

Oklahoma Aviator



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

June 2000

Aerospace America Remembers Vietnam Vets

OKLAHOMA CITY - Entering its fifteenth year, and its second year at C. E. Page airport, award-winning Aerospace America takes to the air with the 69th Battalion, the only airshow act of its kind, flying center stage in the all star line-up of breathtaking aerobatic performances, military demonstrations, awesome pyrotechnics of fire and fury, and spectacular fire works.

The 69th Battalion Special Operations Group flies a combination of six Vietnam-era combat aircraft, that includes the A-37 jet fighter/attack aircraft, an OV-1 Mohawk, the A-1 Skyraider, and the A-37 Dragonfly jet fighter. With paratroopers and pyrotechnics, the group will perform a detailed re-enactment of the rescue of a downed pilot that took place in Quang Tri province in the late 1960s. Special Forces paratroopers jump from a U. S. Army UV-18A twin turboprop while an inbound

Sandy (A1-D Skyraider) provides cover from the air.

Robert Heckendorf, team leader of the 69th Special Operations Group said every performance of the 69th's Rescue Re-creation is dedicated to all airmen, of every service, who didn't make it back. "The interservice Combat Search and Rescue (CSAR) teams saved over 3,000 airmen's lives in Vietnam. The motto of the CSAR teams who performed these heroic and dangerous efforts is 'Never leave a man behind.'"

A crowd favorite, last seen at Aerospace America in 1994, is the French Connection, the only husband and wife formation aerobatic team in the world, and the only team in North America to use the CAP-10B wood-and-fabric two-seat aerobatic trainers. Pilots Daniel Heligoin and Montaine Mallet together perform the closest formation aerobatics seen anywhere. Their presenta-

tion is a ballet performance, beautifully choreographed with music and poetry. The team presents a unified blend of vertical rolls, snap rolls, and close head-on passes. A highlight of the French Connection's act is an astounding cockpit-to-cockpit midair formation 360-degree turn.

For more than two decades, Julie Clark, award-winning veteran pilot, has been entertaining airshow audiences in her pristine "Mopar Beechcraft T-34." Julie was unable to perform at Aerospace America '99



The fabulous French Connection Airshow, Daniel Heligoin and Montaine Mallet, in their famous "back-to-back" formation

due to a fleet-wide T-34 aerobatic restriction by the FAA. After completing months of testing requirements, Julie's T-34 has been

cleared for aerobatics and she will take it to the limits of its operating capability as she entertains the Aerospace *continued on p. 4*

Look at the Airshow Upside Down-- Consider Aviation B2B!

**By Betsy Fry,
Aerospace America
Exhibit Manager**

The flash and roar of Aerospace America International Airshow will be at C.E. Page Airport, Oklahoma City, Father's Day weekend, June 16,17 & 18. Aviation enthusiasts will congregate for Oklahoma's biggest celebration of aviation. But this year, try something different: plan your visit as a business trip!

Out of the board room and onto the airfield, Aerospace America is an opportunity for aviation professionals to connect for solid business-to-business reasons. Need information? Tools? Communications? A quick stop by the

SkyMarket Exposition Tent and you will find products and services uniquely suited to business needs - especially aviation business!

All too often we think of airshows only as vehicles to present aerobatic performances, demonstrate aircraft equipment, and show off unusual aircraft. But what if you turned the idea of an airshow upside down in your mind, to emphasize the aviation business-to-business potential? All that glitz of the show may just be ornamentation for the real magic that happens when one aviation professional meets another. Information is exchanged; sales calls are set up; new agendas are established. A good idea exchanged in that

environment could germinate twenty more.

Since moving to C.E. Page Airport, as necessitated by construction at Will Rogers, Aerospace America has taken advantage of the change to redefine itself and its priorities. Nowhere is this more evident than in the SkyMarket Exhibit Tent, an 18,000 square foot marketplace about the size of a primary exhibit hall at the Fairgrounds. Yes, there are products to attract and hold the interest of the general audience, but business opportunities for aviation professionals abound.

Check out prices in the Copilots Copilot Series Aircraft Price Handbook or arrange to advertise your services in Aviation Week Magazine. Ready to

buy a plane? Talk with representatives of Luscombe Aircraft to sample an airplane made right here in Oklahoma. Meet with FAA personnel or set up your sales call with the purchasing officer at Tinker AFB.

On more general subjects, spend time on investments and financial plans or special training for important emergency response procedures.

As you take in all the business-to-business possibilities Aerospace America has to offer, consider how could YOUR aviation business interests be served next year by Aerospace America Airshow 2001? Need a good parts manager? Looking for certified mechanics? Have a new product to introduce? Take your pick:

Aerospace America can be your own trade show, right here at home!

Aerospace America International Airshow, Inc. is a non-profit organization established to promote the Aviation Industry and its related interests in the State of Oklahoma. Next year the event is moving back to Will Rogers World Airport and a larger venue will be available for aviation industry professionals. Take advantage of this opportunity by planning ahead.

Performances are exciting and the roar of those big engines stirs the blood. But this time, look at the airshow upside down! Business-to-Business Aviation holds the real center stage.

From Mike...

As Barbara and I are getting ready for our move to Oklahoma, I am reminded that following one's dreams often requires courage. In late 1978, I had decided to follow my dream of building airplanes for a living. I had taken the steps (I thought) to secure a Small Business Administration loan to cover operating expenses for six months. At Christmas time, on the strength of that expectation, I quit my safe, secure, boring job in Corporate America. However, very quickly it became obvious that the loan would not be forthcoming.

(I realize now that I was hopelessly naïve about the loan possibilities, but I needed some rationalization to salve my fear and get me off my butt.)

By that time, the die had been cast. Very fearful about meeting my financial obligations, I was truly between a rock and a hard place. But, even though I seriously entertained retreating back to the Corporate "womb," I was ultimately unwilling to accept the embarrassment and defeat that would bring.

So, in January, 1979, amid feelings of hopelessness, I opened up for business in the big hangar at Gundy's Airport. That winter was especially cold, with lots of snow. Many mornings in January and February, I wondered whether I'd even be able to drive to the airport. The hangar had no heat and only one four-foot fluorescent shop light. I rigged up a Visqueen partition to wall off about a fourth of the hangar, hung a few other lights, and installed a small heater.

Several bleak mornings when I arrived, the temperature inside the hangar was below zero. Dressed in a snowmobile suit, I would light the heater and try to work. Glen Pray of Broken Arrow had thankfully asked me to do some work on the wings of his Beech Staggerwing. By 9:00AM, the temperature in the hangar would be all the way up to maybe 35F! To do any gluing or varnishing, I'd have to wait until afternoon, when the sun had warmed the outside of the hangar.

Those were bleak days when I wondered how my new venture could ever turn out well. Weeks went by without another living soul visiting the airport. Every day, every hour was a challenge. At the end of each day, I would gladly retreat into sleep, knowing another bleak day was facing me in the morning. One morning about 9:30AM, after I had kind of gotten used to the routine, it suddenly began to rain-- inside the hangar! Oh, Lord, what next??? I later determined that, under a specific set of weather conditions, water vapor from my heater had condensed on the bare corrugated tin roof and fallen as rain onto my worktables.

At first, I had only about four days work lined up. I had no idea what I would do when that ended. However, at about noon on the third day, I got another three-day job. And, before it ended, a two-week job came in. Mallie



Norton and I had sold our Steen Skybolt to John Denver and I contracted with John to install a new engine and do some other work. Using the money from the sale of the airplane, I was able to insulate the hangar, install a couple of good heaters, and improve the lighting. Around the first of March, I was entertaining hopes that maybe, just maybe this might work out. The weather began gradually warming up and on some days I could open the hangar doors and enjoy the out-of-doors.

Then, John Denver decided to let me paint the Skybolt, which gave me another month's work. Before that was complete, Steve Campbell approached me about building a Stearman for him, a job which lasted about a year. By the time spring and summer arrived, I was having a really good time doing what I loved. And from that day forward for the next five years, I was never out of work (even though I did no advertising) and I loved every minute of it. I was doing my dream!

Now, fast-forwarding to the present time, Barbara and I are pursuing another dream: moving to the Tenkiller Airpark, continuing to improve the Oklahoma Aviator, and doing our daily work together from there. This dream, like that one, has its challenges. Our house in Atlanta has, at this writing, still not sold. And our hoped-for windfall from the sale of my company in Atlanta is now not going to happen, so that means we'll have to continue working for the foreseeable future.

Twenty years ago, the prospect of continuing to work indefinitely was one thing. But, as I approach 60 years of age, there is fear in that prospect.

However, it is said that a dream one can accomplish by oneself is not big enough, and I believe it. I have had experience with seemingly hopeless situations magically working themselves out. Thus, Barbara and I will courageously continue to pursue our dream, acting in spite of our fear and expecting the best. As Henry David Thoreau said,

"If one advances confidently in the direction of his dreams, and endeavors to live the life which he has imagined, he will meet with a success unexpected in common hours. He will put some things behind, will pass an invisible boundary. New, universal, and more liberal laws will begin to establish themselves around and within him, or the old laws be expanded, and interpreted in his favor in a more liberal sense, and he will

From Barbara...



When Michael and I began this newspaper, I had no idea that I would make so many friends and valuable acquaintances during the process. Because we are operating from Atlanta, we do a lot of telephoning and communicating via email, which can be impersonal, and leave a desire for closer communication. I often long to look into the faces of the people with whom we are doing business and promoting aviation.

At Sun 'n Fun last April, we had the chance to put a few faces with names. I was so pleased to meet monthly columnists Earl Downs. And after all of the research and reporting I have done about the Women Airforce Service Pilots, I was able to actually meet one in person and talk with her. It was magical for me. But names are still just names, and I want to be face-to-face friends with so many of you.

So, from June 2nd through June 11th of this month, I will have my chance. Michael and I are making a trip to Oklahoma, starting with the National Biplane Fly-In in Bartlesville, then traveling to Oklahoma City to see his parents, and ending in Cookson at our new home-to-be. During this trip I am anxious to meet one of my new friends, Lorin Wilkinson, president of the Hatz group. I look forward to meeting Charlie Harris, Biplane Flyin President. During a trip down to Lexington, we will meet Gladys McCaslin in person for the first time. And one day, if I'm lucky, I will actually meet my telephone friend Nan Gaylord. Nan has kept me buzzing with ideas, encouragement, references to people and products, and general friendship - and I so appreciate her great sense of humor!

One of my biggest thrills this month was a lengthy phone conversation with Mr. Paul Poberezny. Paul had called to ask for permission to reprint Michael's May editorial in "To Fly," the magazine of the Sport Aviation Association. I had seen Paul at Sun 'n Fun and had a wonderful conversation with his daughter, Bonnie,

live with the license of a higher order of beings. In proportion as he simplifies his life, the laws of the universe will appear less complex, and solitude will not be solitude, nor poverty poverty, nor weakness weakness. If you have built castles in the air, your work need not be lost; that is where they should be. Now put the foundations under them."

but Paul was busy and I didn't get to speak with him in person. During our phone conversation, I appreciated his intelligence, calm manner, enthusiasm, and gentlemanly ways. He explained a new proposal to me - in words I could understand - to have people trained and then certified to perform the maintenance and annuals on their own airplanes. He explained the concepts gently, and didn't try to push his ideas. My logical side took over, realizing the potential benefits of such a plan, and I wholeheartedly supported it. And in the same conversation, he spoke warm words about his wife, Audrey, their children, and their beautiful granddaughter Audra, who had just attended her first prom. His words were those of a proud grandfather, as he described her dress and her bright smile. So I hope to meet this man one day in person, and shake his hand for the man his is. If you'd like to know more about Paul, I suggest that you read a recent interview with him on the AVweb web site at <http://www.avweb.com/articles/profiles/ppoberezny/index.html>.

If all goes as planned, Michael and I will move to Cookson the first few days of July. My parents, Alcie and Walter Thornton, have lovingly offered to make the trip from Atlanta to Cookson with us to help us get settled into our new home. I can't imagine a sweeter thing for parents to do, especially when they really don't want their kids to move so far away! I hope I can be as good a parent to my children as mine have been to us.

Can't wait to see all of your faces in Oklahoma!

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Up With Downs



Earl Downs

The Aviation Answer Guy

During my 39 years as an instructor, I have been asked about every imaginable question you could think of regarding aviation. You have probably heard the expression "there is no such thing as a dumb question." I guess that's true but it depends on your point of view. If you ask me (the instructor) a question that I can answer, it's a good question. If you ask me a question that I can't answer, I get put in the position of appearing "dumb." Of course, by definition, instructors can never be put into positions of looking dumb, which means that the student must have asked a dumb question to put me in this position in the first place. In other words, "yes Virginia, there is a Santa Claus," and yes, there is such a thing as a dumb question.

When I am asked a dumb question (remember, that's any question I can't answer) I am still obligated to come up with an answer. While a correct answer is preferable, there are times when a good "delaying" answer will do the job. A "delaying" answer can often be obtained by quoting other aviation experts, by telling a story, or by relating a personal anecdote. I have included several examples of questions I have been asked over these many years. Both instructors and students may learn from these interesting insights. You pilots out there may want to memorize these for the purpose of bringing them up at parties and social gatherings. After all, nothing is more impressive (especially to the opposite sex) than hearing pilots talk about pilot stuff.

Question: Why is it that pilots sometimes seem to be such wild and crazy people?

My Answer: To quote Dr. Herbert Haynes of the FAA, "We have no effective screening methods to make sure pilots are sane." I should point out that while sanity can not be assured, in at least one case, morality can. According to the FARs, to be eligible for an Airline Transport Pilot Certificate, the applicant must "be of good moral character." The ATP is the only pilot certificate eligibility requirement that makes such a statement. So, I guess you really don't have to lock up your wife and daughters when an airline captain is in the vicinity!

Question: A while back a friend asked me if I had just made a landing or was I shot down. What are the secrets to making a good landing?

My Answer: Making a good landing is not the issue. It's defining a good landing that counts. After all, the term

"good" must be compared to the term "bad" in order to be defined. Aviation wisdom has always held that any landing you can walk away from is a good landing. I prefer to think that any landing that allows you to use the equipment again is a really good landing. By the way, anyone who asks you a question like that is not your friend.

Question: What makes an airplane stay up?

My Answer: I have always thought the correct answer for this question was "money." But, after careful research, I found out that Orville Wright once said, "The airplane stays up because it doesn't have time to fall". Sounds good to me!

Question: What makes a helicopter fly?

My Answer: Unfortunately, Orville did not have a good answer for this one. Basically, a helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down; all of them trying to become random in motion. Only the pilot keeps all these parts going in the same direction at the same time, which also proves the point that pilots are not screened for sanity. The truth is that a helicopter doesn't fly; it beats the ground away.

Question: Is flying dangerous?

My Answer: No, crashing is dangerous.

Question: My wife does not like to fly with me. How do I change her mind?

My Answer: Male pilots have always been on the cutting edge when dealing with the fairer sex. Our ability to be concise and clearly understood stands us apart from other mere mortals. When asked a similar question, the famed aviation author Gordon

Baxter replied, "My first wife didn't like to fly, either."

Question: Is it true that the wheelbarrow was invented to teach FAA inspectors how to walk upright?

My Answer: To my knowledge, the wheelbarrow was invented long before the FAA. The FAA may use the wheelbarrow as a training aid but I have never seen it in action. Of course, I don't often see many FAA inspectors in action either. I do know a few FAA inspectors that are able to walk upright and I will ask them what training program is in use. I suspect I may see a few more FAA inspectors in action after they read this!

Question: What is the secret to a safe flight?

My Answer: As you would expect, it has to do with takeoffs and landings. It is important to remember that takeoffs are optional but landings are mandatory. It's also important to keep score. Try to keep your number of landings equal to your number of takeoffs.

Question: During my training I have gone through several instructors. It seems they have all gone on to find "real" jobs, whatever that means. One instructor stressed airspeed control while another harped constantly about holding altitude. Yet another was always on me about keeping the ball centered. What is the most important instrument in the airplane?

My Answer: The hour meter.

There you have it. Try these questions out on your instructor and see how he or she handles them. All instructors like to be asked questions, but remember, only ask questions that they have answers for. Got some for me? Fire them off to "The Aviation Answer Guy" at earldowns@hotmail.com.

Check Ride Tips

By Nan Gavlord



CFI Renewals and Reinstatements

Last year I administered about 40 CFI renewals and reinstatements which, for me, are the most fun and informative of all the practical exams. Since these CFIs come from all over the country and all different backgrounds in flying, I get to look at and learn lots of new ways to teach things.

The difference between a renewal and a reinstatement relates to whether the CFI is "current." CFI certificates are current for 24 months since last issued, renewed, or reinstated. CFIs can "renew" their ratings anytime within the 24-month currency period. However, if they fail to renew within the currency period, a "reinstatement" is allowed, assuming all accompanying Pilot Certificates are current and valid per FAR 61.11.

A CFI certificate can be reinstated only by the applicant taking a practical exam (check ride) such as those I administer. On the other hand, a current CFI certificate may be renewed by any of several methods. If, during the two-year currency period, a CFI trains five pilots who have an 80% passing average on their FAA exams, their CFI rating is renewed. Or, the CFI can take a two-day Flight Instructor Refresher Course (FIRC). As long as a CFI acts in the capacity of a Chief Flight Instructor or check airman, his/her certificate is considered renewed. There are even some companies, including Jeppesen and Gleim, who have approved home study courses for CFI certificate renewal.

The practical exam may be given in any aircraft in which the FAA Inspector or Designated Pilot Examiner (DPE) is authorized, and automatically renews ALL ratings and privileges on the applicant's Flight Instructor Certificate. For instance, a CFI holding instrument and multiengine ratings on his Certificate may renew by flying a Cessna 172 and still teach instruments and teach in multiengine airplanes. An added rating (i.e., CFII or MEI) may only be added to a current Flight Instructor Certificate.

I try to ensure that every CFI who comes to me for a renewal or reinstatement leaves the office current on all PTS changes, FARs, pertinent Advisory Circulars, endorsements, FAA web sites, etc. The flight portion of the practical exam is as diversified as there are CFIs. I try to tailor that portion to the particular CFI's use of his/her Certificate. Some CFIs just want to renew because they "worked so hard to get it they don't want to let it go" even though they have no plans to use it. Others are currently instructing, or plan to instruct in the future. The CFI should leave the practical exam with enough confidence to exercise any flight instructor privileges he holds and is current to use.

Probably the best news for the flying public is that national average scores for flight instructor renewals/reinstatements are very HIGH! Those I administer reflect the national average - in the high 90s! The renewal/reinstatement practical exam is a great opportunity for a CFI to sit down with a DPE and get questions answered, find renewed enthusiasm for the awesome task of a Flight Instructor, and get batteries recharged for another two years! It also provides the CFI with an ongoing resource to get new questions answered as they arise.

CFI renewals/reinstatements are fun, non-threatening check rides from which everyone learns something new, and should be a very positive experience for everybody. With the current high activity and demand for pilots there is a real need for qualified CFIs all over the country. Don't put off renewing or reinstating your CFI any longer if you think you might enjoy teaching even part time. We need you, and you will enjoy getting back into one of the most rewarding jobs in aviation - instructing our future pilots!

Aerospace America Features Top-Notch Aerobatic Performers

continued from p. 1

America 2000 crowd. Julie's performance is classic showmanship. Her unique presentation of "Serenade in Red, White and Blue" in her Mopar T-34, a graceful aerial ballet choreographed to Lee Greenwood's "God Bless The USA" and "God Bless Us Canada," accompanied by pyrotechnics and colorful smoke trails, is a symbol of pride and patriotism. Julie Clark is



Julie Harris "smokin'" in her Mopar Beechcraft T-34

a captain for Northwest Airlines and has logged more than 20,000 accident-free hours.

Yes, the Russians are returning. At all three shows, Nicolai Timofeev, three-time Russian Aerobatic Champion will demonstrate the skills necessary to fly a winning routine at the World Aerobatic Championships.

Eric Bear, another aerobatic performer flying a Yak 54 with exciting and daring precision aerobatics will perform at the night show and both days.

Tiger Tom Klassen flies at Aerospace America in his Sukhoi SU-26 "Buell Tiger." The Buell Tiger was designed for one purpose - unlimited aerobatic performance. It has a nine-cylinder, 360 horsepower M-14P radial engine that allows Tom to fly straight up for over 3,500 feet and level at over 280 miles per hour. The wing and fuselage is made from carbon fiber

which is stronger and lighter than conventional aircraft materials. Tom said the Buell Tiger is a +12 and a -10 G man-eater. To "keep up" with his aircraft he has to constantly train to maintain his G tolerance. During his performance, Tom experiences ten times the force of gravity, or 10 Gs. At 10 Gs, his body weighs over 2,000 pounds. Tom has acquired more than 8,000 hours of flight experience and has been flying for over 17 years. He holds a commercial pilots license for single- and multi-engine aircraft, helicopters, and gliders. Basically, if it has wings, Tom says he will try to fly it.

Dan Buchanan brings almost 20 years and 2,000 hours of hang gliding know-how to this year's airshow. In spite of being confined to a wheelchair after a 1981 motorcycle accident, Dan puts on a spectacular and unique air show, suspended from a hang glider. His Friday night show with music, colored smoke, and pyrotechnics leaves the crowd speechless. In his daytime performance, Dan reaches speeds up to 70 miles per hour in his hang glider. His gliders, manufactured by Pacific Airways of Salinas, California, are certified and tested beyond the current structural requirements of +6Gs and -4Gs. The wing has a span of 32 feet and a wing area of 145 sq. ft, which allows top speeds in excess of 70 mph, but produces a stall speed of only 22 mph. Dan says he has to fly because he can't walk.

Once again Aerospace America will thrill airshow attendees with its Fire and Fury demonstration of modern military air power. Supported by explosives and pyrotechnics, modern military aircraft including an FA-18, an A-10 Wart Hog, a C-130H helicopter, and other combat-type aircraft, will present "Fire and Fury" for the airshow crowd. Modern military aircraft display will include a flyby formation of two B-1B bombers. A heritage flight of an A-10 and a WWII P-47 warbird will also take place. Only about 10 ci-

vilian Heritage flight pilots in the world are authorized to fly in a heritage flight formation with modern military aircraft.

For those old warbird aircraft enthusiasts, there will be the usual line up of propeller-driven, piston-powered aircraft flying and on static display. Aircraft dating back to WWII include T-28s, TBM Avenger, P-47, FM-2 Wildcat, SB-25, C-45, TS-11 Iscar Jet, PT-19, and a host of others.

In the tradition of Aerospace America, the Friday night airshow will feature beautiful dusk and night time flights ending with a spectacular fireworks and high explosives pyrotechnics show.

Aerospace America 2000 will be held at C. E. Page Airport in western Oklahoma City. The excitement takes place Fathers Day weekend, June 16-18. Ticket prices remain the same as last year; at the gate they are \$12 for adults and \$6 for children 6-12. Advance tickets, available at Oklahoma Homeland and Tulsa Quick Trip stores, are \$8 for adults and \$3 for children. For more information call (405)685-9546.

[Editors Note: in the final moments before this edition was printed, we



Dan Buchanan, paraplegic hang glider pilot performs a stunning night aerobatics performance with pyrotechnics

learned that Daniel Heligoin and Montaine were killed during a practice session Saturday May 27 at Flagler Beach Airport in Bunnell, FL. We join the Aerospace America staff in expressing our sadness at the passing of these well-loved aviators.]

Southwestern Bell Balloon Fest 2000 Sets August Date at Wiley Post Airport

OKLAHOMA CITY - The skies above north Oklahoma City will be full of hot air on August 11th and 12th as Southwestern Bell Balloon Fest 2000 gets off the ground! The festival, in its fifth year, will feature more than 60 hot air balloons of every shape, size, and color as well as a multitude of other family activities and entertainment.

Activities include the Derby Duck Dash, a children's activity tent, a static aircraft display, Safari Joe's exotic animals, the Home Depot University, remote controlled airplanes and helicopters, the Southwestern Bell Family FunZone with inflatable rides and games, the RainForest Adventure, arts and crafts, great food, karaoke, tethered balloon rides, a Legend Car display, live music, and much more!

Southwestern Bell Balloon Fest 2000 will be held August 11th and 12th at Wiley Post Airport, NW 50th and Council. Event hours are Friday, 4pm - 11pm, and Saturday, 6am

- 11pm. Admission is \$5 at the gate. Half price weekend passes and free tickets for kids age 12 and under are available at all participating Buy For Less stores, Tinker Federal Credit Union, Toys R Us, and Red Lobster. Parking is free and can be accessed off of NW 50th and Council.

Southwestern Bell Balloon Fest 2000 is sponsored by Southwestern Bell, Buy For Less, All American Bottling/7UP, Nokia, The Home Depot, Sonic Drive-Ins, Oklahoma Pork Council, the City of Oklahoma City, Harold's Stores, Inc. KOMA, KRXX, KMGL, and KFOR TV-4.

Proceeds from the event benefit the Regional Food Bank of Oklahoma. For information about volunteering at the event, call the Food Bank at (405)972-1111, ext. 110. For additional information about Southwestern Bell Balloon Fest 2000, please call (405)948-4000 or visit our web site at www.balloonfest.com.

U.S Military Stops Degrading GPS System Accuracy

GPS Affects Many Areas of Life

WASHINGTON - Global positioning devices used to steer cars, fly planes or find missing skiers and hikers were given pinpoint accuracy previously available only to the military under an order President Clinton signed Monday, May 1st.

Until now, civilians using a U.S.-built network of satellites for navigation got a less accurate reading than the military out of fear that potential enemies could use the system to target missiles.

Effective midnight Monday May 1st, the United States stopped jamming the signal for civilian users, but can still selectively block the improved Global Positioning System over any given region at will, Clinton administration officials said.

The military will still use an encrypted, highly accurate version of the system for guiding precision weaponry such as the missiles used in the Persian Gulf War and last year's Balkan air strikes.

"Police, firemen, emergency crews will now be able to respond more accurately to exactly where help is needed," said Neal Lane, the White House science adviser.

The change will make satellite navigation devices people already own 10 times more accurate, Lane said, and will not require the purchase of new machines.

The difference will mean satellite navigation can be used to track a missing person to an area about the size of a tennis court. Until now, the area of intense search would have been more like a football field.

That level of imprecision was problematic in emergencies and when trying to pinpoint such things as a stranded

motorist's exact location. With the less accurate system, a reading for the motorist might include both sides of a busy highway or even several different roads. The system, known as GPS, is used by more than 4 million people worldwide for everything from navigating in traffic to oil exploration. Boaters and hikers use handheld GPS devices, and similar equipment is now installed in wristwatches and in the dashboards of some cars.

The market for GPS users is expected to double in the next three years to more than \$16 million annually, the White House said.

The system of two dozen U.S. satellites is free, but all kinds of businesses profit from it. Commercial interests have long asked the government to loosen its hold on the most accurate GPS information, but officials said outside pressure was not a factor in the decision.

The decision follows four years of discussion among the White House, Pentagon, CIA and other agencies, and the development of new technology that allows the U.S. to block certain regions while offering the improved service everywhere else.

Assistant Secretary of Defense Arthur Money said the new service will be available universally at first, and would only be denied in response to a perceived threat.

John Pike, space policy analyst at the Federation of American Scientists, a Washington think tank, said the United States will benefit from the continued global use of its system and the control that accrues to the U.S. military as a result. Offering the better U.S. system for free

Aviation Users Get Immediate Benefits

With the "flick of a switch" at the Air Force Space Command, your GPS navigation box just got better. As of midnight GMT on Monday May 1, the Department of Defense turned off selective availability (SA), the intentional degradation of the GPS signal that has been supplied to civilian users worldwide. Instead of a 300-foot accuracy, civil GPS users can now expect accuracy to within 100 feet or better. No changes are necessary in anyone's GPS nav boxes to take advantage of the improved signal. Immediate benefits to aviation users include better situational awareness on the ground at airports while taxiing, and more reliable performance from GPS-based terrain avoidance systems while in the approach and landing phase.

The discontinuation of SA was made possible by the development of techniques that allow the military to restore the intentional "dithering" of the timing signal on a regional basis, when required by national security concerns. This would effectively deny the increased GPS accuracy to unfriendly users in that particular area. Arthur Money, assistant secretary of defense, was intentionally vague about how the regional degradation system would

work in times of crisis, but did say that if the improved GPS signal were denied to a region such as the Balkans, that users in Athens or Frankfurt would not be affected.

So, whither the Wide Area Augmentation System (WAAS)? It would be nice if we could all start flying precision GPS approaches this week, but the newly improved satellite signal is still not enough to get us there. Basically, the removal of SA has no immediate effect on the FAA's agonizingly slow progress toward boosting GPS performance with its technically controversial and over-budget Local-Area and Wide-Area Augmentation Systems (LAAS and WAAS). While SA signal degradation is the single largest source of error for GPS, there are other sources, including satellite orbit errors, GPS clock variations and atmospheric effects. The FAA would like to have accuracy down to about 10 feet or better for precision approaches.

This originally appeared in AVweb, the Internet's aviation magazine and news service at <http://www.avweb.com> and is reprinted here by permission. Copyright 2000 The AVweb Group. All rights reserved.

takes away some incentive for another country or consortium to build a competing system, Pike said.

"Ensuring that the U.S. is the only country with such a system and making travel safer outweighs the problem of hav-

ing to jam the signal to prevent the bad guys from using it to target cruise missiles," he said.

By Ann Gleason, Associated Press. Reprinted by permission from AP, New York.

Canadian Lightplane Owners Maintain Their Own Aircraft- Paul Poberezny Proposes Similar Change for U.S.

Maintenance of older lightplanes is a problem that is being recognized all over North America. Design data is often unavailable and parts are hard to find. Oftentimes old parts must be repaired or new parts fabricated. Most A&P mechanics are not equipped to perform such maintenance and, even if they were, the cost would likely be prohibitive for the owners. The result is that repairs are either not done, done improperly, or "bootlegged" by the owner. Many aircraft are technically operating outside the law because of these conditions.

Meanwhile, due to the longstanding efforts of the EAA, many aircraft homebuilders enjoy the freedom to maintain their own aircraft. Owners of older certificated aircraft look longingly at that fact and wish they could do the same.

The FAA, in cooperation with other aviation organizations, recently conducted a conference on maintaining older aircraft. Some valuable suggestions were made, which are now being studied. However, the government of Canada, in cooperation with the Canadian Owners and Pilots

Association (COPA), has taken action.

Canadian Program

On April 17, 2000, Transport Canada launched the Owner-Maintenance Aircraft Category. Currently, the program is operating on an "exemption" basis while formal regulations are being approved. According to Garth Wallace, newsletter publisher for COPA, the first owner maintenance "Special Flight Permit" was issued on May 5.

Essentially, individual owners can elect to place their aircraft under the program and subsequently maintain them basically the same as a homebuilt aircraft in Canada. Once in the program, the "normal category" airworthiness certificate is surrendered and the data plates for the airframe, powerplant, propeller, and other major pieces of the aircraft are permanently modified with an "X" to identify them as non-certificated. The list of eligible aircraft models includes most "classic" lightplanes, with some exceptions.

Wallace acknowledged that the program may not be for everybody. He commented, "While it is technically possible to

return an owner-maintained aircraft to normal category, it would be highly impractical. The entire aircraft would have to be re-inspected to the original design data by a Transport Canada representative."

Also, the current expectation is that the value of an aircraft will be reduced by putting it in the owner-maintained program, due primarily to the fact that it could not then be sold in the U.S. There are also questions as to whether such aircraft could fly across the border into the U.S. A bi-lateral exemption is in place which allows homebuilt aircraft from both countries to cross the border in both directions.

Paul Poberezny's Proposal

Meanwhile in the U.S., EAA founder Paul Poberezny is drafting a somewhat similar proposal. However, in contrast to the Canadian program, Paul's proposal would leave the owner-maintained aircraft in standard category, but require the owner to be certified to work on that particular aircraft (similar to the repairman certificate a homebuilder can obtain for his experimental aircraft).

There are still unanswered questions

with Paul's proposal. For instance, which aircraft should be eligible? What flight restrictions would be imposed; for instance, should a prohibition be established about using the aircraft for hire? Would the use of FAA-PMA airframe and/or engine parts be required? Who would certify owners? Paul originally proposed that aircraft "type clubs" might take on that responsibility, but it now appears those clubs are not set up to handle certification activities. Another possibility is that the EAA Alexander Workshop program or some other entrepreneurial organization might be certified by FAA to issue repairman certificates. Could a certified repairman maintain an aircraft he does not own?

Paul is actively seeking input from the aviation public on his proposal. We believe this is a very significant issue which could be beneficial to many owners of older aircraft and we are working with Paul to complete the draft proposal. We encourage all interested Oklahoma Aviator readers to respond to us by email (ok_aviator@mindspring.com) or by U.S. mail with comments and suggestions.

Soda Blasting for Aircraft Paint Stripping

By Mike Huffman

Have you ever had the pleasure of stripping paint off an airplane? Stripping a few parts, or maybe an auto body is bad enough. Chemical paint strippers are really mean materials. Not only are they toxic and damaging to skin, but the very chemicals which are compounded to remove paint also do a number on most commonly-available types of rubber gloves and protective clothing. And, on top of that, some paint strippers just do not work all that well, especially for multiple layers of different types of paint. If the weather is too hot or too cold, or you leave the stripper on the surface too long or not long enough, the results are, to say the least, very frustrating.

But for the ultimate in unpleasant experiences, do an entire airplane! Besides generally needing to be more careful on an airplane than, say, an automobile, there are real practical concerns, such as keeping the chemicals away from all those expensive Plexiglas windows, rubber moldings, tires, etc. The real killers are the bottom surfaces of the wings; for do-it-yourselfers, the only effective way is to bite the bullet, cover up all exposed skin (no matter how hot the ambient temperature), find the best gloves you can, wear goggles, and lay on your back scrubbing your way through the layers.

In about 1979, I got the bright idea that I wanted to paint airplanes for a living. My first job was a friend's Twin Comanche. The stripping operation

wasn't too bad until we got to the bottom of the wings. Even with all the protective clothing I could find, the paint stripper soaked through, and the experience was akin to lying in a red ant bed. I'd lay under the wings scrubbing, crying, and often jumping up to frantically wash the burning stuff off my arms, stomach, or face.

Finally, the owner took pity on me and helped. When we at last got done and pulled off the aluminum tape masking, sure enough, there were a few spots where the Plexiglas had been damaged. After that job, I reconsidered my chosen occupation.

However, I have continued to follow paint removal methods with a sort of morbid fascination ever since. Sandblasting is of course very effective but also very damaging to most aircraft parts. Glass bead blasting is a little better, but still not useful on the exterior surfaces of an airplane. If you have a zillion dollars (like maybe the Boeing Company or the U.S. military), you can employ advanced technologies like lasers, high-intensity flash lamps, liquid nitrogen, dry-ice blasting, etc. But for most of us, there was not really suitable alternative to chemical strippers.

Now however, an old technology known as "soda blasting" is being very successfully applied to aircraft paint stripping. On the surface (no pun intended), soda blasting is essentially the same as sand blasting except that the blasting medium is sodium bicarbonate (baking soda) rather than sand. However, the basic mechanism of paint removal is considerably differ-

ent. In sandblasting, paint is removed by the kinetic energy of the hard angular sand particles digging into the paint layers (and the substrates also).

By contrast, soda crystals are very soft, but when they strike the surface, they explode. Apparently, the pressure pulses created by the tiny explosions separate the paint film without damaging the underlying surface, creating sparks, or causing heat buildup.

According to the literature, soda blasting will not harm glass, rubber seals, bearings, wood, or plastic (though I'd still want to be careful around Plexiglas). Also, sodium bicarbonate chemically reacts with hydrocarbons and thus, soda blasting is very effective for degreasing parts-it is starting to be used extensively in auto salvage operations, cleanup of food manufacturing equipment, and in the cleaning of expensive engraved rollers in offset printing operations. Soda blasting is also used extensively by municipal governments for graffiti removal.

On steel, sodium bicarbonate leaves a protective coating that prevents "flash" rusting. (I've seen steel turn rusty in a few seconds after sandblasting or paint stripping.)

The sodium bicarbonate crystals can be propelled by a stream of compressed air, as in sandblasting, or by a stream of high pressure water. Soda injection systems are available for pressure washers; optimum results are produced using water pressures from 10,000 to 40,000 psi.

An addition, the environmental impact of soda blasting is far less than

chemical strippers (which are considered hazardous chemicals by the EPA) or sandblasting (which liberates free silica into the air, and can lead to lung problems). Sodium bicarbonate blasting material is non-toxic, water soluble, and, being food-grade, can even be eaten! The only toxicity effects to consider with soda blasting are with the paint particles, grease, or other contaminants entrained in the blast residue. A few precautions do need to be taken: the sodium bicarbonate itself can raise the pH of soil, can damage vegetation, and because it breaks down hydrocarbons, can damage asphalt paving. Also, it is important for operators to have appropriate respirators so as not to breathe any airborne dust.

Soda blasting, like sandblasting, can be done using cabinet-type blasters or open-air blasting rigs. At the high end, portable trailer-mounted blasting rigs using high-output diesel or gasoline compressors are available. Apparently, soda blasting rigs can be rented at typical equipment rental businesses.

Or, you can avail yourself of the services of professional soda blasters. One such professional is Western Okie Soda Blasting, Colony, OK, operated by Art and Cathy Rhoads. Art specializes in aircraft stripping-- he has a portable blasting rig and, if desired, will travel to your location.

Soda blasting looks like a very good way to strip paint from airplanes. It sure beats laying under those wings having corrosive chemicals drip on you!

Kid's Corner

What are the main parts of an airplane?



1. Propeller
2. Landing gear
3. Wing strut
4. Wing
5. Wing aileron
6. Wing flap
7. Fuselage
8. Horizontal stabilizer
9. Vertical stabilizer
10. Rudder
11. Elevator
12. Door
13. Windshield
14. Engine cowl

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Multi-Party Aircraft Ownership

By Clifford R. Magee,
Attorney-at-Law



Multi-party ownership is a popular means of offsetting the ever-increasing cost of owning an airplane. As with any endeavor, careful planning can result in a successful ownership experience for all participants. This article addresses legal and practical considerations in structuring a multi-party aircraft ownership agreement.

The concept is simply that more than one individual, entity, or business organization shares in the ownership of an aircraft. It is important to distinguish simple multi-party ownership from "fractional ownership," where aircraft with single or multiple owners are placed in a pool under the management of a fractional ownership company. This article does not address fractional ownership situations.

In Oklahoma and other states, several forms of business organizations are suitable for multi-party aircraft ownership, including Corporations, Limited Liability Companies (LLCs), and Joint Ventures. As will be illustrated later in this article, "partnerships" should be avoided when setting up multi-party ownership of an aircraft.

The specific type of business organization selected should be driven by two primary factors: taxes and liability.

The Oklahoma Tax Commission (OTC) administers the registration of taxes on aircraft based in Oklahoma or operating from an Oklahoma airport for more than 30 days. The tax rate is 3-3/4% of the purchase price or fair market value, whichever is greater.

If a corporation (or LLC) owns the aircraft, the aircraft title is in the name of the corporation rather than its shareholders (or for an LLC, its "members"). The shares of the corporation (or "units" of an LLC) may be transferred, traded, or otherwise exchanged; normally such transfers do not affect the aircraft title. Thus, once the initial registration taxes have been paid, ownership interest may be transferred without incurring additional taxes.

By contrast, if the aircraft is titled in the name of two or more individuals and one of them sells his/her interest, the payment of taxes is triggered once again, thus adding significant cost to the transaction. In the cases of partnerships, changes in ownership may or may not trigger additional taxes. However, you can safely assume the OTC will take a pro-tax position!

Regarding liability, owning and oper-

ating an aircraft has inherent financial liabilities and casualty liabilities. Both types of liability can be limited or avoided altogether.

Financial liability to lenders and vendors can be limited or eliminated in any of several different ways. First, contracts with lenders and vendors can contain language which limits the financial liability of the principals of the business. If your business organization has sufficient financial strength, personal guarantees by the business principals for amounts owed by the business can be avoided. Financial liabilities arising from casualty losses can also be insured. Additionally, the use of the right type of business organization can provide significant protection.

Regarding casualty liability, the basic premise in Oklahoma is that shareholders of corporations and members of LLCs are not personally liable for the acts of the busi-

ness organization. Thus, if a company owns an aircraft and an accident occurs, the people who own the company are not personally responsible. There are exceptions: for instance, if a shareholder or member were piloting the aircraft at the time of the accident or had done work on the aircraft that resulted in an accident, that person may be held liable as an individual.

By contrast, if the aircraft is owned by a partnership, each partner may be held liable for the acts of the other partners. This vicarious liability is a very strong deterrent to a simple partnership owning an aircraft.

The LLC is the best type of organization we've found for multi-party aircraft ownership. Prior to the purchase of an aircraft, an LLC is formed. The aircraft is purchased and registered in the name of the LLC. The LLC pays the registration taxes. Each month, the LLC collects ap-

propriate amounts from each member. Other persons or entity may buy a share of the aircraft by purchasing additional units of the LLC. The means of accounting, limitation on sale of units, and other organizational matters are addressed within the incorporation documents of the LLC.

In addition to tax and liability, multiple ownership of an aircraft requires some practical considerations. The day-to-day operations of the aircraft should be covered in an operation agreement set up in advance and signed by all the members. The operation agreement should clearly describe how the airplane is to be scheduled and maintained, how maintenance reserves are set, and how hourly charges are to be assessed. When a disagreement between members arises, it is too late to establish ground rules.



AOPA at work for you

Telegraphing the punch

by Phil Boyer, President

At least he has given us fair warning.

As President Clinton signed the landmark AIR-21 bill unlocking the Airport and Airway Trust Fund, he made it quite clear this Administration will not carry out the bill's provisions wholeheartedly. He warned us that "we have yet to achieve fundamental structural reform of the FAA" - *prespeak* for user fees and ATC privatization!

The President also foreshadowed foot-dragging on effective use of the user-paid trust fund AIR-21 makes fully available for system modernization and airport improvements. "The bill mandates unnecessarily large increases for FAA capital spending," the President said. And he warned, "My Administration will work with Congress to achieve more balanced funding of aviation programs in Fiscal Year 2001." *Uh-oh!* Here we go again!



"Hey! Keep your hands off!
We just got it open!"

Ten years of persistent work by AOPA and our allies, and two years of urgent effort to ensure passage of AIR-21, peaked with your massive response to my National Pilot Alert. Thousands of you wrote your Senators to demand their support, and the measure passed.

Now, this legislative achievement is threatened by continued Administration and Congressional interest in going back to old ways. It's clear that we have won a major battle but the war continues. We must not let our victory be hollowed out by backpedaling.

How to avoid retracing our steps and fighting for this ground all over again? More bureaucratic courage in the key ranks of FAA officials - courage and administrative ability. We have been heartened recently by many small signs and by the strong leadership shown by Administrator Jane Garvey. But the petrified bureaucracy does not yield to simply chipping away at such problems.

Now that the aviation trust fund has been unlocked, now that FAA is provided with a reasonable budget for the next three years, the list of future excuses is short.

ATC must be modernized, not privatized. Airports must be expanded and preserved, not left to rot or sold off when user-funded federal grants reach their 20-year payback point. And FAA's mandate to provide a safe aviation environment must be supported, not subverted, by our government and congressional leaders.

AOPA will be watching for further signs from those who want to revise the landmark AIR-21 victory that frees the aviation trust fund from 30 years of monkey business in Washington.



Phil Boyer

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



ASK THE DOCTOR

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



The Allergy Season

As the summer rolls around, I can anticipate that the majority of the patients I see in the office are going to have allergies. As you can see yourself, the grass is green, the trees are in bloom, and there is a lot of material in the air that causes us to have watery eyes, sniffly noses, and sometimes hacky coughs. For aviators, we have to be careful of what we take to relieve the allergy symptoms. There is a tendency to grab things from the shelves of pharmacies without knowing how they might affect your flying abilities.

The majority of over-the-counter allergy medicines that you buy are antihistamines. They are sedating so you can't take them and fly. The only medicine that you can take over the counter that might help with some of the allergy symptoms is pseudoephedrine, under the trade name Sudafed. It is

excellent, but we do find that there is a lot of stimulation from taking the drug. It interferes with some patient's sleep patterns.

There are three prescription oral medications that are good for allergies. The one I like the best and prescribe the most is Claritin 10 mg or Claritin D 12 or 24. The second is Allegra 60 mg., Allegra D, and Allegra 180. The last medicine to be approved by the FAA was Zyrtec 10 mg. I have used all three with flyers. The one that works for you has to be determined via the trial-and-error method. The "D" in the first two products also helps if you have a lot of congestion along with the allergies. These three are the main non-sedating antihistamines that can be taken by pilots.

We also find that there are two nasal preparations that are good: Nasonex and Flomax. Both are morning doses. Two squirts in both nostrils once daily gives relief. They can be taken by themselves or with one of the three previously-mentioned oral antihistamines.

Be sure and educate your doctors on all medications you are taking. If you have any questions about this article, or other questions about medically-related issues for airmen, do not hesitate to contact my office.

Dusters and Sprayers Persevere Following 1999 Tornado

by Charlie Harris

Monday, May 3, 1999, in Oklahoma, was an evening and night NOT to remember, but to try to forget! Mother Nature created a weather system that struck with a fury never seen before in the Central Oklahoma area.

The system spawned scores of tornadoes, one of which was an F5 level, one-mile wide twister that destroyed everything in its path. An F5 level storm has winds of 261-318 miles per hour. This devastating storm system hit Chickasha, OK and its airport hard. Dusters and Sprayers Supply, the world's largest supplier of Stearman parts, is located on that airport. They suffered an overwhelming loss. Their buildings were destroyed or heavily damaged and their inventory was blown away or scattered. It was more than a mess. There was some question if they could even continue. They were insured, but the effort it would require to rebuild was monumental.

Three days after the storm, their insurance agent and a representative of the insurance carrier arrived on the scene with an advance draft of "one half million dollars." They now have four new buildings, their machine shop is up and running and they are building inventory! Bob Chambers has steadfastly steered a recovery course from the darkest hour until today!

Dusters and Sprayers were unable to set up their exhibit space at the Biplane Expo last year as it was but one month after the tornado, but they will once again be at the Expo this year to serve their customers and the entire biplane community!

Bob said he had paid insurance premiums since 1950 without any significant losses. He is surely glad he had coverage on the evening of May 3, 1999.

Stop by Dusters and Sprayers' parts displays at Bartlesville and thank Bob for steering the course. You can get Stearman parts quicker than you can current factory production airplane parts.

Ada Municipal is OAOA "Airport of the Year"

ADA- The Ada Municipal Airport (KADH) was recently awarded "Airport of the Year" for 2000 by the Oklahoma Airport Operators Association. Mark Kranenburg, past president of the state-wide organization, presented the award to airport manager Terry Hall at the organization's annual awards banquet.

"This is a great honor for the City of Ada," says Mr. Hall. "It proves that people working together can accomplish great things and receive due recognition from their peers." Mr.

Hall highlighted the assistance of various city departments and of the volunteers who work with the airport. "Without their assistance, it would be very difficult to run the airport efficiently. I am appreciative of their help."

The Airport of the Year Award is given annually to the most outstanding general aviation airport in planning, capital improvement, and economic development for Oklahoma.

For more information contact Terry Hall at (480)546-8190.

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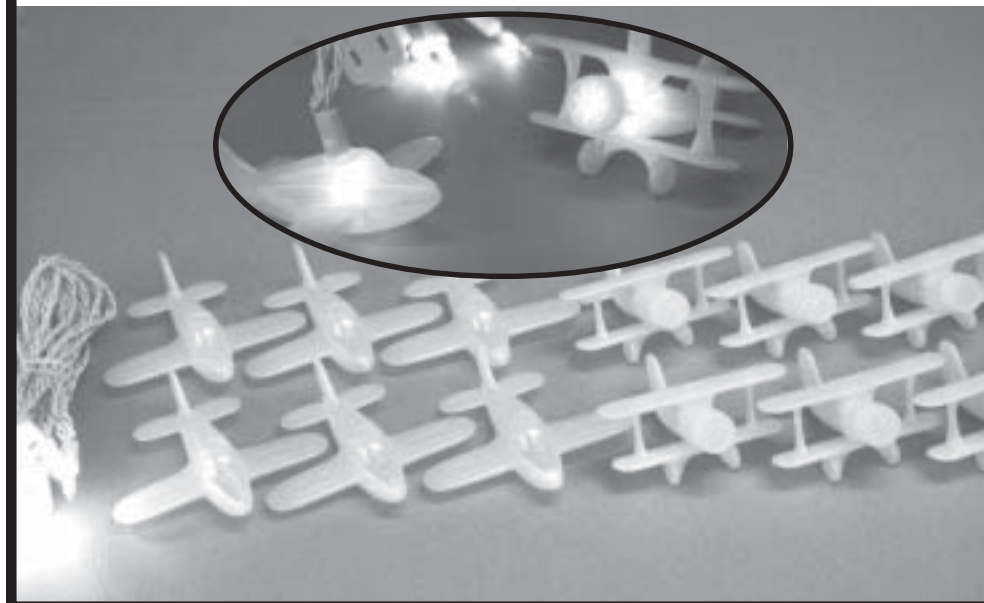
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THE SQUADRON

An Atlanta-area EAA member designed this set of decorative airplane lights. We liked them so much we are making them available for sale. The set includes six low wing airplanes, six biplanes, and a string of bulbs. The airplanes are pearl white and lights are white (with four colored bulbs). The price is \$19 a set plus \$4 S&H. Allow 3-week delivery. Use them in place of Christmas lights, for hangar dances, for fly-ins-- any aviation celebration!

Send checks to:

The Oklahoma Aviator, 698 Rollingwood Dr, Stone Mountain, GA 30087





Oshkosh in Your Blood?

"Oshkosh gets in your blood" remarked a friend, as if trying to justify his tenth visit to Oshkosh. He was, of course, talking about the mother of all air show/flyins, put on annually by the Experimental Aircraft Association, at Oshkosh, WI, during the last week of July and the first week in August.

That remark reminded me of Manny who, after years of plying his trade as an A&P mechanic in general aviation, finally decided he needed steady employment and applied at the local McDonnell Douglas plant for a job.

One of Manny's close friends, who had some influence at the plant, arranged for him to have a meeting with one of the company's employment interviewers. At the appointed time, Manny trotted out his full resume. He was a war veteran, a Spartan School graduate, via the WWII GI Bill Program, and had done everything that general aviation A&Ps usually do.

His specialty had been buying wrecked aircraft and returning them to airworthy condition, then selling the restored airplane and making a profit. This went on during the years when

JoAnn Terrell Retires From Moore-Norman

By Martin Weaver

NORMAN- About the time this article appears Mrs. JoAnn Terrell, adult education coordinator of the Moore-Norman Technology Center's Flight Instructor Refresher Course (FIRC) program, will have retired to the good life.

JoAnn has been the cement that held this program together for 21 years. Twice a year, flight instructors from all over Oklahoma and adjoining states would receive an invitation to attend the FIRC course conducted in Norman, OK. Only one course out of 42 scheduled was cancelled.

JoAnn's leadership kept the quality of instructors to one of the highest levels in the industry. All of the instructors involved in teaching the program have a total appreciation of the hard work she put into planning and executing the schedule.

Always working behind the scenes, JoAnn made the difficult look easy. She dealt with FAA Headquarters for renewal of the program every two years. She persevered when most of us would have thrown up our hands. She coordinated and received the support of the local FSDO continuously. Through her efforts, an ACR or Aviation Safety Inspector was present to renew instructor certificates on Sunday afternoon.

The Oklahoma Flight Instructor community will miss a very supportive pro-

financing was fairly easy, but by the early eighties financing was no longer readily available and to keep body and soul together, Manny had to humble himself, with hat in hand, before the manufacturer's personnel officer.

The interview went along very well. In fact, management was looking for people who had sheet metal experience and was glad to get someone of Manny's vast background. The pay was comparatively good, and it was steady work, something that Manny didn't always have throughout his years in the field of general aviation. The papers were completed and all that was left was for Manny to sign on the dotted line.

But here Manny hesitated. "Can the McDonnell-Douglas Company guarantee that I can have my vacation every year during the last week of July and the first week of August?" he asked.

The McDonnell Douglas man didn't know. At first the interviewer thought Manny was a little weird, passing up a good job offer because of concern for vacation time. Manny explained, "I've got to be able to go to the big show at Oshkosh every year or I won't be able to take the job"! The man gave an understanding nod, made some phone calls and worked things out. Manny signed up as a sheet metal worker assigned to second shift in the fabrication department where he spent the next few years happily building airplanes.

"Oshkosh" was in Manny's blood, too!

fessional. For all of us who participated as presenters or students: "JoAnn, enjoy a well-deserved retirement. May your life be full of the same joy you provided to all of us. Thanks!!!"

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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.

4th Saturday- Keystone Aviators meeting and fly-out, 8:30AM, Pogue Airport, Sand Springs, OK, contact Carl Cartwright at 918-865-7213

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

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 in Bartlesville. 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

10th-11th- Arkansas Air Museum Fifth Annual Airfest, Drake Field, Fayetteville, AR, fly-in guests welcome, for info call 501-521-4947

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- EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, 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

24th- EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

JULY 2000

17th- EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

22nd- EAA Chapter 10 Fly-In

Breakfast, Gundy's Airport, Owasso, OK

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

AUGUST 2000

11th-12th- Southwestern Bell Balloon Fest 2000, Wiley Post Airport, Bethany, OK

18th-19th- 22nd Annual Okie Derby, Oklahoma Chapter of the 99s, contact Michelle Green at 405-351-0339

21st- EAA Chapter 10 meeting, 7:30PM, with watermelon feed to follow, Gundy's Airport, Owasso, OK.

26th- EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

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

18th- EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

22nd- EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

23rd-24th- Airshow Oklahoma, Davis Field, Muskogee, OK. Contact Don Van Alstine at 918-683-4581 x 269 or vanalstine@bacone.edu

OCTOBER 2000

1st-3rd- Planes on the Prairie National Fly-In, Cessna 172-182 Club,

Wiley Post Airport, Bethany, OK, contact Debbie Jones, 405-495-8664 or 800-535-7533

5th-8th- 25th Annual International Cessna 120/140 Fly-In, Gainesville Municipal Airport (FLE), Gainesville, TX. Contact L. or M. Richey at 940-670-1883 or mrichey@ntws.net

8th- EAA Chapter 10 Annual Wingding, 1:00PM, Gundy's Airport, Owasso, OK

14th- Fourth Annual Fun Fly-In and Youth Air Expo, Ada Municipal Airport, sponsored by EAA Chapter 1005. Free food for fly-ins, free T-shirt for first 50 fly-ins. Contact Terry Hall at 580-436-8190

16th- EAA Chapter 10 meeting, 7:30PM, Gundy's Airport, Owasso, OK

NOVEMBER 2000

20th- EAA Chapter 10 meeting and Pie Auction, 7:30PM, Gundy's Airport, Owasso, OK

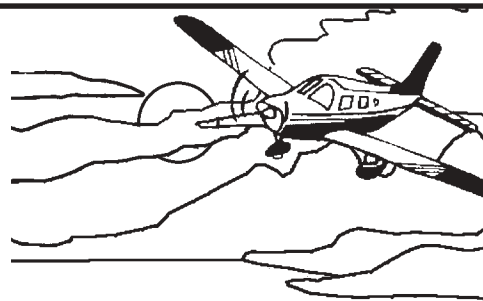
25th- EAA Chapter 10 Fly-In Breakfast, Gundy's Airport, Owasso, OK

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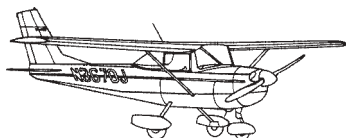
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