

# Oklahoma Aviator



Vol 18, No 9

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

September 2000

## Summer Ballooning Fun in Oklahoma!

### Tulsa's Gateway Int'l Balloon Festival

by Barbara Huffman

On Friday evening, August 4th, we attended the Gateway International Balloon Festival in Tulsa. The event benefits the Gateway Foundation, a non-profit corporation that provides services to people with developmental disabilities throughout eastern and central Oklahoma.

As we walked around the grounds, majestic balloons of all colors, sizes and shapes were inflating and firing their burners for the Tulsa World Balloon Glow. We were on the field, asking questions, and taking photographs, even as the crowd counted down, "ten, nine, eight!..." in preparation for each burn.

The balloons were outstanding. Walking among them was like being in a multi-colored canyon. I was awed by the contrast of their

tremendous size with the delicacy of fabrics and boldness of colors. The State Farm Balloon was solid red, the Goldfish balloon pale blue with a yellow goldfish on it. And a 3-dimensional Tony Tiger face totally covered one side of the Kellogg's balloon. Not only was the Energizer Bunny balloon there, but the battery company gave away pink Styrofoam bunny ears which people wore the rest of the evening.

The Anheuser-Busch balloon was piloted by Glo Kehoe from Albuquerque, New Mexico. Her enthusiastic ground crew lit up themselves when The Oklahoma Aviator camera turned their way.

Humpty Dumpty was falling upside down, and the

*continued on p. 4.*

### Wiley Post Southwestern Bell Balloon Festival

by Mike Huffman

A week to the day after our visit to the Gateway festival in Tulsa, we were once again in the company of balloonists at the Southwestern Bell Balloon Festival held at Wiley Post Airport in Oklahoma City. Mark Kranenburg, the airport manager, had invited us to come out for media rides Friday evening August 11th. That afternoon, like so many others this summer, was sweltering, but by 6:30PM, just enough of the heat had subsided to make it bearable. But heat or no heat, Barb and I were not about to miss the chance to ride in a balloon.

When we arrived all the media rides were already booked, but we hung around hoping some of the appointed folks would not show. Sure enough, both of us were able

to get a ride! Due to the heat, only one passenger was allowed in each balloon-- more weight in the basket means hotter air is needed in the balloon, with the possibility of damaging the balloon fabric. So, each of us rode in a different balloon.

The balloon I rode in is owned and piloted by Harold and Pat Evans, and is cleverly named "For 'Evans Sake." Harold reports that Pat is sometimes prone, in times of frustration, to use

that expression freely with him!

Barb's balloon was owned by Lyn and Connie Harris and was piloted by Dawn Mills, a commercial-rated balloonist with seven years experience. Dawn's balloon was being flown that evening by her husband. It is good to see families participating in aviation activities together!

Preflight procedures in a

*continued on p. 4.*



The "Tulsa World Balloon Glow" at Tulsa's Gateway International Balloon Festival.



Ground crew inflating a balloon at the Wiley Post.

## From Mike...

Last month, I began telling a story of a flight during which I became truly frightened. However, using one of the clever techniques we professional journalists often employ, I had led you, the readers, only up to the climax of the story. Surely you have been sitting on the edges of your chairs all month to hear what happened! So now, here's the rest of the story!

As you may recall, when we left me (our hero), I was flying a 90-hp J-3 Cub from Tulsa to Lake Charles, LA to its new owner. I had overcome several mistakes in judgment and was feeling very lucky to be sitting in the Cub as it rolled to a stop undamaged in a farmer's field south of Morrilton, AR.

My objective that day had been to land at the Petit Jean Airport, but while simultaneously running out of ceiling, visibility, fuel, and oil, I realized that Petit Jean Airport was in the clouds, on top of a ridge about a thousand feet higher than the valley floor in which I was scud-running. So, for the first time, I had been forced to take the only option left: landing in the farmer's field.

While I was lying prostrate on terra firma, thanking the Sky-Gods for grace (grace being defined as unearned good fortune), the farmer arrived at the airplane. I'd heard stories of angry farmers chasing pilots out of their fields with shotguns, but this one turned out to be friendly. After a few preliminaries, I inquired as to whether he might have some motor oil, my most pressing need while I was still aloft. Sure enough, he produced three or four cans of Texaco 30-weight and we poured them into the almost empty belly of the 90-Continental.

Since the trembling in my arms and legs had by this time subsided, I inquired of him as to the location and directions to the airport. He told me I was only a couple or three miles away and he opined that, if I followed his directions, I could get there fine. Well, even though it had definitely been one of those days when I was "up there wishing I were down here," I listened as he directed.

"Just go north about a mile, 'til you cross a set of high-line wires. Right after that you'll see an asphalt road that'll lead you right up the hill to the airport. You can't miss it!"

Climbing back into the Cub, I set off again. The first mile northward seemed a lot longer than it should have been, but sure enough, there were the high-line wires, looking very hazy even at my three- or four-hundred-foot altitude, and shortly thereafter I found the asphalt road. I turned to follow it and it wasn't too bad. For a short minute or so. Then



the road headed up the mountain. I poured the coal to the Cub and pulled back on the stick, banking and turning to keep the road in sight as it wound through the trees.

That's when I encountered my limits and those of the machine. Suddenly, the only thing below me was the gray of the clouds I had entered. By that time, I was probably only a hundred feet above the trees and I knew I had only seconds to do something. As a fresh, newly-instrument-rated pilot, my attention immediately snapped to the instrument panel which, to my horror, contained only an airspeed, altimeter, and oil gauges. This, friends, is when I was "flat scared."

I sincerely wish I could tell you I did something brilliant to get out of the predicament, but the truth is, I intentionally just held the controls a fixed, not wanting to enter any sort of turn. In a moment, I glimpsed the treetops about 75 feet below, and it was enough to show me the slope of the hill. I turned downhill, descended a little, and was rewarded with a much clearer view. I was free! The whole thing had lasted but a few seconds.

I found yet another field and landed. In a few minutes a pickup truck arrived, driven by the foreman of the Rockefeller ranch on which I had landed. He gave me a ride into Morrilton where I got a motel for the night.

However, the adventure was by no means over. That night, from the motel window, I could see a thunderstorm brewing. In my haste to leave the airplane I had neglected to tie it down. There were no taxis available and, as a last ditch measure, I searched my memory for the name of the ranch foreman, called him on the phone, and pleaded with him to tie the airplane down for me. By that time, it was raining buckets, but he grudgingly agreed. Later that night, it came the most God-awful thunderstorm I had ever witnessed. From my motel room, helpless, I saw every lightning flash, heard every thunder clap, and felt the walls of the motel shudder in the wind gusts.

The next morning, when the taxi was again running, I got a ride to the ranch, expecting to see the airplane rolled up in a ball. But it was

## From Barbara...



We have so much to report to you this month. From the newspaper standpoint, being here in Oklahoma is exactly what we wanted it to be. We have attended flyins, EAA meetings, balloon festivals, ultralight meetings, and air races. We have met with many of our advertisers and contributors. We have traveled short distances away from our main cities to talk with aviation enthusiasts and business owners.

In this issue, you will read a piece about our participation in a meeting held in Oklahoma City by the FAA and Dr. Bill Miller of the Oklahoma Air and Space Commission to describe procedures for the allocation of AIR 21 monies to the airports.

Michael has prepared an interesting article on the hyperbaric and hypobaric chambers that are part of a research and educational facility at Tulsa Technology Center, in conjunction with the OSU College of Osteopathic Medicine.

We have reported on two excellent hot air balloon festivals, one in Tulsa and the other in Oklahoma City. We are starting a series of articles by our aviation historian, Bob Richardson, that begins with his earliest aviation experiences as a boy, growing up in Butte, Montana.

Cliff Magee, an aviation attorney and regular contributor, shares important information concerning aircraft taxes paid to the Oklahoma Tax Commission.

Our flying travel writer, Tom Pento, is back with his AirVenture 2000 report. These, and many more articles of interest, make this a great issue. We are happy with the way

Oklahoma air folk are pulling together to contribute to this newspaper, and share their experiences through it.

We are currently looking for contributors to the newspaper in the following areas: helicopters, ultralights, ballooning, powered parachuting, aerobatics, and homebuilding. We know that our general readership would be interested in reading more about these fascinating subjects. If you, or someone you know, would enjoy writing some articles for the newspaper on these subjects, please be in touch.

In this edition, you will see that, for the first time in many years, our subscription price is going up from the \$10.00/year rate which has been in effect for many years. With rising printing and mailing costs, we have made the decision to raise our subscription rate to \$15.00/year. For this, each subscriber will receive 12 copies, delivered to your home or place of business. We hope that you feel the newspaper is worth \$1.25 in value to you each month. Your current rate will remain in effect until your next renewal cycle, determined by the date on your mailing label.

The Oklahoma Aviator office currently consists of a small computer desk, two cell phones, and a filing cabinet in our 5th-wheel RV. It will be nice when we can settle down again, open a proper newspaper office, and regain some sense of normalcy. But in the meantime, we plan to enjoy this strange adventure - just as we enjoy all of our adventures together.

In next month's issue, look for news concerning new airport management, a report on the distribution of AIR 21 airport development funds, and many other interesting topics. Also, we ask that each of you who has aviation news to share contact us, and help us print the best aviation newspaper in the country. We can reach our goals with your help.

Happy flying!

only waterlogged everywhere (including inside) and I was truly thankful.

That day, amid 2500' ceilings, I made it as far as Little Rock before being stopped again by weather. The next day, the weather looked better and I departed. At about the Louisiana line, a wall of whiteness appeared ahead and I thought, "What now, Lord"? It turned out to be freezing drizzle and, as I flew into it, the windshield of the Cub was quickly covered. As I looked out the window, I could see ice forming on the struts and the wing leading edges. Fortunately, this time the

countryside was flat as a board and there was a crop dusting strip about every five miles along the highway I was following. The ice buildup was smooth and had stopped accumulating at about a quarter-inch thickness, so I carefully proceeded, finally landing in Lake Charles by slipping the airplane and looking out the side windows.

So, my one-day quick-money ferry trip had turned into three days, and I'd spent all my profits on motel rooms and Valium pills (not really). What's the moral?? Darned if I know, but it makes a heck of a good story, don't you think?

## Up With Downs



Earl Downs

## Working the Crowd

First, I have to set the stage. In May of this year I decided to become a Kitfox Lite Center. My brother, Ed, is president of the Skystar Aircraft Corporation and they are well known in the kitplane industry for building the Kitfox line of airplanes for the last 16 years. They recently added an ultralight to their product line called the Kitfox Lite. While doing demo flights in the Lite at Sun-And-Fun earlier this year, Ed and I worked up a plan to open an outlet for the Lite in the Midwest in order to expose the plane to more people. The factory is located in Caldwell, Idaho and it seems that Ed thought more people would have access to the plane if an outlet was located in Cushing, Oklahoma. What a

thrill, he actually thinks people know where Cushing is located! Because of my survival at Sun-And-Fun, Ed decided that I needed to do the demo flying at Oshkosh 2000. After a small amount of arm twisting, I agreed to go.

The EAA prefers to call the convention "Air Adventure 2000" but to me it is Oshkosh. On July 24th I was on my way. Just think, a full week at Oshkosh. I was going to make the demo flights, see the airshow, and make money. It almost seemed too good to be true.

After our first day of setting up, we were ready for opening day. In order to fly the demo flights we had to attend a flight briefing at 6:00 AM, which meant a 5:00 AM up-and-at'em time. The briefing covered the weather, safety issues, and the ultralight pattern.

Ultralight flying takes place at a special field on the south end of the airport and requires the memorization of a complex number of checkpoints.

The entire pattern only takes about two miles of space. All you have to do is "Follow the line of flags, turn at highway, slow planes stay inside, another turn at the oak trees, then go to the red barn, pass between the silver silo and the white house, and whatever you do, DON'T cross the dirt road on the angled final approach. Oh yes, and stay at exactly 300 feet above the ground." I figured I would just follow the other planes.

Ed decided to fly the first couple of demo flights-- then I would take over. We were allowed to fly from 7:45 to 10:00 in the

morning and from 6:30 to 7:45 in the evening. Every morning required the early morning briefing. As usual, Ed did a magnificent job of demonstrating the little Lite while I watched, wondering if I could keep from embarrassing myself. Finally, it was my turn. I taxied out behind a line of about 10 other planes. There were already more than a dozen ultralights and other small planes in the pattern. The ground signalman gave me the green flag and I was off! Okay, follow the flags, turn at the highway. Opps, turn to avoid traffic, pass on the right, don't go too wide. Within 30 seconds I was lost in a sea of ultralights. I couldn't figure out the pattern because planes were scattered all over and I lost sight of the landing strip because of the trees.

No problem, I would just rely on my superior pilotage navigation skills. Lets see, look for the white house, red barn, silver silo, and oak trees. It was then that the realization hit me: in Wisconsin, all farm houses are white, barns are red, silos are silver and I realized that from 300 feet up, determining the species of trees is not easy. I finally spotted a plane that looked like it might be on a final approach and followed it in to a fairly respectable landing. As I pulled off the runway I noticed a man approaching me on a 4-wheel motor bike. It was the "air-boss" of the ultralight field. I had this feeling that I was not going to be congratulated for my superior flying skills.

He explained that I had in fact

crossed the dreaded "dirt road" no fly zone. I politely asked him to explain once again how I should fly the pattern. We agreed that if I kept it closer to the trees on final it would keep me away from the now infamous dirt road. I took my position in the takeoff line with complete faith that I could pull this off. This time I did better in the pattern and was able to follow a plane that seemed to know where he was going. I even found the correct red barn. I was on a steep learning curve. This time I cut my pattern in so close to the trees that I could count the leaves, but I still can't tell you the species of tree. The motor bike didn't chase me so I thought I was home free. Not so! As I pulled into position for takeoff, the flagman walked over to my plane and told me that I should stay further away from the trees. So goes the story of my life. After several more trips around the pattern I finally got the hang of it. By the last flight of the last day, I was a seasoned pro.

So, there's my Oshkosh story. Up at 5:00 PM daily, fly mornings and evenings, work the crowd between flight demonstrations, and back to bunkhouse by 9:00 PM. I am still wondering why so many 300 pound people want to sit in a 250 pound plane but, I guess that's all part of working the crowd. I did the flying, worked the crowd, and made a few bucks. After a week of this maybe I should call Oshkosh an "Air Adventure." All I can say is that it was the best airshow I ever heard. Perhaps next time I will get to see some of it!

## Check Ride Tips

By Nan Gavlord



## On Final Approach

This will be my final monthly article in The Oklahoma Aviator. I have so many personal goals which I feel I must pursue at this time. One such goal is to write several books. One will be a compilation of these articles on "Check Ride Tips." Another is further along and is titled "Styrofoam Clouds and Other Answers I Get on FAA Ex-

ams!". So, with the tremendous demands of today's busy world, I simply must prioritize and give up some things I truly enjoy.

When Joe Cunningham asked me to write this monthly column two years ago, I was so honored. I had never written anything for public consumption, and considered it a great opportunity to share my experience with the aviation community which had given me so much. So many of you have given me positive feedback on the articles, and I really appreciate it. I wish I had time to do everything that I enjoy doing!

I am really thrilled with Michael and Barbara Huffman who have taken over The Oklahoma Aviator for Joe Cunningham. Joe, too, I know would be extremely happy with all the wonderful things they are doing with the paper. They have shared with me some plans for the future and it is going to get even BETTER!. I can't think of any two people who could better move to Cookson and build on Tenkiller Airport and be a part of that great aviation community, and pick up where Mary and Joe left off! I know both

Mary and Joe would be proud of them!

I would like to thank Richard Drake who has graciously, for the past two years, been willing to listen to every article to help me edit for technical correctness and readability. He is an accomplished CFI in the Tulsa area, and currently flies for American Eagle.

I have greatly appreciated the opportunity to share my views with you monthly. Just keep using your Practical Test Standards to prepare for your check rides and you will do just fine! I will still be examining and have an office at Christiansen Jet Center at Riverside Airport in Tulsa, Oklahoma. Please stop in to say "hi" if you're in the area. Good luck on your rides. I wish you all the best.

*[Editor's Note: We wish Nan Gavlord all the best in her new endeavors - and can't wait to read and help promote her new books upon their publication.. We have enjoyed and appreciated each of her articles, and thank her formally for her friendship, and for making such a positive contribution to general aviation in our state.]*

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## Gatesway Festival

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Remax balloon was stunning with its easily-recognizable red-white-and-blue design.



**The enthusiastic Anheuser-Busch balloon crew. In back: Pilot Glo Kehoe and Special Events Coordinator Randy Yarger. In front: Tina Fields, Lucinda Wooden, and Mary Schmitz**

We were privileged to talk with some of the crew for the Gatesway Balloon. We were "up close and personal" with "Seabreeze" for one of her final burns. I had the feeling that I would come away red-faced from the heat of the burner.

We were impressed, not only with the huge, magical, lighter-than-air flying machines, but with the organiza-



**Another balloon crew lighting (and warming) up the night sky!**

tion of the entire event. A complete program, including the proper etiquette for spectators to follow near the balloons, was printed in the newspaper the weekend before the event. There were many activities to keep the younger set entertained, and even a well-equipped diaper-changing station.

After sunset, temperatures dropped to bearable levels and strings of lights were lit around the wooded

## Wiley Post Southwestern Bell Balloon Festival

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balloon require partially inflating it with a Briggs-and-Stratton-powered fan. Once inflated to a certain point, the big propane burner is turned horizontal, pointed into the throat of the balloon, and ignited, completing the inflation process. Great care must be exercised to keep from burning the strong rip-stop nylon fabric around the throat of the balloon. Small burn holes do sometimes occur and are of no consequence. However, if a large hole is burned, the entire panel must be replaced.

Once the balloon is inflated, it's "all hands on deck" to hold it down until time for departure. Ballooning requires a ground crew of 4-10 people to get the balloon inflated and launched, and then to chase the balloon and retrieve it after landing.

Having never been in a balloon before, Barb was fascinated, and we couldn't wait to get started. In all, thirteen balloons departed that evening, amid 5-10 mph winds that threatened to scuttle the launch. Harold lifted our balloon off in the middle of the pack somewhere, but Barb's was the next to the last to go.

Our flights were fairly short, landing about four miles northwest of Wiley Post. My balloon was not near any others, but Barb's was within talking distance of another balloon. As we drifted along, Harold kept us at a fairly high altitude, 500 feet or so. Barb's balloon floated just above the rooftops of a subdivision we crossed.

One of the things one notices in a balloon are the sounds that can be heard easily—people talking, dogs barking, cars driving by. Except for times when propane is burning, ballooning is very quiet. Barb and Dawn were able to carry on a conversation with a couple of guys floating on air mattresses in

convention grounds. Couples and families with stroller babies and energetic school kids "oh'ed" and "ah'ed" during the balloon glow and then enjoyed food from the many concessions, had their faces painted, shopped at the craft vendors, and relaxed in the wooden sling-back chairs. The environment felt clean and safe, as "bobbies on bicycles, two-by-two," circled the park taking care of any problem that might arise. As people ambled around the grounds, the music of Christopher Cross floated through the air. An excellent South American band, Inde' Skies, played moving music with almost a Celtic sound. In one song, described by the lead singer as "a song from up high in the mountains," bird call impressions set the stage and mood.

All in all, a very pleasant evening for the Tulsa community-- thanks to the Gatesway International Balloon Festival for a job well done!

their backyard pool. All through the flights, we were grateful for the bottles of cold drinking water loaded into the basket by thoughtful crew members.

As Harold and I flew, I was content to look at the scenery and take photos. But, Barbara, being intensely curious, peppered Dawn with questions: Do balloons ever bump into one another in flight? (Answer: yes, and it's generally no problem.) What are the normal rates of climb? (Answer: 200-400 fpm.) How can you control the direction a balloon flies? (Answer: Although balloons often have panels that can be opened for "yaw" control, basically the balloon goes where the wind takes it. However, experienced balloon pilots change altitudes to find winds from slightly different directions to make small course changes.) Being a student pilot in fixed-wind airplanes, Barb was especially interested in what it took to fly "straight and level flight" in a balloon.

Harold chose our landing field and we were expertly heading right for the center of it. However, by that time, the wind had picked up to 10-15 mph. He briefed me on the landing procedure: arms and elbows inside the basket, knees slightly bent, feet braced in the bottom of the basket, and hang on!



**Harold Evans, commercial balloon pilot, doing what he does!**

He cautioned me that, once we had landed, I was not to depart the basket until he told me. His instructions were very useful, since the first contact with terra firma was very definite. The basket bounced a time or two (did he get to log two or three landings?) and then was pulled over horizontal. I was on the bottom with a new perspective of the world around me; my ear was being dragged along in the grass. But pretty soon we stopped and Harold told me to get out.

As I looked around, I saw Barb's

balloon floating over further northwest into another field. She later reported receiving similar touchdown instructions and having a similar knee-



**Barbie getting ready for her ride.**

bruising, spun-around, turned upside-down landing—not for the faint-hearted! In her case, Dawn kept the balloon inflated for several minutes to assure that the chase crew could locate them in the freshly-cut hay pasture.

Our balloon ride experience was completed by helping the crew to pick up the balloon, stow it, and refuel the propane tanks. Would we ride in a hot air balloon again? You betcha! It was a great experience, despite the heat, wind, and landing. Our thanks go to the owners of the balloons and the organizers of the Festival.

*[The biggest balloon festival in the country is held in Albuquerque the first and second weekends in October, where there are approximately 800 balloons in attendance!]*



**The very spartan hot air balloon instrument panel: VHF Com, rate of climb, altimeter, and balloon fabric temperature/OAT gauges.**

# 43rd Annual Tulsa Regional Fly-In Set for Bartlesville

by Charlie Harris

BARTLESVILLE, OK. Once again the sport aviation community of the south central USA is getting ready for the 43rd Annual Tulsa Regional Fly In scheduled for Frank Phillips Field in Bartlesville on September 22 and 23. The Tulsa Regional long ago reached major status in the fly in world. The event, weather permitting, normally attracts 350 to 500 general aviation aircraft of which 200 to 250 are of the antique, classic, contemporary, ultralight, aerobatic, warbird, biplane, and experimental type.

The event is sponsored by the Tulsa-based chapters of the EAA Vintage Aircraft Association Chapter 10, EAA Chapter 10, EAA Aerobatic Chapter 10, Green Country Ultralight Flyers, and Antique Airplane Association Chapter 2. The first Tulsa Fly In was at Riverside Airport in Tulsa in 1958, thus it is one of the longest running and now largest such events in the entire USA. During the past 42 years, the event has hosted large numbers of national Grand Champion aircraft as well as many of the most famous sport aviation personalities in the nation. This year is no exception. Scheduled to appear on Friday, September 22, in a non-aerobatic appearance, is Patty Wagstaff, three-time U.S. National Aerobatic Champion. She will be offering her personally signed autobiography to the public. Her 2000 Extra 300 will be parked immediately adjacent to her for public dis-



**John Swander's tremendous 1932 Waco UEC Cabin-- Grand Champion Antique at Oshkosh 2000. It will be at Bartlesville!**

play. Patty will move on to Muskogee's Davis Field on Saturday the 23rd and Sunday, the 24th to perform her aerial aerobatic magic at Airshow Oklahoma.

Following Patty's high profile appearance at Bartlesville on Friday will be two of the Red Baron Pizza's 450 Stearman Squadron aircraft. While they will not fly aerobatic sequences, they will take to the air for flight exhibition purposes only.

As mentioned, the Tulsa Regional has long been a place where grand champion aircraft come to visit, and this year is no exception. Scheduled is the newly crowned EAA Oshkosh National Grand Champion Antique aircraft, a 1932 Waco UEC Cabin as completed

last fall by Mr. John Swander of DeSoto, Kansas. This aircraft also won Grand Champion at Atchison, Kansas in May 2000 and at the Biplane Expo in June 2000 in Bartlesville. John's beautiful aircraft is the end result of ten years of dedicated effort to restore the outstanding machine. It is a far finer aircraft today than it was the day it left the Waco factory in Troy, Ohio in 1932.

David Stark of Weatherford, Texas will attend with his breathtaking 1939 Stinson Reliant on which he has spent the last seven years, bringing it to a new perfect level. David's big, black, red-trimmed Gullwing was also a major award winner at Oshkosh; and it is truly a sight to behold.

Needless to say, with the Cub Club, the Luscombe Association, the International Swift Association, the International Cessna 120-140 Association, the International Cessna 170 Association, the National Fairchild Club, the Short Wing Piper Club, the area RV-3, 4, 6, and 8 group, and the Mighty Mooney Mites (and just possibly a few of their kindred Culver Cadets) all in attendance and knowing the tremendous pride they take in their airplanes, one can surely expect to see the best of the best. And, rest assured the warbirds, ultralights, and experimentals will not take a back seat to anyone. So, all of us who journey to Bartlesville will be winners.

The many exhibitors and concession vendors will extend every courtesy to the fly in guests. The National Biplane Museum, with its prize-winning airplanes on exhibit, will be open to the public free-of-charge. The three tents of constantly on-going free forums on Saturday will be discussing nearly every phase of aeronautical interest. All of the forums are open to the public without charge. The forums schedule will be posted at Bartlesville. Now, if this isn't enough, the fly in will also feature the great on-the-field CD music as provided by Glenn Miller, Tommy Dorsey, Bob Wills, Frank Sinatra, the Mills Brothers, Patsy Cline, and other fine artists.

If you love fine airplanes and airplane people, you MUST be at Frank Phillips Field at Bartlesville on September 22nd and 23rd. Life is short, eat desserts first and be in Bartlesville at the 43rd Annual Tulsa Regional Fly In on September 22nd and 23rd. You will be greatly rewarded. For additional information, reach Charlie Harris in Tulsa at 1-918-622-8400 or check out our internet site at [www.tulsaflyin.com](http://www.tulsaflyin.com).

# UFO's Land at Haskell- Locals Are Not Surprised!

by Mike Huffman

HASKELL, OK- Question: Of all the various segments of general aviation, what group do you think has the most fun? Now I know that the answer to that question may be hotly contested, but I submit that those who fly ultralight airplanes are prob-



**Billie, Rick, and Richard Ellis, with their Coyote. Richard was sponsored by the chapter for a scholarship to the week-long EAA Young Eagles Academy.**

ably the winners. I mean, these guys and gals have chosen, for whatever reason, to flaunt the bigger-faster-better social mores of the majority of the aviation community. It seems that the more minimal, the more unconventional the airplane, the better they like it. I really relate to that!

So, it was with anticipation that I attended a meeting of the Tulsa-based Ultralight Flyers Organization ("UFO" to



**Rex Niver and his Breezy. Rex, do you have to wash bugs off those knees?**

you) at the Haskell Airport on Saturday, August 19, 2000. Over 50 people attended and 17 airplanes were flown in. The age



**The courageous Steve Mock with his Oshkosh-travelled Weedhopper. Steve, you da man!**

range of the attendees was from perhaps 16 to over 80. Comments heard around the meeting centered on flying: "How was the flight over?" "Oh, it was great. A little bumpy though. My CHT was running a little on the warm side, but I think it's the gauge." I mean, after all, a flight from Tulsa to Haskell has gotta qualify as a long cross-country, right?

Wrong-o! A lot of the meeting time was spent by these folks describing their flights to Oshkosh and back! Now, I can understand Tom Gutman and his buddies flying six Rans Coyotes to Oshkosh. The Coyote is a really nice and capable light airplane.

But how about Steve Mock who flew his 1970's era Weedhopper all the way there and back! I flew a Weedhopper down the runway at Harvey Young Airport a long time ago, but was scared to take it around

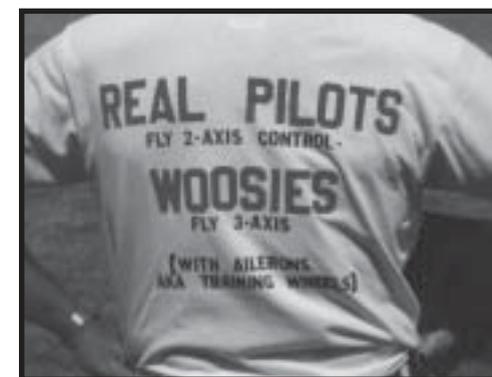


**Earl Krebs and passenger, with Earl's yellow Pietenpol. Earl is 80-ish and still flying!**

the pattern. To hear Steve describe it, three birds left at the same time; 775 miles and 17 hours later they landed at Oshkosh. Steve said, "I do not know when I've seen as much farm land in my life."

Of course, things are a little different than they were in the 70's. Steve had his trusty GPS receiver strapped to his leg for navigation. However, on one leg of the journey, it got so dark that Steve was forced to stick his knee out into the slipstream so he could read the GPS screen each time his strobe flashed. Now that's flying! Says Steve, "I encourage everybody to try it once." We are looking to Steve for an article on the flight.

Those interested in ultralights may contact UFO by phone at 918-632-6UFO or by email at [GCUFO@aol.com](mailto:GCUFO@aol.com).



**Steve Mock's shirt needs no comment.**

# 22nd Annual Okie Derby Combines Fun, Competition, and Aircraft Proficiency Racing

OKLAHOMA CITY, OK - On August 18, 2000, Wiley Post Airport was the scene of a gathering of over a hundred people and half a hundred airplanes for the kick-off of the 22nd Annual Okie Derby, sponsored by the Oklahoma Chapter of the Ninety-Nines. This year's event drew 46 registered airplanes and, as such was "the world's largest proficiency air race," according to Phyllis Howard, who dreamed up the idea

race speed. It was also an opportunity for good-hearted competitive banter. With each team introduced, the brave predictions and comments got better and better, much to the delight of the participants. Chip Robberson, flying with Theresa Bruce, both from Million Air OKC, announced his race qualification as, "F-15 pilot, astronaut, and member of the Mile High Club." The audience loved it.

It turns out that the Okie Derby

different teams and the competition was fierce. Margie Richison, the 1999 Okie Derby winner, competed against her husband, Randy. Said Margie, "I always beat him. I'll beat him again this year. He can't win-even if he wins the race, he knows he'll lose with me!"

Besides being family-oriented, the Okie Derby is famous for spawning romances. Joe Cunningham and Mary Kelly, founders of The Oklahoma Aviator,

And then there's John and Diana Burton from Tulsa. Eighteen years ago they met in the Wiley Post control tower and were married there two years later. They were celebrating their sixteenth anniversary the night of the event. Unfortunately, they were not able to compete this year due to some untimely damage to the nose steering mechanism on their Comanche.

Following the kickoff Friday



*Left to right: Dana Coles, Chief Ramp Rat, Phyl Howard, Race Co-Chairman, and Erin Arwood, Race Chairman. Phyl made the point that when the first Okie Derby was being run 22 years ago, Erin was in diapers!*

twenty-one years ago.

The event began Friday afternoon with a well-organized fueling and pre-race aircraft impoundment operation on the ramp. Then, at 6:00 p.m., everyone adjourned to the Clarence E. Page building for a great pot luck dinner organized by the 99's Hospitality Committee. The next order of business was to introduce each of the 46 teams and announce their officially assigned

is quite a family affair. Several husband/wife teams competed, as well as a few parent/offspring teams. One such team had Jessica Rogers as pilot with her father, Mark, as copilot. Jessica had a grand total of 88 hours flight time and had just gotten her Private Pilot rating on Wednesday prior to the event.

Some of the husbands and wives who flew the race were on



*Mark and Jessica Rogers, father and daughter. Jessica, the pilot, got her ticket two days before.*

met at the Okie Derby, fell in love and later married. John Horton (from Georgia) met Stephanie (from Oklahoma City) at an Okie Derby over eleven years ago. Said Stephanie, "He had an airplane, and I had a brand-new Private Pilot rating - it was love at first sight!" John and Stephanie flew in this year from Alpharetta, Georgia in a brand new Cessna 182. [Editor's note: They actually make brand new airplanes?]

night, the racers reported back to Wiley Post at 7:00 a.m. Saturday morning for the race and weather briefings. The race actually began around 8:00 a.m. with the takeoff of the first (and fastest) airplane. The route was from Wiley Post to Hennesey to Vici and back. All racers were expected to have completed the course by noon.

Spartan School of Aeronautics  
*continued on p. 7.*



*Stephanie and John Horton from Alpharetta, GA, who met at the Okie Derby twelve years ago.*



*Margie and Randy Richison, competitors to the end. If Randy knows what's good for him, he won't win!*

# MidAmerica Airport Schedules EXPO 2000 Private Plane Fly-In

PRYOR CREEK, OK-MidAmerica Industrial Park officials have once again finalized plans for a private plane fly-in as part of their list of activities scheduled for EXPO 2000, a fall festival that will be held at the MidAmerica Industrial Park Airport (H71) from 9:00AM to 4:00PM on Saturday, October 7th.

"Once again we'll have the 'welcome mat' out for pilots to enjoy a full-day of fun," said Sanders Mitchell, Administrator of MidAmerica Industrial Park. "And, we'll have reduced avgas prices that day," said Mitchell.

For pilots, one of the focal points of EXPO 2000 will be the arrival and display of a Royal Air Force 'Spitfire' from the Lone Star Flight Museum in Galveston, Texas. "Our Spitfire is currently being renovated and just in case it is not ready to appear at EXPO 2000, we will be

bringing up 'Tarheel Hal,' an extremely well-restored P-47 Thunderbolt that is also owned by our friends in Galveston," Mitchell said.

Other events planned for EXPO 2000 include:

- 8th Annual Industry Exposition with exhibits and demonstrations from park industries and suppliers in "EXPO Center," MidAmerica's 20,000 square-foot activity center.
- Acrobatic airshow at noon featuring Nowata native Greg Shelton piloting a red, white and blue single-engine Russian-built YAK-55M.
- Classic car show with many vintage automobiles restored to near-mint condition; this event will benefit the Boys & Girls Clubs of Green Country.
- Antique Tractor & Equipment Show with antique tractors and farm equipment presented by The Oklahoma Green & Yellow 2-Cylinder Club.

- Advanced Technology Demonstrations from OSU-Okmulgee
- Antique Tractor Pull presented by CASTA on a specially prepared course.
- Display of the HE&M SAW "Outlaw" dirt-track racing car that is competing in the Pennzoil World of Outlaws Series Championship.
- Great MidAmerica Chili Cook-Off featuring "world class" chili created by cooks from around the region in a CASI-sanctioned competition for special awards and recognition.
- "Cow Patty Run" invites families to participate in a "Fun Run & Walk" over a 5K course sponsored by Rogers State University.
- Food court with picnic tables.
- Outside exhibits and demonstrations including displays from NASA's Glen Research and Johnson Space Centers.
- World War II poster exhibit from

the Oklahoma Museum Association.

- "Pumpkin Patch" arts & crafts show
- Activities for young children including a "climbing wall" and a "Jupiter Jump."

Pilots will also be able to register to win a special basket of treats and souvenirs that will be given away at 2:00PM that day.

"Our last fly-in was very successful with planes in attendance throughout the day. We're looking forward to having an even greater number of participants this year," said Mitchell.

Admission to MidAmerica EXPO 2000 is free. For more information, contact the MidAmerica Airport at (918) 476-6090, or the Administrative Offices for MidAmerica Industrial Park at (918) 825-3500.

## Highlights of the 22nd Annual Okie Derby, cont'd

*continued from p. 6.*

registered seven teams, OSU/Tulsa registered six, and OU registered two. These collegiate entries raised the level of enthusiasm of everyone flying or working this year's Derby. First Place and Best Collegiate Team was Alvin Mizner and Kelly Gawrys representing Spartan. This team also had the Best Fuel Estimate and Alvin was the Best First Time Racer. Second Place and Best 99 was Jessica Schmidt with co-pilot Erin Arwood. Jessica recently won an OPA Vic Jackson Memorial Scholarship and Erin is the winner of this year's top Okie Derby Scholarship. The third place award went to the team of Mary Nethercutt and Ralph Canaday, and the fourth-place award to Tommy and Marilyn George, also receiving the Best

Out of State Racer award. Best Speed Estimate was veteran Okie Derby competitor Ron Perciful.

The coveted "Tail End Tony" award for the last-place finisher went to Dustin Baker, flying with Russell Baker, from OSU-Tulsa. "Way to go!" to Dustin, who was brave enough to enter the race with only 50 hours in his log book.

A highlight of the Awards Banquet was the presentation by 1987 Okie Derby Scholarship winner Stephanie Horton and her husband John of a check for \$1,000 to the Okie Derby Sponsorship and Scholarship Fund as a thank you to the Oklahoma Chapter 99s.

Summing up the event at the Friday night kickoff, Phyl Howard said, "Guys, this is the most fun thing you ever did!" You know, she just could be right!

### Spartan School Team Makes Good Showing

TULSA, OK - Spartan School of Aeronautics' National Intercollegiate Flying Association (NIFA) team entered six Cessna 152s and one Cessna 172 aircraft in the Okie Derby. Team members included Brandon Beaty, Mario Calzetta, Amanda Caster, Christy Helgeson, Thomas Keane, Elizabeth Mallett, Peter Mayo, Alvin Mizner and Theodoro Montemayor. Coaches were flight instructors John Abczynski, Bryan Cisneros, Kelly Gawrys, Damon Hutton, and Cristiano Mayrink. Advisors to the team were Laura Bash and Lisa Yost. Spartan's team took first place for the col-

legiate award among the three schools competing, including Oklahoma State and Oklahoma University. In addition, first place awards and best fuel estimate trophies were won by Alvin Mizner and Kelly Gawrys with a score of 99.8%. The first time racer award was won by Alvin Mizner. Overall, Spartan came home with seven trophies.

Many of the NIFA students are honor roll members attending ground and flight school classes while working full time. They practice between seven and ten hours a week for the competition.

Spartan will be travelling to Wichita, Kansas to compete in the 2000 Sunflower Rally prior to the Regional NIFA competition in October, which will be held at Parks College in St. Louis, Missouri.



Phyllis Miller and Carol Sokatch staff the registration table.



John and Diana Burton celebrating their 16th anniversary. They met at Wiley Post.

## AIR-21 At Work in Oklahoma

On August 10, 2000 a meeting was held by Dr. William Miller, Oklahoma Air and Space Commission and Ed Agnew of the FAA's Arkansas/Oklahoma Airports Development Office. All of the Oklahoma airports slated to receive AIR-21 monies for capital improvements were invited, and most attended. Congressman J. D. Watts explained where the legislation is in committee. Three-point-two billion dollars must be appropriated for AIR-21 by October 1, 2000. Both the house and the senate have verbally agreed to the appropriation; however, should any amount less than 3.2 billion be appropriated, the funds for airport capital development, our money, will be deleted from the program.

Should these funds become available in Oklahoma, we will all benefit from the improvements that will be made between 2001 and 2003. Typical examples of development projects supported by AIR 21 funds are:

- Runway construction/rehabilitation
- Taxiway construction/rehabilitation
- Public use apron areas
- Airfield beacons, lighting, signage
- Access roads located on airport property
- Improving hazardous areas
- Land acquisition
- Drainage improvements
- Tree-clearing around runway approaches
- Automated Weather Observation Stations

Good news for ultralight pilots, balloonists, powered-parachutists and other pilots, is that all airports accepting AIR 21 entitlement funds must agree "to make the airport available for public use on reasonable terms and without unjust discrimi-

## NATA Looks To Save Airports

Recent research indicates that Americans would like to see improvements at their local airports by a margin of nearly four to one -- so what if there were all pilots (just kidding!).

The National Air Transportation Association (NATA) has launched an initiative to find the nation's "100 most needed airports" and back them with funds to make sure they stick around.

NATA is leading an effort called the American Aviation Access Initiative, which will use their "hot 100" list to discern which of this country's airports are the most vital to the nation's transportation infrastructure while still facing the biggest obstacles.

The Association plans to use criteria based on growth, use and local impact, and balance those factors against the airport's capacity, existing restrictions, and even the local political climate to find these airports within the next 100 days or so.

"Winners" will become targets for funds made available through AIR-21 to secure the airports' future. Airport nominations can be sent to [acebula@nata-online.org](mailto:acebula@nata-online.org) no later than November 8th. Try to be at least somewhat objective.

nation to all types, kinds and classes of aeronautical activities..." It could open up new opportunities for some areas of general aviation in our state.

For more information, contact Ed Agnew at (817)222-5630 or check out the FAA website at [www.faa.gov/asw/](http://www.faa.gov/asw/).

## EAA Foundation's B-17 Begins Fall Tour of Eastern US on September 1

EAA AVIATION CENTER, OSHKOSH, WI-- A flying example of one of the greatest military airplanes ever built, the Boeing B-17 "Flying Fortress," will be featured on a national tour beginning Sept. 1.

Sponsored by the Experimental Aircraft Association (EAA) and the EAA Aviation Foundation, the 2000 EAA B-17 fall schedule runs through October 29 and features the Foundation's restored B-17 bomber Aluminum Overcast. The airplane will stop at 15 locations in 11 states through the eastern United States before returning to its home in Oshkosh, Wis.

The B-17 tours have taken place each spring and fall since 1994. Since the EAA Aviation Foundation began the tours, tens of thousands of people have seen and toured the airplane, while thousands of aviation enthusiasts have actually flown in the bomber, which is one of the best-known aircraft types of the World War II era.

"This year's fall schedule is very extensive throughout the eastern United States," said Foundation President Tom Poberezny. "This itinerary allows more people to see the flying history represented with this aircraft. We want to honor the men, women, and aircraft that played such an important part in World War II. It will also help younger visitors appreciate the role such aircraft played in the development of military and civil aviation."

At each stop, flight "missions" are available in the airplane. For more information regarding these flights, contact EAA's B-17 Tour Office at 1-800-359-6217. Special rates are available for EAA members. The airplane's flight crew will be available

at each stop to answer questions.

In addition to enabling people to discover more about the B-17 bomber, the tour's mission also hopes to increase awareness of EAA and its programs. Funds generated during the tour will help finance ongoing restoration and maintenance of the B-17, as well as other historic airplanes in the EAA Aviation Foundation's collection.

Aluminum Overcast was built in 1945 and delivered to the Army Air Corps too late to see active service in World War II. The airplane has had a colorful history since then, however. It served in mapping and spraying operations in many countries until a private group purchased it in 1978. The airplane was donated to the EAA Aviation Foundation in 1981 with the provision of being maintained in airworthy condition.

The airplane was on display at the EAA AirVenture Museum in Oshkosh, Wis., until October 1993. It was then moved to the Foundation's Kermit Weeks Flight Research Center for maintenance and restoration procedures necessary for its first national tour in the spring of 1994. The B-17 will eventually be housed in the AirVenture Museum's "Eagle Hangar," which features numerous World War II aircraft and exhibits.

Members of the EAA Warbirds of America who are experienced in World War II airplane operations will fly the airplane, which is painted in the colors of the 398th Bomb Group.

For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or explore EAA's World Wide Web site at <http://www.eaa.org/>.

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### EAA B-17 Fall Tour Schedule

City	Airport	Dates
Aurora, IL	ARR	Sept. 1-5
Smyrna, TN	MQY	Sept. 5-10
Cincinnati, OH	LUK	Sept. 14-17
Columbus, OH	CMH	Sept. 17-21
Manassas, VA	HEF	Sept. 21-24
Bradford, PA	BFD	Sept. 24-28
Akron, OH	CAK	Sept. 28-Oct. 1
Millville, NJ	MIV	Oct. 1-5
Bridgeport, CT	BDR	Oct. 5-8
New Bedford, MA	EWB	Oct. 8-12
Bedford, MA	BED	Oct. 12-15
Portsmouth, NH	PSM	Oct. 15-19
Portland, ME	PWM	Oct. 19-22
Albany, NY	To Be Determined	Oct. 22-26
Niagara Falls, NY	BFU	Oct. 26-29

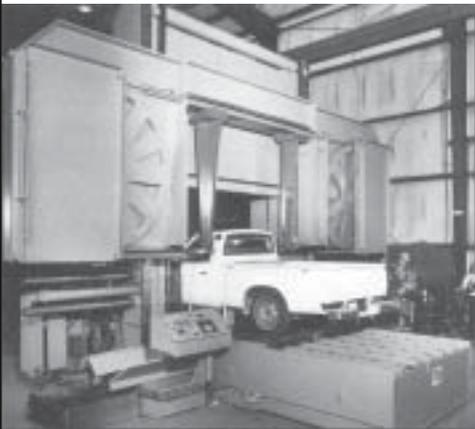
NOTE: All tour stops, times and locations are subject to change without notice.

\*Flight Times: 8:00 AM - 8:45 AM - 9:30 AM - 10:15 AM - 11:00 AM

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## Planes on the Prairie Fly-In Set for Oct 6-8

OKLAHOMA CITY- Scott and Debbie Jones, founders of the Cessna 172/182 Club announced that the second annual "Planes on the Prairie Fly-In" for club members will be held at Wiley Post Airport October 6-8.

Events will include a Friday night barbecue, seminars on Saturday, tradeshows on Saturday and Sunday, and Cessna test flights.

One of the highlights of the fly-in will be a Saturday evening banquet at the Oklahoma Air and Space Museum at the Kirkpatrick Center in Oklahoma City.

Seminars and tradeshow participants will present information on topics of interest to Cessna 172 and 182 pilots and aircraft owners.

Entry and registration fees are \$75 for club members and \$45 for spouses. For information, contact Debbie Jones at 405-495-8664.

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## AOPA Column

# AirVenture 2000

by J. Thomas Pento, PhD

Oshkosh is a special place for aviators and everything "aviation." This year marked my fourth pilgrimage - and after the first several years of trying to do and see everything, which by the way is an impossibility, I was finally able to relax, pace myself and enjoy EAA AirVenture 2000. A group of five friends, Gordon Scott, Bob Spector, Thom Thurston, Stan Bauman, and myself, flew up to Oshkosh in Stan's Lance.

On the morning of our departure a solid line of thunderstorms had developed directly along our route from the Texas to Wisconsin. As we departed Norman and headed east to skirt the weather, we could hear Kansas City Center moving traffic all around to avoid thunderstorm cells. At the Oklahoma-Arkansas border, the dark clouds began to melt away, and it was clear sailing for the remainder of the flight. Since we arrived the day before the Airshow officially began, we found the traffic into OSH was unusually light, and ATC was very accommodating.

For me the three best things about Oshkosh are the airplanes of almost every imaginable shape and vintage on display, the aviation vendor displays and exhibits, and finally the aviation forums. The forums at Oshkosh go on continuously from 8:30 a.m. to 8:30 p.m. and cover almost every subject related to aviation from aircraft construction, painting and maintenance, to flying a floatplane and breaking the sound barrier.

One of the forums that I enjoyed this year was presented by Dick Rutan entitled "Vietnam, Voyager, and Beyond." During the Vietnam War, Dick was a fighter pilot who flew over 200 missions and was highly decorated. Recently, he returned to Vietnam to try to find some meaning to the pain and suffering and great human loss inflicted by the War. His travels through Vietnam revealed that today the people are warm, hospitable, and interested in economic development. For example, they are using bomb craters to grow brine shrimp. He believes that this country has a good future. According to Rutan, "the Vietnamese people have an industrious spirit and a lot of national pride. They want to become the economic tiger of the Pacific Rim." While he did not find any answers concerning the War, his visit to Vietnam seemed to provide some healing for him personally.

Dick Rutan became famous in December 1986 when he piloted Voyager, the plane designed and built by his brother Burt, on a non-stop and non-refueled flight around the world. Dick shared the highlights of the Voyager flight with its several near disasters and the triumphant landing at Edwards AFB where it had all begun

9 days, 3 minutes and 44 seconds earlier. Voyager made history on that flight and now hangs above the entrance to the National Air and Space Museum in Washington, DC.

Finally, Dick recounted a flight to the North Pole taken last summer with a group of Russians in a Russian built Antonov. After landing at the North Pole, the heavily loaded plane broke through the ice cap. The group radioed for an emergency help and waited several days for rescuers to arrive in an Otter. Fortunately they had a tent and plenty of supplies. Unfortunately, it may have been the extra supplies that caused the plane to fracture the ice. Since the plane is still embedded in the ice, Dick's next adventure may be a return flight to the Pole to recover the plane. In any case, it is safe to say that this "modern day Indiana Jones of the air" will be into some other interesting aviation projects in the years ahead.

Another forum I enjoyed was "Secrets of Flying" presented by Lane Wallace. Lane is an attractive young lady who is a relatively new pilot and a contributing editor to Flying magazine. Lane talked about the emotional aspects of flying and the impact that it has on our heart and soul. We all love to fly and we share many common feelings about being up in the sky. I guess the thing that impressed me about Lane was her ability to express those common feelings or "secrets of flying," as she calls them.

On the morning of our return flight, a low ceiling closed the field to VFR traffic with very few IFR clearances being issued. About 10 a.m. the ceiling came up and we were off, expecting clearing skies as we headed southwest. As Mr. Murphy would have it, the ceilings remained low and clearances were not issued within 100 km of Oshkosh for departing aircraft. Thus, we did a little scud running with Stan flying and Bob checking the sectional chart for obstructions. Soon Stan found a hole to climb through and we were on top of a pure, white cotton layer talking about our favorite events and making plans for our trip to Oshkosh in 2001.

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# TTC's Hypobaric/Hyperbaric Facility

by Mike Huffman

As human beings leave the surface of the earth, either up into the air or down into the water, we encounter physiological changes related to changes in pressure of the air we breathe. Most everyone is familiar with hypoxia effects which result from too little oxygen at altitude and with decompression sickness (the "bends") which can result from ascending too quickly during scuba diving. However, many pilots are not aware that decompression sickness can also occur during flying.

One of the Tulsa Technology Center's main attractions at its Jones-Riverside Airport campus is the OSU COM Hypobaric/Hyperbaric Facility, which is dedicated to education and research concerning such effects. We visited with Guy Tatum, Jr, Technical Director of the facility to learn more about it.

The facility is part of the Oklahoma State University College of Osteopathic

When fully operational, the altitude chambers will be used for training aviation personnel in the effects of hypoxia and decompression sickness, for medical research, and for industrial research.

The dive chamber seats up to fourteen people in an emergency, but four to six patients are typical for each dive. The dive chamber will be used as a regional resource to treat decompression sickness resulting from scuba diving. In addition, the dive chamber will be used to treat various medical conditions that respond to oxygen under pressure. Medicare and Medicaid recognize thirteen different ailments which respond to hyperbaric treatment, including carbon monoxide poisoning, wounds in diabetic patients, brown recluse spider bites, gas gangrene, compromised skin grafts, radiation necrosis (tissue and bone damage resulting from radiation treatments), and other conditions. Treatment of these conditions is expected to become a source of revenue for the facility which will fund its aviation training.

Each of the altitude chambers serves a unique function. One of them is a research chamber obtained from the FAA in Oklahoma City when they recently built a new one. It is basically an empty box which could contain, say, a person riding a stationary bike or running on a treadmill, industrial equipment for test, etc.

The other altitude chamber is set up for demonstrating altitude effects to aviation personnel. Of 1943 vintage, it was obtained from an Air Force base in Florida which was being closed. The chamber consists of two separate "rooms," an outer room which serves as an airlock and an inner room equipped with sixteen student stations, each with a military-style oxygen control console. A 40-hp vacuum pump removes air from either or both the rooms to simulate flying at altitude.

A typical chamber "ride" consists of two segments. In the first segment, the students are divided into two groups so one group may observe the other for outward signs of hypoxia. Half of the students are seated in the inner room and el-

evated to about 25,000 ft using supplemental oxygen masks. Once there, they are instructed to remove their masks and perform some menial task such as work a simple puzzle or copy instructions in writing, all the while observing themselves for symptoms of hypoxia. Many people have observable symptoms such as visual acuity changes, voice changes, cyanosis (fingernails and lips turning blue), irritability, seeming drunkenness, giggling, etc. However, oftentimes these symptoms are apparent only to other observers, not to the subjects themselves. With some people, there are no symptoms—they just suddenly pass out!

Optimally, each student should be allowed to experience hypoxia twice, since it is often hard to remember what happened the first time around. The chamber ride thus allows each student to discover his own personal symptoms and to plan appropriate precautions.

The second segment of the ride simulates rapid decompression of a pressurized airplane. Students are seated in the outer room which, for general aviation training, is elevated to 8,000 ft. Meanwhile, the inner room is elevated to around 30,000 ft. At the instructor's command, air from the outer room is sucked into the inner room. Over a span of about ten seconds, the simulated altitude of the outer room increases from 8,000 ft to about 22,000 ft, a rate of climb of about 84,000 feet per minute! Students thus have the opportunity to recognize the event and to practice donning and adjusting their oxygen masks. For military training, rates of decompression can be much more severe if desired-- as little as 1-2 seconds.

Mr. Tatum is particularly interested in pilots recognizing the effects of decompression sickness (or altitude sickness), which can cause tissue damage, strokes, or death. Bubbles of nitrogen coming out of solution travel through blood vessels until they stop at some point. Beyond that point, blood flow is reduced or completely blocked.

Altitude sickness does not require a

rapid decompression to have occurred. "Last summer, two guys were flying back from Oshkosh in a high-performance airplane. To avoid the turbulence of the normal afternoon thunder-bumpers, they climbed quickly to 22,000 feet. One guy suddenly came down with all kinds of aches, pains, and visual disturbances. Fortunately, they descended and he began to feel better;



*Your intrepid author suited up for a ride. Note the high-tech pressure gauge at upper left.*

however, he reports that his elbows still ache to this day," said Mr. Tatum. Although the threshold for altitude sickness is generally considered to be about 25,000 ft, physiological factors such as age, sex, and physical condition can lower it.

Classes at the facility are under development now to provide aircrew physiological training like the courses provided by the FAA, in Mr. Tatum's words, "Only better!"

As my visit with Mr. Tatum came to an end, I reflected aloud on how many students must have experienced altitude effects in the chamber since it was built in 1943. He replied, "Yeah, there has sure been a lot of gas passed in here!"

For further information, call Guy Tatum at 918-828-4290 or Dr. Glenn Armstrong at 918-828-4294.



*TCC's spectacular Student Center entrance.*

Medicine. Mr. Tatum has many years experience with altitude chambers, beginning as an instructor in the military, and has been part of the OSU organization for six years. In addition to Mr. Tatum, Jim Jones serves as a chamber technician and a new facility director, Dr. Glen Armstrong, came on board August 21. Dr. Armstrong recently retired from the military as Chief of Naval Aviation Physiology Research.

The facility has three separate chambers, two "hypobaric" (altitude) chambers and one "hyperbaric" (dive) chamber.



*The Hypobaric (Altitude) Chamber, showing the inner room with sixteen student stations, used for demonstrating hypoxia and sudden decompression.*



*The Hyperbaric (Dive) Chamber, used to treat decompression sickness and many other medical ailments.*



# ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner  
ATP, CFII-MEI



## Attention! Good News For Older Pilots (Including Me!)

Recently, I had a discussion with Dr. Mark Abel, a local ophthalmologist and laser surgeon. He suggested that, since I wear bifocals, he should perform surgery to correct one of my eyes for near vision and the other for distant vision. I was quick to point out that, when this procedure is done, a person become monocular ("one-eyed"). To be suddenly monocular causes the loss of depth perception. It won't bother you driving a car, but that first flare on landing is going to be exciting - and it will be for some time. In the past, the FAA did not allow it.

So, this week I called Dr. War-

ren Silberman, Manager of Aero-medical Certification at FAA in Oklahoma City, to get the "straight information." Warren stated that guys like me who wear bifocals can have the surgery that corrects one eye for near and the other for distant vision.

If you have the surgery, then for six months afterward while flying, you must wear glasses or contacts that correct both eyes for near and distance vision. When not flying, you remove the corrective lenses and get used to the corrections made by the surgery.

For that six month period, you are learning to use other visual cues to get your depth perception back. It is the same process that occurs when a person loses an eye.

Your AME must keep the corrective lenses limitation on your medical for the six-month period. Then you may apply for a SODA (Statement Of Demonstrated Ability) with a medical flight test. If you pass, the lens requirement on your medical can be removed.

For expanded information, contact your local AME or call our office.

## PLANE POTPOURRI

Bob Richardson



## Starting a New FBO

It was July 10th, 1946. The ink was hardly dry on my Army discharge and I was home safe and sound with World War II behind me and nothing but future ahead of me. No more war! For the first time in six years, I visited my old home airport, the scene of my early interest in airplanes, and found many changes in the works.

The old FBO had moved to another location, and a brand new group of mostly ex-GIs had taken over the old hangar. They were in the process of setting up a new GI Flight Training School. The good thing about that visit was that I came away with a job: mechanic's helper at \$125.00 a month. It mattered not that the only reason I got the job was because I was willing to work so cheap.

A condition of my employment was that I sign up to be one of the school's first GI Bill students. My enrolling in the private pilots course gave the new company a chance to underwrite my salary and recruit a student at the same time. What a break! A job at the airport and the prospect of learning to fly for free. It didn't get any better than that in 1946.

The old hangar had been remod-

eled, with a new workshop added in the back, a fresh coat of paint on everything, a refurbished office and classroom area, bright new cabinet-type gas pumps, and most impressive of all - three new Aeronca 7AC Champs parked on the tie down row.

A new 125HP Globe Swift glistened in the sun nearby and a new 150 HP Bellanca 14-13, sat in its honored place in the hangar. Two more new Champs, stored on their noses, tails almost touching the hangar trusses (which was a common way to conserve hangar space and store small aircraft in those days), was really a sight for my poor old war-weary eyes.

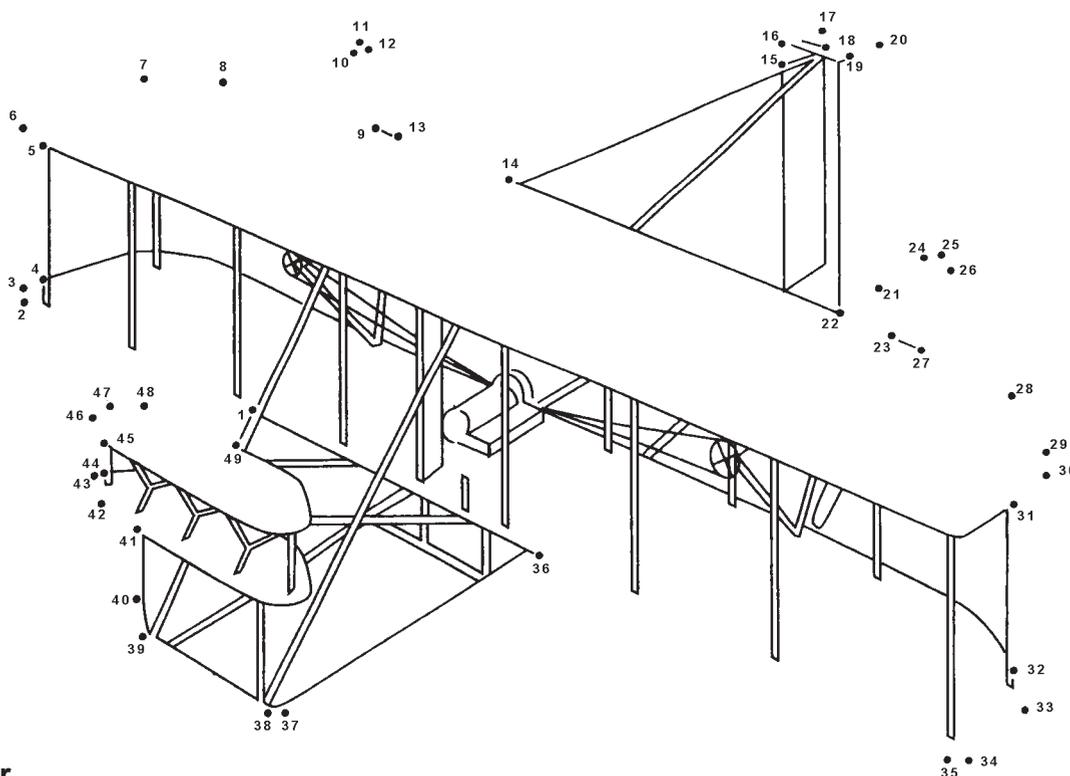
My new place of employment had a new name, new stockholders, new partners and management. There were no old hands in day-to-day management, and only one old hand to be found in the company. It would be a learning process, this new venture, but a challenge eagerly accepted - a new world to conquer. After all, we had just won WW II, hadn't we? Nothing was too tough for us.

A diverse group had been assembled on that plain surrounded by the mountains, including part of the Continental Divide to the north and east. An airport situated at 5,500 feet above sea level, presenting built-in problems of winds and altitude, with only mountain passes to give egress from the basin runways.

It was a marvelous place called Butte. And I was there.

[Continued next month.]

## Kid's Corner



### Wright Flyer

The Wright Brothers' 1903 Flyer was a marvel of wood, wire, and fabric. The Flyer's wings spanned 40'4" and it was powered by a 12-horsepower 140-pound engine. In flight, the pilot lay on the lower wing. The Wright Flyer flew just four time-- a total of 98 seconds-- all on December 17, 1903. Later that day it was damaged by high winds and never flown again. *Reprinted from AOPA materials with permission.*

## Aviation Maintenance Gets Wired

The aviation maintenance community is joining the Internet revolution through a strategic partnership between the Professional Aviation Maintenance Association (PAMA) and Aerolearn.com.

The partnership was created to produce and distribute PAMA symposium seminars through an online learning community.

The structure of this "learning initiative" will provide access to discussion boards, chats, seminar materials and even the seminars themselves for members who may have missed a presentation at a convention.

The partnership intends to seek the support of the FAA by seeking IA approval for some of the courses, arguing that the online forum necessitates the provision of more thorough educational materials and will employ multiple methods to confirm training.

Hey, if you can do some of your instrument flight training in a simulator, seminars via the Internet sound more than reasonable.

For more on these virtual courses, go to <http://www.aerolearn.com>.

# Okla Aircraft Registration Tax

By Clifford R. Magee,  
Attorney-at-Law



Almost every week we receive phone calls from people considering the sale or purchase of an aircraft. Consistently the caller is surprised to learn that all aircraft sales conducted in Oklahoma involve the Oklahoma Tax Commission (OTC). This article discusses OTC registration fee issues. Note that it does not discuss other tax issues such as the Internal Revenue Service or county and city sales taxes.

The Oklahoma legislature empowered the OTC to assess and collect taxes on certain aircraft. The OTC has developed an administrative process to carry out those duties, through a small Aircraft Division within the Motor Vehicle Division.

The OTC rules for aircraft are contained in Title 710, Chapter 15. The following is a summary of these rules.

Generally, all aircraft based in Oklahoma for thirty (30) consecutive days must be registered with the OTC. The aircraft owner must register the aircraft and pay a registration tax due upon initial registration and renewed on January 1 of each year.

The registration tax amount depends on several factors, including the type of propulsion, the number of engines, the aircraft weight, and the type of FAA airworthiness certificate issued for the aircraft. The OTC uses a progressive scale based on "weight" and a multiplier. The minimum registration tax is \$10. A Beechcraft Bonanza is assessed at \$35. A Boeing 747 is assessed at \$15,000. If the aircraft is already registered in Oklahoma the registration may be transferred to a new owner for \$10.00.

The OTC registration form must be completed and the fee paid within 20 days of the date of purchase or of the aircraft being based in Oklahoma. If the registration fee is not paid in a timely manner, penalties are assessed. The penalty may be waived under certain very limited circumstances.

Certain aircraft are exempt from registration, including:

1. Aircraft owned by manufacturers
2. Aircraft owned by dealers
3. Aircraft owned by charitable organizations
4. Aircraft belonging to nonresidents and registered in another state

5. Government aircraft
6. Foreign licensed aircraft
7. Aircraft without current airworthiness certificates

What happens if you choose not to register an aircraft with the OTC? Sooner or later, you will be caught, and the consequences can be severe, in terms of money and time. The OTC monitors FAA aircraft registration records.

To avoid OTC registration, some people choose not to register newly-acquired airplanes with the FAA. However, those who do so will likely sell the aircraft sooner or later. When that happens, the new owner will probably register the aircraft and, thus, an FAA record will be created. The next time the OTC audits the FAA's records, the previous owner will make the OTC's list.

Once you make the list, the OTC will send you a notice to comply. This notice will require you to pay past due fees and penalties. If you do not do so the OTC will file a lien on the aircraft. The OTC will also issue a tax warrant setting a time for you to appear in Oklahoma City, along with a list of all your personal property and assets. This allows the OTC to file liens on your property. If you do not show up when the OTC tells you to, the next thing you will be is a defendant in an Oklahoma County District Court. Somewhere along the way you will also probably get to deal with the new owner of the aircraft.

Registration fees are simply another expense of aircraft ownership, a small amount that helps pay for aviation related expense of the State of Oklahoma. Like it or not, it is the law.

Next month we will discuss excise taxes on aircraft sales in Oklahoma.

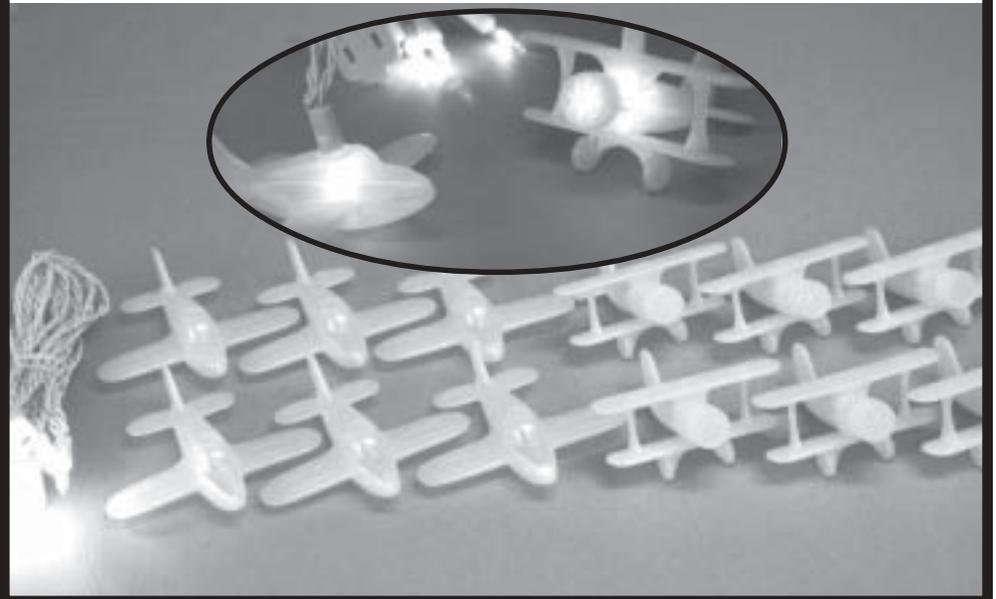
This article is intended for general information and is not intended as legal advice, nor does it constitute a legal opinion.

## 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](mailto: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](mailto:nuzum@poncacity.net) or Bruce Eberle- 580-762-5735

**2nd Thursday-** Oklahoma Windriders. For all balloon enthusiasts. 7:00 p.m. Metro Tech Aviation Career Center. Ron McKinney, President 405-685-8180.

**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

## 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](mailto: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](mailto:vanalstine@bacone.edu)

**30th-** Airman Acres Bean Dinner, Collinsville, OK 918-632-6836

## OCTOBER 2000

**5th-8th-** Powrachute Corporation

Annual Fly-In, 800 Powrachute Way, Columbus, KS. Over 100 powered parachutes are expected to attend. 316-429-1397

**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](mailto: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](http://www.txkairport.com)

**7th-** EXPO 2000 Private Plane Fly-In, MidAmerica Industrial Park Airport, Pryor, OK, 9:00AM-4:00PM, 918-476-6090 or 918-825-3500

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

**12th-15th-** EAA Copperstate Flyin, Mesa, AZ 602-770-6420

**13th-** Tulsa Air & Space Center Annual Membership Meeting, 6:30PM, TASC Center, Tulsa International Airport. General Ed McFarland will be honored. Call 918-834-9900 for ticket information.

**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-** First Annual Airshow, Claremore Regional Airport, Claremore, OK. 10:00AM-4:00PM. Aerobatics, WWII static displays, visit by Bob Hoover, 918-343-0931

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

## NOVEMBER 2000

**11th-** 49th Annual World's Oldest Free Fly-In & Airshow, Fairview, OK, free breakfast to fly-ins 6-10AM, airshow 1:30PM, 580-227-3788

**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

## DECEMBER 2000

**2nd-** Propblast Chili Feed, Vinita Municipal Airport, Vinita, OK 918-256-5170

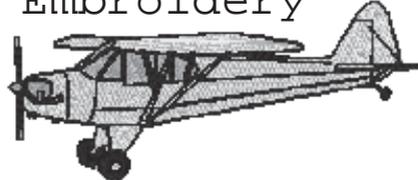
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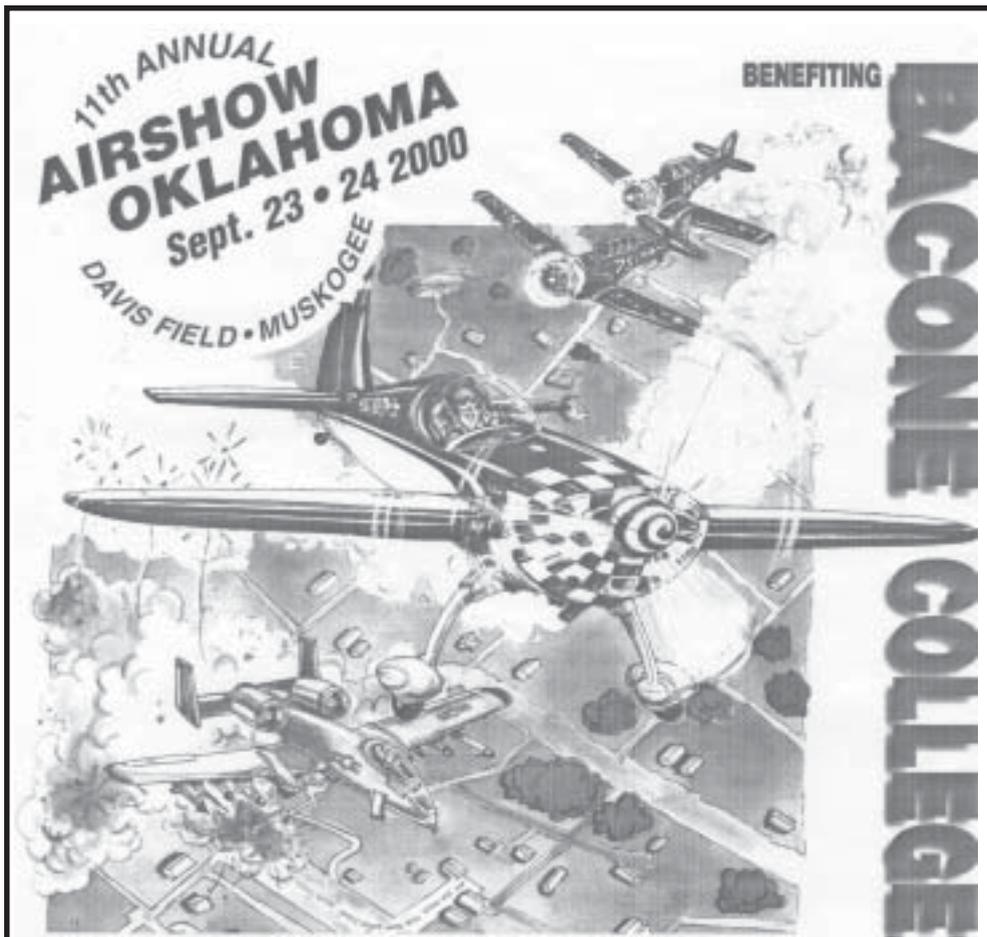
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RUNWAYS: 18L/36R- 10,000' Conc 8/26- 7695' Conc 18R/36L- 6101' Asph	RUNWAYS: 01L/19R- 5101' Asph 01R/19L- 4207' Asph 13/31- 2807' Asph
RADIO: TWR- 118.7 GND- 121.9 Clnc Del- 134.05 ATIS- 124.9 ILS (18L)- 109.7 ILS (18R)- 111.1 ILS (36R)- 110.3	RADIO: TWR- 120.3/119.2 GND- 121.7 ATIS- 126.5 Unicom- 122.95
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