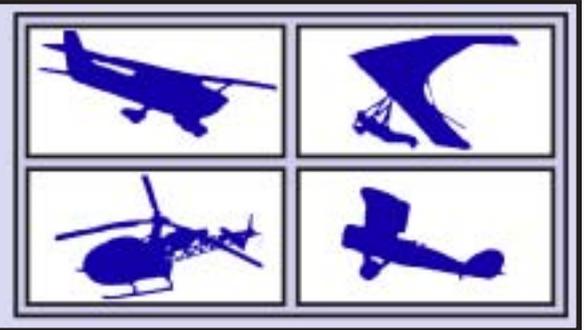


Oklahoma Aviator



Vol 18, No 7

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

July 2000

Join the Fun: 21st Annual Okie Derby

For the most fun of your aviation life, fly the 21st Annual Okie Derby, August 18-19, 2000. The Okie Derby is sponsored by the Oklahoma Chapter 99s. Any licensed pilot flying a standard general aviation airplane is eligible. This is not a speed race, but a competency event. Pilots submit their estimated ground speed upon registration. Impoundment is Friday and the event is flown Saturday morning. The course is revealed only the evening prior to takeoff at a manda-

tory pilot briefing, and it is limited to no more than 225 statute miles (Cessna 150s have no problem with fuel capacity). Immediately prior to takeoff, pilots provide their estimated fuel consumption based on stated ground speed, route, and winds aloft predictions. The winner's score is based on a combination of closeness to actual ground speed and actual fuel usage. This means being familiar with your plane's flight characteristics is a primary tool to winning.

The event is flown from Wiley Post Airport, with headquarters at the Clarence E. Page Building. Registration is now being accepted by Phyllis Miller, 1924 Red Prairie Dr, Edmond, OK, phone 405-844-4011 or fax 405-844-4012. The registration fee is \$35.00 if received prior to August 11th and \$40.00 thereafter. Chairman of the event is Erin Arwood, Flight Instructor for OU.

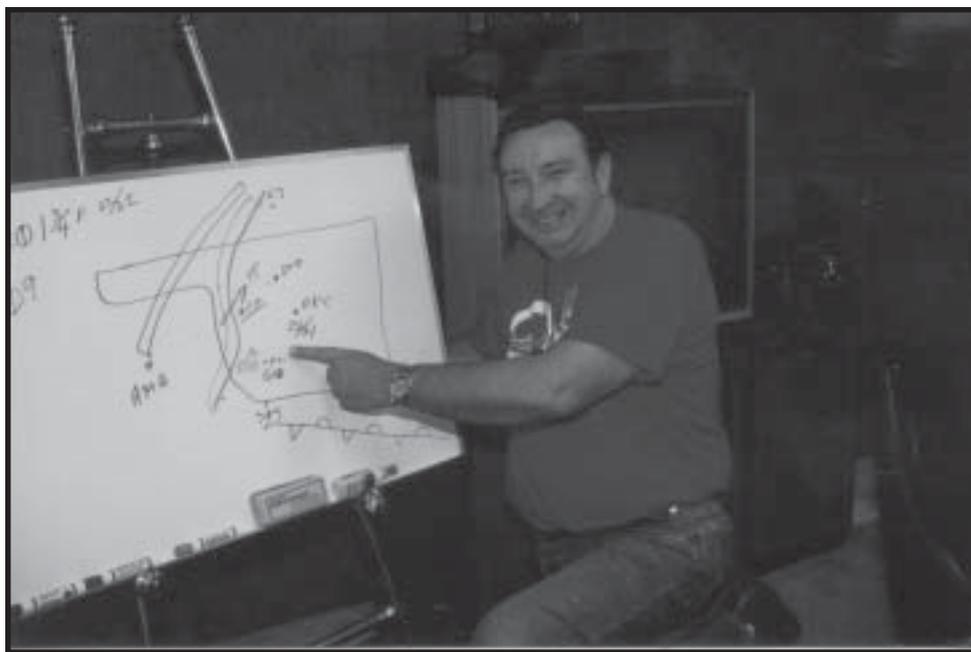
Competitors represent Oklahoma, Arkansas, Kansas, and Texas. Teams en-

tered representing OSU, OU, and OSU/Tulsa add extra enthusiasm and spirit to the event.

Awards are presented at the banquet on Saturday evening. At that time, the winners of the Okie Derby Scholarships are introduced. In 1999, two scholarships were awarded: Amanda Chesley won a \$1000 award and Leah Belcher received \$750. Leah, a native of Atoka, and student in Aviation and Aviation Safety at Southeastern Oklahoma

State University has used her funds to help her graduate in three years with ratings through MEI. Her aspirations are to become a flight instructor at Southeastern Oklahoma State University to give back to her university some of the inspiration it has given her. Her long-term goal is to be pilot with a major airline.

So, join great pilots and enjoy fantastic food. How well do YOU know your airplane?



Bob Howard giving the weather briefing on the morning of the 1999 Okie Derby.



Fueling at the end of the 1999 Okie Derby: Judges Virgil Townsend, Brenda Hager and Cal Alexander. In back is PIC Charlie Lamb of Ft. Worth, TX.

Oklahoma Aviator Celebrates Return to Tenkiller Airpark

By Mike and Barbara Huffman

The Oklahoma Aviator is once again returning to Oklahoma! By the time this issue reaches readers, we will have moved from Atlanta to the Tenkiller Airpark.

For most of its 20+-year life, the Oklahoma Aviator was published by Joe Cunningham from the Airpark, so its return is truly an occasion for us (and hopefully you!) to celebrate.

As you can see, this issue is an abbreviated one-- as our July 1 move date approached, we simply ran out of time to publish a full issue. By next month, we should have our "ducks in a row" to continue with regular issues once again.

Please note our new (old) address. In keeping with Oklahoma Aviator tradition, and thanks to the efforts of Joe's daughter, Cathy Turner, we have secured the original address for our use, PO Box 100, Cookson,

OK 74427.

Our new phone number, once it gets installed, will be 918-457-3944.

For the time being, you may continue to email us at the old address: ok_aviator@mindspring.com.

For the next several months, we will be building our new hangar/home at the Airpark (once we get pesky problems with water service straightened out). During that time, in the tradition of other Airpark residents, our

temporary home will be our 29-ft fifth wheel RV. It is a good thing the two of us still like one another!

In preparation for the move, we decided to pare down our belongings to only those which would fit into a small cargo trailer. Although there were challenges for both of us in getting rid of some cherished possessions, it actually feels good to be "travelling light-making a new start." Both of us are fascinated by the history of the Or-

egon trail pioneers and, as we packed up and left Atlanta, we maintained our perspective by comparing our "Conestoga" trip to those much more hardy people of 150 years ago.

We want to express our sincere thanks to all the people at Tenkiller Airpark who have helped us tremendously with the move, but special thanks go to Gladys McCaslin, Jerry and Peggy Gray, and Monty and Betty Barrett.



The Boeing Model 40 Series

Many people are surprised to know that our great airline industry started with four-place airplanes, including the Boeing Model 40 Series and the Lockheed Vega.

Airliners in 1927 were not too plush, but the Boeing Model 40 had a comfortable cabin that would accommodate four passengers and carry a hefty load of mail and some express. With the Boeing Model 40, the poor pilot had to sit outside in an open cockpit. However, we shouldn't feel too sorry for him, because in those days, most pilots wanted it that way. They insisted on open cockpits because they were convinced they should ride outside to better feel the aircraft and the winds that swirled around them. It took years to convince the open-cockpit guys that they could do a great job sitting inside, out of the weather. They were tough boys and not easy to convince.

The Boeing Model 40 series was built from 1927 through 1931. The airplane pictured here is a model 40-B-4, NC178E, serial number 1096,

originally powered by the 525-hp Pratt and Whitney "Hornet" engine. She was fabric covered and had four ailerons-top of the line technology in the late 1920s and early 1930s. It was one of a series of dependable, hard-working airplanes which were soon flying day and night across the United States and along the Pacific coast carrying passengers and mail, operating by United Airlines as Air Mail Contractor A.M.8.

The Model 40-B-4 airplanes were built in 1931; however, they were covered by CAA Approved Type Certificate No. 183 dated July, 1929. The 40-B-4 was a big airplane, with an empty weight of 3809 lbs and a gross weight of 6320 lbs. It could easily carry the pilot, four hefty passengers, a 140-gallon load of fuel, 12 gallons of oil, and 500 pounds of baggage. Maximum speed was 137 mph, with a cruise speed of 115 mph and a landing speed of 57 mph. The original price was \$24,500, but was lowered to \$22,500 late in 1931.

The airplane also had a life after airline use; they hauled sightseers and mining equipment in Peru and rich businessmen in the United States and Mexico. It is interesting to note that part of the Model 40-B-4s success as a cross-country airplane was due to the fact that it had been built with proper bonding and

shielding to allow the use of two-way radio. It was one of the first air mail/passenger aircraft to be entered into full-time airline operations. The success of the Model 40-B-4 contributed to the development of the later Trimotor Model 80-A, but that is another story for another time.



The Boeing Model 40-B-4, the very latest airliner technology when introduced in 1940. The pilot occupied the rear cockpit, while four passengers were comfortably seated inside the cabin. Note the United Air Lines logo on the side of the fuselage. Also note the enormous seat pitch: a seatback is visible at the rear of each cabin window! Today's airlines should definitely take a clue from the past!

Oklahomans Make Good Showing in Air Race Classic 2000

HYANNIS, MA- Two Oklahoma pilots, Dianah Cumming and Wyvema Stark successfully completed Air Race Classic 2000 from Tucson, AZ to Hyannis, MA on Saturday June 24, flying Dianah's gleaming white Cherokee 180 proudly emblazoned with sponsors names and their designated race number 40. Dianah and Wyvema finished 18th out of 45 entries, a very respectable showing.

Following months of preparation, the team hosted an "Elbow Bending Party" at Dianah's hangar at Tenkiller Airpark on June 10. Party attendees traded a wash-and-wax job on the airplane for fried chicken and fixin's.

The team's flight was followed by many other Oklahomans, thanks to the email updates provided by another Oklahoma aviator, Diana Burton. Here are some excerpts from her emails.

June 20

I went to Tucson to check on Dianah and Wyvema on Saturday before the race-- 16 hours flying standby to get there! They let me attend the 1st time racer meeting and the banquet on Sunday night. It was tooooooo funny watching them figure out what to take and what to ship to Massachusetts.

Wyvema was even cutting her deodorant in half with a plastic knife! Dianah kept changing her mind, but finally shipped most of the stuff! Shipping the stuff was another story; ask them how many pounds they shipped-- I think they will win an award for that one!

On the first day, Dianah & Wyvema made it to Garden City, KS-- not as far as they wanted, but they sounded very grateful to be there. A lot of weather was moving into the Tucson area this morning and Dianah said that if they had taken off 20 minutes later, they might not have gotten out! They said it was hot and bumpy and they had to fly around some clouds. Everything went smooth with their first stop and they were smart enough to make motel reservations along the route, so they are set for the night.

This morning's take-off sounded crazy, what with the weather, F-16's taking off, and the fact that they ran out of transponder codes for the racers! Dianah said they ended up with a bottle neck and had to sit for about 30 minutes with the engine running! There were 53 or 54 planes entered in the race and 45 that actually made it.

June 22

Heard from the girls tonight! They stopped in Mattoon, Illinois last night. They were extremely excited about their ground speed; yesterday they were doing up to 164 knots and today made it to 171 knots. Wyvema was so excited that she tried to take a photo of the GPS, but said her arms weren't long enough! The winds have been in their favor and they heard that this type of wind (low) would favor smaller, slower airplanes like they are flying. The turbulence was bad the last two days and they have been flying from 3,500 feet to 7,500 feet.

They are in Ithaca, New York tonight. Dianah said that the 99s in Ithaca had the best welcome for them. She knows of at least four airplanes that will be staying the night tonight. She said it is a very quaint town and that the van driver took them on a little tour on the way to the motel from the airport. They had New York Pizza from a Greek restaurant that was "wonderful." Today they had peanut butter sandwiches in the airplane that "saved them". They have also discovered a new way to dry laundry-- in the back of the airplane! Bet that was a Kodak moment!!! Tonight, Dianah is off

Continued on p. 5

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Up With Downs



Earl Downs

Impressions

I am sure that most readers have heard of the EAA Young Eagle's program. Under the Sponsorship of local EAA chapters, hundreds of thousands of youngsters have had the opportunity to enjoy the wonders of flight. I have made over 50 Young Eagle flights in my Champ and hope that the experience was worthwhile for my Young Eagle pilots.

A common question asked today is, where do our young people get their ideas and what makes an impression on them? Is it television, video games, movies, family, sports heroes? I would imagine it is all of these and more. As youngsters in the 1940s, a common Sunday afternoon activity for my brother and me was to take a ride with our Dad in our model A Ford

out to Van Nuys Airport. We watched the Lockheed P-38s take-off and land at the production facility. I know I have been fascinated by aviation for as long as I can remember and those trips must have been the starting point.

We have all had our heroes, or been inspired by some event. For a young boy in Parsons, Kansas, named Claud, it was Calbraith (Cal) Perry Rodgers. As often happens, we never meet our heroes and they never meet us. Such was the case with Claud. Cal Rodgers never met the boy, or even knew he existed, but a fleeting contact with young Claud made such an impression that it changed the path aviation was to take in the future.

In 1911, William Randolph Hearst offered a \$50,000 prize to the first person to fly coast to coast in 30 days or less. Cal Rodgers, who was related to the famous explorer Richard Perry, decided to have a go at it. His spirit for adventure was in the right place, but he lacked three essential elements needed to actually pull it off. First, he didn't have a plane. Second, he didn't have investment money. Third, he didn't know how to fly. Don't you just hate dealing with minor details?

Rodgers obtained sponsorship from the Armour Meat Packing Co. They were promoting a new grape drink called "Vin Fiz", and Cal Rodgers was to be their flying billboard. Rodgers bought a Wright Model "B" airplane and was taught to fly at the Wright school. On September 17, 1911, this brash pilot set out from New York headed for California. Oh

yes, a train carrying spare parts accompanied him. Let's see, does it count as a solo cross-country flight if you navigate by following a moving train?

By the time he reached Chicago, after many forced landings and injuries, it was obvious to Cal that he was not going to make it to the West Coast in 30 days. He decided to make up for the lost prize money by charging a city or a town \$500 to land and show off his plane. Parsons, Kansas was on the rail line Rodgers was following but the city couldn't come up with the \$500 fee. Rodgers' advance man said he would probably have to land there anyway due to fuel needs and instructed the local authorities to prepare a landing field.

Thirteen-year-old Claud and his family helped prepare the field. The excited townspeople waited anxiously as Cal Rodgers approached. The clattering of the Wright airplane could be heard as it approached but the landing was not to be. Much to the disappointment of the boy and the expectant crowd, Claud's hero circled twice and continued on to Pittsburgh, Kansas. Even for heroes, money talks. Pittsburgh had come up with \$500 and Rodgers had enough fuel to over-fly Parsons. However, young Claud was stricken with the desire to fly and follow in Rodgers' footsteps. Cal made it to California in 59 days and 75 crashes.

Claud's family moved to California in 1917. Claud tried to get a job at the Martin Aeroplane Company but was rejected because of his young age of 19. Not to be

deterred, he took flying lessons and learned to rebuild the school planes after students crashed them. In those days of flight training, repairing crashed trainer planes gave this aspiring aeronautical engineer plenty of opportunity to learn about aircraft structure. His flying and maintenance skills led him to form his own company and he specialized in building sturdy single engine mail planes.

In 1927 a mail pilot by the name of Charles A. Lindbergh came to T. Claud Ryan and requested that his Ryan Airplane Company build a plane that could fly non-stop from New York to Paris. The Ryan built Spirit of St. Louis and Charles A. Lindbergh started the golden age of aviation in the United States and wrote a glorious page of our history. The flight of Cal Rodgers was not much more than a stunt and certainly did little to indicate what air travel would someday become. But, its effect on an impressionable boy in Kansas was a key stepping stone of our rich aviation heritage.

T. Claud Ryan lived into his eighties and often recounted how he had been so impressed on that long-ago morning when Cal Rodgers flew over Parsons, Kansas. Cal Rodgers never met the young Ryan boy because he died in a crash only a few months after completing his cross-country flight. Maybe some of my Young Eagles will become involved in aviation, maybe not. The point is, we never know how or when we might make a difference in the life of a young person with the impressions we leave.

Check Ride Tips

By Nan Gavlord



Who Busts the Check Ride?

Who, in fact, actually "busts" a check ride? Is it the applicant who is excessively nervous and, through all the anxiety, just does something stupid? Is it the flight instructor who overlooked something, or assumed the student knew

or had the skill to perform something he really didn't? Was it the "conditions" on check ride day of weather, ATC controller, traffic, or something else previously not experienced by the applicant? Or is it the Designated Pilot Examiner (DPE) or FAA Inspector who really didn't give the applicant a "fair shake?" Maybe, at times, some or all of these play a part. But, to a large extent, it is the flight instructor's responsibility.

We, as FAA representatives, view it very strongly as the CFI's responsibility to determine when a student is ready to be endorsed and recommended for a practical exam. By using the tool of the pertinent Practical Test Standards (PTS) to prepare the student, there should be no question. The entire exam is detailed in that booklet-oral and flight portion-with all the tolerances specified.

Properly used, the appropriate PTS should be referred to and utilized during the entire training by the CFI and student alike. Then, when check ride day comes, and the examiner pulls out the PTS,

props it up, and starts going through it with the applicant, there are no surprises!

Sometimes when an applicant does not pass the practical exam and is issued a pink slip, he/she feels they have let down their flight instructor. Really, we view it as the other way around: the flight instructor has let the student down. I find most CFIs are willing to take full responsibility for the outcome of the check ride.

Now, what should be done with the pink slip? The CFI should get in touch with the DPE to find out what the deficiencies were. Those are listed on the pink slip, but it is always better to get the entire picture directly from the DPE. A lot of CFIs have a tendency to take their student's word for what went wrong on the check ride.

Applicants many times have distorted views of what really transpired. Then, the CFI should retrain the student on the deficient areas (ground, flight, or both, as appropriate), fill out the new application, make the appropriate endorsement in the logbook, and re-

schedule with the examiner.

Many applicants think receiving a pink slip will be a "black mark" on their record forever. I tell them there is nothing wrong with a pink slip in their file-but there is something terribly wrong with an accident report in their file! And, if we have averted an accident by additional training, they simply must look at it as a positive thing!

The bottom line is that the applicant should not feel bad for busting a check ride. He/she is only doing what he/she has been taught or not taught! The CFI should use it as a learning experience, so that all his/her future students get the benefit of the gained knowledge or skill. The DPE will ensure that the appropriate learning has taken place, and will then be able to issue a certificate or rating that meets the standards in the PTS, which should ensure a safer pilot or flight instructor.



ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



SHOULD YOUR FAA DOCTOR BE YOUR FAMILY DOCTOR?

Recently, I was a participant in two aviation medicine forums. The first was at the Warbird Conference in Las Vegas. The second was at the Biplane Fly-In in Bartlesville in June. At the Warbird forum, an airman warned all present about not using your FAA doctor for general medical problems. He felt you would be sure to lose your medical if health problems arise. While at the Biplane Fly-In, the same question was raised.

As a result, I decided to ask the question to airmen coming to my office over a few days. The results were 3-to-1 in favor of having your FAA doctor be your family doctor. There were also a few undecided.

Below are a few of the comments I received:

A 44 year-old male Commercial/CFI flatly stated, "No, you don't want the FAA to know every little thing that may be wrong."

A 23 year-old female Commercial pilot simply said, "No."

A 44 year-old male ATP: "I don't see any problem with my family doctor also being my FAA doctor. Doctors are professional people who I feel would be fair and objective while performing their duties."

A 57 year-old male Private pilot: "It would be nice if my family doctor could do medical exams for flight."

A 55 year-old male Private pilot: "It doesn't matter to me."

I decided to take my question further and asked the following people:

An anonymous, retired airline and airshow pilot: "No, the FAA could know too much. A pilot may be in more jeopardy. A problem could come up that may go away in a short time for which the FAA doctor may ground him. Once it's in the system, it's hard to get it undone."

Dr. Warren Silberman, Manager of the FAA Aeromedical who discussed the issue with Dr. Steve Carpenter: "Both of us feel that with exception of the potential legal issues, this is a good thing. An AME will be familiar with the aviation environment and best advise the airman as to what medical conditions and medications would be a safety issue while flying. He should also be knowledgeable of the requirements that are needed for medical conditions which are candidates for waivers. The only potential problem would be the fact that the AME must take off his family doctor "hat" when performing the FAA Flight Exam. Thus, if an airman did not want to be truthful on his/her exam or asked the medical exam-

BLACKWELL- The Blackwell-Tonkawa Municipal Airport, closed from August 1999 through February 2000, has re-opened with completely resurfaced runway, taxiways, and parking/hanging areas. This multi-functional airport provides many amenities usually found only at larger airports.

Edwin Mang, airport manager and President of Airport Service Company, Inc, brings over fifty years of aviation background to his clients. Along with his son, Ed Mang, Jr., they are certificated mechanics who are qualified for maintenance and repair of both general aviation and commercial aircraft. Their clients include private owners and businesses throughout the region. The Mangs also enjoy purchasing planes for refurbishing. On the basis of their solid reputation for quality workmanship, many of these planes are then sold by word-of-mouth with little or no advertising needed.

When these activities are not keeping them busy, Ed Mang Sr. also finds time for biennials, endorsements, and pop-up questions or airplanes from

anywhere! Even with all these projects, he continues to teach flying and currently has six students in training for their Private Pilot rating.

The family connection also extends into the office where Regina Mang manages the phones, accounting procedures, and many other office duties. Her pleasant personality shines in answering questions or helping pilots and passengers who arrive.

Blackwell-Tonkawa Municipal is just a short ride to either of the two towns and, if needed, the Mangs have been known to provide transportation. Local pilots "hang out" in the office and are known to enjoy aviation discussion with visitors over coffee. That's what is special about the airport: it offers a broad range of services, yet maintains an individualized approach where people and their aircraft are concerned.

Blackwell-Tonkawa Municipal Airport is located at N36°44.71' latitude and W97°20.98' longitude. It has a 3500-foot north-south runway. Drop in and visit!

iner to withhold medical information, the AME would have a legal quandary. Our legal advisors tell us that when an AME errs on the side of public safety, the courts ultimately rule in his/her favor."

Oklahoma State Senator Charles Ford, private pilot: "If you want to hide something, I'd say, no. If my family doctor is an FAA doctor, it would be OK with me."

U.S. Senator Jim Inhofe (Senator Inhofe is the only commercial pilot in the Senate after John Glenn, who is retired.): "It depends on the doctor. If your FAA doctor is your family doctor and he has

your best interest in mind, such as your interest in flying and how important it is to you, I don't see a problem. If he doesn't, you need a new doctor."

As for me, it depends on both the doctor and the patient-- maybe more on the doctor. With around 6,000 FAA doctors it may seem to be a hard decision. I would recommend a call to the EAA for the list of 200 FAA AME pilot advocates. They are for the most part, pilots themselves. I am sure that, like myself, they are comfortable going the extra mile in helping pilots maintain their medicals.

Airport Manager Wanted

The City of Tahlequah is accepting applications for an Airport Manager for the Tahlequah City Airport.

Send resume to 111 S. Cherokee, Tahlequah, OK 74464 or contact Sue Stacy (918) 456-0651.

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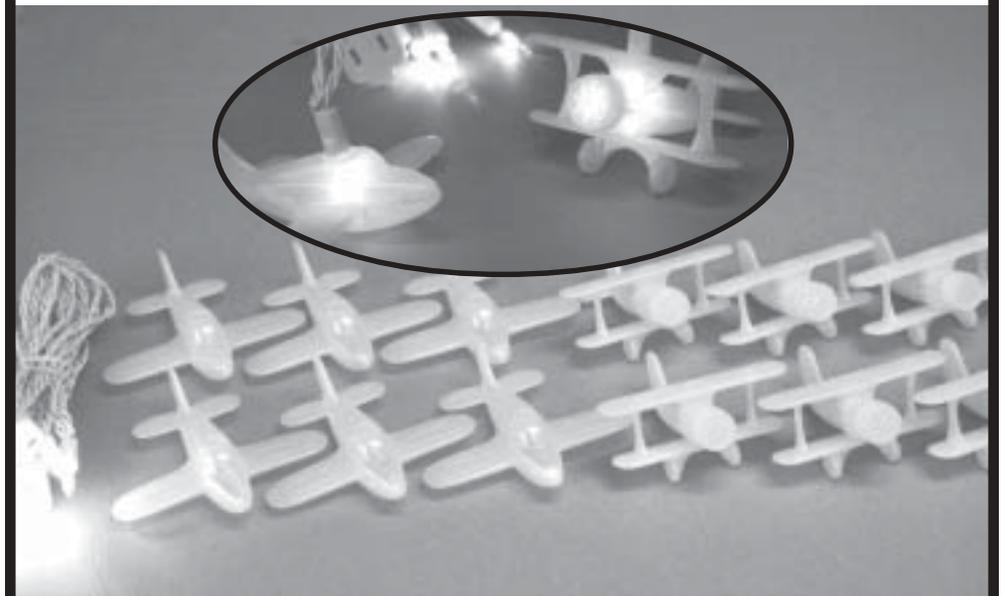
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THE SQUADRON

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!

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Air Race Classic 2000, cont'd

Continued from p. 2

to see the famous Moose Head Restaurant and Wyvema has already curled her hair for the night.

Tomorrow it's off to Hyannis, Massachusetts, the end of the race. They have to land by 8:17 PM.

June 24

The girls made it to Hyannis at 11:03 AM this morning, finishing 18th out of 45 airplanes!!! The flight today required a scud run until they got to the Hudson River. The Blue Angels were doing a show in the area near the finish, so they had to make it through the airshow airspace either before 1:00 PM or after 3:00 PM. They made it in plenty of time!

They had a welcome reception tonight (champagne cocktails) at the VFW Hall. Then they went by the waterfront for a lobster dinner. Tomorrow there is a clam bake at the airport at 3:00 PM and Sunday night will be the awards banquet. They were very excited to be in 18th place since this was their first try! All the bags that they sent from Tucson (all 89.4 pounds) were waiting when they arrived. Wyvema was ironing a shirt tonight that she has ironed 4 times now but hasn't worn yet--she keeps packing it!

Here is the breakdown of the time for each leg of the race:

Tucson, AZ to Moriarty, NM - 2 hrs., 33 mins., 7 secs.

Moriarty, NM to Garden City, KS - 2 hrs., 27 mins., 21 secs.

Garden City, KS to New Century, KS - 2 hrs., 9 mins., 3 secs.

New Century, KS to Mattoon, IL - 2 hrs., 4 mins., 30 secs.

Mattoon, IL to Mansfield, OH - 1 hr., 46 mins., 6 secs.

Mansfield, OH to Ithaca, NY - 1 hr., 56 mins., 22 secs.

Ithaca, NY to Hyannis, MA - 2 hrs., 5 mins., 37 secs.

Dianah and Wyvema wish to thank all their friends and sponsors for donations and support which made their race so successful.

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Calendar of Events

For 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.

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

JULY 2000

11th- 3rd Founding Meeting of Green Country Chapter of Women in Aviation International, 6:30PM-8:00PM, Spartan School of Aeronautics, Classroom 7 (in the hangar), Jones-Riverside Airport, Tulsa, OK. Contact Laura Bash 918-831-5354 or Lbash@mail.spartan.edu

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 940-627-1883 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

14th- Skiatook Pioneer Days Fly-In, 9:00AM-3:00PM, Skiatook Municipal Airport. Free food for fly-ins, arts and crafts show. Contact Larry White at 918-396-1274

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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