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

March 2001

It's So Easy to Fly a Breezy!

By Bob Ferguson

If you read the January issue of The Oklahoma Aviator you already know my favorite flying machine is the Jetwing Trike. Before that airplane soared into my life, my favorite was the Breezy. And it is only in second place by a nose, or, perhaps, a lack of a nose! If you read the February issue you know that Mike Huffman and I share a love of the Breezy and have had some similar experiences with it.

So what is a Breezy? Is there anyone out there, really, who has not seen Red Stevenson flying his Breezy at air shows, fly-ins, and other aviation gatherings? That's where I first encountered the Breezy and had my first flights in (on?) It. More on that later.

The Breezy looks like someone went out in the night, cut down a radio tower, dragged it back to the garage on its side, put wheels, engine, wings, tail and seats on it, and then decided to see if it would fly. Guess what? It did!! And it

turned out to be one of the most fun flying machines you can ever experience (except the Trike, of course).

The fuselage is actually made from aircraft-quality steel tubing, built to plans developed by Carl Unger, Charles Roloff, and Bob Liposki in 1964. Many available wings and tail feathers can be used to complete the airframe, and a variety of common engines can be fitted to power it. Some of the most common arrangements are Piper PA-12, J-3, PA-18 wings with C-85, C-90, O-200 or O-235 engines. They have also been built with Aeronca, Luscombe, and even Cessna 150 wings.

My favorite has the Piper wings with a 150 HPLycoming O-320 engine and Harley motorcycle wheels. Hey, it's an experimental-- let your imagination run free! I have partners in the airplane and we all bring something different to the idea pool. The airplane is actually the one Red Stevenson owned five different times. He is re-

sponsible for the bigger engine and a list of smaller additions, like the siren under the rear seat. Makes a much better attention-getter than just hollering "Clear Prop!"

My first flight was also my first solo on the plane. It happened, to the best of my memory, in 1978, when I called Red to see if he would take me for a ride. He said "You can do better than that. I'll let you fly it." I was excited! He asked me to meet him at Haskell airport so I could fly it off the grass the first time. I flew down in my Piper Clipper at the appointed date and time and Red soon appeared with the Breezy.

He taxied into the ramp area where I was waiting, got down from the pilot's seat with the engine still running, and gave me my pre-flight briefing: "This is the throttle, this is the brake-- it only works on one side but you won't need it. The airspeed indicator is here but it doesn't read right until you get level in cruise, but you won't need it! Just pull the wheel back to your

chest on takeoff and when the nose starts to come up, just put the wheel forward to hold it where you want it. Just the opposite on landing-- use about 1500 RPM (the tach is down there, under your legs) and when the mains touch down bring the wheel back towards your chest to keep the nose from coming down too quick. Go have a ball!"

My first comment was "Aren't you going along?" His answer: "I don't know what for. There aren't any controls in the back seat and we can't talk because of the noise. Besides, you will enjoy it more without a passenger. Now go fly." So I did.

Taxiing was OK, but the steering is very direct and the machine responds right now to inputs. The effect is amplified somewhat because you sit so far forward and any yaw you induce you feel immediately. It was good to have to taxi some distance, so as to know what to expect on the takeoff roll. Frankly, I had no idea what to

expect, but my mood was eager anticipation and excitement.

I lined up, checked the controls, and shoved the throttle open. After a few twitches from side to side, I had it going straight and pulled the wheel back to my chest as instructed. The nose quickly began to come up and I moved the wheel forward to keep from over-rotating. I knew from watching Red fly that takeoffs were short and climbs pretty steep so I wasn't surprised that lift-off abruptly followed rotation and I was flying. It was love at first flight as I watched the ground drop away and looked out with a totally unobstructed view of the world. The airplane seemed eager to fly and responded comfortably to my touch.

I turned toward the river, leveled off at what looked like a reasonable altitude, and flew along the sand bars. I waved to some fishermen in a boat and to a farmer on a tractor working his field next to the bank. I

continued on p. 4.



The "Big Wheel Breezy" with Bob Ferguson at the controls.



Satisfied passengers, after a fun flight-- notice their windblown hair!

From Mike...



As I sit to write my March column, the layout of the paper is complete, except for this last effort. Only after everything else is done do I feel free to take a few deep breaths and contemplate my topic for this issue.

Today, I find I am weary of sitting at a computer keyboard staring at "The Tube" in front of me. Funny, we used to call television The Tube, but now computers screens have greatly taken its place, at least in my attention. Is this good?-- I wonder...

Please forgive my jaundiced attitude. I don't normally get this way and I know it won't last long. I even know what caused it.

About three weeks ago, Barbara and I determined that our sharing of one computer had gone about as far as it could and still maintain the sanctity of our marriage (journalistic exaggeration, of course).

Thus it was that we made a fateful decision to acquire a second computer. In reality, the actual acquisition of the "thing" (notice that I'm emotionally distancing myself from it) was only a minor contributor to my mood.

The real deal was my decision that these two machines should be networked together. I mean, we've been limping along now on a single computer, printer, scanner, and modem. The addition of the second computer and a couple of inexpensive network cards should open up a whole new world of capa-

bilities.

Why, we could share each other files! We could use each other's hard disks for backup! We could share our printer, scanner, and CD-RW drive across the network! Oh, and, goody-goody, we could sign up for broadband Internet access (which is not much more than we're now paying for dial-up service!) and, with the network in place, share the connection between the two computers! Oh, won't it be beautiful??

Well.

You know what I'm going to say already, don't you? I'm still fighting the problems.

Now, mind you, I'm no slouch when it comes to technical stuff. Hey, I am a Former Software Professional! Besides that, I've got a brother-in-law on call who is a systems administrator on a complicated network. I've been using computers since the early 80s (Macintoshes), and I considered myself a knowledgeable pioneer user.

It was only in the last few years that I was reluctantly dragged into the "World According to Gates," with its "plug and pray" technology. Add to this equation all the frustration of viruses, operating system bugs, application program updates-- all of which can conflict with one another.

What I want to do with a computer is, oddly enough, USEFUL WORK. I really don't care to know about the innards of the unit.

To use a familiar analogy, if I were building an airplane, I would want to be drilling holes, cutting metal, welding parts together, not trying to get the fabrication equipment to work.

Of course, computers are much more complex devices than, say, an electrical drill. Troubleshooting is difficult and arcane at best.

To use an analogy, I read an article a few years ago about scuba divers recover-

ing artifacts from a civil war ship located in ten feet of inky black mud at the bottom of a river. They could use only their hands to feel about for treasures. Imagine the difficulty in developing a "mental map" of the wreck, so that one could do something as simple as return to the same spot on a later dive-- to say nothing of trying to logically deduce where to search anew. Yes, this is analogous to troubleshooting computer problems (except that the "wreck" reconfigures itself as time goes on!).

Since most computer users don't have a prayer of troubleshooting their computers, this all this makes me feel that the days of traditional do-everything personal computers are numbered. Remember how we got here? Big mainframe computers accessed through dumb terminals and programmed by "Data Processing" (as it was called in those days) was considered way too slow and inflexible.

Should we go back? Actually, I think that, with widely-available broadband Internet access on the near horizon (see Bob Jandebour's article on page 13), we are poised to "have our cake and eat it, too." That is, with high-speed connectivity, our home computer could be something very simple, maybe even without a hard drive. We would "rent" applications like Microsoft Word from an "application service provider," access them across the network, and store our documents on their servers. When our computer quit, we would treat it like we do our TV-- either get somebody to fix it or buy a new one. It's not here yet, but it's not that far away.

Until then, we'll struggle on, learning more than we ever wanted to know about bits and bytes.

Anybody got any dynamite?

Letters To The Editor



Mike:

Thanks for carrying on the tradition and helping to glue the aviation community together with the paper. After being a pilot for 25 plus years, my interest is swinging towards the ultralights and light sports planes. (It is difficult to rent a plane in the Tahlequah area.) Look forward to learning more about recreational flying when the new regulations are issued by the FAA.

Ted Fisher, Tahlequah, OK

Dear Mike,

My February issue of The Oklahoma Aviator arrived and again, I want to congratulate you on the dedication and persistence you've given aviation. I really enjoyed the article "The Big Box-- Building a Kit Fox" by Earl Downs. It brought back many memories for me. It was very heartwarming to read of the inspiration that he received as a young lad back in 1956 as a result of the series of three articles that I wrote for Mechanix Illustrated magazine on how to build the Baby Ace.

When I bought the complete Corben Aircraft Company's assets back in Madison, WI, just after I returned from Korea in 1952, I will remember flying over to Madison in a P-51, going through the storage area and a machine shop where the material had been stored for many, many years. And, though it took several trailer loads to haul a complete Junior Ace, fixtures, wing ribs, and many parts and engines home, I brought the drawings back to my base on top of three 50-caliber machine guns located in the left wing of the Mustang. On my short flight back, I was just hoping that nothing would happen to the Mustang that would cause us to lose those precious drawings. The first Mechanix Illustrated Baby Ace and much-modified airplane from the original now hangs in the EAA Air Museum here in Oshkosh.

The Big Box also brings back other memories: although all my airplanes have been built from scratch, my wife, Audrey, some years back bought me a Hyper Lite kit. It was just a tad over the ultralight requirements only because of a few pounds more of the engine weight. Opening that box and seeing that beautiful kit, pre-welded fuselage, stamped wing ribs, and all the parts there that needed assembled was very heartwarming.

What a fine airplane it was. I flew it about 50 hours and now someone else has the wonderful pleasure of looking over the nose and enjoying the same vast beautiful horizon as I.

One never knows how long it takes when someone touches people's lives for a particular cause-- in my case, aviation and founding the Experimental Aircraft Association. It's amazing where many of these young people have gone in life, not only in aviation, but as the result of the high standards and association with aviation folks, have made a better life for themselves or families in our society.

I'm still working away with our little Sport Aviation Association. We have about 1400 member. It's grassroots. I'll try to keep that wonderful spirit alive.

Sincerely, Your Friend,
Paul Poberezny, Oshkosh, WI

[Editors Note: The Sport Aviation Association can be reached at PO Box 2343, Oshkosh, WI 54903-2343.]

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Up With Downs



Earl Downs

Read The Directions!

The Big Box had arrived and there it was. I couldn't help but be reminded of all the model airplanes I had built in my now so very distant youth. In those days, I would go to the hobby shop with my pockets full of quarters from mowing lawns (we didn't even have power mowers in those days). What wonderful kit could I buy for \$1.75? That was seven lawns mowed and I intended to spend my hard-earned money wisely. After much consideration I would make my selection and take it home. It wasn't the "Big Box," but it was a box with an airplane in it. After opening the box, I carefully checked the pieces of balsa wood and read the construction plans. Gosh, this was going to be a tough one, but I couldn't resist the challenge of transforming this handful of sticks and paper into a living, breathing representation of what I loved. Airplanes!

Later, as I looked at my real "airplane in a box," I relived those thoughts and feelings from years ago. Skystar says you can build your Lite in about 200 hours. That number is probably pretty close if you only count hands-on construction time. The Big Box contains every part and piece of hardware needed to build the Lite except the engine and BRS parachute. Those are shipped separately. I doubt if the 200-hour figure includes the three days it took me to carefully disassemble the box and remove its precious cargo. As careful as I was, I still managed to drop my crowbar and do some minor damage to a wing rib.

Next comes the inventory. To say that the kit is complete is a gross understatement. Every nut, bolt, screw, rivet, and cotter pin has a part number and must be accounted for. There are hundreds of plastic bags containing parts and hardware. It was obvious that I could not just place all the bits and pieces in a big pile and expect to find a particular item when I needed it. It was time to get organized, so the inventory stopped and I turned my attention to my work area.

I had partially constructed my workbench and the shipping crate provided plenty of lumber to complete the job. A trip to the hardware store provided me with twelve feet of pegboard, several dozen hooks, and multi-drawer storage cabinets. A couple of days later (also not part of the 200 hours), I was ready to continue the inventory. Maybe it's just me, but I somehow feel more confident when I am organized. Finally, the airplane in a box was now a collection of parts in waiting. Waiting, that is, for me to read the instruction manual.

The instruction manual is complete with written directions and lots of photos. Skystar recommends that you read the entire manual before starting the actual construction and that's what I did. This process gave me mixed feelings. Because I

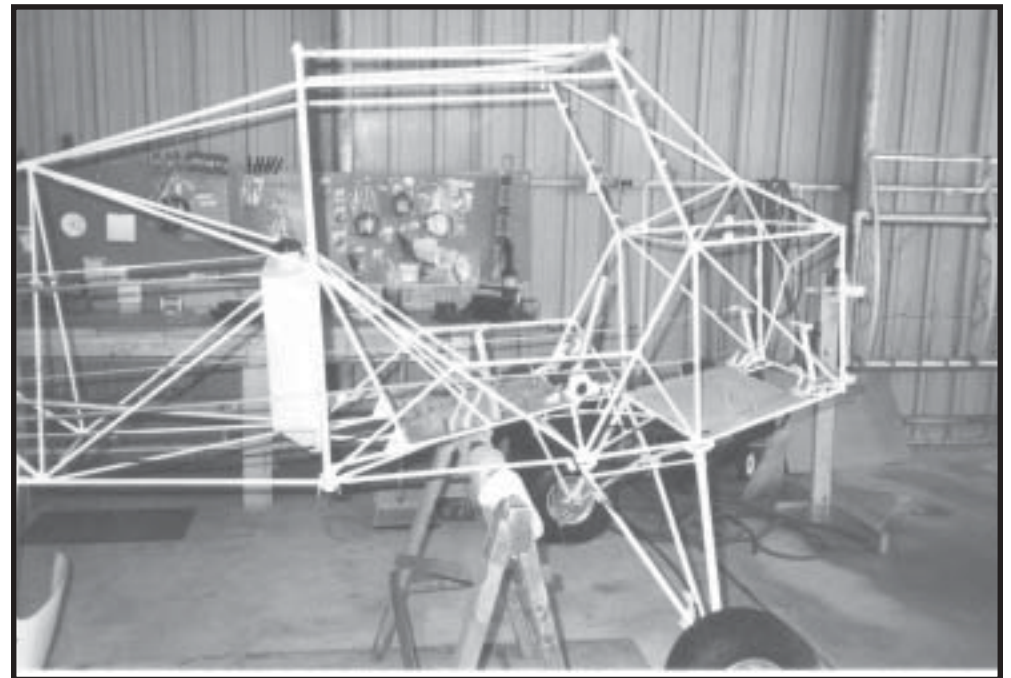
was not actually doing the work it was easy to get lost as to how each step connected to the next. But, it did give me an overview. It also led me to think the building process is more complex than it actually turned out to be. When I started performing each construction step, it made much more sense. I wonder if reading and pondering the construction manual is included in the 200 hours?

Skystar starts you off with the landing gear, wheels, and brakes. As I started reaming, drilling and fitting the landing gear components I noticed a remarkable thing was happening. Open spaces started to appear on the once crowded pegboard. What fun! Parts were moving from the wall to the plane before my eyes. The wonderful thing about the Kitfox is that if you spend a couple of hours working on it, something changes. That's a far cry from the days of "scratch building" my Tailwind so many years ago.

All welded parts are completely fin-

ished so it didn't take long to get the landing gear ready to install. It fit perfectly. The tail wheel is a simple installation and it wasn't long before I could roll the fuselage around the hangar. As I looked at the little taildragger fuselage sitting there, I couldn't resist the urge: in a few minutes I had the seat bottom temporarily installed and used a scrap piece of plywood for a makeshift seat back. I sat down inside the skeleton fuselage just to "get the feel". This was nothing like building my model planes! I can't help but wonder if Skystar had this in mind when they have you complete the landing gear first. Surely not!

If you want to see what an airplane construction manual looks like, you are welcome to stop by and look at mine. Skystar will also be glad to send you some sample pages. Contact me at earldowns@hotmail.com if you have any questions about home building or ultralights.



The Kitfox Lite in Earl Downs workshop. Note the pegboard inventory.

"Personal Stuff" Required for Your Checkride

By Dave Wilkerson

In previous columns, we discussed elements of the Practical Test Standard's "Appointment with Examiner" checklist, emphasizing appropriate aircraft, aircraft maintenance records, and view-limiting devices (the first item of personal stuff). This month, let's consider the remainder of the list.

"Personal items" is the way it is described on the checklist. That doesn't sound very professional-- doesn't even sound "aviatorial." When applicants appear for checkrides, each one wants to sound and to BE professional. Examiners know this-- that's what we wanted as we started our descent into checkrides in the dark long-ago. To foster that professionalism, the Friendly Aviatorial Authority has provided the checklist as a gentle reminder of items not to forget.

Current aeronautical charts, which are second on the list of personal equipment, seem like a no-brainer, but they are not. Flight training takes time, and occasionally one's sectional chart expires just as the checkride date nears. A comfortable old

chart, familiarly folded and marked with the joy of travel in a "new world," scarcely cries "replace me!" Students sometimes forget to check the chart date, and busy flight instructors forget to ask.

Forgetting to check the chart expiration date is not limited to Private Pilot applicants. A few years ago, the frequency of an Oklahoma VOR changed. The frequency change had been published in the NOTAMS, but the notice disappeared from there when the new chart was printed. I watched a Commercial Pilot applicant's mounting frustration as he tried vainly to acquire the navaid using the former frequency printed on his expired chart. Pilots do have bad days, and this one would have been worse if the pilot had been flying a planeload of charter customers!

Following the call for current charts, flight computers and plotters are the next items of personal stuff to consider. "Flight computer" is the only terminology the FAA uses, so these items can include the venerable E6B or the electronic variety. In addition, Oklahoma skies often host guests from foreign lands, who occasion-

ally bring flight computers and plotters from their homelands. That should not be a problem, since the PTS does not specify a required type or design. As long as an applicant can use the item and produce results with useful accuracy, exotic is acceptable. One fellow impressed me with his British plotter, a thick Lexan square with etched, beveled edges, whose crisp black markings told him all he needed to know simply by placing the item on his sectional. Flight computers and plotters are the tangible part of a pilot's thoughts, and thinking in one's native language is FAA approved, *nicht wahr?*

The next items on the personal equipment list are flight plan forms and flight logs (navlogs). In contrast to computers and plotters, these items are part of the National Airspace System's thought process. As such, the required formats are essentially fixed and should conform to the FAA's current expectations. Examiners must judge applicants' navlog completion and simulated filing of flight plans, and we generally have no great surprises in this regard.

We have, though, encountered interesting discussions regarding the final item of personal equipment in the checklist: current Airman's Information Manual, Airport/Facility Directory, and "appropriate publications." These items sometimes cause applicants to have anxious moments. The worst problem with the AIM is the occasional applicant toting an obsolete edition.

Real problems can arise with the Airport/Facility Directory and appropriate publications. Being human, pilots and flight instructors settle into comfortable ways, which sometimes include using commercially-produced substitutes for the Airport/Facility Directory. Sadly, few of these publications are updated as often as the A/FD, and that leads to problems. As long as these publications agree with the official FAA information, they are "appropriate." However, the rub comes when, for whatever reason, they disagree.

Following the Appointment With Examiner checklist is like paving a highway. It's an effort, but makes getting to the destination smooth and efficient.

It's So Easy to Fly a Breezy!, cont'd

continued from p. 1.

was so engrossed by what I could see and the experience of flying totally in the open that it took several minutes before I came back to being aware of the machine. It caught up with me when I looked back over my shoulder during one turn and realized I was in a 35 degree bank! With no structure for reference, steep turns didn't seem so steep. I became instantly comfortable with the plane and flew around some more just exploring the scenery and the handling characteristics of the Breezy. It was easy to fly level in pitch by just watching the terrain below in reference to the distant horizon. The controls are all light since you are flying at 65 MPH-- it is hard to develop much air load at that speed.

I decided I should not keep Red waiting too long and headed back to the airport. There was nothing unusual about the pattern except I could see everything in every direction. The landing was just as Red said it would be and the grin on my face didn't go away for the rest of the day!! Until then, I had always enjoyed our Piper Clipper, but when I got in to go home, it suddenly seemed cramped and confining. I really missed the open air. The Breezy has that effect on people. I took a lady for a ride at one of the Muskogee airshows and she told me she was a pilot, flying Cessna 150's and 172's. I told her, as we were taxiing out, that she would never enjoy those planes as much again after her Breezy ride. As we taxied in after her ride she tapped me on the shoulder and said "You are right. They will never be the same."

When flying a Breezy, you learn new and previously undiscovered meanings of aerodynamics. When we bought the plane, I flew it to Gundy's from Riverside on a day when the weather was going through some changing patterns. I discovered that you can feel the wind change on your face when you fly across a shear line. Of course, temperature variations are instantly detected. What is amazing is how many variations there can be in a small area of the sky.

I have an old leather jacket I am fond of that has somewhat baggy upper sleeves. If I wear it while flying the Breezy, the sleeves get to flapping and the plane starts a yaw oscillation until I grab the sleeves and stop the flapping! On a cool morning cross-country, I thought my full coverage motorcycle helmet would be comfortable instead of the earmuffs and goggles we usually fly with. The first aerodynamic effect I noticed was the wind trying to lift the helmet off my head. (Never noticed it on the cycle- always hiding behind a windscreen.) I put my head down to look at the tach to adjust power and the air-plane pitched up. I raised my head and the plane pitched back down. You become a very dynamic part of aerodynamics when it's "in your face". That's actually what we named our partnership group- In Your Face, Inc. We are easily identified

by the bugs in our teeth from grinning while we fly.

I have taken many people for rides (including the USAF Thunderbirds crew chiefs) and everyone gets off smiling. I figure that 99 out of 100 genuinely enjoyed it and the other one was just grateful to get back alive! We are currently adding dual controls to the bird so some of our pilot friends can experience the ride from the front seat. I wish that had been possible when I gave rides to a retired SR-71 pilot and the woman pilot of the C-5A that came to the Muskogee airshow a few years ago.

The solo-only aspect of the Breezy made itself very apparent on one memorable flight. It was the first night flight for me. We had been doing maintenance and I had just finished wiring and testing all the lights required for night flight. They all worked OK and I had a decision to make. It was Friday, just after twilight, and a very pretty early summer evening- shirtsleeve weather. I had promised to take the plane to Tulsa International to be on static display for an open house at Sparks Aviation Center the next day. The weather forecast for Saturday morning was fog, drizzle, and low ceilings- definitely not Breezy weather! I called Tulsa tower and asked if I could come in that evening (they had previously OK'd my no-radio arrival for Saturday) and they said "come on." They asked me to come over the airport at 2000 feet until getting a green light from them.

I taxied out and took off from Gundy's and climbed straight south until I got to 2000 feet and leveled off. As I trimmed the plane for level cruise, I looked around and down into the inky blackness below and that's when the feeling surprisingly grabbed me! It was not fear, but rather, intense loneliness!! The feeling was so strong it felt like claws digging into my shoulders. I realized I was more alone than I had ever been in my life. I was completely disconnected from the world below. No one could see me up there. I couldn't see anyone below. No radio, no one to talk to. I knew that whatever happened would happen to just me.

I turned toward International, proceeding as planned, and as familiar buildings and roads and things came into view, the feeling subsided and was completely gone by the time I rolled into the Sparks ramp where friendly people waited to greet me. Flying the Breezy at night proved to be a fun experience, strengthening the "Magic Flying Carpet" impression that the bird gives. The lonely feeling never returned, but the memory has never gone away. Breezys are like that. They make memories out of otherwise ordinary events. If you get the chance to fly or ride on one, don't pass it up. It's so easy to fly a Breezy and so much fun!!

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

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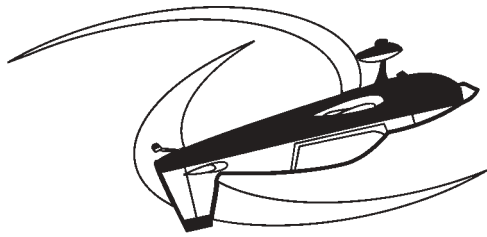
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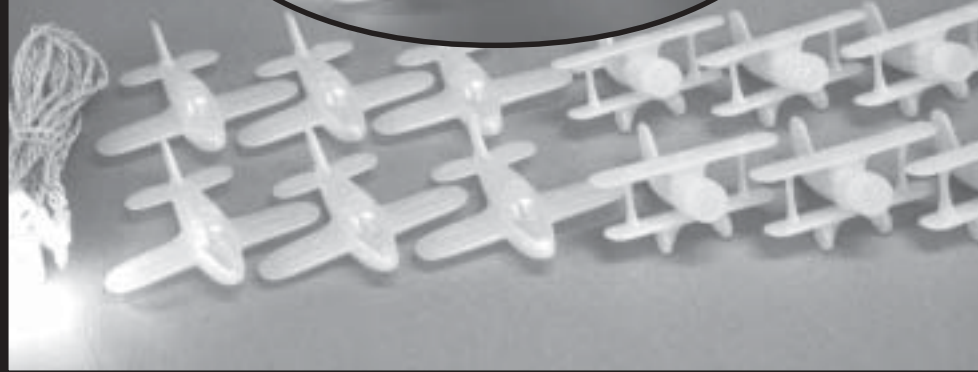
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An Atlanta-area EAA member designed this set of decorative airplane lights. We liked them so much we are making them available for sale. The set includes six low wing airplanes, six biplanes, and a string of bulbs. The airplanes are pearl white and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

Send checks to:

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ASK THE DOCTOR

BY DR. GUY BALDWIN

Senior Aviation Medical Examiner
ATP, CFII-MEI



Sure, You Can Fly With That Medicine!

That is what some family doctors tell their patients, when actually the choice of medicines you are taking often have a big effect on your ability to fly legally and safely. This is a common problem which I often encounter as an Aviation Medical Examiner (AME).

Recently, a 70-year-old airman applied with me for a third class medical. His exam was basically normal except for his blood pressure, which was 165/100. The FAA prefers it to be less than 155/95 for all three classes. I sent the airman back to his family doctor to place him on blood pressure medicine and do the required tests for the FAA approval. His doctor placed him on a medicine called Catapres, which was successful at controlling his blood pressure. However, Catapres is one of the few blood pressure medicines the FAA does not allow you to take. So, I sent him back to the

doctor to change it to one of the approved medicines. This was an unusual case because most all of the medicines we use for blood pressure are OK.

Last week, another airman presented himself for a renewal. It turned out he was taking Prozac, which is a big no-no. His doctor had put him on Prozac only for a short time to treat a slight case of anxiety and depression brought on by pressures at work. Neither the airman nor his doctor knew that the FAA does not allow flying while an airman is taking antidepressants. We sent him back to his family doctor to see if he could cope with his work pressures without the Prozac. We had him stop flying for 90 days, during which time he did not take the Prozac. He returned after that time with a letter from his doctor saying he has no problems without the medicine. I made a phone call to the FAA, with favorable results.

In conclusion, I recommend that to avoid problems with medicine and your medical, tell your family doctor you are a pilot, that as such, there are some medicines you cannot take at all, and that for others, you are not allowed to fly while taking them. I think for the most part, family doctors who are not pilots or AMEs simply do not know. You may also want to call your AME before starting to take any newly-prescribed medication.

GERMAN FOR PILOTS

AIRCRAFT---Der Fliegenwagen

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ENGINE---Der Noisenmaken Pistonpusher Das Turnens Der Airfloggenfan Pushenthruuster

JET ENGINE---Der Schreemen Skullschplitten Firespitten Smokenmaken Airpushenbacken Thruustermaker Mit Compressorsqueezen Und Turbinespinnen Bladenrotors. (Made by Pratt & Whitney)

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RUDDER PEDALS---Der Tailschwingen Yawmaken Werks

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PASSENGER---Der Dumbkopf Das Est Strappened En Der Baacken Mit Der Other Dumbkopfs Das Est Expecten To Leave Undgo On Scheduledtimen Und Arriven mit Der Luggagebags Somplaceneisen

STUDENT PILOT---Der Dumbkopf Das Learnen Fliegen Un Hopen To Jobenfinden Mit Der Airlines

FLIGHT INSTRUCTOR---Der Timenbuilder Mit Less Den 1000 Hrs Multienginefliegen. Teachen Dumbkopfs To Fliegen Vile Waitenwatchen Fer Der Letter Mit Der Joboffering Frum United

AIRLINE TRANSPORT PILOT---Das Grosse Overpaiden Und Under Werken Whinencomplainer Biggen Schmuck Dat Fliegen Mit Das Big Airlines

PARACHUTE---Der Stringencotten Das Est Usen To Floaten Der Tailschwingen Pushenpullen Bankenyanken Werker Down To Earthen Ven Der Fliegenwagen Est Kaputen

FAA---Der Friggenfliegen Dumbkopf Schmucks Das Maken Alder Rulens Und Regulations

Tulsa Air & Space Center News



A Message from Chairman Lee Raney

The TASC Capital Campaign is our highest priority at this time. We have already outgrown our facilities here in Hangar 5 and need desparately to move on with our building program. TASC is growing and rapidly becoming an asset to Tulsa. Help us build a first class facility for all the people of Tulsa.

Airplanes That Need Attention

TASC has a very nice Fisher Model 303 low-wing wood-and-fabric monoplane kit available, either for sale or for completion by some handy group of TASC volunteers. The airplane has all the parts, including a new engine, and is about 50% complete. It is a fun machine, both to build and to fly.

Also, we have a replica Fokker DR-1, a famous WW-1 fighter plane. It is about 80% complete, but needs an engine. It is a non-flyable airplane, but could be handsome floor exhibit for TASC or some other historic air facility.

Contact Kim Jones for further information.

TASC Art Contest

The TASC Art Contest 2000 was a very successful program that will be repeated on April 17, 2001. The contest is open to all Tulsa area high school students, grades 9-12. Information packets will be delivered to area teachers on March 1. Each teacher may enter 20 pieces of artwork, to be delivered to TASC April 8-15. Final judging will be April 17 with awards being presented April 20 at 7:30PM in a ceremony at TASC. Grand prize for teachers is two round-trip tickets donated by Southwest Airlines. In addition, all participating teachers will be entered in a drawing for two rides in the B-25 "Old Glory." Student prizes will be \$75 for first place, \$50 for second place, and \$25 for third place in each of the two levels, Grades 9-10 and Grades 11-12.

TASC Historical Photo Library

In the fall of 2000, our good friend and TASC Director Dale Frakes brought a visitor, Steve Curry, owner of Radial Engines Limited of Guthrie, OK, to the Center. Since that time, Steve has become a TASC member and active promoter of our project. A number of years ago, Steve found out that the National Air and Space Museum began to copy their aviation photo collection onto 12" laser video discs. Steve began a quest to purchase the 7 disks, which contain over 700,000 pho-

tographs documenting the history of aviation and space exploration. He then located a brand-new player to play the outmoded laser disks. Long story short, he finally had the ability to download the photos into his computer so they could be printed or edited.

Since becoming a member of TASC, Steve is recreating his setup for the TASC library. So far, he has purchased all the necessary equipment and five of the laser disks. He is continuing to search for the remaining two disks that will complete TASC's collection. Once the library system is up and running, we will have the ability to view those photographs and motion pictures for research, education, or just pure enjoyment. Steve Curry deserves a big "thank you" for his interest and his efforts.

NASA ISS Conference Presentation

By B Mann, Education Coordinator

NASA called! Just think how you would feel if your child said that and directed you to listen to the answering machine! Well, I listened and, yes, NASA really had called, asking me to be a presenter at the International Space Station Conference in Houston, TX! Over 650 educators from all over the United States, Canada, France and Japan attended the conference.

"Sweet Pee" was the title of my presentation. Yes, "Pee" is spelled correctly. The presentation illustrated the importance of recycling water as a part of living and working in space. The Waste Collection System is an integrated, multifunctional system used primarily to collect and process biological wastes from the crew members in a zero-gravity environment. The WCS is located in the middeck of the Orbiter crew compartment. A door on the waste management compartment and two curtains provide privacy for crew members. The WCS consists of a commode, urinal, fan separators, odor and bacteria filter, vacuum vent quick disconnect and waste collection system controls. The system collects, stores, and dries fecal wastes. It also processes urine and transfers it to the waste water tank.

The need to conserve materials such as food and water when living in Earth's orbit is essential. All short missions have the water that is needed for the flight. Water can be transported from the Earth's surface to orbit, and all waste, including human waste, liquid and solid, can be brought back as needed. For extended missions, not all water needed for "one time use" may be taken. Water will have to be recycled. This includes urine or "Sweet Pee."

Interestingly, during the rest of the conference, many of the educators referred to me as "Sweet Pee B." Well, I guess that is good.

Remember: Aerospace Education Touches the Future!



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-Charles Lindbergh, First Solo Across the Atlantic

Courtesy of Dave English's Aviation Quotes Web Site, www.skygod.com

Buying a Homebuilt Kit?- Think Like a Banker!

By Clifford R. Magee, Attorney-at-Law



How many of you remember a man named Jim Bede and one of his many creations, the infamous BD-5? Perhaps you were one of the many victims of this great dreamer who was a terrible businessman. If you do not remember him, here is a short story about the man, the plan, the victims, and the legacy. After the story we'll tell you how to avoid being a victim yourself.

Jim Bede is without a doubt one of the great dreamers of all time in the realm of transportation machines. In the early 1970s, Jim Bede designed, marketed and manufactured kits for a hot little single place aircraft that claimed fighter performance on a Volkswagen budget. It was the BD-5. If you really had some money, you could even get one with a jet engine. Prior to the BD-5, there were no manufactured kits for all-metal high performance aircraft. Articles about homebuilt aircraft in Popular Mechanics magazine were still novel.

Jim Bede changed the homebuilt market forever. He offered his kits for sale for only a few thousand dollars, with the promise that you could have your own flying aircraft for less than the price of the average car. Best of all, you could build it in your own garage with minimal knowledge and tools. The entire BD-5 concept was a great success in marketing to a need that had no other means of satisfaction. Thousands of deposits were paid by customers. Hundreds of partial kits were delivered. A few complete kits were actually delivered.

Over the intervening years, there has been much discussion about how Bede knew that he had to sell kits to raise capital to manufacture kits. Customer deposits were used to pay for day-to-day operations of Mr. Bede's factory, which was complete with a small swarm of jet-powered BD-5's that traveled the airshow circuit in the company DC-3. Hundreds of thousands of dollars were spent in efforts to develop an engine suitable for the BD-5. The big problem was that Bede had sold the entire concept without having developed a reliable aircraft. The BD-5 was still in the research and development phase and the deposit-paying customers were financing it all.

Eventually, the capital raised through pre-sales had been depleted. An acceptable powerplant never became available and anyone who had paid their money was left

with only a bitter aspiration of things that would never be in this lifetime.

Unfortunately, for those who trusted Jim Bede (and more recently Stoddard-Hamilton and a lot of other would-be manufacturers), the aspiring kit builders were left with nothing but a dream. Analysis of each one of these situations uncovers some similar characteristics which explain why there is often not a bank behind them. The development, design, manufacture and sales of aircraft (especially kit aircraft) is a complicated high-risk business with a monumental hunger for capital.

Take a look at a typical kit manufacturer's sales contract. Often, a deposit is required to place an order. If parts are not currently available, the company promises to send them "as soon as possible." If a prospective buyer is not willing to pay a deposit, no delivery priority is assigned.

Such companies often use their customers as investment bankers, and the customers do not realize how risky the venture really is. Just ask yourself: "If a bank will not finance them, then why should I?" The following are a few simple means to prevent being a victim.

1. Never send money to the manufacturer. Instead, use a letter of credit (LC). Any bank can handle a letter of credit. The manufacturer's bank may even let the manufacturer borrow against it for capital and operating expenses. If the manufacturer will not accept a letter of credit, it is probably because their bank will not allow them to borrow against it due to their lack of financial strength.

2. Never be one of the first buyers. New airplanes and kits take time to develop and sometimes major design issues arise. Even with an LC, your money can be tied up for a period of time. As the development proceeds, major design changes may be required on areas that you have already fabricated and assembled. Depending on the contract, such changes can wind up costing the builder extra time and money. Another of Jim Bede's creations, the infamous BD-10 jet, went through dozens of changes to the tail surfaces and other configurations until, after two test pilots were killed in crashes, the project went bankrupt.

3. If you are purchasing a kit, do not even put up an LC until the manufacturer can deliver a complete kit. If a manufacturer can not deliver a complete kit, it is a signal of one or more of the following: less than full design/development, lack of manufacturing capacity, or lack of capital. The Thunder Mustang was a great concept; however, its very expensive engine was never successfully adapted to aircraft use.

The Stewart S-51 is now a great design, after twenty years of development. However, because the initial kit prices were set too low, only a small number of complete kits were delivered. As of now, only ten S-51 projects have been completed. In effect, the other 69 kit owners paid for those ten builder's parts.

Of course, you may choose not to follow the suggestions above. If so, you stand a good chance at a future time of being an unsecured bankruptcy creditor in some far away state.

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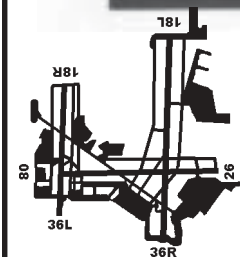
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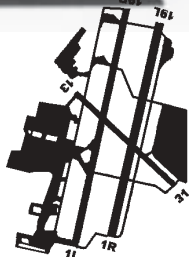
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Myths, Legends, and the B-17



The "Memphis Belle" in her protective enclosure at Mud Island in Memphis.

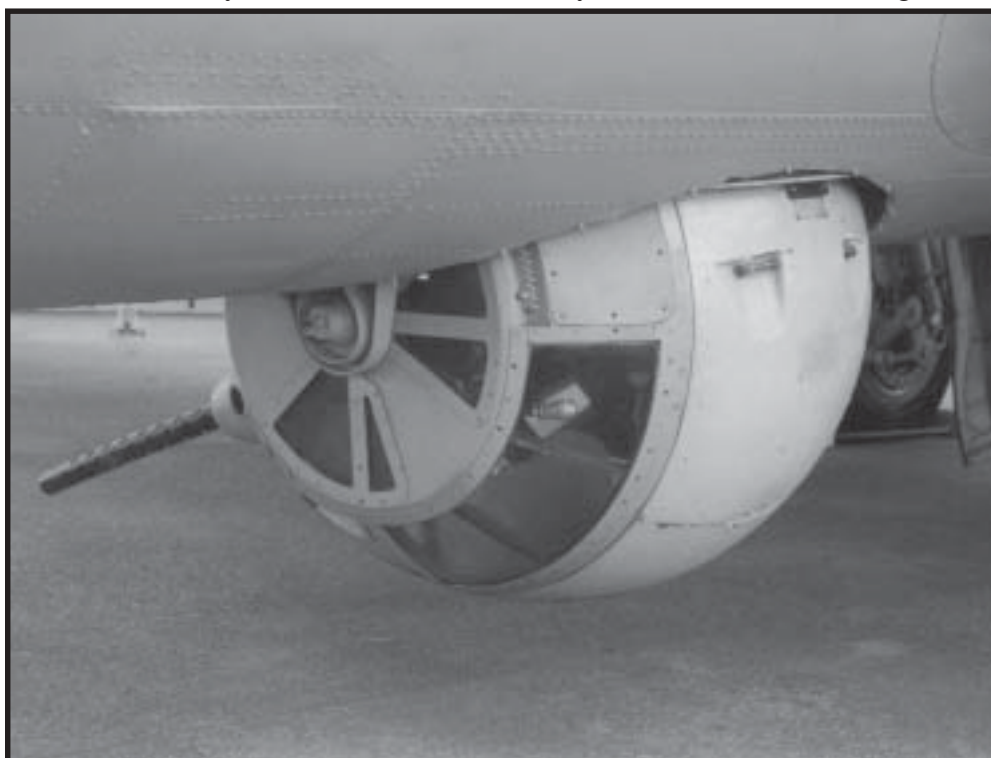
by Dan Stroud

Memphis, TN, is a unique place. It is a hub for Northwest Airlines, home of Graceland and all that Elvis held dear, and the birthplace of the blues (if you believe what the Chamber of Commerce says!).

But for many of us, the city is also the final resting place of perhaps the most famous B-17 still in existence, the "Memphis Belle." That is why I begged so hard to be included in a country radio seminar for St. Jude Children's hospital, which was to be held in that fair city. The seminar was to help us all get ideas regarding our various "radiothon" promotions for getting public funding for that wonderful hospital Danny Thomas built, virtually with his own hands

and money. I did go to all the required seminars and met some of the fine country stars that also showed up to lend a hand, but I managed to find the time to go out to Mud Island, almost within walking distance from downtown Memphis, and see the proud bird.

I also managed by sheer coincidence to meet her famous pilot as well. Lt. Robert K. Morgan was just a pink-faced, skinny 24-year-old rookie from Asheville, NC when he picked up his crew and a new B-17F #41-24485 at Gowen Field, ID, in August 1942. It had just come out of modification at Cheyenne. Morgan and his crew then flew it to Bangor, ME, to get the bomber ready for its transatlantic flight and



The Belle's ball turret. Even though many parts are missing, such as the inside of the turret, the plane still has most of its original parts. Note the rectangular patch in the upper left corner of the photo-- an original flak-damage repair.

into combat.

While at Bangor, however, Morgan decided on the name "Memphis Belle" to honor his fiancé, Ms. Margaret Polk of Memphis. Lt. Morgan did not feel right about heading off to Europe without the plane being properly christened, so on one of several "shake-down" flights, he and his crew headed down to Memphis, so Margaret could do the honors in person. She did, and the famous bomber departed back to Bangor on September 25, 1942, and then went on to Europe.

Morgan is one of the most influential people in the preservation of his former bomber and, indeed, in helping America to remember the war. When I visited, he was in Memphis to do a filmed interview for the cable TV History Channel. He is not only very articulate, but also very easy going, and a pleasure to speak with. Few visitors are told of his personal triumphs unless they ask.

Such as the amazing coincidences between himself and another famous bomber pilot, Paul Tibbets. How many of you know that then-Major Tibbets made a name for him-

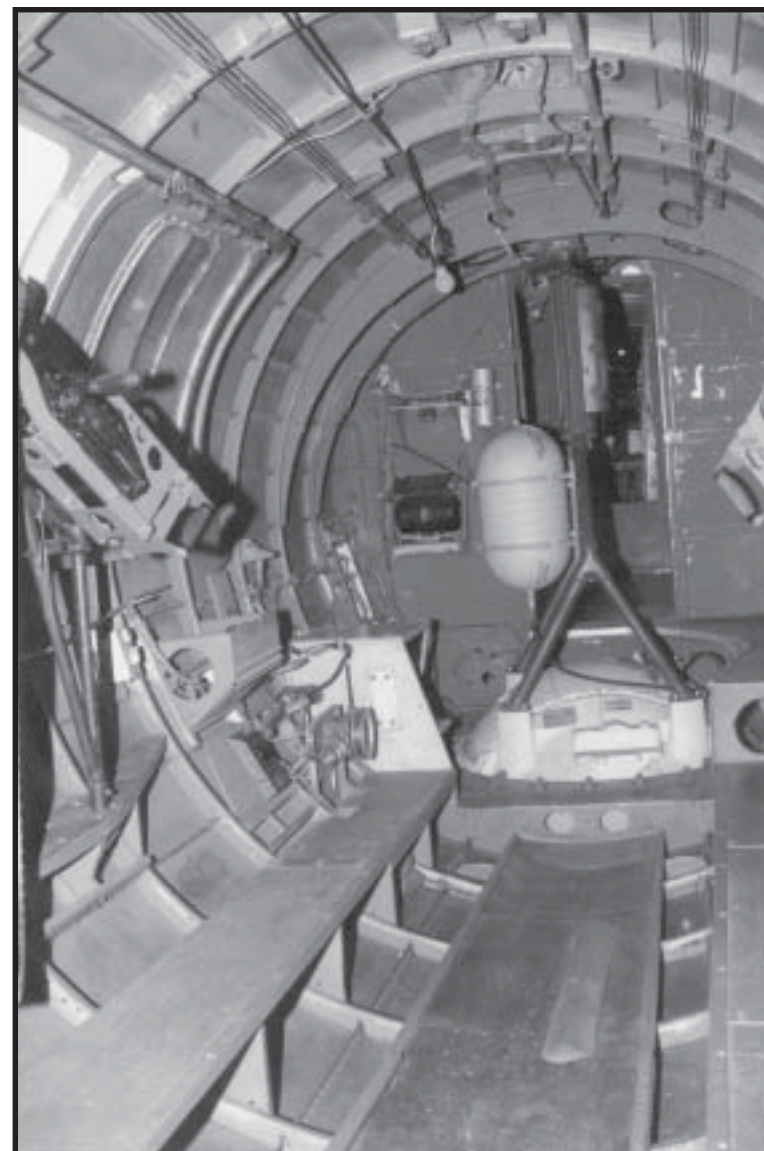
self as the very first B-17 pilot of the Eighth Air Force to attack Europe? He was in the lead B-17 with the commander of the 97th Bomb Group, Col Frank Armstrong, on the mission to Rouen, France, on August 17, 1942-about the same time the Belle was being modified in Wyoming. Later of course, Colonel Paul Tibbets commanded the B-29 "Enola Gay" on her mission to destiny in 1945.

The really odd thing to learn, though, is that the Belle's pilot, Robert Morgan, later did an analogous thing in the Pacific Theater. As a Major, Morgan flew the lead B-29 in the first-ever raid on Tokyo, Japan! Major



The original, and correct, Belle nose art. Based on Dave Tallichet's B-17, which was used in the movie *The Memphis Belle*.

Morgan took with him the leader of the 73rd Bomb Wing, Maj. Gen. "Rosey" O'Donnell. Morgan's 498th



The interior of the Belle, near the waist gunner position. Remember in the movie when an injured crewman was lying in this spot and his buddies were debating whether to put a parachute on him and send him out the bomb bay? Well, according to Robert Morgan, the pilot, it never happened! Hollywood.

17: Part 1- "Memphis Belle"



For comparison, the inset shows the nose art being painted by the artist who painted the latest version of "The

Bomb Group airplane was one of ninety-eight B-29s to make it to Tokyo that first time on November 24, 1944.

Back to the story of the Belle, though! The Belle was assigned to the 324th Bomber Squadron of the 91st Bomb Group, based at Bassingbourn, near London. Corporal Tony Starcer was asked to paint the nose art on her—he was the same artist who painted the nose of "Shoo Shoo Shoo Baby," another famous 91st BG aircraft (now at the Air Force Museum in Dayton).

Morgan's crew hit submarine pens at Brest, France, on November 7, 1942 to begin her combat tour. Those first raids in Europe were also the worst, in many peoples' opinions. True, the late-war missions were equally as dangerous, if not more so. But the early missions were what might be called "pioneer" missions, where basic tactics were being learned anew, and where the en-

emy still had the services of their most experienced fighter pilots. The aircraft would get better and much more capable on all sides later in the war, but the early missions over Europe were just as deadly.

What made the Belle so special was timing. A film unit made up of Hollywood professionals known as the Army Air Forces 1st Motion Picture Unit (and led by none other than Major Paul Mantz—remember him?) selected the 91st BG as the focus of their documentary on the perils of hard combat. The film crews flew with the 91st for thirteen missions, including five on board the Belle. Famous film director William Wyler (director of "Mrs. Miniver," "The Best Years of Our Lives," and "Ben Hur") eventually focused on that particular crew and aircraft. His story would show the world what a typical Eighth Air Force crew went through during their 25-mission tour.

The film itself, to be called "The Memphis Belle," was not released until April 1944, some time after the aircraft and crew had already been sent home to promote the sales of War Bonds. The crew was hailed as the first American bomber crew to complete 25 missions over Fortress Europe intact. While on their three-month tour of most medium-sized-or-better towns in the U.S., they also took along the plane's namesake, Margaret Polk, as well as their crew mascot, a dog named Stuka!

An amazing thing happened to this crew during combat: nothing! No major injuries, no deaths, no near-catastrophic engine-out or belly landings.

When the newest version of the "Memphis Belle" was filmed, it initially received the backing of most of the crew, and many of them went to England to watch parts of it being filmed. During that time, they discovered a basic fact: Hollywood needs SOMETHING exciting to make a move about and, as Robert

Morgan described it, the new version was to be much more dramatic than the actual events. All the crew washed their hands of the production very early on. If you recall, in that version, more happened on the Belle's last mission than an entire squadron normally saw. Its tail was shot up (that part is true, but on an earlier mission, and it was all repaired within two days-- the Belle was never on the ground longer than one five-day period). It made its final landing on one engine (never happened!). And, several of the crew were pretty shot up.

In actual fact, the only injury from combat on the Belle was to the tail gunner, Staff Sgt. John P. Quinlan. The 24-year-old New Yorker had his twin tail guns knocked out by a fighter and he knew a bullet had zipped across his leg. He put a bandage on it and when the Belle landed, he went immediately to... the base

bar! While he was sitting there, another NCO noticed he was bleeding through his pants! Sgt. Quinlan got up and walked out to find a nearby first aid tent. While his wound was being dressed, the Corpsman decided to report the injury, resulting in his getting the Purple Heart medal!

Once the Belle was back home, most of the crew went on to see more combat. The proud ship never fired another shot in anger, but she did continue training new B-17 pilots. The Belle was eventually upgraded to take newer equipment, such as a new G-model glass nose, and a G-model Sperry upper turret, among other things. She was given the new designation "TB-17F," for training, but only a month later was sent into storage at Altus, OK.

And that leads me to another story, for later. So next month, see "Part 2: The Belle Survives, But Most Boeings Don't!"



The Belle instrument panel, which is very original and very complete. It looks great! Everything is there except two Boeing Company buttons in the center of the control wheels. According to the group, the original buttons were taken by souvenir hunters while the plane was getting ready to leave England during WWII.

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Experimental Aircraft Association News

Sun 'n Fun Fly-In Set for April 8-14

SUN 'N FUN FLY-IN, LAKE-LAND, FL - The 27th Sun'nFun Fly-In will be held April 8-14, 2001 at Lakeland Linder Airport in Lakeland, FL. Sun 'n Fun traditionally "kicks off" the international fly-in and air show season. Last year, more than 650,000 people and 8,000 aircraft participated.

Education remains the focus of Sun 'n Fun's weeklong activities. Forums covering topics that range from aircraft construction, maintenance, and restoration to buying insurance and hundreds of topics in between will be presented by aviation experts from around the world. Workshops, sharing a wide range of hands-on instructions with builders, will run continuously from Sunday through Saturday. Additional areas will be offered in a discussion and demonstration format.

Aircraft of every size, shape, and description can be found along Sun 'n Fun's flightline, including vintage, aerobatic, ultralight, Warbird, rotorcraft, experimental-category and everything in between. Activities include a superb daily air show featuring the world's top performers and a full lineup of evening programs.

In addition, more than 450 com-

mercial exhibits representing the leading edge of aviation technology will offer everything from aircraft kits to components.

Sun 'n Fun, one of the world's largest conventions for pilots, airplane builders, restorers and all aviation enthusiasts, is open to the public. For more information, access the Sun 'n Fun web site-www.sun-n-fun.org-for regular convention updates.

Wright Propeller Reproductions Duplicate Original Specifications

EAA AVIATION CENTER, OSHKOSH, WI - The aircraft builders for EAA's Countdown to Kitty Hawk™, the re-creation of the Wright Brothers' first flight at Kitty Hawk, N.C., on its 2003 centennial, have taken a major step forward as hand-constructed propeller reproductions matched the originals' specifications during extensive wind-tunnel testing.

Ken Hyde and The Wright Experience of Warrenton, Va., who have been commissioned to construct the exact reproduction Wright Flyer for the Countdown to Kitty Hawk, completed the propeller tests in the NASA Langley Full Scale Wind Tunnel operated by Old Dominion University in Virginia. The tests proved

the propeller reproductions captured the specifications of the original Wright propellers of 1903 and 1904.

"This is a significant step toward unlocking the engineering secrets of the Wright brothers," said Tom Poberezny, EAA President. "It's just one of the many innovations by the Wrights that now must be rediscovered to make the centennial flight a reality. Ken Hyde and The Wright Experience have dedicated themselves to uncovering the past for this reproduction and flight."

Hyde and The Wright Experience assembled a team of experts to assist with creation of the reproduction propellers. Included was Larry Parks, an authority on 1900-era woodworking tools and techniques, who helped identify the specific tools used to produce the original propellers. Dave Meyer of The Wright Experience supervised computer imaging and evaluation of those original propellers, which were essential to the new propeller carving process.

"Our success was greatly aided by Larry Parks and Dave Meyer," Hyde said. "Larry's expertise and knowledge of turn-of-the-century woodworking were invaluable to the manufacturing of the 1903 propeller reproduction. He was able to determine the woodworking strokes actually

employed on the original propeller and then copy them in reproducing the propeller.

"We were very pleased, but not surprised, that both thrust coefficient plots showed very good to excellent agreement between the Wright brothers' measurements and the measurements taken during the current tests."

The preliminary propeller work is just part of the research for the centerpiece of the Countdown to Kitty Hawk celebration - the flight of a new 2003 Wright Flyer, the only accurate flying reproduction of the original, at Kill Devil Hills, N.C. on Dec. 17, 2003, 100 years to the date of that remarkable first flight. The program has been augmented with the support of the National Park Service, which has designated the reproduction as the only aircraft to fly on the historic Wright brothers' First Flight Path at 10:35 a.m. on the centennial anniversary date.

EAA's celebration of the first flight also includes a number of commemorative and educational programs on both the national and local levels. Also planned are multiple documentary productions chronicling the construction of the airplane and the event. More information is available at the

continued on p. 11.



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Experimental Aircraft Association News, cont'd

continued from p. 10.

Countdown to Kitty Hawk web site (www.countdowntokittyhawk.com).

The Wright Experience is the production team established by the Discovery of Flight Foundation, which seeks to rediscover the Wright brothers' experimentation, discovery and methodology, provide for the remanufacture of original Wright brothers aircraft and create a living classroom for school children and people of all ages.

"Countdown to Kitty Hawk" was created by EAA, to commemorate the 100th anniversary of powered flight. 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 (www.eaa.org).

'Opening the Door' Exhibit at EAA Airventure 2001 to Feature WASPs, Tuskegee Airmen, Rare P-51C Airplane

EAA AVIATION CENTER, OSHKOSH, WI - Two World War II groups that broke down barriers with their military service, as well as rare early model of that war's best-known fighter plane, will be featured in a special showcase during EAA AirVenture 2001, which will be held July 24-30 at Wittman Regional Air-

port in Oshkosh.

"Opening The Door" highlights the contributions of the Tuskegee Airmen and the Women Airforce Service Pilots (WASPs) during World War II. The Tuskegee Airmen were the first African-American fighter pilots, while the WASPs were the first women pilots who flew nearly every American aircraft made during the conflict.

"With the AirVenture 2001 theme of 'Aviation Firsts,' it's important to recognize those people who made the bold first step - often under extreme criticism and pressure - that opened the world's of flight to the generations that followed," said AirVenture Chairman Tom Poberezny. "Our 'Opening The Door' exhibit will also feature aircraft that played such an important part of this culture change. This display will be an outstanding addition to AirVenture this year."

The Tuskegee Airmen will include Lee Archer, who was the leading ace among the group. Archer scored five kills in the P-51, including three in one engagement on October 12, 1944. He flew 169 missions and is the only ace of the Tuskegee Airmen. Archer also destroyed six aircraft on the ground and was awarded the Distinguished Flying Cross, the Air Medal with 18 Clusters, the Distinguished Unit Citation and many other service

medals.

The heroics of the Tuskegee Airmen continue to make a difference through their national organization -- The Tuskegee Airmen, Inc. Each year, the group awards thousands of dollars in scholarships to young men and women pursuing aviation or aerospace careers. The Tuskegee Airmen also participate in the EAA's Young Eagles Program in many communities, encouraging young people to achievement and to become active citizens.

The P-51C that will be on display is painted in Archer's colors. It is one of only four remaining examples of the aircraft, as well as the only flying example. According to owner Kermit Weeks of the Fantasy of Flight Museum in Polk City, Fla., the airplane was formerly owned by Paul Mantz, the renowned racing and Hollywood pilot, and won the Bendix Race championship in the late 1940s.

"I'm bringing the airplane to AirVenture to give some needed exposure to the Tuskegee Airmen's story," Weeks said. "In all of the bomber escort missions they flew they never lost a bomber. They endured and sacrificed for their country at a time when they were not treated as equal citizens."

The WASPs have been repre-

sented at EAA AirVenture since they were first honored in 1993 for their pioneering accomplishments in the nation's military. The group, which was established in 1942, was the first mobilization for America's women pilots. They provided invaluable support for the war effort and became a vital part of the Allied military supply system. More than 70 WASPs were killed or injured in flying service to their country.

Expected to join the P-51C at the exhibit is the AT-6 "Sweetwater," also owned by the Fantasy of Flight Museum. This World War II training aircraft is named for Sweetwater, Texas, which is home of Avenger Field - the training base for the WASPs and the only all-female cadet air base in history.

EAA AIRVENTURE OSHKOSH is the world's premier aviation event and EAA's yearly membership convention, with an annual attendance of more than 750,000 along with 12,000 airplanes. Annual EAA members receive substantial discounts on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or www.eaa.org. EAA AirVenture information is also available through the World Wide Web at www.airventure.org.

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Blind and Alone over North Korea!

by **Kenneth A. Schechter**

[Editors Note: this story was forwarded by Jack Ferrell, an Oklahoma Aviator reader and friend of Ken Schechter. Jack was present when Vice Admiral Robert J. Spang presented Ken with the Distinguished Flying Cross, 43 years after this incident.]

I was blind, stunned, in pain, bleeding profusely and very much alone. At the controls of my Navy Skyraider attack plane over Wongsang-ni, North Korea, I was climbing inexorably toward a solid overcast at 10,000 feet -- from which there could be no return.

March 22, 1952. I was just 22 years old. Dawn found me on the flight deck of the USS Valley Forge in the Sea of Japan, warming up my Skyraider. As a pilot in Fighter Squadron 194, the "Yellow Devils," this would be my 27th mission bombing North Korea.

On the 9th of my planned 15 bomb runs, at 1200 feet, an enemy anti-aircraft shell exploded in the cockpit. Instinctively, I pulled back on the stick to gain altitude. Then I passed out. When I came to, sometime later, I couldn't see a thing--I was blind. There was stinging agony in my face and throbbing in my head. I felt for my upper lip, which was almost severed from the rest of my face.

I called out over the radio through my lip mike (which miraculously still worked), "I'm blind! For God's sake, help me! I'm blind!" Lieutenant (jg) Howard Thayer heard the distress call. He saw my Skyraider, still climbing, heading straight towards a heavy overcast at 10,000 feet. If I entered those clouds there would be no hope whatsoever.

He called out, "Plane in trouble, rock your wings. Plane in trouble, rock your wings." I did so. Then came the order, "Put your nose down! Put your nose down! Push over! I'm coming up!" I did so.

He climbed and flew alongside my plane and radioed, "This is Thayer - this is Thayer! Put your nose down quick! Get it over!" I complied. Howie Thayer was my roommate on the Valley Forge. Hearing his name and his voice gave me just the psychological boost I needed. He continued, "You're doing all right. Pull back a little. We can level off now."

According to Thayer's description, the canopy was blown away. My face was a bleeding mess. As blood dried in the slipstream, areas around the cockpit were a crimson that turned dark and blended with the Navy Blue of the Skyraider. He wondered

how I was still alive.

I began to think clearly, in my moments of consciousness - and began to try to help myself. I pulled the canopy release to get some air. It didn't work. Then I realized the canopy had been blown away. The last thing I needed was more air-- the 200 mile per hour slipstream and unmuffled engine noise made sending and receiving the radio transmissions difficult. I somehow poured water from my canteen over my face. For a fleeting instant I caught sight of the instrument panel, which disappeared immediately. I was blind.

I radioed, "Get me down, Howie! Get me down!" Per his next transmission, I dropped the rest of my bombs. Howard kept up a stream of conversation, "We're headed south, Ken. We're heading for Wonsan (a port and prime target on the Sea of Japan). Not too long."

By now my head was throbbing and the blood running down my throat made me want to vomit. I hurt. I was unable to get the morphine from my first aid kit. "Get me down, Howie!"

"Roger. We're approaching Wonsan now. Get ready to bail out." To which I replied, "Negative! Negative! Not going to bail out! Get me down!"

On my second mission, my wingman Tom Pugh's plane was disabled by enemy flak and he was forced to ditch it into the frigid ocean off Wonsan. Because of equipment malfunctions and delays, he died in the water waiting to be rescued.

I knew that Howie could get me back behind the front lines into friendly territory - or I would die in the attempt. He understood my decision. We turned and headed south-- 30 miles behind the front lines, on the coast, was a Marine airfield. This was our destination. Whether I could make it that far was questionable. I kept drifting in and out of consciousness. Howard spotted a cruiser shell-ing enemy positions and knew that this was the bomb line. South of the bomb line was friendly territory.

The conversation continued, "We're at the bomb line, Ken. We'll head for K-50. Hold on, Ken. Can you hear me, Ken? Will head for K-50. Over."

"Roger."

"Can you make it, Ken?"

"Get me down, you miserable bastard, or you'll have to inventory my gear!"

(In case of an aviator's death, a shipmate must inventory his personal belongings before they are shipped home - not a welcome chore. Howard and I had designated each other for this function.)

I continued to follow Thayer's directions but my head kept flopping down from time to time. He felt that I probably couldn't have made it to K-50. He was probably right. He decided to get me down right away. Immediately behind the front lines was a 2000 foot deserted dirt airstrip named "Jersey Bounce." Thayer decided to have me land there.

"Ken, we're going down. Push your nose over, drop your right wing. We're approaching 'Jersey Bounce.' Will make a 270 degree turn and set you down"

"Roger, Howie, let's go."

"Left wing down slowly, nose over easy. A little more. Put your landing gear down."

"To hell with that!" was my instantaneous reply. I had seen this field on earlier missions and could picture it in my mind's eye. In such an emergency situation and on such a primitive and short field, it was very much safer to land on my belly.

"Roger, gear up," Thayer concurred.

Upcoming was the most critical part of the flight. One slip would spell disaster. From his plane, flying 25-50 feet away from mine and duplicating my maneuvers, Howard's voice was cool and confident, "We're heading straight. Flaps down. Hundred yards to the runway. You're 50 feet off the ground. Pull back a little. Easy. Easy. That's good. You're level. You're O.K. You're O.K. Thirty feet off the

ground. You're O.K. You're over the runway. Twenty feet. Kill it a little. You're setting down. O.K. O.K. O.K. Cut!"

The shock wasn't nearly as bad as I expected. Some 45 minutes after the shell blew up in my cockpit, the plane hit, lurched momentarily and skidded to a stop in one piece. A perfect landing. No fire. No pain, no strain. The best landing I ever made. Thayer said elatedly, "You're on the ground, Ken."

(I should mention that most of our transmissions were picked up and recorded on the USS Valley Forge and played back for the crew that night.)

After cutting the switches I, clumsily climbed out of the cockpit. Almost immediately an Army Jeep with two men came, picked me up, and took me to a shack on the edge of the field. A helicopter picked me up and flew me to the Marine airfield, K-50, where doctors at their field hospital started to patch me up and give me pain killers. They felt I needed much more medical expertise, so a transport plane flew me to Pusan at the tip of South Korea, where I was taken aboard the Navy Hospital Ship, USS Consolation. There was immediate surgery. The bandages on my eyes were not removed for several days. I was eventually returned to the United States, to the Navy Hospital in San Diego, from which I was retired due to medical disabilities on August 31, 1952.

Sight was restored to my left eye, but I am still blind in my right eye. My career as a Navy Carrier Pilot was over. My life was not. I am still living on borrowed time and am grateful for each and every day.

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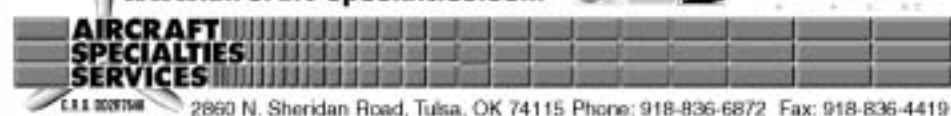


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A Message from Bob Jandebour
OKLAHOMA AIRPORTS TO AID BROADBAND INTERNET ACCESS

One of the hottest topics at all levels of government and industry these days is broadband access to the Internet. A group of U.S. senators, including Jim Inhofe, recently sponsored a Senate bill to address broadband Internet access for rural communities as a national effort.

What is broadband? In general, the term applies to many different technologies, all aimed at increasing the speed with which data, voice, and video can be transferred across Internet connections.

The Internet is a fascinating technological and social phenomenon which has already made fundamental changes in the way we live, work, shop, and compete in the local and global marketplace. However, we are all too familiar with sitting at our computers waiting for connections to be made across telephone lines (referred to as "dial-up" connections).

In some larger metropolitan areas, broadband access is available in a variety of forms, including direct fiber-optic cable installations, DSL service through phone companies, and cable-TV-type service. However, none of these technologies is practical for homes and businesses in rural areas of the country. Oklahoma currently ranks as one of the "disconnected dozen" states in the nation.

One technology which is practical for rural communities is called "fixed wireless," in which Internet access is transmitted and received from a central high-frequency antenna in the community. This transceiver is then connected to the Internet backbone by conventional means, such as fiber-optic cable or high-speed telephone lines.

The Oklahoma Municipal League and AARO Broadband Wireless Communications have teamed up to help rural Oklahoma communities "cross the digital divide." With the cooperation of the Oklahoma Air and Space Commission, Oklahoma regional airports will host most of the required fixed wireless transceivers. Airports, with their existing towers and unobstructed areas, are often perfect places to locate the transceivers, which operate at high, line-of-sight frequencies. This will be a win-win-win for all involved parties-- the airports and their customers will have broadband Internet access for improved weather assessment and other uses, the citizens will have broadband access in their homes and businesses, and the municipalities will receive revenue from managing this new "utility."

The first three communities/airports to participate in the pilot program will be Norman, Durant, and Bartlesville, all expected to be online by the end of summer 2001. Stay tuned for the exciting details!

If you would like to discuss this or other topics, feel free to email me at bob@jandebour.com.



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Calendar of Events

For a free listing of your event, email us at ok_aviator@mindspring.com or call 918-496-9424

WHEN	WHAT	WHERE	CONTACT	DETAILS
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	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 RHR jem@yahoo.com	
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 Tuesday 7:00PM	Tulsa Chapter 99s Meeting	Robertson Aviation, Jones/Riverside Airport, Tulsa*	Charlene- 918-837-7044 or Frances- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Mar 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.
Mar 17 8:00AM- Noon	Fly-In- 12th Annual Mary Kelly Wild Onion& Eggs Fly-In	Tenkiller Airpark (44M) Cookson, OK	Betty Barrett- 918-835-1089 (day) 918-457-4641 (evening)	
Mar 21-24	12th Annual International Women in Aviation (WAI) Conference	Reno, NV		Speakers: test pilot Chuck Yeager, best-selling author Patricia Cornwell and FAA Administrator Jane Garvey.
Mar 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.
Apr 8-14	Sun 'n Fun Flyin	Lakeland, FL	863-644-2431 www.sun-n-fun.org	
Apr 20 7:30PM	Art Show Awards Presentation Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	
Apr 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.
Apr 21	Art Show, Exhibit Launch, Cockpit Day, B-25 Rides, Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	
Apr-21	Angel Flight Annual Meeting, Fly-In, and Free Barbecue	Picnic Pavilion, Jones/Riverside Airport, Tulsa	Doug Vincent- 918-749-8992	
Apr 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.
May 4-5	2nd Annual Small Aircraft Transportation Systems (SATS) Expo	Thomas P. Stafford Airport Weatherford, OK	OrdisCopeland- 580-772-7451 ordis@nts-online.net www.weatherford-ok.org	
Jun 1	Aerobatic Competition- 15th Annual Okie Twist-Off, IAC Chapter 59	Stillwater Regional Airport	Debbie Hamble- 405-372-0208 debbie.hamble@lycos.com	Practice day May 31, competition Jun 1
Jun 1-2	Biplane Expo 2001	Frank Phillips Field, Bartlesville, OK	Charles Harris- 918-622-8400 www.biplaneexpo.com	
Jun 2	11th Annual AOPA Fly-In and Open House	AOPA Headquarters Frederick Municipal Airport, Maryland	Warren Morningstar- 301-695-2162 warren.morningstar@aopa.org	
Jun 4-8 8:30AM-4:30PM M-F	Aviation Careers Academy, Tulsa Community College	Tulsa Technology Center, RiversideCampus	TCC Continuing Education Office- 918-595-7766	Covers aviation history, flight basics, air traffic control, avionics and more. Field trips to Nordam, United Airlines, Boeing, and Tulsa Int'l. \$175 per person; some scholarships available
Jun 4-8	AeroSpace Summer Camp- Tulsa Air and Space Center (TASC)	7130 E. Apache, Tulsa, OK	918-834-9900	For Grades 1-3. \$198/student
Jun 9-10 7:00AM-4:00PM	Airfest	Drake Field, Fayetteville, AR	501-521-4947	B-25, B-17, P-51 will be present. Homebuilts, classics and antiques welcome

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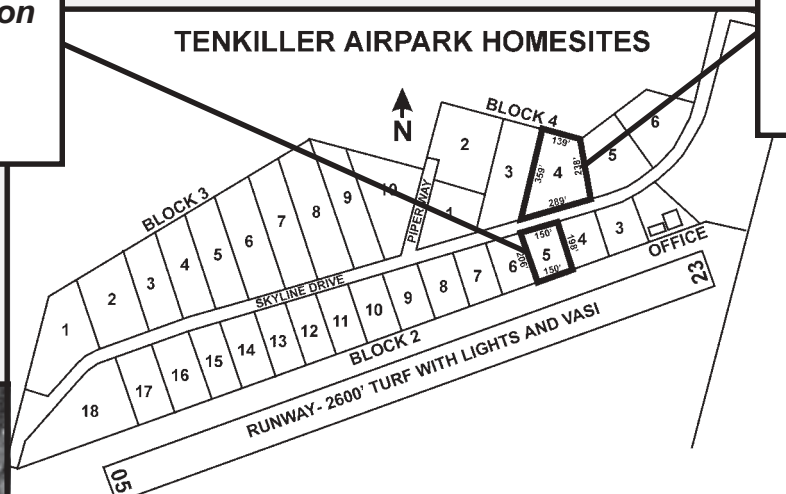
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Trees abound everywhere at the Tenkiller Airpark. This is a view of Lot 5 Block 2 from the runway.



Short final for 23. If you lived here, you'd be almost home! Note the lake beyond the runway end.

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