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Oklahoma Aviator



Vol 19, No 2

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

February 2001

The Big Box: Building a Kitfox Lite

by Earl Downs

Just how do you get bit by the "homebuilding bug"? The decision to homebuild an airplane should not be taken lightly nor should it be considered an extraordinary or outrageous decision. Thousands of men and women have basked in the joy and pride of building and flying their own airplane and many have started projects that were never completed. Perhaps it's a snap decision that results from being at the right place at the right time. For me, it's a stew pot of ideas, life's lessons, and the love of flying that has been brewing for well over forty years.

My twin brother and I took our first flight lesson when we were 14 years old in 1956. Our goal was to get our private pilot licenses at age 17 and then build our own airplane. We were enamored with the Corbin Baby Ace, a little open cockpit "parasol" wing air-

plane which was featured in Popular Mechanics magazine and was instrumental in founding the booming homebuilding movement of today. But, goals change and the Baby Ace only flew in my dreams.

After getting our licenses on our 17th birthday we purchased a very used Taylorcraft L2. Because we were still in high school you can imagine how many part time jobs we had to work at to come up with the \$800 purchase price. Along with the T-Craft we were able to acquire a partially built Wittman Tailwind homebuilt project. All homebuilts in those days were "scratch built". You built every piece and part; kitplanes had not been invented yet. It wasn't long before the old cotton fabric on the T-Craft started falling off and we were now faced with building one plane and restoring another. We traded both airplanes for a beautiful Aeronca L3 and,

once again, the goal of homebuilding was set aside.

Fast forward to 1999. My brother (now president of Skystar Aircraft, builder of the Kitfox series of kitplanes) asked if I would be interested in helping them market the new Kitfox Lite ultralight airplane. After demonstrating the Lite at Sun and Fun 2000, we struck a deal. In order to market the Lite, I would need to build one. After all the intervening years I would finally build an airplane but what a change it would be from the days of the Baby Ace and The Tailwind! The Lite is a true kitplane. It's more like assembling a large model airplane. Thousands of hours of engineering and quality factory pre-assembly lead to a project that is fun and rewarding.

But wait, I am ahead of myself and I will give more details on the assembly job later. Before the assembling starts, the "airplane in a box" has to arrive.

I started preparing my hangar weeks ahead of the planned delivery date. I framed out a new workbench and built some wing stands. I knew the Big Box would be 12 feet long and provide lots of usable lumber so I waited for it to arrive before completing the my workbench. I also knew it would weigh over 900 pounds so I made arrangements with my friend, Pat Smith, to help me pick it up at the truck terminal in Oklahoma City. Finally, the phone call came in that I had a Big Box to be retrieved and Pat and I headed for the City with his flatbed trailer in tow. I knew this was all part of my business deal but I felt like a kid going to meet Santa Claus. My Big Box was waiting!

The forklift placed it on the trailer and we were off for Cushing. As we drove, we discussed how we were going to unload the Box. It turned out to be quite simple. We backed the trailer

into the hangar, tied the Big Box to the hangar structure and pulled the trailer out from under it. Then came the moment of truth, opening the box. While Pat's wife Linda and my wife Mimi looked on, Pat and I started the opening process. I must talk to Skystar about using so many nails. Anyway, after much prying and banging, the airplane in a box started to show itself. What a sight! I had the mixed feeling of excitement and trepidation. I am really going the build this?

As it turns out, the assembly process has been fun and I'll go into more details in a later article. I have decided to name my Lite "ACE", in honor of my first dream, the Baby Ace. The difference is that this time the dream is becoming a reality.

Any questions or comments? Hit me up at earldowns@hotmail.com



The "Big Box"-- aren't you just itching to get your hands on it?



Mimi Stauffer, Earl's wife and Pat Smith, wondering what they're in for.

From Mike...



Recently, my "day job," in addition to the Oklahoma Aviator, has been to help a group of guys at Gundy's Airport in Owasso to do a major rebuild on a Breezy.

I first encountered this particular airplane and its owner 26 years ago. The opportunity to be involved with it again

is, for me, a nostalgic reunion.

The airplane has been well-known around the Tulsa area since the early 70s, having been brought here by the legendary Red Stevenson of Bixby. It was a fairly unique airplane when Red bought it, since it was built using Harley-Davidson spoked motorcycle wheels. On the big wheels, the airplane stood tall and required a step welded onto the fuselage for passenger entry.

In his ever-flamboyant style, Red equipped the airplane with a wicker picnic basket, brass Indian taxi horn, and a siren from an old fire truck. Red and the Breezy were standard features of many fly-ins and other aviation gatherings for many years.

Meanwhile, I moved to Tulsa in 1973

from Weatherford, OK, bringing along my almost-completed first homebuilt airplane, which I had designed. I've always been attracted to "minimum," open-air airplanes-- I wanted to get as much of the feeling of flying like a bird as possible.

The wings were from an earlier "Jeannie's Teenie" project I had decided not to finish and I designed an airplane around them. I had fallen in love with the Breezy and wanted mine to be similar. The design evolved into a single-place low-wing pusher that onlookers referred to as a "lawn chair with wings." In retrospect, it was an ultralight before the term had been invented!

After moving to Tulsa, I finished the airplane and got it signed off. However, I had heard tales that the Breezy was hard to fly, since there was no structure out in front of the pilot to help provide a pitch attitude reference (this proved simply to be untrue.)

Having heard Red's name at a local EAA Chapter 10 meeting and finding out that he owned a Breezy, I called him on the phone, explaining that I wanted to ask him about the flying characteristics.

He invited me to his house in Bixby the next Saturday and I felt honored to be able to talk to someone who had actually flown a Breezy. As we sat on his sofa, Red was very cordial and patiently answered my questions. After awhile he asked, "Would you like to see the airplane?" Would I! Trying not to let my enthusiasm show too much, I said yes I would.

We drove from his house to a little dirt strip somewhere north of the Arkansas River. The Breezy was inside a little tin hangar and I had a good time looking

it over.

Pretty soon, Red said, "Well, we might as well fly it, don't you think?" Yes, I definitely thought we should! This was way beyond my expectations!

We climbed in (on?) and off we went. It was a damp, overcast day and the air hitting our faces was definitely crisp, but I was in "hog heaven!"

We landed at Haskell, taxied in, and shut the airplane down. Red introduced me to his cronies at the airport and they launched off into a spirited discussion of some unremembered but obviously important topics-- good ol' airport talk.

After awhile, Red simply turned to me and said, "Well, it takes off at 65, cruises at 75, and approach should be made at 65. If you are gonna bend it, I don't want to be in it, so just go on and take it around the pattern yourself. Be sure and carry some power all the way through the landing."

Up until that moment in my life, I never really knew what the word "agog" meant, but I was truly agog with surprise, anticipation, and a little fear! Here was a guy who did not know me from Adam and yet was willing to entrust me with the care of his airplane-- not just any old Spam Can, but the airplane of my dreams, whose reported flight characteristics required a "real pilot" to fly. In fact, if memory serves, that was my first opportunity to fly any homebuilt airplane.

I was not about to argue and, putting my fear aside, hurriedly accepted his offer. I taxied out, knowing all eyes would be on me, but not caring. Lining up on the runway, I suddenly became very sober (the only word I've ever been able to come up with), knowing I had a job I thought I could do, but also knowing the consequences of not doing it right. It was a feeling I've felt many times since-- everytime I've flown a new homebuilt or newly-restored antique airplane.

That sober feeling followed me all the way around the pattern and I was relieved when the big spoked wheels touched the runway. However, by the second trip around, it was all pure fun! After the third landing, I reluctantly taxied back in. Red and the other onlookers congratulated me and I was embarrassed.

There's been a lot of water under the bridge since then. I even owned a Breezy some years later. But on that day, who would have thought that 26 years later, I'd be again involved with the same airplane. I'm thoroughly enjoying the rebuilding process. For homebuilders, there's something magical and sensual about handling the metal and, through intelligent, engineering thought, transforming it into something useful, something with a purpose.

Red Stevenson, here's thanks to you for showing confidence in me and ushering me into the wonderful pleasures of flying homebuilt airplanes. Hopefully, after the airplane is again flying, it will have another 26 years of life and someone else will be able to remember with nostalgia their first ride.



The "Big Wheel Breezy" N2343

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To See or Not to See: How is the Question!- Using Hoods on Checkrides

by Dave Wilkerson

Do you own a view-limiting device? Flight Instructors will doubtless say "of course!" while other pilots may not. The Federal Aviation Administration (FAA) does not mandate who must own them, but the Practical Test Standards (PTS) Appointment With Examiner checklist advises applicants to bring one for a flight test. The Feds had good reason to include it in the practical test checklist: concern for applicant anxiety.

The years have wrought an assortment of means to direct a pilot's vision to the flight instruments. These have ranged from colored glasses that polarize a pilot's attempt to see outside through a secondary plastic film, to unobtrusive opaque shields that affix to a pilot's flight glasses and flip down to simulate an instrument environment. For decades, most view-limiting de-

vices imitated welders' hoods. We still use the term "hood" to describe more modern, less-obtrusive types. The upshot of all this is simple. We each perform most comfortably and competently using familiar aids and equipment during flight tests.

Still, applicants commonly appear for checkrides without a hood, expecting examiners to provide as their instructors did. Few examiners want to miss opportunity on what might be considered a technicality. (Does it matter if applicants borrow their instructors' hoods or their examiners'?) Most examiners own a view-limiting device, but there is potential risk for those applicants who choose to use the examiner's hood. The examiner's may be distractingly different from the instructor's view-limiting device. Examiners have had applicants who, after a disqualifying performance, stated that the examiner's hood was too different for them to perform the

procedures as well as they had done with their instructors. It may have been just such reports that caused the FAA to modify Federal Aviation Regulation (FAR) 61.45 to include under (d) Simulated instrument flight equipment, the following:

"An applicant for a practical test that involves maneuvering an aircraft solely by reference to instruments must furnish: ... (2) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Administrator."

Last year, I noted that more applicants than in preceding years provided view-limiting devices which they personally owned. Perhaps this is because fewer people are becoming pilots for personal fulfillment, and instead plan on aviation careers. For them, a view-limiting device is professional equipment the purchase

of which is obviously justified. Whatever the reason, one obvious benefit is a more relaxed cockpit during simulated instrument flight. Still, a number of applicants ask to borrow examiners' hoods. Today, most view-limiting devices are standard items. Examiners inspect unique hoods for usability, but rejections are rare. Some commercial hoods have distracting nosepieces which flight instructors often remove. Such changes rarely affect the hood's ability to limit outside view. Be aware, though, that examiners owning this type of device usually have not modified them. If your checkride involves hoodwork, bring the hood with which you are most comfortable.

When instructors help their students to use the Appointment With the Examiner checklist, problems almost disappear.

Letters To The Editor



Grassroots Publication

Dear Sir,

I am glad that you were able to continue the publishing of your fine publication, as I have enjoyed it during years gone by. It is a grassroots publication of interest to us common aviators. I have known Bob Richardson for some years and I enjoy all of his articles.

Enclosed you will find my check for renewal in the amount of \$15.00. Keep up the good work

Lewis R. Howland
Iola, KS

Solo Cross-Country

Hi, Mike,

Hannah here. Loved your editorial in the most recent OA. Meant to subscribe last month, but you know, the holidays, etc. Anyway. Maybe you aren't into publishing personal interest stories, but I'll send mine along anyway, primarily because the dear little old lady I'll tell you about should be remembered by someone.

It was time for my solo cross-country. The route was to be from Chickasha to Weatherford, to Hobart, and return. The compass was out of the plane for some reason and the instructor handed me an alarm clock. The last thing he said was, "If you get to the South Canadian River, turn back-you've gone too far."

When I'd taken my dual cross-country, it had been a nice sunny day. This day, a month or so later, was sunny but quite windy, and there were lots of low scudding clouds drifting about. Nothing looked as I remembered it. I could see the South Canadian River ahead, so figured I'd best find out exactly where I was.

I flew around the first water tower I saw. On one side the letters read "HIN" and on the other "TON." I had never even heard of Hinton, but after some very fast map reading, I found it and then headed west for Weatherford. When I got there and approached to land, I had forgotten

about the rise in elevation and almost drug a wing tip as I turned final. I didn't realize that until later.

Going into the office to have my log book signed, I met an old lady who cheerfully signed my log, and I then asked her if someone could prop the plane.

"Well, honey," she said, pointing to her grandson, "there is only me and the boy and the dog."

Obviously, she wouldn't be able to do it. What to do?-I had to get home somehow. I asked her if she would be willing to sit in the airplane, hold the stick and the throttle back, and keep her feet on the brakes. She told her little grandson to hold the dog and "stand right there" beside the runway. In she climbed, long skirt, sunbonnet, and all. I showed her where everything was and emphasized that even when the plane started, she was to still hold onto everything real tight. I went around to the front of the plane, carefully trying to imitate how I'd seen other people prop a plane. Not only had the little old lady never done what I was asking her to do-- I had never propped a plane! Well, somehow, she did and I did, and we started the airplane.

Afterward, she climbed out and I got back in. I thanked the dear, brave little lady, and headed for Hobart. By the time I flew over Corn, I had finished crying and

also finished all the cookies I'd brought along. As they say, "the rest is history!"

Cheers and good luck with publishing the Oklahoma Aviator.

Hannah Bass
Tulsa

Advertising

Dear Oklahoma Aviator,

Enclosed is my check for renewal. However, I would like to make this comment. I realize ads are important as a monetary base to afford publication. But, when advertising pages exceed content pages, that also spells trouble in keeping subscriptions.

Phyllis Scott
Tulsa

[Editor's Note: Phyllis, thanks very much for your subscription and your comments. We are very aware of the amount and quality of content we publish as compared to advertising. We intend to keep that ratio in balance--as more advertising is secured, we will thus have more time to also increase the content.

However, I would like to make two comments. First, our advertisers offer high quality products and services and, thus, their ads are of value to our readers.

Second, about 90% of our income comes from advertising, with less than 10% from subscriptions. So, advertising is a necessary fact of life for us to be able to cover Oklahoma aviation news.

Unless, of course, we were to be adopted by a rich relative-- hmmm, interesting thought! Let's see-- whom do I know??]

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15TH ANNUAL OAOA CONFERENCE

Final plans are being made for the Oklahoma Airport Operators Association's 15th Annual Conference to be held at the newly rebuilt Quartz Mountain Resort, Home of the Oklahoma Art Institute. The Planning Committee adopted the 2001 theme "Soaring with Eagles Again", which mirrors the theme from their very first conference, which was also held at Quartz Mountain Resort in 1986.

The 2001 Conference will be held Sunday through Tuesday,

April 22 - 24, and will kickoff with a golf tournament at noon on Sunday. Conference registration and exhibitor packets are going out the week of January 15.

Topics to be covered in the technical sessions include aviation and the community; environmental regulations affecting airports; updates by the FAA, OASC and the AOPA; and a panel on airport liability insurance.

Anyone interested in sponsoring or attending the OAOA 2001 Conference and/or joining OAOA can contact Debra Coughlan, OAOA Executive Director, in Tulsa at 918-838-5018. Exhibitor information is available through Carl Cannizzaro, with Horizon Engineering, in Tulsa at 918-663-0870.

Check out the OAOA website - www.okairports.com.

AOPA President Boyer to Hold Pilot Town Meeting in Tulsa

FREDERICK, MD - AOPA President Phil Boyer will hold a Pilot Town Meeting in Tulsa March 13 and Austin, TX on March 15. In lively, interactive sessions, he'll update pilots on current and upcoming developments in national aviation legislation, policy and regulations, and will solicit pilots' views of the general aviation situation in Oklahoma and Texas.

Boyer will examine the GA outlook in the wake of the national elections, in which 126 of 141 AOPA-supported candidates were elected (or reelected) to Congress - 22 in the Senate and 104 in the House.

He will also discuss President Clinton's executive order directing FAA to create an Air Traffic Organization (ATO) and AOPA's inflexible stand against the user-fee proposal that order contains. He will review parts of the FAA reauthorization bill, AIR-21, which established a framework for an ATO. Passed last spring with strong AOPA backing, AIR-21 provides for a number of improvements in FAA structure and managerial efficiency long advocated by AOPA.

Another topic for discussion will be the recent increase in runway incursions, causing both air carrier and general aviation accidents and incidents. Since effective technological systems to monitor ground traffic more closely are years in the future, AOPA is pushing for immediate changes in ground control procedures and increased emphasis on pilot training in techniques to avoid ground traffic conflicts.

And as a principal element of the meetings, Boyer will invite discussion of local issues of concern to Oklahoma pilots and aircraft owners.

Boyer has held more than 235 Pilot Town Meetings during the past eight years, reporting to pilots all across the country and soliciting their feedback to keep AOPA action focused on current pilot concerns. To date, more than 45,000 pilots have participated in these Pilot Town Meetings.

The Pilot Town Meeting scheduled for Tuesday, March 13, will take place in the Radisson Inn Tulsa Airport, 2201 North 77th East Avenue.

On Thursday, March 15, the Pilot Town Meeting will be in the Holiday Inn Austin Airport South (Bergstrom), 3401 South I-35.

Both meetings begin at 7:30 p.m. and are open to all pilots without charge.

Phil Boyer, a 30-year veteran aviator and former network television senior executive, is the third fulltime president in AOPA's 60-year history. Instrument- and multiengine-rated, he has logged more than 6,000 flight hours, including two transatlantic crossings. He has been president of AOPA since January 1991.

AOPA represents pilots and owners of three-quarters of the 206,000 general aviation aircraft that constitute 96 percent of the U.S. civilian fleet. Of the roughly 55,000 pilots in Oklahoma and Texas, about 54 percent are AOPA members.

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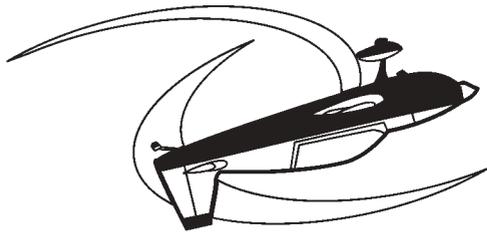
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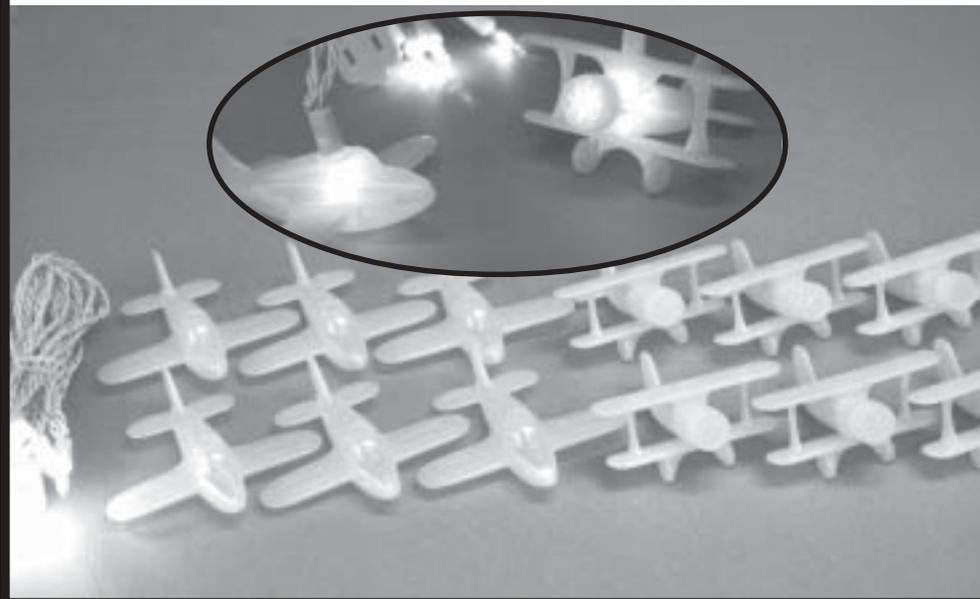
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ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



DETROL

The product Detrol is used to treat men who have problems with frequent urination (say, more than eight times a day). This problem occurs in many men past the age of 50. Detrol works well for the purpose and may be used by pilots if they follow the FAA's prescribed procedure for approval and use. The first step is to obtain a doctor's prescription for Detrol and take the medication as directed for a period of thirty

days. Then, see your doctor, let him examine you, and list any side effects you may have. If there are no side effects, you can send a note to that effect to the FAA and thus be approved for Detrol use while flying.

It would be nice if a pilot could simply take Detrol on an infrequent, as-needed basis. For instance, perhaps one might consider taking it only in preparation for a long flight (say, in a Bonanza with a five-hour range). Unfortunately, such use is not possible within the present regulations. The FAA considers that infrequent use may cause side effects which might be different than those encountered in regular use.

If you have any questions about this article or any others, do not hesitate to contact my office.

Guy D. Baldwin, D.O.

Tahlequah Dedicates New Terminal Building

TAHLEQUAH- Saturday, December 2nd, 2000 marked the grand opening and dedication of Tahlequah Municipal Airport's (H73) newest improvement, a 2,200 square foot terminal building, and they are anxious to show it off to Oklahoma aviators and other visitors. The spacious terminal building contains a visitor's lounge, flight planning facilities, a public meeting space, refreshment vending, restrooms, and two office spaces. The opening of the terminal capped a year of over \$1 million dollars of airport improvement projects that occurred at the municipal airport. These include an expansion of aircraft parking areas, new aircraft fueling facilities, establishment of an AWOS site, the relocation and refurbishment of municipal hangars, in addition to the new terminal.

Ken Purdy, chairman of the Tahlequah Airport Board, stated that a

great deal of effort went into the planning and construction of the new terminal building to make sure that it reflects an inviting, user-friendly space and leaves visitors with a positive image of the airport and community. Purdy said "From planning to finish, the project took three years and hundreds of hours of behind-the-scenes work from city officials, staff, and airport volunteers to make this a reality." He also noted that the airport is now under municipal management and invited aviators to stop in and meet the new airport manager, Fred Barrs.

Tahlequah Mayor Jerry Cook, speaking at the building dedication event said "These airport improvements are a vital part of the overall effort underway in Tahlequah to make our community a better place to live and to strengthen our economy by creating facilities that help attract businesses and visitors to our city."

Tahlequah Municipal Airport is 41 NM from Tulsa VORTAC on the 105 degree radial. The airport has a 4,000 ft x 75 ft runway (17/35). Runway lighting is activated by 5 clicks on CTAF 122.8. AWOS frequency is 118.42. 100LL and Autogas fuel is available. GPS approaches are active.



Tahlequah Municipal Airport's fancy new terminal!

Equipment Installations: Have You Thought About This?

by Bob Ferguson

So you've decided to change the old bird a bit. Maybe add a new intercom, or a graphic engine gauge, or new radios or maybe even a STOL kit or an autopilot. Great devices, all of them. But have you thought about this?

Over the years that I have been flying other people's airplanes (customers, thousands of them) I have seen most all combinations of equipment and installations- some good, many bad.

So, to help avoid problems, let's play Fergie's version of twenty questions. The twenty questions came to mind recently when I settled into a Bonanza with a brand new interior and began to look for the jacks to plug in my headset. I knew the original jacks were between the seats, but there was an intercom in the panel and I assumed, correctly, the original jacks were not part of the intercom setup. I spent a minute or two looking all over the front seat area for the apparently hidden jacks and finally found them right beside me in the new upholstery, unmarked and hardly noticeable in the fabric around them.

I plugged the headset in and proceeded to start the engine and get ready for the flight. That's when I became aware of the flaw in the installation- If I tried to fly with my left arm on the armrest, the jacks interfered with my movements of the controls. I flew the entire flight uncomfortably trying to avoid breaking the plugs off in the jacks with my arm, while maintaining safe control of the plane.

Here are the twenty questions I came up with:

1. Where is it going to go?
2. How will it look?
3. Will it interfere with controls?
4. Will it interfere with access?
5. Can you reach it, see it, operate it after it's installed?
6. Does it need power?
7. How much power, what kind, load analysis required?
8. Does it need circuit protection, what kind- fuse or breaker?
9. Weight and balance affected?
10. Structural considerations involved?
11. Will it interface with other systems?
12. Will it interfere with other systems?
13. Wiring involved- proper type and gauge?
14. Who will do the work?
15. Who will approve the work?
16. STC approval?
17. Previously approved data?
18. Field approval?
19. Flight manual affected?
20. Have you thought about

this?

I'm not going to try to answer all of these questions in this article. I am going to try to prioritize them so you can get off to a proper start and avoid a messy finish. Questions 15 through 19 are the best place to begin.

You must be certain of how your modification will be legally applied to the airplane within the context of FAA regulations and scrutiny. You may get the best job done with the best equipment, but if it can't be approved for return to service then you are grounded. Grounded! The worst word an Oklahoma Aviator can hear-- to be avoided at all costs. You can avoid it by paying attention to the details first.

If the installation is covered by an STC, then it can be installed by a licensed A&P and approved for return to service by an AI. Simple.

If you are using previously approved data you will have to have an FAA field inspector sign it off, likewise for any field approval. A word to the wise here- you should contact the field inspector BEFORE you start the project. Describe it in detail to him and get his input as to what he will require in order to be able to field-approve it. Just because you can do it and write it up does not mean he can automatically approve it. The FAA inspectors have specific guidelines they must follow, too. Make sure your proposal falls within them.

Be prepared for some delay if the airplane's FAA approved flight manual is to be supplemented or altered. Most field inspectors cannot approve flight manual changes and your paperwork will have to go to a regional office for engineering review and approval (that's FAA lingo for SERIOUS DELAY). Try to avoid that also, if possible.

Manufacturer's data is sometimes cited as data for approval, but be cautious here: most manufacturers' data is helpful and must be followed, but is usually not FAA approved. It can often serve as the basis for a field approval if you show it to the inspector and get his nod on it.

One more note about the field approval process- the FAA inspector rarely inspects the actual installation for return to service. He usually approves the data being used but the actual return to service is done by a licensed mechanic, AI or certificated repair station.

OK, Bob, a lot of talk and no action. I just want to get my intercom installed. All right, Joe Pilot- we'll start at the top of the questions list next month.

[Editors Note: Bob Ferguson works for Autopilots Central at Tulsa International Airport. He can be reached at 918-836-6418.]



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Young Eagles Winter Flight Fest

by J. Thomas Pento, PhD

The Young Eagles program of the Experimental Aircraft Association (EAA) was created specifically for the recruitment and education of the next generation of aviators. EAA's goal is to introduce one million youngsters to the excitement of aviation by giving them their first flight by 2003, the 100-year anniversary of the Wright brother's first flight. Currently EAA has over 700,000 Eagle Flights in their log-book and they are confident of reaching their goal. General Chuck Yeager has been the Honorary Chairman of this program since 1994 and has personally provided several hundred Eagle flights. Every young person, 16 years of age or younger, who goes on an Eagle flight receives a Young Eagles certificate signed by General Yeager and the pilot conducting the flight.

Months earlier while discussing my enthusiasm for aviation with Mike Burton, a friend and colleague from work, he mentioned that his son Matthew (Matt) was interested in aviation and planned to join the Airforce after high school. I offered to take Matt and Mike on an Eagle flight. We were looking for some free time and good weather during the period between Christmas and the New Year.

On the appointed day the sky was clear

blue with scattered high cirrus and a light breeze out of the south -- it was perfect flying weather. Matt lives in Edmond and we agreed to meet at Guthrie Municipal airport. After landing at Guthrie and leaving the runway, I immediately saw Matt and his father standing near the FBO. Matt, a high school sophomore, is a tall, good looking and intelligent young man. First we looked at the sectional chart and briefly discussed the symbols, frequencies, etc. associated with the airports and airspace in the region. Then we discussed the route and altitudes for our flight that day. Next we did a thorough preflight and discussed basic principles of aerodynamics and control surfaces. Matt knew all about Bernoulli's principle and the major forces of weight, lift drag and thrust. I was impressed!

After listening to the weather on the local ASOS, we lifted off and contacted OKC Approach for flight following. Heading south we were soon over Edmond where Matt located his house. Then we circled downtown Oklahoma City and Matt pointed out landmarks (the OKC Bombing Memorial, Bricktown canal and State capitol building) to his father sitting in the back seat. Matt seemed to be comfortable at the controls when he took over and headed back to Guthrie. When I asked how he would locate the airport, he said that he would just fly up I-35 until the airport appeared just south of

Guthrie. I told you that this boy was smart!

I took the controls and began our descent into the traffic pattern at Guthrie. As I broadcast our positions on the downwind, base and final legs, I wondered if Matt would think back to this flight several years from now when learning to fly in a military jet trainer. I know that I will never take the controls of an F-22 Raptor; however, the knowledge that I have introduced the joy of flying to a young person who may very well fly the Raptor gives me a feeling of satisfaction. I encourage each of you to fly with a Young Eagle. It may be one of most rewarding flights that you've had in some time. For information on participating in the Young Eagles program call the Young Eagles office at 414-426-4831.



Left to right: Tom Pento, Young Eagle Matt Burton, and his father, Mike Burton.



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99s Inducted into Aviation & Space Hall of Fame

OKLAHOMA CITY- The twenty-first annual Oklahoma Aviation and Space Hall of Fame induction was held January 13 at the Omniplex. Lu Hollander and the Ninety-Nines, Inc. were two of the six inductees. President Vicky Sherman flew in from Florida to accept the award on behalf of the 99s. The award will be placed at 99s Headquarters. Vicky Sherman was a house guest of the Halpains. Bonita Ades, immediate past section governor was a house guest of the Rotzingers.

About two hundred people attended the gala. Oklahoma Chapter Ninety-

Nines attending were Shirley Brown, Charlene Davis, Sue Halpain, Phyllis Hensley, Helen Holbird, Lu Hollander, Phyllis Howard, Gladys McCaslin, Jody McCarrell, Margie Richison, Poochie Rotzinger, Susie Sewell, Lucille Watkins, Lisa Spencer (FWP) and Debbie Wilson. Husbands attending were Charlie Brown, Bill Halpain, Robert Hensley and Curtis Wilson. Other International 99s there were Bonita Ades, Lisa Cotham, Gene Nora Jessen, Anita Lewis, Claire Walters, Vicki Sherman and Verna West.

Congratulations 99s and Lu Hollander!

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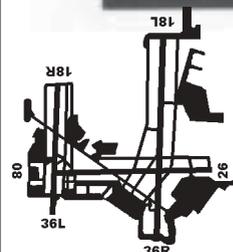
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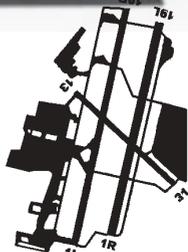
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Diary of an IAC Chapter Spouse: IAC Chapter 10 is Reborn!



by Felice Baldwin

Perhaps you used to have an aerobatic airplane in your younger days and sold it to buy a more "practical" plane. Now, twenty years later, you get an urge to "dance in the sky" again. The

"dancing" begins and you are filled with so much enthusiasm that you want to share the excitement with other pilots. You look to your local IAC Chapter and find they kind of fizzled out years ago.

That's what happened to one energetic pilot named Guy Baldwin from Tulsa, my husband. As an Aviation Medical Examiner, Guy speaks to pilots all day. His head was spinning with ideas, but he knew he couldn't implement them alone, so he ran a newspaper ad to see if there was interest in reviving the Chapter. The response was overwhelming and in October 1999, IAC Chapter 10 was reborn! Because our first event was planned for January, we held several weekly meetings at our house, which soon became dinner meetings.

In January 2000, we kicked off the new millennium by hosting three-time U.S. Aerobatic Champion Patty Wagstaff. Wow, what a way to start things off! The event was held in the wonderful facilities of the Tulsa Technology Center at Riverside Airport. We were expecting maybe 200 people and ended up having nearly 1,000! Rex Niver, with Tulsa Tech, really had to scramble to accommodate the crowd for seating and viewing purposes. Chapter member Charles Harris emceed the evening and did a great job. Patty's book "Fire and Air: A Life on the Edge" was available and a long line of fans quickly formed, all patiently waiting to have their copies autographed. We had a static display of planes with their pilots, drawings for rides, and lots of free refreshments.

Next came spring, blossoming flowers, and another idea! Located at Riv-

erside Airport is a restaurant called The Airport Café, affectionately known as "Debbie's Diner." Guy and other pilots eat there every weekend and he thought it would be fun for Chapter 10 to serve as waiters/waitress' one Saturday morning. (I personally think Guy thought of this just so he could toss biscuits across the room or take a bite out of someone's toast!) The chapter gang and the customers had so much fun they decided to invite other groups to take up the challenge.

In May, we invited "The Dean of Aerobatics" Duane Cole to come to Tulsa. Carl and Julia Clay had organized a dinner exclusively for Chapter 10 members to spend quality time with Duane. The next morning, Ike and Liz Enns were to host a breakfast in their hanger for the aviation community to meet Duane. The last stop was to be a fly-in at the Claremore Regional Airport, with Duane speaking and signing autographs. Unfortunately, Duane became ill just before he was scheduled to leave Texas and was not able to attend, but the Chapter went ahead with plans. The dinner was wonderful and we enjoyed great fellowship. Breakfast was exciting, thanks to one of our more colorful pilots, Red Stevenson, whom we called the night before to come and tell some of his stories to the morning crowd. The event at Claremore brought a huge number of people and, even though they were sad to hear about Duane, the Chapter made sure they were not disappointed.

Summer was soon upon us and a weekend judging school was set up by Chapter member, Tom Culver. Those who had never judged before really got an insight as to what to look for in competitions. Some members entered competitions, some helped in judging, and others used the summer weather to practice maneuvers.

Come September, the Chapter participated in Airshow Oklahoma in Muskogee and the Tulsa Regional Fly-In in Bartlesville. The Chapter hosted a tent at both events for Patty Wagstaff and Theron Wright from Challenge Air, a non-profit organization that provides flying experiences for physically or men-

tally challenged children. We also provided a bus at Airshow Oklahoma to serve the performers' transportation or relaxation needs.

To end the first year of our "rebirth", in October we hosted Bob Hoover! Bob an aviation legend, was accompanied by his lovely wife, Colleen, whom we thoroughly enjoyed. Bob and Colleen were here for four days, and we kept them busy! In addition to a couple of private functions, the Chapter again held an event at the Tulsa Technology Center. It was a wonderful evening filled with lots of questions from the audience-for each of them, Bob had a story to tell. Bob also was present at the First Annual Claremore Airshow held at Claremore Regional Airport, addressing the crowd and getting the airshow started. At every function he signed autographs and sold his book "Forever Flying." Bob was a true sport to endure the schedule we had for him. He is a very kind man and demonstrated such graciousness that it's no wonder why he flies so smoothly.

It has been an exciting and eventful year! As with most productions, we had sponsors that were excited to participate. They provided luxuries that otherwise would not have been available. Many of our members worked hard to make this first year a success; a few of the hardest working include Debbie Black, Jane Rayburn, Joe Masek, Nan

Gaylord, and Denna Schafer with Spartan Aviation.

I must say I cringe when my husband says "Honey, I've got an idea!", because I know it will require a lot of work. He has already floated ideas for next year but I've put a "gag order" on him until after the holidays.

It's been exciting to see the Chapter members share their enthusiasm, but it's equally exciting to see the faces of other people when they get to be near aerobatic airplanes, talk to the pilots and watch them "dance in the sky."

[Editors Note: IAC Chapter 10 would like to give a special "Thank You" to Felice Baldwin, the true survival force behind our group. Felice is always there with a smile, support, ideas, manpower, planning and of course her wonderful food. Thanks, Felice, for all you have done.]

The first meeting of the new year was held January 8, 2001. New officers were elected and committee chairmen appointed. Plans are taking shape for another fun and educational year.

Please join us. If you are interested in flying or flight safety this is the group for you. We meet the first Monday of each month at 6:30 p.m. For the location of the next meeting or more information on IAC Chapter 10, contact Joe Masek, membership chairman at RHRjem@yahoo.com or 918-596-8860. We would love to have you.]

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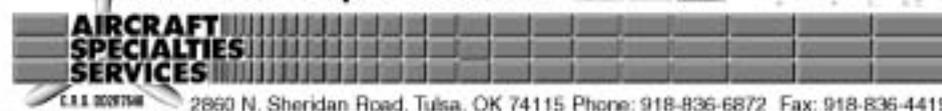
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A MESSAGE FROM BOB JANDEBEUR TO OKLAHOMA AVIATOR READERS

The State of Oklahoma has always been a haven for aviators. From the earliest aviation pioneers such as Clyde Cessna and Wiley Post up through the astronauts of today, our history is rich with aviation accomplishments. Currently, we enjoy the benefits of being one of the most active aviation states in the nation. We rank 4th in total number of airports and 1st in number of airports per capita. Aviation activities in Oklahoma produce an enormous economic benefit to the state, totaling over 11.7 billion dollars.

The Oklahoma Aviator has, for more than *twenty years*, fostered and promoted aviation activities in this area of the country. Now, its future is in question.

As the new Oklahoma Aeronautics Commissioner for District 1, I firmly believe that *The Oklahoma Aviator* provides a benefit to all Oklahoma aviators, aviation businesses, and aviation organizations. We should **not** allow that benefit to disappear. Therefore, I am supporting *The Oklahoma Aviator* and I **challenge** other business and individuals to do so also.

If you would like more information on how you can help, please email me at bob@jandebour.com.



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Calendar of Events

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WHEN	WHAT	WHERE	CONTACT	DETAILS
1st Monday	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 RHR jem@yahoo.com	
1st Thursday	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	
1st Saturday 7:30AM-10:00AM	Fly-In Breakfast- Ponca City Aviation Boosters Club	Ponca City Airport, Ponca City, OK	Don Nuzum- nuzum@poncacity.net Bruce Eberle- 580-762-5735	Held rain or shine
2nd Thursday 7:00PM	Meeting- Oklahoma Windriders Balloon Club	Metro Tech Aviation Career Center, Oklahoma City, OK	Ron McKinney- 405-685-8180	For all balloon enthusiasts
3rd Saturday	Meeting- Green Country Ultralight Flyers Organization (GCUFO)	Call 918-632-6UFO for location and details	Bill Chilcoat- 918-827-6566	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
Saturday following 3rd Monday	Pancake Breakfast- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK		
February 15	Education Camp- "Golden Age of Flight," Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa OK	918-834-9900	For Grades 1-4. Covers lift and drag on kites, wing shapes, Bernoulli's principles, and understanding gliders
February 24	Annual Mid-Winter Fly-In Breakfast, EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
March 13 7:30PM	AOPA Pilot Town Meeting	Radisson Inn- Tulsa Airport, 2201 N. 77th E. Ave, Tulsa, OK	Cliff Naughton- 301-695-2159 www.aopa.org	AOPA President Phil Boyer will update pilots on aviation legislation, policy and regulations, and will solicit pilots' views of the general aviation situation in Oklahoma.
March 26-30	Education Camp- "Aviation, Gliders, and Planes," Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa OK	918-834-9900	For Grades 3-6. Covers Lindbergh, clouds, Amelia Earhart, and commercial flight. \$198/student.
April 8-14	Sun 'n Fun Flyin	Lakeland, FL	863-644-2431 www.sun-n-fun.org	
April 20-21	Education Camp- "Women in Flight," Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa OK	918-834-9900	For Grades 1-5. Overnight for mom or guardian and daughter. \$30/student.
April 22-24	15th Annual Conference- Oklahoma Airport Operators Association (OAOA)	Quartz Mountain Resort	Debra Coughlan- 918-38-5018	For exhibitor information, contact Carl Cannizzaro at 918-663-0870.
June 24	Annual Hamburger Fly-In	Sand Ridge Airpark, Collinsville, OK		

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