

Oklahoma Aviator



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

August 2000

Airshow Oklahoma to Launch Stellar Performer Lineup

MUSKOGEE - After producing 10 airshows, logic might tell you that Airshow Oklahoma officials could not possibly come up with a brand new performer lineup, let alone outdo anything that's been done in the past. Not possible, right? Wrong.

From the First Lady of Aviation to an all-out, "no guts, no glory" aerial dogfight, to a jetcar that produces 7,300 pounds of thrust with a 40-foot flame, to a military static display that is considered the best in the business - the performer lineup for Airshow Oklahoma 2000 is in place.

The 2-day event is scheduled for September 23-

24 at Muskogee's Davis Field. Proceeds from Airshow Oklahoma benefit the Bacone College Scholarship Fund. The September dates are new to Airshow Oklahoma. Usually held in October, this year's show was moved up three weeks to fall within the military's fiscal year closure of September 30.

Changing the dates has paid off in a big way for Airshow Oklahoma 2000, according to 90th Troop Command of the Oklahoma Army National Guard Major Joe Bob Hicks, who says this show promises to have more military aircraft than at any other in the country.

"We will set a new stan-

dard for the country with our military demonstration at Airshow Oklahoma," Hicks said. "Spectators will see a show like they haven't seen before."

"We will have a bigger military presence than we've ever had in Muskogee, and part of that reason is the military has heard good things about Airshow Oklahoma and they want to participate," the major added. "The military ranks airshows and how well they are welcomed to the community. Airshow Oklahoma ranks very high."

Hicks also coordinates the finale to Airshow Oklahoma 2000 - the Guardian's of Freedom military demonstration with pyrotechnics. Last year's show ended with the same type of military display with pyrotechnics, but Hicks says Muskogee hasn't seen anything yet until they see this year's show finales.

"This will be a show like we've never had with a finale like we've never had," Hicks said.

The Guardian's of Freedom will close each day's show, taking to the skies around 3:40 pm and lasting a full 45 minutes. Pyrotechnics have also been added to several other performer acts during the September 23-24 airshow.

Besides a staunch military lineup, Airshow Oklahoma also has several topnotch civilian acts ready to fly over the Davis Field skies in September, including First Lady of Aviation - Patty Wagstaff.

A six-time member of the US Aerobatics Team, Wagstaff has won the gold, silver and bronze medals in

Olympic-level international aerobatics competition. She is the first woman to win the prestigious title of US National Aerobatics Champion and one of the few to win it three times.

For Airshow Oklahoma 2000, Wagstaff will be flying the German built BF Goodrich Aerospace Extra 300S. Known for her smooth, aggressive style of flying and for her thrilling and precise aerobatics demonstrations, Wagstaff puts the Extra 300S through its paces - performing knife edge spins, lomcevaks, torque rolls, and precision maneuvers, including an inverted ribbon cut at 22 feet upside down above the

ground.

Airshow Oklahoma crowds will witness an all-out "no guts, no glory" aerial dogfight as two fighter pilots battle for supremacy of the skies. Air Combat Canada will perform a high-energy air combat demonstration in world-class competition aircraft complete with spine-tingling aerobatics, gunfire sounds, cockpit-to-cockpit-to-announcer commentary, and tons of smoke.

Air Combat Canada is a privately owned corporation operated by its primary pilots and business partners, and located at the Niagara

continued on p. 4.



Patty Wagstaff in her BF Goodrich Extra 300S, doing what she does best!



Patty Wagstaff in person - charming, positive, and very talented.

From Mike...

Like all pilots I suspect, certain of my flying experiences have remained memorable, one category of which includes those in which I was truly frightened. In my thirty-plus years of flying, only three flights fall into that category. In each of the three cases, deteriorating weather was a big factor.

Every time I travel in the vicinity of Morrilton, AR, a little town between Russellville and Conway, I am reminded of one of them. During our recent moving trip from Atlanta, we happened to arrive at Morrilton around lunchtime so we stopped at a Pizza Hut just off of the interstate. As we got out of the car, I caught sight of the Arkansas River south of town and the flat-topped forested ridges beyond and was "transmogrified" back to December, 1978.

A guy in Tulsa had hired me to fly his 90-hp Piper Cub from Tulsa to the home of its new owner in Lake Charles, LA. It was to be an easy one-day trip down with a flight from Monroe, LA and back to Tulsa on the airlines the next day. A good quick buck for a weekend of flying.

On the departure morning, the weather looked pretty good- 300' overcast with good visibility and a predicted high temperature of about 45 degrees. Since the Cub did not have a cabin heater, I dressed warmly in insulated coveralls and my Why-Yes-I'm-a-Pilot leather jacket and flying helmet.

My plan was to fly direct to Ft. Smith, follow I-40 around to Little Rock, then angle south-southeast into Louisiana. I got an early start just after sunup and, although I'd never before flown a Cub, flew an uneventful leg into Ft. Smith.

While on the ground there, I made three "teeny little errors" which were to affect the next leg tremendously. First, according to my calculations, I had plenty of fuel to get to the next planned stop (Russellville), so I elected not to top off the tank.

Second, after looking at the sectional chart, I noticed that I-40 swings a little north before heading back southeast toward Little Rock. I've always had this "thing" about having to go one direction when I really wanted to go another. So, I decided that a more direct route to Little Rock would be to follow State Highway 10 southeast from Ft. Smith and stop at Petit Jean Airport near Morrilton.

So, after hand-propping the Cub, I jumped in and took off, thus making my third teeny error: I neglected to check the oil.

They say safe flying is about keeping your options open and I was about to discover how quickly they can close. As I departed Ft. Smith, the weather was still good but the ceiling had dropped a little. But the further east I went, the more it dropped. No problem, I thought, I'm following a road anyway, I can scud run if necessary.



However, about three-fourths of the way to Petit Jean I discovered several disquieting "factoids" just about simultaneously. First, I realized that Highway 10 lies in a valley between two lines of ridges with peaks about a thousand feet above the road. The occasion of this realization was that the ceiling had dropped to below the peaks. And, at the same time, the visibility was also dropping.

Along in there somewhere, I also realized that the ol' Cub was using more gas than I had expected and I was getting a little concerned about making Petit Jean. However, I had passed no airports on Highway 10, so the only way to go was forward.

About ten miles from Petit Jean, amid ceilings of 500-600 feet and visibility less than a mile, the most startling revelation occurred; I caught a glimpse of an oil pressure fluctuation on the gauge. Sure enough, as I watched, the needle fluctuated from normal to near zero: I was running out of oil! Thinking quickly, I asked myself where I would locate the oil pickup tube on an engine design. Reasoning that I'd want to assure good oil pressure in a climb, I raised the nose, retarded the throttle a little to keep out of the clouds, and glued my eyes on the oil pressure gauge. Glory be, it stabilized!

"Okay, gentlemen, we're living!" (one of my favorite lines from "Crimson Tide"). While trying to stay out of the clouds and maintain airspeed, I took a nervous look at the sectional for airport data, and there was the final blow: Petit Jean Airport has a field elevation 800 feet above the valley floor. The airport was in the clouds! Aw, man!!

All my options were gone, except one and I took the it. For the first time in my flying career, I selected a farmer's field, made a couple of passes to check for cows, ditches, and fences, lined up on final, and put the ol' Cub down.

Rolling to an uneventful stop, I shut off the mag switch and got religion on the spot, thanking God and promising never to be stupid again.

Up to that point in the flight, I'll have to say that I wasn't really afraid. Maybe apprehensive, maybe nervous, maybe puckered, but not really scared. That was to come later. But, alas dear readers, I am out of space for this month. Can you wait until next month for the "rest of the story"?

From Barbara...



Hello to all our Oklahoma Aviator friends once again! Boy, has this last month been an experience in change! I'm an Okie for the first time - and loving it - and Michael is feeling "at home" for the first time in years. I'd like to share some of our experiences this month, and talk about our new vision for the newspaper.

On July 2nd, Michael and I, accompanied by my parents, left Atlanta in my Honda Odyssey, packed to the hilt, and in his Chevy pickup which pulled our 6 x 12' storage trailer. The convoy held all that is left of our personal possessions. After selling and giving away almost everything we owned, it was a light move, considering - and the freedom has opened up a whole new vista of possibilities. We stopped overnight in Memphis, and arrived in Cookson late on the 3rd. We have stayed busy reconditioning our 29 foot 5th-wheel trailer, making it cozy for living and travel. Michael installed new carpet and vinyl tiles, I sewed new curtains, and the upholstery is being redone professionally. We are almost finished with our temporary living quarters. However, due to a challenge with the rural water district in Cookson, we are delayed in starting our building process, and have decided to take advantage of the time in an unusual way.

Which brings me to the point: the Oklahoma Aviator is going on the road! THE OKLAHOMA AVIATOR ROAD TRIP 2000! During the next few months, we plan to attend as many aviation events and visit as many of Oklahoma's airports as possible. We want to meet you face-to-face, find out what you are dreaming about, what you love about aviation, what has made your aviation businesses successful, and what your aviation plans are for the future. And even more importantly, how The Oklahoma Aviator can help you reach your goals and strengthen your businesses! If you'd like us to come to your airport, aviation business, or visit you personally, give us a call (see new cell phone numbers below). We can't wait to get started!

We want this newspaper to be THE ONE PLACE you all turn to find out about anything that is going on in aviation in the state of Oklahoma and beyond! Whether you have a story to tell, a product to advertise, an event to publicize, or a new aviation record or goal to reach - we want you to discuss it with the state through this newspaper.

If you represent an aviation group or agency who would like to use our monthly format to publish your group's newsletter

or newsletter items to keep your membership up-to-date between your regular newsletter printing schedule, give us a call, and we will work out the details. We invite you to contribute to the spirit of general aviation communication in our state by sharing your group's news with all of us.

A word about our advertisers. We would like to suggest, strongly, that you contact our advertisers and use their products or services. For example, Theresa Coleman with C & L Custom Embroidery, did a wonderful job on our promotional Oklahoma Aviator wear, including work shirts, T-shirts, caps, and visors. She has the latest, computerized machinery and can do small or large orders for your group or club for a better price than her competitors because she works out of her home and has low overhead. If you have any promotional embroidery needs, we suggest that you check out Theresa's website. We did, and were pleased!

Whether you are fund-raising, searching for a good aviation business, looking for fun fly-ins, learning to fly a new kind of airplane, or simply interested in what goes on, you need to buy a subscription of this newspaper and use it every month. Advertise with us, and thousands of your own neighbors will read your ad! Our goal is to see how much good we can facilitate through this newspaper, and we are open to listening to your thoughts and ideas about how we can meet that goal.

You can now reach us at new cell phone numbers. Call Michael at (918)527-0429 and Barbara at (918)527-0430. Our email address remains the same at ok_aviator@mindspring.com.

Many Blessings to you all!

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Up With Downs



Earl Downs

This-N-That

A while back I had some irreverent fun with a column I titled "The Aviation Answer Guy." Let's just say that I was a little less than on the "up-and-up" with my answers to questions. Of course, with a name like "Downs," being on the up-and-up would be a little out of character. In this column I will put my instructor hat back on and talk about some real situations.

As I travel around the country teaching pilot seminars and instructor refresher clinics I get a lot of questions about various subjects and I also encounter some misunderstandings. I'll touch on a few of these things which are not related to each other. That's why I call this article, This-N-That.

Did you know that because of a relatively recent change to regu-

lations, you can get any pilot certificate from a Student Pilot to an Airline Transport Pilot (ATP) with only a third class medical certificate? The medical certificate that you must hold depends on the pilot privileges you are exercising and not on the pilot certificate you actually have. Let's take a look at some examples of how this works.

When I say "exercising," that means you are performing a function that requires you to have a particular certificate. For instance, if an airline captain is flying the line, he or she is required to have an ATP. An aerial applicator (cropduster) must have a commercial certificate when being paid to kill bugs. The ATP must have a current first class medical and the commercial pilot must have a current second class medical when they are on the job. In this case, the first class is good for 6 calendar months and the second class is good for 12 calendar months.

On the other hand, if ATP or Commercial pilots are only exercising the privileges of a private pilot, all they need is a third class medical. The first and second class medicals revert to third class if they are only acting as private pilots. If ATP or commercial pilots let their medicals go beyond the 6 or 12 months, their pilot privileges are simply reduced a notch. Remember a third class medical is good for 24 or 36 months depending on whether you are over or under 40 years old at the time of the examination.

I hold an ATP certificate but don't use it. So, I only get a second class medical. That means my

ATP can only be used for commercial privileges. I do that simply because it costs me less money.

What constitutes a commercial operator? I ran across a couple of private pilots recently that should have asked that question. I was teaching a commercial pilot seminar (private pilots going for the commercial) when two of the attendees explained how they were building flying time. One was flying skydivers on the weekend. He was not being paid for it but was doing it for the flying time. The other had struck a deal with an operator who had a contract to fly cancelled checks to a clearinghouse. This pilot was not receiving any pay either, but was building a lot of night hours in a Cessna 210.

Both pilots were in flagrant violation of the FARs because both the skydiving operation and the check-flying service were taking money for their services. If anyone pays money for a flying service, the pilot in command MUST be a commercial pilot even if the pilot receives no pay.

The fact is, both of these private pilots were being put in peril of losing their pilot certificates so those unscrupulous commercial operators could make a few extra bucks.

There is one exception to the commercial operation rule. A charitable organization may accept donations for a flight and use a private pilot to fly the plane.

Another question I have been asked by private pilots is when and if they can log second-in-command pilot time (co-pilot). Let's say two

private pilots go on a cross-country flight and share the duties of flying and navigating. Can one pilot be pilot-in-command and the other one co-pilot? The answer is, "probably not." You can only log co-pilot time if the airplane requires a co-pilot or if the type of flight operation requires one.

For example: A Falcon 50 business jet is required to have two pilots. A Beech Bonanza is not. But, if the Bonanza is used in certain types of air-taxi flying, a co-pilot could be required. This is an example of where the "operation" required a co-pilot, not the airplane. The two private pilots on the cross-country can share logging pilot-in-command time and it's up to the pilots to decide who gets how much time.

Compared to reading, interpreting, and understanding our flying regulations, flying the airplane is pretty easy. A while back I picked up a book by Dave English titled "Slipping the Surly Bonds." It's filled with a wonderful collection of quotations. He quotes Bill Bryson, author of the book "Mother Tongue: The English Language." Bryson writes, "Any language where the unassuming word 'fly' signifies an annoying insect, a means of travel, and a critical part of a gentlemen's apparel is clearly asking to be mangled."

If you need something "unmangled" give me a shout at earldowns@hotmail.com.

[Editors Note: In addition to his books, Dave English has a great aviation quotes website at <http://www.skygod.com/>]

Check Ride Tips

By Nan Gavlord



The Simulated Emergency Approach and Landing

The simulated emergency approach and landing is a required task on most practical exams. This is still one of the most frequently

missed items on practical exams, often requiring us to give a "pink slip."

Some common errors are:

- (1) attempting to land downwind,
- (2) losing altitude before establishing the optimum glide airspeed,
- (3) picking a field too far away, and
- (4) failure to consider the wind direction and speed.

We see these same errors occurring at all levels, from the Private Pilot Applicant through the Initial CFI applicant. Since this task involves the very safety of pilot and passengers, it should be learned well from the beginning.

As an instructor, I used to teach the "ABCD" memory jogger as a quick mental checklist for pilots to run through.

A = Airspeed. Obtain Optimum Glide Airspeed without losing even one foot of altitude. Time as quickly as possible to free hands to do other tasks.

B = Best Field. Consider and verbalize wind direction and therefore landing direction. Be sure to

check the altitude at which you are starting.

C = Cockpit Checks. Use a flow pattern, restart procedures, or printed checklist (preferably as a "check" list, not a "do" list).

D = Dialogue. This is what I call Talk and Squawk (121.5 and 7700).

These tasks are in order of priority for a very important reason. Depending on the altitude at which you lose the engine, you may have the time to accomplish all four tasks or only one or two. Keeping them in the correct sequence is vitally important.

Many applicants will attempt to combine tasks A and B and trim for the optimum glide airspeed while in a descent losing altitude and looking for a field at the same time. Trade airspeed for altitude immediately, and do not lose ONE foot until you are at the proper airspeed. Then, plan your approach so that you wind up on final approach with at least 500 feet of altitude. From there, descent at optimum glide airspeed will be about 500 feet per minute, so you have

only 60 seconds to extend flaps, shut everything down, crack the doors if necessary, and finalize last minute adjustments.

Since this task is at the very basis of safety for every flight, it should be learned well at the beginning student pilot level. Reviews at the higher levels, the commercial and flight instructor, should be just that - review. This is a task I consider so important that I try to review it on most all CFI Renewals. I also review it every time I fly.

We can never be too "practiced up" for a safe, emergency approach and landing. When you think about it, there really never needs to be any reason to harm person or property simply because we lose an engine. This is what we have been practicing for since the very beginning of our training. By always being vigilant for a place to land if necessary, and by utilizing correct procedures when necessary, we should never have anything but a safe emergency approach and landing.

Airshow Oklahoma to Feature Heavy Military Participation

continued from p. 1.

District Airport in Niagara-on-the-Lake, Ontario. The objective of the



Ansel Horton in his P&W J-60-powered jet dragster will perform a speed duel with Patty Wagstaff in her Extra 300S.

aerial demonstration team is to put the crowd into the heart of the performance, according to Paul "BJ" Ransbury, Air Combat team leader.

"We want them to twist in their seats and feel the adrenaline of a real

dogfight as bullets are fired and our pilots struggle for victory," he said.

Davis Field runways will heat up in September with the return of Ancel Horton and his new jet dragster - the Mississippi Madman. A 268-inch dragster, the jetcar is powered by a Pratt and Whitney J-60, which is also used to power the Sabreliner corporate jet. With an added afterburner, it produces 7,300 pounds of thrust and a flame of 30-40 feet. The car has four-wheel disc brakes, and carries four parachutes.

Horton owns records in the U.S., Canada, Mexico, Australia and the Caribbean Islands with his fastest quarter-mile of over 310 miles per hour. In Airshow Oklahoma, Horton will put his Mississippi Madman up against Wagstaff and her Extra 300S in a jetcar vs. airplane battle for speed.

Other appearances set for Airshow Oklahoma 2000 include the Group Therapy parachute team, Doug Jackson and his Tora 101 attack, Chris

Avery and the sleek FG1D Corsair, War Birds in Review, John Sledge and his T-28 demo, the USAF A-10 Wart Hog, the Oklahoma Air National Guard C-130, and a Navy F-18.

With about a month and a half to go, the acts are lined up and sponsor commitments are coming together, according to Ann Marie Shackelford, co-director of media relations for Airshow Oklahoma.

"It's hard to imagine that this year's airshow is lining up to be superior to even Airshow Oklahoma '99, but it's true," Shackelford, who is also director of public information at Bacone College, said. "I've been involved in all of the Muskogee Air Shows and with the first two Airshow Oklahoma events, and this year's performer lineup is exceptional, especially when you add the military involvement."



Air Combat Canada's two airplanes will perform a real dogfight for the crowd.

USS Batfish to be Honored at Airshow Oklahoma Preview Before the Airshow

MUSKOGEE - A sneak peak of some of the military aircraft involved in Airshow Oklahoma 2000 will be available at Airshow Oklahoma Preview - A Tribute to the U.S.S. 310 Batfish on Friday, Sept. 22 at the Muskogee War Memorial Park.

Located just off of the Muskogee Turnpike and north of the Port of Muskogee, gates will be open from 9 a.m. to 4:30 p.m. Adults and children of all ages will be able to enjoy a day of family entertainment with full access to the

Muskogee War Memorial Park and Military Museum for just \$1 per person. There will also be simulators, rides and plenty of food concessions available all day. For an additional \$2, the public will also be able to tour the U.S.S. Batfish SS-310.

Airshow Oklahoma will have a static display of aircraft available at the Friday preview. Included in the exhibits will be the only Marine UH-34D Sikorsky helicopter known to have survived the Vietnam war. The YL-37 chopper served with

squadron HMM-362 who were known as the "Ugly Angels." On the side of the YL-37 is a bronze plaque with the names of 33 Marines who gave their lives in Vietnam.

Beginning at 4:30 p.m., Airshow Oklahoma will put on a mini-airshow for the Batfish crowd. Included will be flyovers by the War Birds and a Navy F-18, along with a parachute jump very close to the crowd by Group Therapy.

The highlight of Friday's airshow pre-

view will be a Japanese Zero and Corsair confrontation with pyrotechnics. The Zero will simulate an attack the U.S.S. Batfish with the Corsair coming in to take on the battle.

Advanced tickets for Airshow Oklahoma will be available throughout the day at the Muskogee War Memorial Park. For more information, contact Airshow Oklahoma at (918) 683-4581, Ext. 269 or the Muskogee War Memorial Park at (918) 682-6294.

CAP Cadets Train at McCaslin Field

LEXINGTON - Over 70 members of the Civil Air Patrol OK Wing participated in Flying Castle Composite Squadron's Field Training Exercise. The activity took place at McCaslin Airfield in Lexington, OK, owned by 1LT Gladys McCaslin from the Cleveland County Squadron.

Cadets learned the basics of Night Navigation from SM Bob Dilk. After classes in CPR, Blood Borne Pathogens and First Aid, the cadets practiced their skills in various rescue scenarios. They located air crash "victims" and performed first aid, and found "missing persons." They also studied basic Radio Operations and Emer-

gency Services with Maj. Ed Angala.

Despite the stiff class schedule and the required PT activities, the cadets found time to have fun playing football, watching movies and eating barbecue prepared by 1LT Henry Moaning and his assistant chefs. The activities helped the cadets learn valuable Ground Team techniques.

Civil Air Patrol is the official civilian auxiliary of the US Air Force. Its three main missions are Aerospace Education, Cadet Programs and Emergency Services. For more information on CAP contact Capt. Debora Davis (405)787-8067.



CAP Cadets in crisp formation.

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Wings Over Whiteman AFB: Spirit in the Sky

By J. Thomas Pento, Ph.D

Nothing thrills the mind and soul of an airshow enthusiast more than being up close to an F-16, stepping into the cavernous stomach of a C-130, or watching the nearly impossible maneuvers of an aerobatics performer. We are drawn to airshows like kids to the circus. Thus, when Colonel Ken Lowry invited me to attend the first annual airshow at Whiteman AFB, home of the venerable B-2 stealth bomber, I made immediate plans to attend. The 1999 airshow, held at Whiteman on August 13-15, was entitled "Spirit in the Sky."

In 1988, it was decided that Whiteman would support the B-2 stealth bomber and on December 17, 1993 the "Spirit of Missouri," the first fully operational B-2, landed at Whiteman on the 90th anniversary of the first powered flight by the Wright brothers. The 509th Bomb Wing, which was created in 1945 with a specific mission to drop the 1st atomic bomb, became operational at Whiteman in 1993 to maintain and operate the B-2.

Whiteman is located in rolling hills of south central Missouri approximately 50 nm southeast of Kansas City. On the morning of my departure, a high pressure cold front had pushed the sweltering 100+ degree summer heat away from central Missouri. The cooler temperature and crystal blue sky made my two and a half-hour flight smooth and suggested a perfect airshow weekend.

It was easy to see and identify the 12,000 X 300-ft. runway of Whiteman AFB from 15 nm away. I was given a visual approach and as I turned final, I reminded myself of the optical illusion created by a very long and very wide runway. In spite of my self-advice, I flared high, landed long and still had two miles of runway to spare. Taxing onto the Base, I slowed to take in the perfect row of F-16 Thunderbirds, rolled past a B-1 Bomber, and came up behind a B-2 Spirit, which dwarfed my Cherokee 180.

With my plane comfortably tied down, I went to Base Operations and met with the "Airshow Boss," Major Roger Gauert, who gave me a whirlwind tour of the base and last minute preparations for the airshow. We climbed aboard his golf cart and headed out across the tarmac. In the next 30 minutes he had supervised the relocation of a line of concrete dividers, renegotiated several contracts, supervised the location of arriving exhibits, and greeted numerous vendors, supporters, participants and officers. He recognized a P-51 Mustang which had just landed and taxied into the static display area. There he enthusiastically greeted Brigadier General Reggie Urschler, USAF (Retired), who flies the Mustang in a dogfight with a Japanese Zero flown by Doug Anderson as part of the "Tora, Tora, Tora" per-

formance.

On Saturday morning at 0830 the airshow began with an air operations briefing for participants which was conducted very effectively by airshow "Air Boss" Major Mike Ouellette. It was immediately apparent that the safety of all concerned was a major consideration. Each airshow performance was preplanned down to the minute, from engine start-up to landing and tie-down.

By 10 o'clock people were beginning



"Airshow Boss" Major Roger Gauert greets Brigadier General Reggie Urschler, USAF (Retired) in his P-51 Mustang.

to arrive carrying folding chairs and picnic baskets. Young children were riding on shoulders and asking a million excited questions. Lines were begging to form at each concession stand and aircraft on display. The gates of the AFB were then open to the public, admission was free and the people were coming in droves to take in the best show in town.

The airshow literally began with a bang at precisely 1100 hours. A fusillade



The unique and beautiful B-2 Spirit bomber.

of fireworks was set off at mid-field, catching the crowd's attention just as the canopy of the first parachute, trailing a giant American flag, opened over the airfield.

As the Misty Blues skydivers landed, the Red Baron Squadron, in their beautiful original Stearman biplanes, began their 5-plane interactive acrobatics. The Barons were followed by a series of high-speed fly-overs and breathtaking maneuvers by an F-18 Hornet, an F-15 Eagle, and a group of A-10 Warthogs. At noon the triple jet engines of the Shockwave, Les Shockley's jet truck, began to roar. The Shockwave was a real crowd-pleaser, attaining speeds of over 200 MPH on the ground!

Later in the afternoon the Tora, Tora, Tora flight group took to the air. Tora, Tora, Tora, a part of the Confederate Air

Force, is an incredible collection of allied and enemy WWII warbirds that performed a recreation of the infamous Japanese attack on Pearl Harbor. The performance also included a realistic mock dogfight with plenty of pyrotechnics thrown in to create a feeling of "being there."

Then came the solo aerobatic performers doing their breathtaking magic high in the sky and just above the runway. The crowd could be found huddled together under the wing of a plane on static display or leaning over the rails along the runway to get as close as possible to the action.

I clearly remember the fly-over by the B-2 Spirit bomber. With no apparent horizontal or vertical tail components, it seems that this airplane should not be able to fly. This large gangly black bird is a massive single lifting wing and appears more like a manta ray, gliding effortlessly through the ocean, than a bird of prey in the sky.

The beautiful red, white, and blue Air Force Thunderbirds, the last performance of the afternoon, took the runway for their signature diamond take off. In their fifth decade as an air demonstration team, the Thunderbirds dramatically display American airpower flying the F-16C Fighting Falcon. The F-16, with its advanced composite construction and "fly-by-wire" control system, is impressively maneuverable, especially in the hands of the "Top Gun" Thunderbird pilots. Every would-be fighter pilot in the audience was amazed to learn that this Thunderbird performance consists of a series of maneuvers that every Air Force fighter pilot learns in their initial training, but in a much tighter formation and closer to the ground!

On Sunday afternoon I walked through the static display holding area where many of the aerobatics performers were preflighting their airplanes. I met Tiger Tom Klassen from Claremore, OK, who flies the Russian built Su-26 sporting a unique tiger paint scheme. Tom is an airshow performer who has flown everything from jets to helicopters and also pulls Gs on the ground on his Buell motorcycle. In the next row, I met Patty Wagstaff who has been a six-time member of the U.S. Aerobatic Team, a three-time U.S. National Aerobatic Champion (the first woman to win this title) and a six time recipient of the "First Lady of Aerobatics" Betty Skelton Award. Patty was preparing her plane for the next performance.

I asked Patty what special talents she saw in herself that give her the ability to fly acrobatics the way only she can do it. She responded: "I guess it's a certain focus that you have. When I started to do

acrobatics it was really all the things that I love to do, all rolled into one; adventure,



Local Claremore boy "Tiger" Tom Klassen with his Russian-built Sukhoi Su-26.

excitement, floating and tumbling and also the multitasking. I have that type of personality that allows me to do a lot on things at the same time and still keep the big picture in sight. I always dreamed of being in the circus, so now I am!"

On the morning of my departure, the mild cold front had dissipated and a south breeze and thick summer haze had returned. I started up the engine under the Whiteman tower and was cleared to taxi to the north end of the runway. As I waited for my takeoff clearance at an intersection to runway 19, it seemed like just any other airport with a long runway, until a gangly A-10 came down final and touched down right in front of me. Cleared for take-off, I lifted off and did a very precise 8-point aileron roll -- in my mind. I know that Patty and the guys in the tower would



Quintessential airshow pilot Patty Wagstaff, preparing her airplane for the show. No, Patty, you prop it from the other side!

be pleased with my mental aerobatic ability. When Whiteman Tower handed me off to Departure Control, I acknowledged the handoff and thanked the tower crew for a great airshow.

The 2000 Airshow at Whiteman is scheduled for the weekend of September 9th and 10th. Colonel Lowry informs me that Whiteman would like to invite owners of vintage aircraft, military or otherwise, to attend the 2000 Airshow and place their planes on static display. Those interested in taking part in the airshow at Whiteman should contact Colonel Ken Lowry (800-260-0253 Ex. 72950 or ken.lowry@whiteman.af.mil). For more information on the 2000 Airshow check out the Whiteman web site at: www.whiteman.af.mil.

Robert Ragozzino's Stearman World Flight

Have you followed the around-the-world flight of Robert Ragozzino? In our February edition, we reported on his intentions to fly his 1942 open cockpit Boeing Stearman N2S-3 on a solo flight around the world. The airplane cruises at 100-135 mph, powered by a Pratt and Whitney Wasp Jr. 450 horsepower 985 cubic inch supercharged 9-cylinder radial. With its 140-gallon internal fuel tank and 150 gallon drop tank, it has a range of 1700 miles.

To date, no pilot has completed a solo circumnavigation of the earth in

175 days still stands today, but no one has made such a flight solo.

Stearman World Flight was founded by Ragozzino to better the existing record and set the solo record for the first time in the history of aviation. Ragozzino has been flying professionally for 19 years, and has commercial, multi-engine, instrument and glider ratings. He has flown 60,000 miles in open-cockpit biplanes, and has modification skills as well as an unstoppable will to complete the project.

In 1993, Frank Quigg, a 45 year-

Robert has now flown from Oklahoma City to Dayton, Ohio, New York City, Bangor, and Goose Bay. Then through Narsarssuaq, Kulusuk, Reykjavik, Stornoway, Coventry, Paris, Maselle, and Rome. From Rome he flew to Kekira, Iraklion, Alexandria, Luxor, Jeddah, Riyadh, Bahrain, Abu Dhabi, Muscat, Karachi, Admedabad, and Bhopal, and Calcutta, which is where he is located as of this publication date.

From Calcutta he plans to fly to Mandalay, Hanoi, Danang, Hong Kong, Taipei, Haha, Kagoshima, Nagoya, Sendai, Monbetsu, Petropaviovsk, Shemya, Dutch Harbor, King Salmon and Anchorage. From Anchorage he will complete the trip through Seattle, Salt Lake City, Denver, and then home again to Oklahoma City. Although the flight plan is flexible, it is estimated that Robert will have flown 23,200 miles in approximately 232 hours.

To relate the magnitude of the flight, several of Robert's journal entries are reproduced below, with the most recent information first.

"July 27. Welcome to India. Since last update I have flown from Karachi, Pakistan to Ahmedabad, Nagpur, and Calcutta, all India cities. Calcutta is the final leg in India. After nearly 600 miles and five hours of low overcast, rainy, mountain flying I arrived into a rain soaked Calcutta. The weather, despite some trying fog shrouded mountain passes, was quite a welcome change from the cloudless blistering skies of the Middle East. It is only about 85 in India. Cool at night and morning. West of Calcutta is virtually underwater. You can tell by the landscape they are accustomed to annual heavy rain. The flight from Nagpur to Calcutta was over mountain passes, boulder strewn rivers, and primitive farmland apparently cultivated by hand. This is land like no other. The entire countryside seems to be inhabited by people

living in remote farming villages. In general one of the best legs of the trip. Met at the airport by the US Consulate representative. He had assembled 3 newspapers for interviews and pictures. May be front page news in the morning."

"The people of India are warm, friendly, and always smiling, even the customs men, right. Of course the true soldier of this campaign, the Stearman, is as powerful and capable as ever. All systems working beyond expectation. Some friendly Indian airport crewmen will be giving her a rubdown/bath before departure. Will depart Saturday morning for Burma. I am quickening the pace in an attempt to return in the 80 day window."

"July 25. Landed in Ahmadabad, India at 3:30 PM local time (Look north of Bombay). This city in western India is a port of entry into the country. Much mountainous terrain with a lot of standing water on the ground, indicating that monsoon rains had recently passed. Departing tomorrow for Nagpur in central India. Hope to send photos from Calcutta."

"July 22. Arrived in Karachi, Pakistan after a five hour water flight. Flew over some of the most beautiful coastal mountains yet, ancient in appearance, sculpted by weather. Karachi is a very unusual city. Next leg to Bhopal, India, 475 miles east. Sorry, no pictures yet. Having difficulty finding the facilities to download the camera."

"July 21. Departed Bahrain July 21 at 1:30 PM. Arrived in Muscat, Oman 4.75 hours later. Flew over the Persian Gulf for 2 hours, viewing rich offshore oil production and equipment. Flew on instruments the entire over water leg due to restricted visibility from desert dust. Air cleared near landfall at Abu Dhabi. Great sand dunes on the coast turned into jagged, rocky mountains inland. Muscat is a small,

continued on p. 7.



Robert Ragozzino in his 450-hp Stearman. Note the 150-gallon drop tank between the landing gear.

an open cockpit biplane. In 1923, the race to circle the globe by air was alive and one by one, many international teams failed. The United States Army commissioned Douglas Aircraft to design and build five aircraft for an around the world flight attempt. These aircraft were named "The World Cruisers." Four of the five aircraft departed in April of 1924 westbound from Seattle, each with a multi-person crew. One hundred seventy five grueling days later, two World Cruisers proudly touched down on U.S. soil. That was the first and the last open-cockpit biplane circumnavigation. The record of

old businessman from Canada was the last to attempt the goal in his Waco. He failed only due to physical illness. Mr. Quigg is working with Stearman World Flight as a logistics adviser and is proving to be a major asset.

If successful, Stearman World Flight will: break the world speed record for global circumnavigation in the open-cockpit biplane class, set the only world record for solo open biplane circumnavigation, be the first circumnavigation in an open-cockpit biplane since 1924, and be the first privately organized and funded circumnavigation in an open-cockpit biplane.



Takeoff from a mountain strip during the US tour.

The Oklahoma Aviator, August 2000, Page 6



The big Stearman flying over a snowfield during Robert's US tour.

continued from p. 6.

pleasant coastal city. Next leg is Karachi, Pakistan, a 450 mile over water flight across the Arabian Sea."

"Aircraft is operating well after long form inspection and cleaning. Prop oil leak repaired, and new starter installed."

"July 17. Have found people all over the world to be very helpful, warm and generally excited to see the beautiful plane fly in from the past. I am very proud of the project and again want to thank all of the people who have helped make this flight a reality. The adventure belongs to us all. I just have a better view."

"July 4. Due to unavoidable delays in Rome, the Stearman and I departed Monday from Rome to Kerkira, Greece. On arrival at the coastal airport, the manager of the airport waived

fees and set up free accommodations at the most beautiful mountain and beach resort in Corfu. Had excellent dinner with owners and management of the resort and airport. Everyone treating me wonderful. Management arranging a press conference on Wednesday. Greece is a wonderful mixture of turquoise beach water, coastal cliffs, winding roads, great food, and warm people. Come to Greece and stay at Ermones Resort. It is heaven on earth without a doubt. Departure planned for Wednesday afternoon to Iraklion, Greece. Thursday to Alexandria, Egypt. Stearman is working very well. The weather is very warm, clear, and the oceans have all been smooth and calm. Flew over a US nuclear sub and warship off Italy. Italian Alps were nice. Full of towns perched on the sides and tops of hills and mountains. Would make for great

sports car traveling."

"June 30. Arrived at Rome and hosted by Italian pilot Andrea. Andrea and Robert take lengthy tour of Rome. Rome found to be a 2000 year old jewel. A must see for everyone. Departing for Kerkira, Greece Saturday. Iraklion, Greece to follow on Sunday. Stearman performing flawlessly. Blue skies, beautiful ocean and islands. It seems everyone has a castle in the old country."

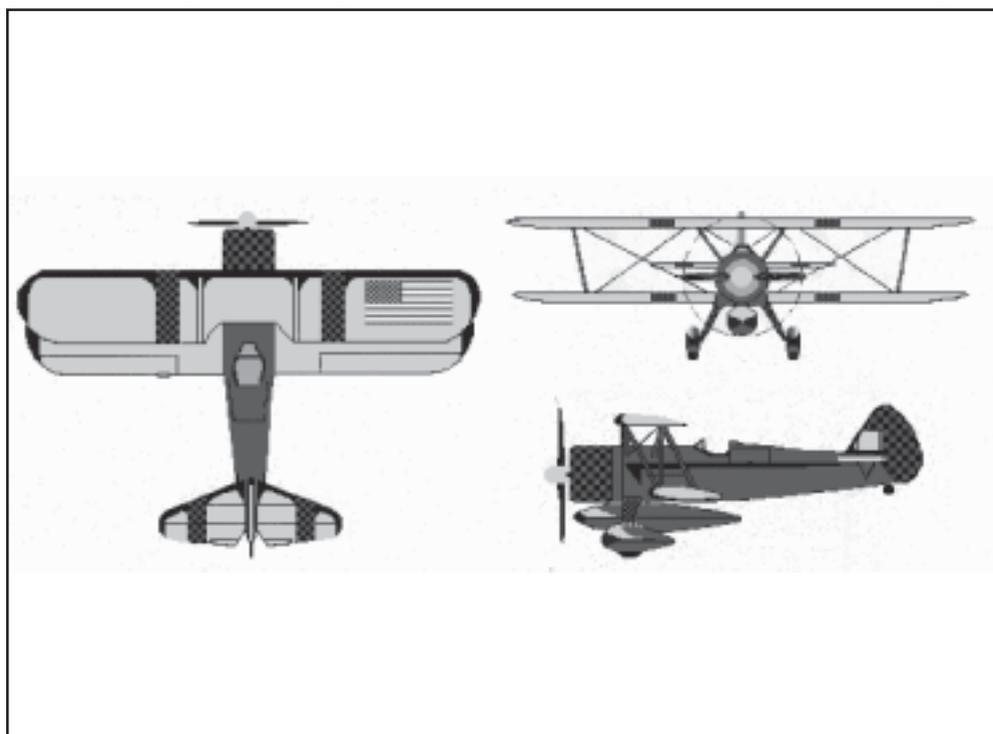
"June 30. Landed at a small airport in Persan Beaumont, near Paris. Unable to land at Le Bourget because of the French Air Traffic Controller's strike. Special thanks to Jean Luc for performing a complete inspection on the Stearman, which took over twelve hours of labor. In addition, Jean Luc was Robert's host while in Paris."

"June 19. Pilot Ragozzino left Iceland to Scotland. He departed

Reykjavik this morning to Hofn. He left Hofn approximately 1445GMT and headed to Wick in Scotland. He and the Stearman should be arriving at Wick around 2000 GMT."

"June 14. Due to bad weather, the flight to Kulusuk has been cancelled. Ragozzino and Stearman currently en route to Reykjavik, Iceland (760 miles north of Narsarsuaq)."

"June 1. Stearman departed Wiley Post Airport in Oklahoma City, marking the beginning of a 25,000 mile historic journey. If you're not looking regularly at his website, www.stearmanworldflight.com, you are missing out on a fun, history-making event. Check out the website, which includes many beautiful, color photographs of many of the places Robert is visiting, and join in the excitement!"



Thee-view drawing of Robert's Stearman, showing his great paint scheme.



Robert fueling up in Jeddah, Saudi Arabia

Builders Work to Re-Create 1911 Vin-Fiz Transcontinental Journey

[Editor's Note: Last month, Earl Downs related the story of how a young man named T.Claude Ryan was influenced by the 1911 transcontinental U.S. flight of Calbraith Rodgers. Ryan went on to design and build the Spirit of St. Louis]

In 1911, a fellow named Cal Rodgers piloted a Wright Model EX called the Vin Fiz across America, becoming the first pilot to cross a continent. It may sound exciting, but the word that might best describe it is terrifying. Rodgers survived five major crashes and had to repair the engine almost every time he landed. Rodgers' flight was so audacious that a couple of guys have decided to try it again as a way to build interest and publicity for the Wright Brothers Centennial of Flight in

2003. Dana Smith and Ken Whiting, both from Maine, are building two new Vin Fiz replicas to make their own journey. One of the airframes with power train installed will be on display at EAA's AirVenture 2000 at Oshkosh.



The 1911 Vin-Fiz reproduction built by Dana Smith and Ken Whiting.

BECAUSE I FLY

Because I fly
I laugh more than other men
I look up and see more than they,
I know how the clouds feel,
What it's like to have the blue in my lap,
To look down on birds,
To feel freedom in a thing called the stick...
Who but I can slice between God's billowed legs,
And feel then laugh and crash with His step
Who else has seen the unclimbed peaks?
The rainbow's secret?
The real reason birds sing?
Because I Fly,
I envy no man on earth.

-- Anonymous



ASK THE DOCTOR

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



Color Vision and Colored Contacts

In the 20 years I've been doing FAA medicals I still remember the first Red-Green deficient pilot applicant.

Most all FAA doctors use the Ishihara's 14-plate color vision test. For those of us who don't have a color vision problem, the numbers on the test plates are obvious. However, a small percentage of people can't see all the numbers.

For pilots, the problem arises when aircraft radios quit and one needs to see lights from the towers. Also, night flight is compromised for the color-blind. Options for the color-deficient pilot include 1) accepting the limitation of the FAA medical "No night flight or color signal

control" or 2) asking your doctor to perform an alternative color test. A list of acceptable alternative tests is available from the FAA, EAA, AOPA, or your AME.

If you pass an alternative color test, hang on to the results in case you change FAA doctors.

If on a second color test you still do poorly, it's time for a color vision waiver, which allows you to take the test using an actual FAA light gun. Most pilots pass that test. The waiver should be requested by your AME on Item 60 of the 8500-8-Form you fill out at medical time. When the AME request is received by the FAA Aeromedical folks, your local Standards District Office "FSDO" is notified and the actual light gun test is administered.

Note that, while colored lenses or colored contacts that correct for the Red-Green deficiency are available, they cannot be used to pass an FAA medical exam.

On a related subject, I've had patients and friends wear contacts to change their eye color- it's a vanity thing. They limit vision and cannot be used while flying.

OKC 99s Inducted Into International Forest of Friendship

On June 17, Helen Holbird, Gladys McCaslin, Poochie Rotzinger, and Carol Sokatch were inducted into the International Forest of Friendship in Atchison, Kansas, birthplace of Amelia Earhart. The women were sponsored by the Oklahoma Chapter 99s. The International Forest of Friendship is a living, growing memorial to the World of History of Aviation and Aerospace. It was begun in 1976, the US bicentennial anniversary, as a gift to America from the City of Atchison and the Ninety-Nines. Ninety-Nines Charter member Faye Gillis Wells was the founder and continues to be co-chairman of the International Forest of Friendship.

The Forest is nestled on a gentle

slope in the heartland of America. It is made up of trees representing all the fifty states, territories, and thirty-five countries around the world. The trees, with their roots in the ground and their branches reaching to the sky are symbolic of the motto, "World Friendship Through Flying." Each tree has its own flag for special occasions. Granite plaques engraved with the names of the 800 honorees are embedded in the winding concrete walk. Some of the honorees are Amelia Earhart, Charles Lindbergh, Jeana Yeager, Rajiv Gandhi, the Wright Brothers, Sally Ride, Chuck Yeager, Beryl Markham, General "Jimmie" Doolittle, President Bush, Katherine Wright, Olive Beech, and General Colin Powell.

TASC to Host Airfest and Super Cockpit Day

On September 9th from 9:00 AM to 5:00 PM and September 10th from noon to 5:00 PM, the Tulsa Air and Space Center (TASC) will sponsor an Airfest and Super Cockpit Day event at the Tulsa International Airport complex. This event is a continuation of TASC's mission to educate all people in northeast Oklahoma on the vital role of aviation in our economy.

The center's aircraft will be open for public viewing from the outside as well as from inside the cockpit. Come and sit in the cockpit of an F-14 Tomcat, a rare Bell 47K helicopter, a Singer Link Trainer, and a T-37 cockpit trainer.

This year TASC will expand the event to cover two days and include more attractions, an aviation trade fair, static and flyby displays, and a few select aerobatic displays.

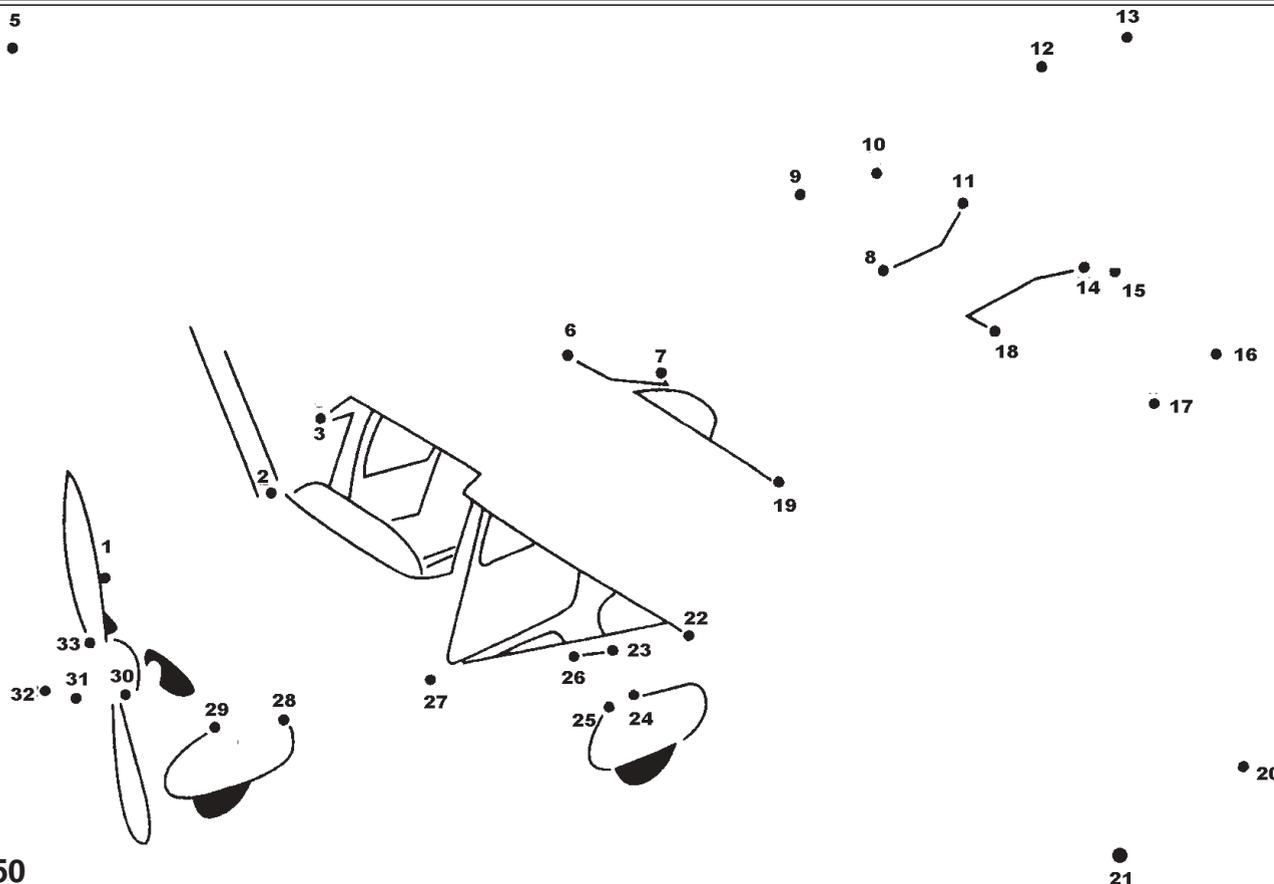
Airfest is designed to promote the Capital Campaign to raise funds for TASC's new permanent home, to be located at 36th Street North and Sheridan, just north of BizJet. Portions of the event will be held at TASC's present location at 7130 E. Apache (old Spartan Hangar #5) and at the center's new building site.

Advanced tickets, \$4 for children 6-12, \$8 for ages 13 and over, can be purchased at TASC, Tulsa Federal Employees Credit Union, and at all Arby's Roast Beef locations, or online at www.tulsaairandspacecenter.com.

Tickets will be available at the door for \$5 for children 6-12 and \$10 for ages 13 and over at either the TASC gate at 7130 East Apache, or at the southeast corner of 36th Street North and Sheridan Road. For an additional charge, B-25 bomber rides will be offered and photos can be taken in all the aircraft cockpits. Food and drink concessions will be set up in various locations.

Aircraft owners are invited to display their aircraft in the static display area. The public will not be allowed in or on the aircraft and the Tulsa control tower will control all aircraft movements. Low passes or general fly-bys will be coordinated by Glenn Wright at cell phone 918-629-6582. For more information, contact TASC at 918-834-9900.

Kid's Corner



Cessna 150

More than 23,500 of this high-wing, two-seat training aircraft were built from 1959 to 1977. It was sold all around the world and many of today's pilots learned to fly in the Cessna 150. Reprinted from AOPA materials with permission



Where Are The Old Douglas A-24's?

Many little boys, the sons of war veterans have eventually asked the age-old question; "What did you do during the war, Daddy?" A similar question has come up regarding the Douglas A-24 Dauntless. What did they do during WWII and where are they now?

We are interested because 615 A-24 Model Dive Bombers were built in the mile-long building on Tulsa International Airport, then known as the Douglas Aircraft - Tulsa Plant or Air Force Plant No. 3. We had hoped to brag a little about the great impact a Tulsa-built aircraft had on the war effort, our victory in WWII and all that.

The Navy version of the A-24 was the know by the designation SBC and we know all about its fame in WWII, as told in the history of battles at Midway, Guadalcanal, and other early South Pacific actions, when Navy pilots had to depend on older models of the SBD for dive bombing, reconnaissance, and defensive actions against the Japanese.



The Douglas A-24 Dauntless, which was manufactured in Tulsa.

Franny Rourke Goes West

BARTLESVILLE - Mr. Francis Robert "Franny" Rourke, aged 85, a longtime resident of Bartlesville, passed away Tuesday morning, July 11, 2000.

Franny rebuilt many award-winning antique airplanes and served as consultant for the Phillips project, rebuilding the Woolaroc airplane displayed in the Woolaroc Museum. His expertise in aircraft restoration was widely respected. Franny's most famous restoration was the 1931 Travel Air 6000, Delta Airline's first commercial passenger plane which is currently used in Delta sales promotions.

He was the 12,000th licensed aircraft mechanic in the United States, a charter member of both the Antique Airplane Association and the Experimental Aircraft Association, a member of the Tulsa Chapter of the Vintage Aircraft Association, the Biplane Association, the OX-5 Club, and the Tulsa Chapter of QB's.

Franny's reputation for quality craftsmanship was nationally known and leaves a legacy of championship restorations.

Our condolences go to Franny's family and friends.

It should be recognized that the early war operations, utilizing either the Army A-24 or the Navy SBD, were fought with obsolete 1930's technology aircraft. They were the only thing available at the time and we used them as best we could.

Alas, the A-24 never came close to matching the impact, war record, or the military performance of the Navy SBD. We have very little to brag about, but the Army version, without a tail hook, was nevertheless a good airplane and was used for training, some ground operations, and towing aerial gunnery targets. We can't bad mouth the A-24 too much because they were built in Tulsa by Tulsa people and they are ours.

In planning ahead for the Tulsa Aviation and Space Center (TASC) we are interested in highlighting all the aircraft that were built in the Tulsa "Bomber" plant in WWII. The Douglas A-24 is near the top of the list, just below the Consolidated B-24 and ahead of the A-26 Invader.

Because very few A-24s were saved in the United States or were later salvaged and returned home from far away places, the TASC is having a hard time acquiring artifacts, data, operational histories, and information useable for highlighting the history of the aircraft and its accomplishments.

We are now asking for help from Tulsans who may have worked on the Douglas Aircraft production line, building A-24s or know people who did, to contact Bob Richardson at (918)455-6066. Also, photographs, wartime documents, books, or other data is badly needed and will be greatly appreciated.

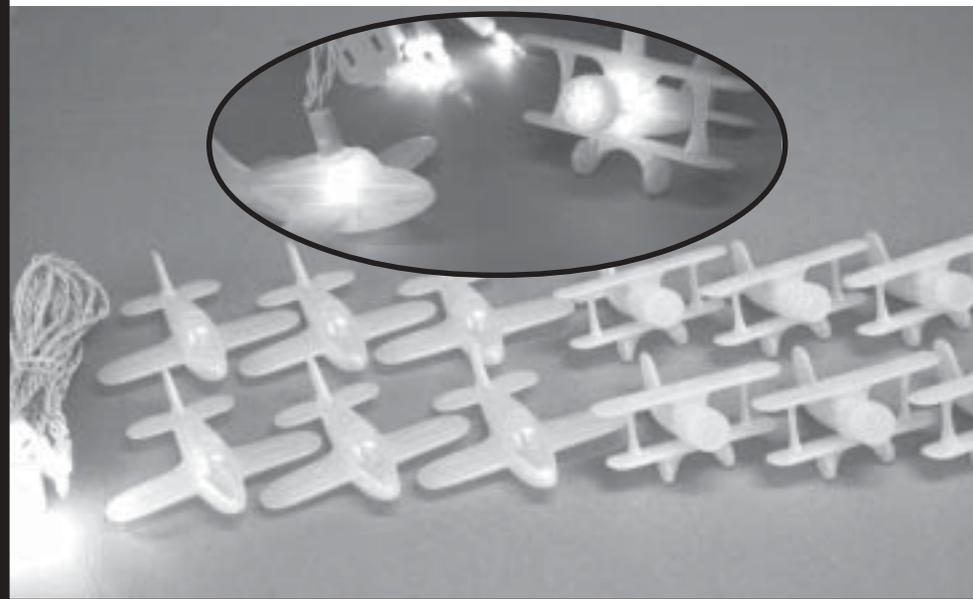
The Douglas A-24 was one of Tulsa's airplanes and we need to honor it. Please help us.

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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Calendar of Events

For a free listing of your event, email us at ok_aviator.com or call 918-527-0430

REGULAR MONTHLY EVENTS

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

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, con-

tact 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

9th-10th- Airfest and Super Cockpit Day, Tulsa International Airport, sponsored by Tulsa Air and Space Center. Contact Glenn Wright at 918-834-9900

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

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

22nd-23rd- 43rd Annual Tulsa Regional Fly In, Bartlesville, OK 918-622-8400

23rd-24th- Airshow Oklahoma,

Davis Field, Muskogee, OK. Contact Don Van Alstine at 918-683-4581 x 269 or vanalstine@bacone.edu

30th- Airman Acres Bean Dinner, Collinsville, OK

OCTOBER 2000

6th-8th- 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

7th- "Beyond 2000" Air Show, Texarkana Regional Airport, Texarkana TX/AR, 870-774-2171 or visit web site at www.txkairport.com

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

20th- "An Evening with Bob Hoover," IAC Chapter 10, 6:00PM, contact Guy Baldwin at 918-299-8485

21st- Bob Hoover Fly-In, Claremore Regional Airport, Claremore, OK. 10:00AM-4:00PM. Airshow at 1:00PM. Contact Guy Baldwin at 918-299-8485

20th-21st- EAA Southwest Regional Fly In, Gainesville, TX, 915-676-8294

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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