 20 - "The new millennium, for aviation, is about to begin," said Phil Boyer, president of the 355,000-member Aircraft Owners and Pilots Association, after the House passed the FAA reauthorization bill by a veto-proof majority of 319 to 101 on March 15.

The landmark bill (known as AIR-21 or H.R. 1000), "unlocks" the aviation trust fund and charts a course for FAA funding and policy for the next three years. The Senate had earlier approved the bill by an 82-17 vote (also veto-proof). President Clinton is expected to sign the bill into law in early April.

"This bill puts the 'trust' back in the trust fund, making it a real source of capital for air traffic control modernization and airport improvements," said Boyer. "No longer will it be possible to block critical aviation projects, piling up a trust fund surplus for other politi-

cal ends.

"Now we have the resources to modernize our air traffic control system and improve our airports to meet the aviation demands of the new century."

AOPA has been working for over a decade to unlock the surplus in the aviation trust fund. AOPA was a strong supporter of AIR-21. The association rallied its 355,000 members to contact Congress, and Boyer and AOPA Legislative Affairs staff personally worked with members of Congress to gain their support. AOPA also participated in an industry coalition united to unlock the trust fund.

"It was vital grassroots support by groups like AOPA that helped make AIR-21 a reality," said House Transportation Committee Chairman Bud Shuster, the prime force behind unlocking the trust fund. "Their efforts played an important part in

the passage of this landmark legislation."

The bill authorizes some \$40 billion for FAA over the next three years, increasing FAA's funding 26 percent in fiscal year 2001 alone.

The legislation unlocks the aviation trust fund by directing that all money collected from aviation excise taxes (on aviation fuel, passenger tickets, and cargo airbills) be spent first on airport improvements and air traffic control modernization. Aviation users will pay some \$33 billion into the trust fund over the next three years, with all of that money tagged for FAA's Facilities and Equipment (F&E) and Airport Improvement Program (AIP) budgets.

Airports will receive a substantial 64 percent increase to \$3.2 billion in 2001 and a total of \$10 billion over three years. Even more important, the amount of money available for General

Aviation airports will almost double. Funds will be specifically allocated for improvements to GA and reliever airports in metropolitan areas.

The F&E budget (which covers ATC modernization) will increase 35 percent.

"Hoover Bill" Provisions to Protect Pilot Rights

The bill includes many other AOPA-backed provisions to protect pilots' rights and to preserve and enhance General Aviation.

Most notable are "Hoover Bill" provisions to protect pilots from overzealous FAA enforcement actions. These provisions allow a pilot to challenge FAA's emergency revocation of a pilot certificate and seek an expedited hearing before the National Transportation Safety Board. If NTSB decides the certificate action is not a true emergency, the pilot could continue to fly while the case against him is considered.

AOPA, EAA and a broad coalition of aviation groups representing General Aviation, airline pilots, airlines, and the National Transportation Safety Board Bar Association supported the Hoover Bill.

National Park Overflight

The legislation sets out specific requirements for commercial air tours over national parks or tribal lands. However, it places no restrictions on non-commercial General Aviation pilots, allowing them to continue to overfly national parks at responsible altitudes.

FAA will retain responsibility for airspace management over federal lands. (AOPA was a key member of the National Parks Overflight Working Group, whose recommendations were incorporated into the legislation.)

Aeronautical Charts

AOPA successfully lob-

continued on p. 4

EAA Recognizes Jim Inhofe's Help With Hoover Bill

OSHKOSH, WI. - After battling several years for its adoption, EAA, The Leader in Recreational Aviation, is applauding U.S. Senator James Inhofe (R-Okla.) for his effort in the passage of the "Hoover Bill." The bill was included in the compromise measure to fund the Federal Aviation Administration (FAA) for the current fiscal year. That funding bill has already passed the U.S. Senate, with approval in the House of Representatives expected this week. FAA had operated without a formal budget since the end of the fiscal year last fall. President Clinton has indicated that he would sign the measure.

The compromise, passed by a Congressional

conference committee last week, includes a measure reforming FAA policy on emergency revocation of pilot and other operating certificates. The language in the final bill provides for a third-party review of emergency revocations by the National Transportation Safety Board (NTSB). That review would determine if FAA had "due cause" to proceed with an emergency revocation

"There are many people to thank for underscoring the importance of the 'Hoover Bill' language within the FAA budget bill, particularly Sen. Inhofe," said Tom Poberezny, EAA President. "This language strikes the right balance between FAA's need for a

power of emergency revocation and the right of due process for pilots, regardless if their flying privileges are tied to their livelihood or they enjoy aviation for recreation."

The measure is popularly known as the "Hoover Bill" in reference to veteran military and test pilot Bob Hoover, who is also one of the world's most popular air show performers. Hoover's nearly three-year battle against FAA's emergency revocation power is part of aviation folklore. After the 1993 emergency revocation against him, Hoover eventually won reinstatement of his medical certificates only after incurring substantial legal fees and being unable to perform in air shows - his

major source of income. The legislation failed to pass the Senate in 1998 but was re-introduced by Sen. Inhofe last year. It was eventually included within the FAA appropriations bill.

"Sen. Inhofe deserves special recognition for his unflagging efforts to get this language passed," Poberezny said. "As a pilot himself, Sen. Inhofe understood the need for measures that prevent FAA from utilizing an extraordinary power in an overbearing and unfair manner."

EAA supported the legislation by offering testimony where FAA revocation powers were used liberally, leaving certificate holders with the lone option of high-cost legal battles to

regain their certificates. EAA was joined by broad-based support from the entire aviation industry, including airline, pilot and general aviation organizations. EAA and the Aircraft Owners and Pilots Association (AOPA), in particular, were at the forefront of the battle to pass the Hoover Bill.

The Hoover Bill language would provide a workable avenue of appeal through NTSB; discourage FAA's use of emergency revocation powers except in cases where absolutely justified; allow NTSB to use its expertise to judge the need for emergency actions; and protect the rights of pilots.

From Mike...

Looking back in ancient history to the 1970s, I remember when the Aviation Trust Fund came into existence. Even though it meant that we would have to pay more direct taxes (which we fought and lost), we were consoled by the fact that at least the monies collected would be used for the good of aviation. Or so we thought.

However, the bureaucrats had other ideas. With each new year and each new administration came new "reasons" not to release the funds for their intended purpose. Now, over twenty years later, with the imminent passage of AIR-21, we will finally begin to see some of the money used as originally intended.

I wondered what effect AIR-21 would have on Oklahoma. To find out, I called Dr. William D. Miller II, Division Manager of the Oklahoma Aeronautics and Space Commission (OASC) and Frank Bice of Leard, Bice, and Reeder, an Oklahoma City airport engineering firm.

Dr. Miller said, "The best thing about AIR-21 is that for the first time, we have the benefit of multi-year funding authorization-- we can now do effective planning of airport projects which span more than one year."

The OASC has drafted a preliminary Capital Improvement Plan (CIP) which outlines airport improvement projects over the next five years. By July 1, the start of the new fiscal year, the CIP will be finalized, based on AIR-21 passage and the availability of other funds from state and local sources.

The preliminary CIP identifies \$117 million required to get ten Oklahoma regional airports up to OASC standards. The direct allocation of AIR-



21 funds will not cover the entire amount. In FY2000, Oklahoma's direct share is expected to be about \$6.8 million (almost double that of FY1998), increasing to about \$11.7 million by FY2003, for a total of about \$35 million over the period. The regional airports identified for improvements include Alva, Watonga, Clinton, Elk City, Grove, Claremore, Poteau, Hugo, Tahlequah, and Guthrie.

The rest of the money required to update the regional airports is planned to come from other AIR-21-authorized discretionary funding known as "innovative projects." What that means is that, instead of asking the federal government to fund the usual 90-95 percent of the cost of airport improvements, the OASC has teamed with local governments to "sweeten the pot" for the feds. Under this "innovative" approach, the feds will be asked to contribute only 60 percent and the State of Oklahoma 20 percent, with the remaining 20 percent raised by the local community. The remarkable thing is that all ten regional airports have already raised their share.

The innovative projects funding is expected to add another \$20 million in FY2000 alone, with similar amounts in future years. The beauty of the innovative projects approach is that, whereas the normal federal capital improvement process takes 5-7 years to complete, innovative projects funds are approved during the fiscal year in which they are submitted.

But, what about the needs of other airports around the state? Dr. Miller says that the OASC has identified another 44 smaller airports which are "in terrible need," some to the point of losing runways if maintenance preservation is not performed quickly. Those needs will be met through appropriations from the State of Oklahoma. Dr. Miller said those appropriations have been submitted and have a good chance of being approved.

Frank Bice said, "In my opinion, AIR-21 will likely cause a sudden increase in activity for many of us. It's an old story: hurry up and wait....then hurry up! But, I do believe AIR-21 will ultimately have a long-lasting positive impact on aviation....especially general aviation."

It is time for general aviation to "win one" and AIR-21 is a good one to win!

From Barbara...



Hello, Readers! During the time that Michael and I have been publishing The Oklahoma Aviator, I have learned that I like writing to you each month, and sharing what's going on from our end.

This month there are several things to report. First, Michael and I have put our house on the market, in preparation for moving to Tenkiller Airpark in Cookson. We are missing all of the fun out there in Oklahoma. You guys keep hosting fly-ins, aerobatic speakers, cook-outs, and other fun events without us! Our goal is to move back to Oklahoma by the end of April but, of course, the house sale and other business details will determine the exact timing. Please send us your prayers and energy for a quick, solid sale (and I need help with patience!). Thanks for the support I know you will give us.

For those of you who are parents

with children interested in aviation, you will notice summer aviation camps mentioned in this issue. Look for more information on aviation camps next month.

We are really looking forward to Sun 'n Fun in Lakeland this year. Michael has attended several years in the past, but never in a "reporter" role, and I have never been there. We have received our press credentials (doesn't that sound official?) and are looking forward to bringing you news of all the new aviation "stuff."

One of the feature articles we want to add to the newspaper are pilot reports. If any of you seasoned pilots have the opportunity to fly different machines and would like to write a pilot report to share through The Oklahoma Aviator, we would be pleased to have you submit it. You don't have to be a great writer, as we have gotten fairly good at the editing process.

And when you're ready to consume aviation products or services, please don't forget to speak with our advertisers first. Without them, we would not have a newspaper, for it is from their advertising dollars that most of the newspaper expenses are paid. If you know of businesses that would like to advertise with us, please let us know!

We hope you enjoy this April edition. Happy Flying!



You Can Hold a US Aviation Record

Would you be interested in turning your next long distance flight into a record setter, sanctioned by the National Aeronautics Association (NAA), the National Aero Club of the United States, and the Federation Aeronautique Internationale (FAI)?

You can do it, thanks to the organizations listed above. First you join the National Aeronautics Association for a nominal fee and get all the information on record setting from them. You will also need a book entitled "World and United States Aviation and Space Records and Annual Report." This book contains all the information required to establish a record flight. It is available from the NAA.

On March 14, 1985, pilot Jay D. Penner and copilot flew their A-36 Beechcraft Bonanza from Edmonton (Canada) to Indianapolis, Indiana in the United States. The aircraft was powered by an Allison 250B17D engine. Their average speed was 217.45 mph. They set a record.

Our old friends, the late husband and wife team of Joe Cunningham and Mary

Kelly, recorded a record flight to Pt. Barrow, Alaska from Oologah, Oklahoma in a Piper Cherokee, N6544YR, powered by a Lycoming O-360 engine. The August 10-15, 1988 flight was recorded in the 1989 NAA Annual Report. Their record flight with Senator Jim Inhofe and Tom Quinn in 1991, commemorating Wiley Post and Harold Gatty's 1931 around-the-world flight is listed in the 1992 NAA report.

The National Aeronautics Association is part of the National Aero Club of the United States, and traces its roots back to 1905 when the Aero Club of America was founded.

Whether you fly a J-3 Cub or a Boeing 747, you will have an opportunity to set your very own record and put your name in the historical record book.

In part, the NAA mission statement says that they "encourage, coordinate, document, and promote competition and record-making aviation and space events in accordance with the rules prescribed by the FAI, of which the NAA is an official U.S. representative."

Finally, the NAA mission statement says that the "NAA wants to support and encourage aviation educational programs and they want to promote and encourage public participation in and appreciation of U.S. aviation and space activities."

Contact the National Aeronautics Association of the USA at 1815 North Fort Myer Drive, Arlington, Virginia 22209.

We need more Oklahoma record holders!

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Joe Cunningham and Mary Kelly

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Michael and Barbara Huffman

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ok_aviator@mindspring.com

Check Ride Tips

By Nan Gavlord



How to Taxi an Aeroplane

Sounds pretty basic, doesn't it?? Yet, proper training is one of the most frequently missed areas on the Initial CFI check ride! I consider this area so important that I have every CFI applicant that I examine teach me how to taxi an airplane. It is found in Area of Operation V, Task D, in the CFI Practical Test Standards.

This is generally a very weak area on all practical exams, starting with the Private, right on through to the Flight Instructor. Why? We simply do not give it enough attention as flight instructors. We typically demonstrate how to taxi on the first instructional flight. And, from that point on, taxiing is used as a means to get to and from the runup area, with no more serious or ongoing instruction.

Let's talk basics. First of all, teaching a student what to do with the hands is vitally important! Remember, people are used to steering with their hands. We are now asking them to learn a skill which is completely foreign: we are telling them to steer with their feet! The CFI should take time to instruct the student in the mechanics of the steering if an aircraft with nose wheel steering is being used.

Placement of feet is equally impor-

tant! Heels should be on the floor with the balls of the feet resting on the rudder pedals. The pilot should have to physically LIFT the feet up to reach the brakes. A larger man's foot may be rotated, but a small woman's foot will have to be raised off the floor. Otherwise, the typical student rests his heels on the rudders, balls on brakes - and WAY overuses the brakes. He/she should be taught not to use any brake until the throttle is completely retarded. When taxiing properly, brakes should not have to be applied unless coming to a full stop.

Taxi speed is also important. I see BOTH extremes on check rides - applicants so slow they hold up traffic and those so fast I am tempted to ticket them! Please be sure to define what you mean by a "brisk walk" to your students!

Aileron and elevator control usage is very weak at the primary levels - and many times it is still weak through the CFI levels. In fact, one of the most missed items on the CFI exam is placement of the elevator control with a headwind. Most applicants tell me to "climb into the wind" and demonstrate this by pulling the yoke all the way back when, in fact, the elevator should be in the NEUTRAL position. Also, the average applicant may position the aileron controls correctly while in a direct headwind or tailwind, but make no attempt to change aileron position while turning. The wind in relation to the airplane will change during the turn, so the ailerons should be moved accordingly. And, with a direct crosswind there seems to be much confusion. Some of the taxi diagrams in the Airplane Flight Manuals or Pilot's Operating Handbooks show NEUTRAL and some show ailerons INTO the wind. In either case, the appropriate manual or handbook should always be followed.

So, as flight instructors, let's not slight something as important as taxiing an airplane. Since this is something pilots will have to do on every flight throughout their flying careers, we ought to ensure it is one of the BEST things they do!

Up With Downs



Earl Downs

The Recreational Pilot

Am I a recreational pilot? You bet. Sure, I'm a professional pilot but that doesn't mean that I don't fly for the sheer pleasure of it. I can spend \$100 on a hamburger with the best of them, and what about that fabulous first Saturday of the month breakfast at Ponca City? Anyone who flies for the fun of it is a recreational pilot. But did you know that there is such a thing as a Recreational Pilot Certificate? I am talking about the Recreation Pilot license that came into being about a decade ago. Many people who are interested in flying do not fully understand what the Recreational Pilot certificate is good for or why it was created. There are even some flight instructors that are not aware of what it is all about. Perhaps a bit of my own history will help to explain why this license was created.

I learned how to fly in the mid-1950s in an Aeronca Champion. The Champ did not have an electrical system, or blind flying instruments, or a radio, or a starter. By the time I took my Private Pilot checkride, I had checked out in a Cessna 120 which did have an electrical system and a 5-frequency radio. I thought the Cessna 120 was pretty high tech. When I got my private license I had only talked to a tower a few times (we used light signals). I had never flown at night, never flown solely by reference to instruments, and never used a navigation radio. By today's standards, I would not have qualified as a private pilot. Even when I obtained my commercial license a year later, I still would not have met some of today's Private Pilot requirements. Did my limited training mean I was unsafe?

Well, 42 years and thousands of hours later I am still around to tell war stories, so I guess I was safe. But, I had help. Because of the limited airplanes I flew, certain safety limitations were built in to my flying. The first airplane I owned, a 1941 Taylorcraft, had no radios, no instruments, no lights

and only 13 gallons of fuel. That sort of limits how much trouble you can get into. As the capability of the airplanes I flew increased, I obtained the appropriate training and increased my own limitations. During the 1960s, 70s, and 80s, small airplane technology vastly improved and the FAA frequently changed pilot licensing regulations to keep up with the changes. Airplanes could do more so Private Pilots had to do more, even if they only intended to be sport flyers.

As the general aviation slump took a firm hold in the 1980s, more and more lovers of flight turned to older airplanes and homebuilts for pleasure flying. The problem was that many of these planes were not suitable for Private pilot training under the existing regulations. The FAA worked with pilot organizations to try to find a way to help sport flyers obtain a pilot license without the requirement for a fully equipped airplane. The answer was "back to the future."

The Recreational license was created in 1989. It requires the same piloting capability as a Private pilot but it deletes the requirement for instrument training, night flight, radio navigation, and controlled airport operation. It made the Champs, Cubs, and homebuilts usable as trainer planes again. In my early days I had to use common sense to limit my own flying. Nowadays, the FAA similarly helps Recreational pilots by imposing logical regulatory limits. For example, a Recreational pilot is limited to carrying one passenger during daylight flying only. There are limits on the airplane size and horsepower and also cross-country flying restrictions. These limitations are very similar to the limits that were self-imposed in my early days of flying. But, all of these limits can be removed by continued training. Additional training and a Flight Instructor endorsement can remove the cross-country limits. The recreational pilot can continue to add training in other Private pilot areas and move up to a Private pilot certificate at any time.

The Recreational license requires a minimum of 30 hours of dual and solo training. Thirty hours is not that far off from what it really takes to get a Private license. The Private license requires a minimum of 40 hours flight training but the national average is closer to 65 hours. Both licenses require taking a knowledge examination. Even if you are intending to become a Private pilot, the Recreational license can be a more affordable stepping stone, much like my early Private license.

The Recreational license allows us to match the pilot license to the type of flying we want to do and can reduce the cost of taking that first big step. It gives us the option of going "all the way" or using a stepping stone. If you have any questions about learning to fly, contact me at earldowns@hotmail.com.

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Flight Destination: Branson, MO and Big Cedar Lodge

By J. Thomas Pento

Dinner with friends Jerry and Janie Bias is always an interesting and lively experience. On one particular evening their enthusiastic dinner conversation focused on a recent trip they had taken to a place called "Big Cedar Lodge" in the Ozark Mountains near Branson, MO. As we drove home that evening, my wife, Maureen, suggested that it would be fun to fly up to Branson and spend some time at Big Cedar. At first, I couldn't believe my ears; she wanted to fly on a cross-country trip! Then I realized that what she really wanted was some Branson shopping and Big Cedar R&R. She knows that flying is a sure-fire way to get my complete attention!

Not long afterwards, with reservations made and bags packed, on what the FSS promised to be a beautiful June day, we rose before sunrise to beat the summer thermals and potential afternoon

thunderstorms. Soon we were cleared for takeoff and our Cherokee 180 soared into the blue-gray early morning sky.

As we were vectored northeast through the OKC airspace, the sun peeked out over the horizon to the east. The crescent flame became a golden globe sitting just above the dark horizon and began to burn off the thick morning haze. By the time we approached Tulsa, the sun was above the windshield and it was a bright, clear day with unlimited horizons in every direction. It seemed that the high pressure and low humidity that created the perfectly clear blue sky would not tolerate clouds on this fine morning.

Flying across Oklahoma, I looked out over endless fields of golden winter wheat, waving in the wind, when it occurred to me that I was viewing a very small part of the great American breadbasket. We flew on over green and golden fields that were dotted with ponds and some sliced through with wandering streams. What a beautiful sight!

At Razorback VORTAC near Rogers, AR we entered the "land of lakes." Tracking Victor 72, we first crossed Beaver Lake, which begins at Rogers, AR, snakes its way 20 nm to the northeast and eventually connects to the even larger Table Rock Lake. The serpentine path of Table Rock led

us to our destination at Point Lookout, MO and Graham Clark Airport. Approaching the airport from the southwest, we could see Bull Shoals Lake which winds off to the southeast for another 30 nm. These are all huge man-made lakes, created during the 1940s -50s for flood control and water impoundment. The flight over these lakes on this clear blue morning was dotted with boats of every description, lake cottages and small

communities snuggled into blue-green coves. This last leg of our trip, over Ozark lakes and forest, served as spectacular preview of our destination at Big Cedar Lodge.

Graham Clark Airport (PLK), located near the small town of Point Lookout, MO, is just across a narrow point in the lake from Branson, MO. In fact, our downwind leg for runway 11 took us over Branson, on base we crossed the Table Rock

and on final, we approached a steep hillside, as the airport is perched on top of a hill overlooking the lake. Graham Clark serves as the main airport for Branson, the new Country and Western Capital of the Midwest. Thus, quite a bit of general aviation traffic occurs in the vicinity of this airport. The airport (N36-37.55'; W093-13.73') has a 3539x100-ft, 11-29 run-

way, an elevation of 938 ft MSL and GPS, RNAV, NDB and VOR approaches are available. The airport lights are activated by clicking UNICOM at 122.7 and you can close your flight plan at Columbia FSS at 122.65. The College of the Ozarks runs the FBO (417-332-1848) in the modern, new terminal building. The FBO provided a tie down and had our rental car waiting for our arrival.

The drive from Branson to Big Cedar along Route 65 reveals exposed limestone outcroppings, cedar and hardwood forests and occasional glimpses of Table Rock Lake. This is beautiful Ozark Mountain country at its finest! Turning off the main highway onto Route 86, we drove a short distance along a hollow in the Ozark Hills and arrived at the entrance to Big

Cedar. The road down to the lodge switches back and forth along the mountainside, crosses a creek below Falls Lodge, winds past the Knotty Pine cottages and Valley View Lodge and emerges from a cedar thicket at Truman's Cottage overlooking Table Rock Lake.

The lobby at Big Cedar has all the ambiance of an elegant "Adirondack" style hunting and fishing lodge with massive hand-carved beams and life-like animal mounts on every wall. High up in the exposed rafters, canvas covered canoes, filled with fishing equipment are suspended. Inscribed on the top rail of each wall are quotes from British writer and naturalist, Izaak Walton. My personal favorite is, "All men are equal, before fish."

Our lodging was in the Cedar Trail Cabins located just above the lake with a magnificent view. Although these log cabins have a rustic appearance from the outside, inside each cabin is

loaded with all the amenities including complete kitchen, fireplace and Jacuzzi bath for complete relaxation. Ours was named after Lauri Rapala, the well-known fishing gear designer. Antique Rapala fishing gear and enormous fish mounts adorned the walls, while a large gray fox mounted in the hand-hewn rafters stood guard.

Next day we were off to check out the lake and marina. Since Big Cedar is on a major lake and operated by Pro Bass Shops, watersports are a major activity. The marina offers boat rentals of every description, fishing

supplies and professional fishing guides. Other activities at Big Cedar include horseback riding, carriage and wagon rides and bicycle tours and a

Jack Nickalaus Signature golf course.

Dining is another wonderful experience at Big Cedar. Devil's Pool Restaurant is located near the Lodge and features entrees ranging from quail and prime rib to Devil's Pool Rainbow Trout, all served in a hunting lodge atmosphere with animal mounts on the walls and a huge stone wood burning fireplace. Top of the Rock Restaurant is located on a ridge above the Lodge and commands a magnificent view of the Ozark Mountains and Table Rock Lake. This restaurant is a few miles away from the Lodge, and

surrounded by the Nickalaus golf course. The lodge shuttle is available to take visitors to the restaurants, golf course or anyplace within the Big Cedar compound.

Early next morning, the flight service weather briefing indicated that the flight home would be IFR with cloud layers up to 8000 ft. Following our departure, we passed through multiple layers up to 10,000 ft to stay above the tops. However, the ride on top was smooth and I could occasionally see patches of deep green earth between the cloud layers. This area of southwest Missouri and northwest Arkansas is chicken and turkey raising country. Large poultry sheds, which are at least 100 ft long and always in groups of 3-5 parallel rows, look like giant claw marks on the earth from 8-

10,000 ft.

The last leg of the flight, during our descent, was solid IMC. Maureen always feels a little anxious in this environment, especially with the bumps that inevitably hide in the soup. Thus, when we enter the clouds, she

calmly closes her eyes and silently prays for the earth to reappear. I say the same prayer - but keep my eyes open and glued on the gauges! After 15 min of vectoring, we broke out at 1000 ft AGL, over the Final Approach Fix with the beautiful sight of our home airport at 12 o'clock and five miles. What a wonderful way to end a cross-country flight that allowed us to discover the rustic beauty of the Adirondacks in the Ozarks.

For information or reservations phone Big Cedar at (417) 335-2777.



A nice little waterfall outside the lodge



The Big Cedar Lodge marina



A view of our "rustic" log cabin



J. Thomas Pento is a single-engine commercial-instrument pilot with 500 hours. A professor of pharmacology at the University of Oklahoma and free-lance aviation writer since 1995, he has published a number of aviation travel articles. He maintains a "Flight Destination" web site at: <http://moon.ouhsc.edu/jpento/>

OKC 99s Assist Sarah Davis in Becoming Air Force Cadet

Sarah Davis began her aviation career at age 13 when she joined the Civil Air Patrol (CAP). With the help of the Ben McCaslin Scholarship awarded through the Oklahoma City Ninety-Nines, she earned her Private Pilot certificate and now attends the United States Air Force Academy in Colorado Springs, CO.



Sarah Davis after soloing a CAP glider.

Sarah Marie Davis, daughter of Debora Davis and Calvin Davis of Bethany, Oklahoma, attended Civil Air Patrol 10-day encampments and soloed in a glider at the Pine Mountain, Georgia encampment. From that point on, Sarah knew that she wanted to be involved in professional flight education in some way.

Gladys McCaslin, active in both the Ninety-Nines's and the CAP, created the Ben McCaslin Memorial Scholarship in memory of her husband, Ben, who died several years ago. Sarah applied for the scholarship, which was awarded to her in August of 1998. She began formalized flight training at Flight Works at Wiley Post Airport in Bethany and earned a Private Pilot certificate in April of 1999. In response to Sarah learning to fly, Debbie said, "I was excited for her. She is very single-minded. She knew from her first airplane ride at the age of eight that

this was what she wanted to do. I was nervous about her learning to fly, but I knew it was what she wanted."

Sarah decided early that she wanted to attend the Air Force Academy. She worked hard all the way through high school in math and science to prepare herself for the required engineering coursework at the Academy. At the appropriate time, she began the 18-month application process, which included recommendations from both U.S. Senators Inhofe and Istook. In June 1999, Sarah graduated from high school, second in her class of 243 students. Shortly thereafter, she was accepted into the Academy. The competition was stiff: Sarah was one of only 1,200 students accepted out of 9,000 applicants.

Debbie said, "The day she got the news that she was accepted, she called me at work very excited, shouting. I



Gladys McCaslin and Sarah Davis.

started shouting, too! I took her to Colorado Springs a week earlier than required; since the air is so thin up there, she needed a week to acclimatize. She bought a mountain bike and rode all around the area, building up her muscles and endurance. She attended basic training from July 1 through August 16, when her classes started."

Comparing the Air Force Academy to other colleges, Sarah explained, "You could get the same education at one of the ivy league colleges, but you couldn't get the same experience: having to live within rules and regulations, ask permission for everything, have inspections, wear uniforms, and things like that. It teaches you how to be military, and since I want to be career military, it is a good thing for me."

So far Sarah has done well academically, competing with classmates who are all honor students. Most of her classes are in math and science, though she also studies English and history. One thing Sarah is not thrilled about is the lack of social life at the Academy. Dating among cadets is prohibited and she feels that cadets must make their own fun. Therefore, she has joined the Drum and Bugle Corps and the Cadet Chorale.

Sarah has a strong will and determination to become an Air Force officer. She plans to apply for pilot training after graduation, hoping to enter training as a Second Lieutenant. Her ultimate goal is to become a glider instructor at the Academy. She feels that having her Private Pilot certificate was a benefit in being accepted into the Academy and will continue to be a benefit in advanced flight training. Sarah also feels that her lengthy association with the CAP helped her get accepted to the Academy. The CAP offered

many leadership opportunities, and Sarah took advantage of all that were offered. She feels that the Academy was looking not just for good students or young people looking for a career in aviation and engineering, but for



Cadet Fourth Class Sarah M. Davis.

leaders. The CAP gave her the chance to prove that she had those leadership capabilities.

Sarah thanks the Oklahoma City Ninety-Nines 99's for awarding her the Ben McCaslin Scholarship which allowed her to learn to fly. Whenever she is in town she remains active in the group and their many activities.

Gladys McCaslin, commenting about Sarah's remarkable progress, said, "It makes me want to cry. This is what the money is for. Ben wanted every young person to learn to fly."

[Editors Note: for more information on Gladys and Ben McCaslin, see the February edition of The Oklahoma Aviator.]

AIR-21 Passage Set to Benefit General Aviation

continued from p. 1

bied to have aeronautical charting moved from the Department of Commerce to FAA, where it more logically belongs. On several different occasions, Commerce had tried to stop publication of critical aviation charts (such as WAC charts) because of "budget short-falls."

Weather

Weather is the single most important factor affecting General Aviation safety. AIR-21 includes several provisions to improve weather services for GA.

The 35 percent increase in FAA's Facilities and Equipment budget means the agency finally should be able to deploy modern OASIS computers for Flight Service Stations. OASIS will replace ancient 1970s computer technology with a Windows-based system that allows briefers to easily see and interpret all available information.

A 52 percent increase to FAA's

Research, Engineering and Development budget should restore funding for General Aviation weather research cut by the Clinton Administration.

The bill provides money to upgrade automated AWOS/ASOS weather-reporting stations. However, another AOPA-supported provision prohibits replacing existing human weather observers with automated equipment until the equipment can reliably report certain hazardous weather conditions.

Protecting and Improving Airports

Protections for airports and airport environments are also valuable features of AIR-21. One provision, for example, prohibits the construction of new landfills (which attract birds) within six miles of a GA airport.

The bill makes it harder for airport sponsors to convert airport land to non-aviation use, and it puts more pressure on FAA to enforce "grant assurances" which keep airports open to all users without unjust discrimination.

AIR-21 specifies a significant increase in funding for General Aviation airports, and it directs funds specifically to smaller airports. The bill makes AIP grants available for runway maintenance (not just improvement) at GA airports and it will now be cheaper for smaller GA airports to build and maintain runways for aircraft weighing less than 60,000 pounds. That's because they can now use state highway pavement specifications for these runways, rather than the more specialized, and therefore more expensive, FAA specifications.

Air Traffic Control and User Fees

Congress again turned back Administration efforts to privatize air traffic control or turn ATC into an independent "performance based organization." The legislation does establish an Air Traffic Control Oversight Board (part of an FAA Management Advisory Council) and designates an ATC chief operating officer approved by the over-

sight board and reporting to the FAA administrator.

Once again, Congress rejected Administration user fee proposals. But the White House claimed, despite these rebuffs, it had gotten "most of what the Administration proposed."

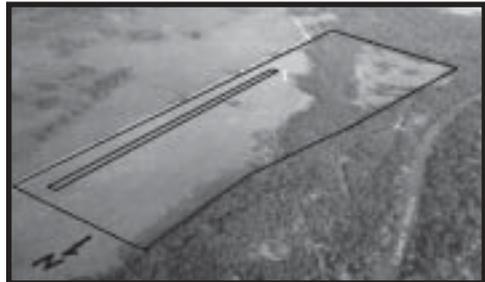
User fees still won't go away, however. Secretary of Transportation Rodney Slater said, "Unfortunately, the bill does not include all of the management and financial reforms that we requested, such as establishing the user fees that we proposed. We will continue to work with the Congress to institute these reforms through future legislative efforts."

AOPA President Boyer responded, "We will be vigilant against future proposals that would needlessly provoke the imposition of user fees. The aviation community already supports the majority of FAA's budget through direct aviation excise taxes on airspace users."

Living With Your Plane: Avian Country Estates

Sometimes, helping others with their goals helps accomplish one's own goals as well. Dirk DeRose really wanted to live where he could step out his back door and go flying. His goal was accomplished by helping others to be able to do the same.

Before Avian Country Estates existed, just south of Oologah, in Rogers County, Mr. DeRose lived on a four acre parcel that had a narrow corridor of



A view of the Avian Country Estates property before development began.

land, 660' long. It would have made a minimal but usable airstrip for certain lightweight airplanes.

"I had money in hand to buy an ultralight, but just couldn't get myself to go through with it. I thought of offering to buy more land from my neighbor to lengthen the corridor, but that wasn't quite right either."

Still the desire persisted. "I looked into how on earth I could purchase an existing airport and operate it as a business, so it would pay for itself."

Finally it seemed the best way would be to develop a neighborhood surrounding a turf runway, and by allowing others to live along it, DeRose could afford to do so himself. A big task ahead would be to find the perfect location for

such an airpark. It would have to have no significant interference from existing air traffic. It would need to be close enough to the city to make it appealing to commuters, yet far enough out to be able to avoid disturbing existing neighbors. It would need to be at least a half mile long, situated north and south, reasonably flat, not too rocky, and have around 40 acres minimum. It would need to be connected by a paved road to a main highway. The approaches at either end would need to be clear of obstacles, and the land itself would need good drainage and percolation. And besides all that, the land would need to be for sale.

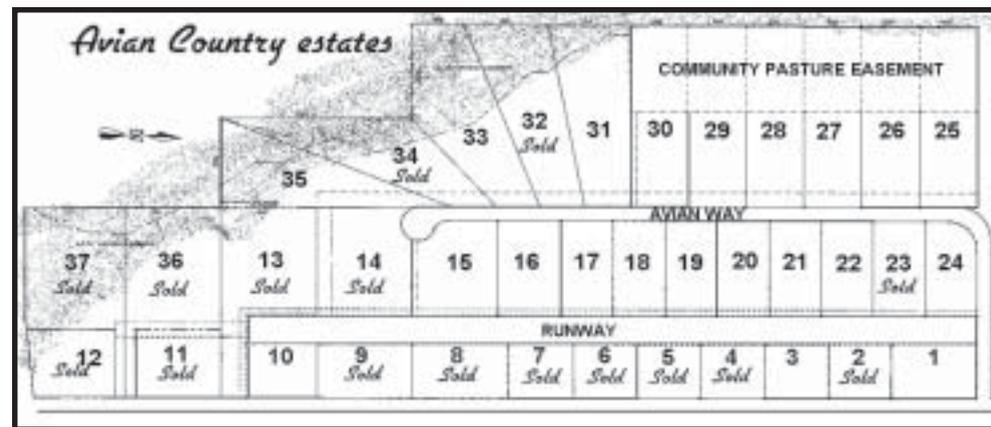
So as a passenger in a friend's Kit Fox, DeRose set out with clipboard in lap, searching for a parcel around Oologah. When they came across what is now Avian Country, it was obvious they had found the perfect place. Besides a large plateau for the runway, the 120-acre parcel had a bluff and beautiful lower meadow, bordered by woods. From the air it seemed a stone's throw

to Oologah Lake, (it's about 10 minutes by car). As it turned out, the owner was willing to sell. A deal was struck and then the work began.

The land that became Avian Country Estates is part of the Claremore/Rogers County Planning Commission, so zoning had to be applied for. Just north of the runway, stepping over the property line, no zoning would have been necessary.

Says DeRose, "I was glad to have the Planning Commission involved, since this was my first project, and I could use the structure and the oversight. Only last month, the area under the jurisdiction of the Planning Commission was extended to include land areas to the north and west of Avian Country. This will serve to make the surrounding area more predictable in its development, and give neighbors a voice in determining whether or not mining or industry should be placed near new residential development."

The plat and covenants for Phase I of Avian Country were officially filed in



The Avian Country Estates plat, showing lots, runway, and street access.

the courthouse on January 12th, 1999, and for Phase II the following September. The website was established at members.aol.com/AvianCntry. Most but not all of those purchasing home sites are pilots. Some are waiting to build, but five homes have gone up so far. Just one lot is zoned for multiple hangars, and the rest are for residences,



One of the houses built at Avian Country Estates.

each with a private hangar. Six lots are set up for families that are horse lovers, with a community pasture at one end of the lots, and the taxiway at the other. Some of the lots are on relatively high ground, and overlook the Caney River valley. All of the 37 lots in Phase I and II have access to the 2500' turf runway, either by taxiway or direct frontage, and more than half of them are still available. Pilots are encouraged to drop in. The directions by air and ground are in the website or can be obtained by calling (918) 637-1143.

Now DeRose can step out his back door and fly his Skyhawk, along with his 14-year-old son, Gabe. "I believe Avian Country is beyond the American Dream."

American Hatz Association Moves to Oklahoma

By Lorin Wilkinson

On November 12, 1999 the American Hatz Association became an Oklahoma corporation. The Association has since received Section 501(c)(3) status from the Internal Revenue Service making it a not-for-profit, tax free corporation. The first official Board of Directors meeting will be held at the National Biplane Association fly-in, Biplane Expo, on June 3, 2000 at Bartlesville, OK.

From the Certificate of Incorporation: "...to educate the general public about the history, development, construction, flying, and perpetuity of biplane aircraft in general and the Hatz and Kelly-D biplanes in particular."

So? Just what is a Hatz anyway?

A Hatz is a marvelous little biplane designed and built by John Hatz of Gleason, WI. in 1959 and designated the CB-1. It is also the activity of building and flying a Hatz. It is the state of mind or condition that seems to envelop anyone fortunate enough to become involved with this aeroplane. It's what Hatz Nutz do...they Hatz!

The CB-1 is based, in part, on the *The Oklahoma Aviator*, April 2000, Page 6

Waco 10 and the rest is pure Hatz. It is built in the conventional 1930's manner with wood wings and a tube fuselage covered in fabric. The original, S/N-1, was powered initially by a Continental C-85 that proved to be a bit light for the task. Most examples today are powered by Lycoming 0-290's and 0-320's of 125 to 160 h.p.

The plans for the Hatz biplane were hand drawn sketches on a few scraps of paper and in the chalk marks on the hangar floor. When requests for plans began coming in, the task of drawing up a set of plans fell to an engineer named Dudley Kelly of Versailles, KY. The plans for the Hatz CB-1 and the Kelly-D, which is a simplified derivative of the CB-1, were produced by Dudley and his wife, Thelma, for many years. Dudley made his final flight West in the fall of 1998. In the summer of 1999, Thelma gave rights to the plans to Lorin L. Wilkinson, President of the American Hatz Association. Wilkinson then gave these rights exclusively to the Association. To date there have been nearly 800 sets of plans issued for the Hatz CB-1 and about 120 sets for the

Kelly-D biplane. It is estimated that about 400 CB-1's are under construction with more than 90 having flown to date.

The American Hatz Association had its humble beginning as the West Coast Hatz Club in 1991 with five members. Its quarterly newsletter has maintained an on time publication schedule from that time to the present. Membership in the Hatz Club grew to over sixty members in the first year, which spawned a name change to the present American Hatz Association. Membership went international in 1993 and topped 200 members. There are now members in eleven countries around the globe. The American Hatz Association hosts forums at the Bartlesville, OK, Oshkosh, WI, Poplar Grove, IL and Cottage Grove, OR fly-in's each year. Many Hatz CB-1's have won major awards at these and other events around the country.

The Association maintains an award winning web site at www.weebastie.com/hatzcb1 where you can view hundreds of photos of Hatz' under construction and flying, attend an online forum, join the Asso-

ciation, begin receiving the outstanding newsletter, and learn more about the Hatz and Kelly-D biplanes and the Hatz Nutz who build and fly them.

We hope to see many of you at the Biplane Expo in Bartlesville, OK on June 2-4. Please stop by the Hatz Nutz Hatzpitality tent, say howdy, have a cool drink and expose yourself to Hatz. Be forewarned, the Hatz bug iz overwhelmingly infectious and once bitten, you are smitten.

HAVE A HATZY DAY!



Lorin Wilkinson and his new bride, Tulsa's own Mary Jones.



AOPA at work for you

Big, big win for GA!

by Phil Boyer, President

Yes, indeed, a *very* big win! Congress has passed FAA reauthorization legislation that will "unlock" the aviation trust fund! And a major share of the credit is due to *you*, the pilots and aircraft owners who responded to AOPA's National Pilot Alert, thus flooding the U.S. Senate with thousands of letters demanding passage of AIR-21. That excellent FAA reauthorization bill, crafted by Representative Bud Shuster and passed by the House months ago, ran into determined opposition in the Senate. You can be proud of the part you played in the bill's final success.

When the deadlock was finally broken, AIR-21 concepts emerged from the conference committee slightly worn but with most important elements relatively intact. Key provisions will unlock the Airport and Airway Trust Fund so the special aviation taxes collected from pilots and airline passengers can be spent on aviation projects. This opens the way for long-delayed ATC modernization and airport capacity and safety improvements.

No longer will it be possible to block critical aviation projects, piling up a trust fund surplus for other political ends. The new bill puts the "trust" back in the trust fund, making it a *real* source of capital for ATC equipment and airport requirements.

There are important increases in funding for just about every element of the aviation system. Airport Improvement Program funding for GA airports will nearly double to \$640 million. And FAA's Facilities and Equipment budget will grow by 35%, which should finally enable deployment of modern OASIS

computers for Flight Service Stations, promised to General Aviation two decades ago!

A few senators wanted to eliminate the long-standing contribution of general tax revenues to the FAA budget for government use of the airspace system (and the public benefit of orderly, efficient air transportation). But under the new bill, up to \$6.7 billion of the 3-year, \$40 billion FAA budget could come from general revenues, as it should.

The fight to get such a bill through Congress was one of the toughest we have ever faced. On the other hand, Chairman Shuster and Representative Oberstar's bipartisan AIR-21 bill gave us the best opportunity we've had in years to halt the unfair diversion of our aviation tax dollars. That's why, for the first time since 1994, I sent a National Pilot Alert to every AOPA member, and thousands of AOPA members (and many non-members) responded.

While I rejoice with you at our success, we must guard against future proposals that might needlessly provoke the imposition of user fees on the aviation community, which already supports the major portion of the FAA budget, including all airport and ATC modernization, through our aviation federal excise taxes.

AOPA will remain vigilant, and will raise the alarm any time new user fee proposals are advanced.



Phil Boyer

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

AIRCRAFT OWNERS & PILOTS ASSOCIATION, 421 Aviation Way, Frederick, MD 21701 • www.aopa.org

Buying and Selling Airplanes- Part 2: Negligence

By Clifford R. Magee,
Attorney-at-Law



Last month we presented some simple common sense steps you should take in any transaction involving buying and selling airplanes and parts. This month's column focuses on the "theory of negligence," one of the theories of liability used by one party to recover damages from another in a lawsuit.

The theory of negligence requires consideration of four basic elements: a "duty," which if "breached" becomes the "proximate causation" of "injury or damages." The duty is to act as a reasonably prudent person. The breach is one's failure (by action or inaction) to use an appropriate standard of care. Causation is the link between the failure and the resulting injury or damage. In practical terms, someone who claims negligence must first prove liability, then damages.

The sale of aircraft or parts give rise

to many duties, primarily on the seller. The most common duty, in well-settled law, is to disclose the known condition of an aircraft or part being sold. If there is damage or poor workmanship, whether you yourself "beat it to fit and painted it to match," you paid someone to do so, or you even know that it had been done, you must disclose it.

However, it is not well-settled law as to what lengths a reasonably prudent seller must go to determine the exact condition of the aircraft and part. In case of a dispute, that determination must be done by an "expert witness" who is qualified to testify as to the applicable standard of care. In a legal setting, the builder of a part or aircraft may easily be deemed to know every detail of an assembly or airplane and is required to disclose this knowledge.

The standard of care considers what a reasonably prudent seller should know about an aircraft or part. A seller who holds an A&P Mechanic Certificate will be held to a higher standard than a person who does not. However, a person who has built three airplanes will likely be held to the same standard as a person who has only built one. A person who simply buys and operates a completed experimental aircraft will be held to the lower standard of care than a dealer in parts or completed aircraft.

Liability for negligence may be im-

posed for many issues other than simply failing to disclose. A person may be held liable for failure to follow the designer's plans, failure to use aircraft-quality parts, the improper torquing of a bolt, etc.

The damages portion of the negligence theory is a statement of the monetary value necessary to place the injured or damaged person back into the same position as before the injury or loss occurred. The injury or damage must be shown to be causally related to the negligent act. The following is an example of damages that can be recovered and those that can not.

The scenario is that a designer improperly designed a fuel system, allowing fuel starvation under certain conditions. The builder is piloting the aircraft and is carrying a passenger. The engine quits, a forced landing turns into a crash. The airplane is destroyed. The passenger is injured, incurs medical bills and is unable to work. Eventually, the bank forecloses on the passenger's home and he is forced into bankruptcy.

If an expert witness testifies that the designer failed to follow acceptable standards of care in designing the fuel system and such failure was the proximate cause of the engine failure, then the designer will likely be found negligent. The designer owed a duty, breached that duty and that breach was the proximate cause of injury and damages.

Once negligence has been proven, damages must be determined. The builder/pilot could claim special damages for the loss of the aircraft, cost of reclamation of the wreckage from the crash site, or other non-monetary injury directly related to and flowing from the crash.

The passenger could also claim special damages such as medical bills, lost income, etc. However, he could not maintain a claim for the foreclosure upon his home or for becoming bankrupt, because those damages are not foreseeable and are too far removed from the crash. There may also be a potential liability of the builder/pilot to the passenger, however, that scenario is beyond the scope of this article.

A lawsuit based on negligence must be distinguished from one based strictly on product liability. Next month, we will further discuss the development of negligence into product liability. The focus will be to separate truth from myth and distinguish product liability from simple negligence.

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

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.



ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



Sleep Apnea

Recently, while I was participating in an aviation examiner refresher course, several examiners were discussing cases of sleep apnea. We do not see many such cases, but when we do, they usually occur in obese men. Sleep apnea is a condition where during sleep, the soft palate areas in the back of the mouth or the tongue relax and obstruct the patient's airway. In severe obstructive sleep apnea, the patient actually stops breathing for periods ranging from a few seconds to a half-minute or longer. Most often, the blocked airway causes a strong reflex response in the patient's nervous system, causing him to gasp and then resume breathing. This cycle may be repeated several times during the night. Oftentimes the patient is not even aware of these episodes. However, long-term sleep apnea can result in a wide variety of medical problems, not the least of which is pronounced tiredness during the day, accompanied by a tendency to fall asleep while performing tasks such as

driving or flying an airplane.

Sleep apnea and other sleep disorders such as narcolepsy and restless leg syndrome are not specifically addressed in the FARs. However, there is a general clause in Part 67 which disqualifies applicants with a history of any organic structure or defect limitation that the federal air surgeon feels may make an applicant unable to safely perform flying duties for two years after the diagnosis is made.

To evaluate whether an airman with sleep apnea can be issued an FAA medical certificate, we obtain a good history including past treatments. Treatments may involve the use of a continuous positive pressure device (CPAP), in which the patient sleeps with mask into which air is continually pumped, thus keeping the soft palate areas "inflated." Another treatment is uvulopalatopharyngeoplasty, in which the contours in the far back portion of the mouth are surgically modified to improve the air flow.

With proper tests, such as a sleep study or "overnight polysomnography," and a series of wakefulness tests, we can qualify a patient for an aviation medical certificate. Initially, an annual current status report would be required for a person on a CPAP machine.

If you have any questions regarding sleep apnea or any other medical disorders, please contact our office.

Enrollment Begins for Sooner Flight Academy Summer Camps

NORMAN - Enrollment is now open for the annual OU Sooner Flight Academy summer aviation camps slated at local airports across a five-state area.

Sponsored by the University of Oklahoma's College of Continuing Education, Department of Aviation, Satellite Camps will be presented at airports across Oklahoma, Texas, Arkansas, Kansas, and Missouri for children currently enrolled in the second through fifth grades. Norman camps will serve children between the ages of 6 and 18.

The weeklong flight camps scheduled throughout June and July will introduce children to local pilots and airport employees who will give them a special inside look at how an airport is run. Academy instructors facilitate learning activities that enable cadets to experience the mathematic and scientific principles of flight through hands-on lessons at the airport.

"Our goal is to get students ex-

cited about learning math and science and at the same time revitalize interest in aviation throughout communities," said Pam Kennedy, director of the OU Sooner Flight Academy. "Our Satellite Camps travel across Oklahoma and a five-state area to educate children using aviation education. By involving airport operators, pilots, community groups, parents, and local aviation-related businesses, children see positive role models and meet mentors who help them stay focused on exciting careers and positive lifestyles," added Kennedy.

Because every airport offers a unique history and variety of opportunities, camp activities are custom planned for each town served by the Academy. Cadets experience the effects of science, math, engineering and technology as they participate in hands-on lessons throughout the week long camp. The students learn aerodynamics and the principles of flight while experimenting with rockets,

Duane Cole to Visit Tulsa IAC Chapter 10

TULSA - Following up on the spectacular January 14 appearance of Patty Wagstaff, Tulsa Chapter 10 of the International Aerobatics Club (IAC) has once again arranged for a visit by a legendary figure in aerobatics. On Saturday May 6, Duane Cole, the "Dean of Aerobatics," will appear at Jones-Riverside and Claremore Municipal Airport.

Scheduled events begin at 8:00AM with a breakfast hosted at Ike Ennes' hangar on the east side of Jones-Riverside airport. The breakfast will last until 10:00AM, during which time Duane will speak about aerobatics and his life in aviation. Then from 11:00AM to 4:00PM, the action will shift to Claremore Municipal Airport. Aerobatic and warbird airplanes will be present in profusion, food and drinks will be available, and a raffle will be held for free rides in various airplanes including a Breezy, an Extra 300, a Pitts Special, and a P-51! Duane's books will be on

sale as will be IAC Chapter 10 tee shirts, hats, etc.

Duane Cole, now 85 years old, is one of the world's most respected pilots and airshow performers, with an aerobatics career spanning fifty years and 30,000 flight hours. His trademark red-and-white clipped-wing Taylorcraft is recognized the world over. Duane was the U.S. Aerobatics Champion in 1964 and has written several well-known books including "Roll Around a Point," "Conquests of Lines of Symmetry," and "This is EAA." In addition, he was one of the early pioneers of the EAA, was instrumental in organizing the first Reno air races, and is now listed as an EAA-recognized ultralight instructor.

All aerobatics enthusiasts are invited to come out and meet Duane, whether or not they are members of IAC Chapter 10. Contact Guy Baldwin at 918-437-7993 for more details.



Duane Cole, the "Dean of Aerobatics," with his clipped-wing Taylorcraft.

kites, and parachutes. Magnetic compass and gyroscope lessons help cadets understand basic aircraft instrumentation. These experiments incorporate team building and cooperative learning to teach the principles of aerial navigation, Newton's Laws and space exploration. Weather and parents permitting, students will receive an airplane ride. "There is no substitute for "airtime" to help tie all the concepts together and allow students to experience the science of flight," Kennedy added.

The OU Sooner Flight Academy's schedule for the summer of 2000 includes camps in the following locations:

Altus, Alva, Ardmore, Bartlesville, Chickasha, Claremore, Clinton, Denton Texas, Duncan, Elk

City, Emporia Kansas, Enid, Fayetteville Arkansas, Frederick, Fort Smith Arkansas, Gainesville Texas, Guthrie, Jenks, Lawton, McAlester, Muskogee, Bethany, Okmulgee, Pauls Valley, Ponca City, Seminole, Shawnee, Springfield Missouri, Weatherford, and Wichita Falls Texas.

Cadets attend the program from 9 a.m. to 4 p.m. each day and are encouraged to enroll early. Class size is limited to 30 students and tuition is \$175 for five-day camps, \$140 for four-day camps. Registration forms are available in the lobbies of participating airports and on the Academy's web site at <http://flightcamp.ou.edu>. For more information call the Academy at (405) 325-1635 or e-mail mshanklin@ou.edu.

TULSA'S FRIENDLY AIRPORTS

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Women in Aviation Conference Breaks Attendance Records

MEMPHIS, TN - In March, a record-breaking 3,000 women spent three days in Memphis, Tennessee, attending the 11th Annual Women in Aviation (WIA) Conference.

During the conference, women attending with resume in hand secured jobs. Recruiters were anxious to find good candidates to fill hundreds of aviation jobs as pilots, mechanics, engineers, and jobs in aviation marketing, administration, and avionics.

Educational programs included sessions on airline careers, aviation history, business and corporate flying, military opportunities, general aviation maintenance, networking, writing, problem solving, aircraft certification, and starting one's own business. In addition, an aerospace educator workshop, an FAA careers seminar, and two professional development seminars were held. More than \$410,000 in scholarships were awarded on site.

NASA is collaborating with the Women in Aviation organization to encourage women to seek aviation and space careers. To promote that effort, NASA's first female space shuttle commander, Air Force Colonel Eileen Collins, addressed the attendees and introduced a new poster promoting aerospace ca-

reers for women.

Commenting on the conference, Tara Harl-Odom, a Citation Captain, said, "It was remarkable. There were over 3,000 women at the banquet. I've never seen so many women pilots together in one room before."

The WIA Pioneer Hall of Fame inducted four more women, including Katherine Chung, the first licensed Asian American aviatrix in the U.S.; Jerrie Cobb, the first woman to undergo astronaut tests in 1959; and Marion P. Jayne and Louise McPhetridge Thaden, air race pioneers.

Aerobatics greats like Patty Wagstaff were there. WASP pilots were there. Women aviation writers were there. The 12th Annual WAI Conference will be held in Reno, Nevada on March 22-24, 2001.

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CAP Encampment at McCaslin Field

LEXINGTON- Gladys McCaslin, a lieutenant in the Civil Air Patrol, will host 60 CAP cadets at McCaslin Field in Lexington, April 7-9. The cadets will arrive on Friday afternoon, and train all day Saturday and Sunday, "camping out" in Gladys's hangar. The cadets, age 10 through 16, will be taught and supervised by over 60 adults. In addition to flight training, the cadets will get the special privilege of touring Lexington Prison. Gladys's daughter, Holly Darwin, a criminal psychologist, took her own son to the prison and supports young people touring such a facility. When asked why they were including this side-trip for the CAP cadets she simply answered, "Because the kids need to see this. It might help them make wise choices in the future."

Gladys, who is now 70 years old, doesn't tire in her concern for people, and continues putting a great deal of energy and time into the activities of the CAP and the 99's.

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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, R.L. Jones 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

APRIL 2000

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

8th- Angel Flight Annual Meeting, Barbecue, and Fly-In, 11:00AM-1:30PM, Jones/RVS Airport picnic area, contact Doug Vincent- 918-749-8992

9th-15th- EAA Sun 'n Fun Fly-In Convention, Lakeland, FL

15th- Sand Springs Pogue Airport Fly-In, 8:00AM-4:00PM, contact Mark Hawkins- 918-246-2605

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

6th- IAC Chapter 10, Duane Cole visit, 8:00AM breakfast at R.L. Jones Airport followed by afternoon activities at Claremore Municipal Airport, contact Guy Baldwin- 918-437-7993

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

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

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

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

405-685-9546

19th-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

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 Lt. Col Ken Lowry 1-800-260-0253 or e-mail ken.lowry@whiteman.af.mil



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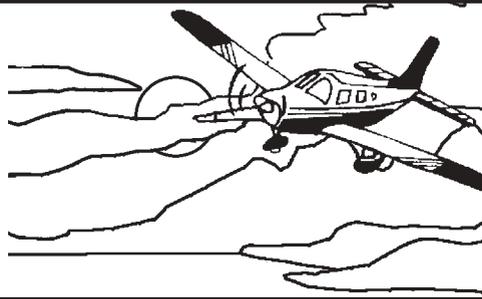
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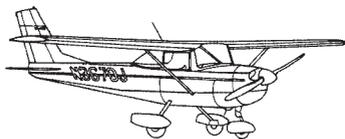
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