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

May 2001

Bartlesville or Bust!- A "Hatzy" Odyssey

by Lorin Wilkinson

"The time has come, the pelican said, to speak of many things. Of fuel and winds and MEA's, and airplanes with two wings." - with apologies to Lewis Carroll

In May 2000, after seven years of loving labor, my Hatz biplane was finally finished, inspected, and flight tested at my home airfield, the Flying B Airpark near Yelm, WA. Mary Jones of Tulsa and I had recently married. My fellow test pilot, Gary Fasnacht, and I were planning on flying the Hatz to the National Biplane Exposition 2000 in Bartlesville, OK (BVO).

So, on Thursday, May 25, we drove Mary and Gary's wife Sharon to SeaTac to catch a Southwest flight to Tulsa. Gary and I returned to the Flying B, stowed our gear and departed quickly between two weather systems. I flew the first leg to Pendleton, OR, climbing toward the 14,400-ft-high Mount Rainier just 39 miles away. We were over familiar territory as we headed for White Pass, our route across the Cascades, noting small town airfields where we had landed many times. Level at 7000 feet, we slid along the south flank of Mount Rainier, across Tieton Lake, and then on to Yakima, WA, with the mighty Columbia River passing through the Tri-Cities. At Pendleton, Harold Nelson, owner of Pendleton Aircraft Service, let us park the Hatz in the local EAA hangar overnight.

Friday morning, the sun welcomed a beautifully clear day. It was Gary's turn to fly, so I settled into the front cockpit. I had never been there for more than a short time during building. As the trip progressed, I was soon very thankful for the two inches of extra legroom I had added.

Gary had us airborne precisely at 0800, climbing smartly in the crisp morning air. We headed southeast, following I-84

as it snaked its way up the slopes of the Blue Mountains to Meacham Summit and then over LaGrande, OR in the Thief Valley. Off to the east, the hills rose up to the Payette National Forest and the Hell's Canyon National Park, a very scenic ride indeed. We continued southeast down the long valley, across the Powder River and Baker, OR, and across many cattle ranches.

and darker browns of higher elevations. We were cruising at 7500 feet MSL.

Just before Gooding, ID, we began crossing a long stretch of lava beds and sand dunes. Our only company through this desolate stretch was a railroad track, a few isolated ranches, and a few dirt roads. The prevailing winds had picked up and there was a noticeable choppiness. I noticed

very light breeze. It was cool at 4448 feet for our 0800 takeoff. After takeoff, Gary pointed us southeast, climbing through a gap in the hills toward Inkom, ID and then to Soda Springs, ID (elevation 5839'). The mountainous scenery was breathtaking, with ranches and small towns appearing in the valleys. Surprisingly, there were ample places for a forced landing should one be-

wells, a few refineries, and several large coal-fired steam generating plants along the way. As we crossed over Rawlins, WY, I wondered how, with no roads, the pioneers in their covered wagons ever traversed this country, with its ravines and plateaus strewn with boulders.

Flying at 11,000 feet past Elk Mountain (elevation 11,156 feet), we set a course for Cheyenne, WY, just beyond the front range of the mighty Rocky Mountains. As we topped the final ridge with Cheyenne in sight, we began our descent into warmer air. After landing, it was time for lunch and a good stretch.

We decided we could easily make Goodland, KS, which would leave two relatively easy legs on Sunday. We refueled, had a quick coin-machine pastry and soft drink, then climbed aboard for the third leg of the day. We had outrun the weather behind us, and the system in front had dissipated- clear skies and light winds prevailed all the way to the Gulf Coast. Clean living and a lot of luck does wonders!

I snuggled down into the front seat and Gary got us underway. It would be downhill all the way to Tulsa. Flying over slightly rolling land, we saw farmers and ranchers out working in the afternoon sun. It was pleasantly warm in the cockpit, even at 7500 feet MSL.

We crossed the Platte River (a mile wide and an inch deep!) just beyond Akron, CO. The terrain had dropped over 1400 feet in the first hour and was beginning to take on the appearance of a very large piece of graph paper, sections lines on the flat ground making navigation a snap. In this flat country, we could spot grain elevators a long way off.

After landing at Goodland late Saturday afternoon, three



Lorin Wilkinson and his beautiful LOM-powered Hatz on the flight line at the National BiPlane Exposition 2000. Note the authentic Western Air Express paint scheme.

Picking up the Snake River at Payette, ID, we crossed over Ontario, OR, and then went on to Nampa, ID for fuel.

After refueling and a hearty, healthful snack of two oatmeal cookies, a Snickers Bar and a cup of coffee, we saddled up for the next leg, our last for the day since we were catching up with the weather ahead. I headed us southeast on a straight line toward Glenns Ferry, ID, then across the Snake River toward Pocatello, ID. Our sectional charts no longer showed any green terrain-- only the tans,

that most of the roads we passed (potential emergency landing strips) seemed to run at 90 degrees to the increasing wind.

At Pocatello, the wind was 240 degrees at 20 knots gusting to 30 knots, favoring runway 21. It just had to be my leg! However, my wheel landing was one of the better ones I had made, probably because I was really working hard at it. We refueled and shared a hangar with two King Air's and a Mooney. I was glad to pay the \$25 fee.

Saturday morning arrived with beautiful clear skies and a

come necessary.

Flying eastward into the sun at 9500 feet was a bit chilly and I was glad to be dressed for it. At Soda Springs, we headed south/southeast to Bear Lake, then to Cokeville, WY. From there, we crossed another range of hills that rose to over 9000 feet and then landed at Rock Springs, WY.

Our stop in Rock Springs was very brief, since we wanted to make three legs on Saturday to be sure of reaching Tulsa on Sunday. We headed east over the high desert country, with its occasional ranches, oil and gas

continued on p. 4.

From Mike...

Remembering Joe and Mary

This month and last, we at the Oklahoma Aviator mark important anniversaries: three years ago in April, Mary Kelly, one of our founders, died in a plane crash at Hatbox Field in Muskogee. Then, a year later in May, 1999, her husband Joe Cunningham died of a heart attack after mowing the lawn at their beloved home on Tenkiller Airpark in Cookson.

We want always to remember this anniversary. Joe's and Mary's legacies, both individually and as a loving couple, significantly improved aviation in Oklahoma. On the personal side, they touched people's lives all over the state and around the world, leaving them better than when they found them.

We are very happy to be continuing the tradition of this newspaper that Joe started over 25 years ago. Their shoes are hard to fill. However, I think they would approve of what we are doing.

In that light, we are proud to advertise the Mary Kelly Memorial scholarship this month (see page 13.) This scholarship and a similar one administered by the Oklahoma Airport Operators Association were established by Joe's and Mary's heirs as a means of perpetuating the good work they did for Oklahoma aviation.

Joe and Mary, wherever your are, we think about you often.

One of the organizations Joe and Mary enjoyed participating in was the Oklahoma Airport Operators Association. They attended the OAOA annual conventions and, at least one version of the story says they met at such an event (the other version was that they met at an Okie Derby gathering).



Barbara and I attended our first OAOA conference in late April and had a great time. This year's event was held in the brand-new Quartz Mountain Resort and Lodge on Altus-Lugert Lake, about 15 miles north of Altus.

We were planning on flying out, but when I called Flight Service that morning (Sunday, April 22) and told them where we wanted to go, they asked what type airplane we had. When I told them we wanted to take "The Mary Kelly," our C-150 we bought from Joe, the guy asked, seemingly quite seriously, how many days we had allotted for the trip. It took me a minute to "get his drift," but when he said the winds aloft were out of the southwest at 50 knots(!), I got it.

I said, "So, what you are saying is that, instead of an airspeed indicator, a calendar would serve us better?"

So, we hopped in the car and drove out. We could not have picked a better time-- this is the first spring I've seen in Oklahoma in a long time (Barbie's first ever), and it was spectacular. It had been even longer since I had been in the southwestern part of the state. I had forgotten how impressive the Wichita Mountains are between Lawton and Altus. Though not very tall, they have that craggy, rocky "southwestern" flavor-- so different from the mountains of Georgia I've been accustomed to of late.

The new Quartz Mountain Lodge had only been open four weeks when we arrived, and ours was but the second convention to be held there. The lodge sits at the edge of the lake, nestled among the rocky hills; its beautiful log-and-stone architecture blends in very nicely with the surroundings. All the rooms are decorated in strong, southwestern colors and motifs and the lobby has several very large murals mounted high on the log-framed walls, showing scenes from American Indian culture.

Over 100 attendees, 25 exhibitors, and 25 sponsors enjoyed three days of fun, good food, and interesting presentations. One of the best presentations was made by Pam Kennedy, director of the OU Sooner Flight Academy. Entitled "Promoting Aviation in Your Local Community," Pam gave us a taste of what it might be like to attend one of her summer aviation academy classes. Can you imagine a hundred grown-ups, each with a "loaded" mousetrap, trying to work cooperatively? Thanks, Pam, it was great fun!

From Barbara...



When Speed Counts

Most of my last month was spent impatiently waiting for my daughter Julia to go into labor with my first grandchild. Activities were cancelled or curbed, bags were packed and waiting, and I jumped every time the home phone rang-- especially late at night or early in the morning.

Because Julia wanted me there for her labor and the delivery, the pre-arranged plan was that she would call as soon as she went into serious labor. Michael and I would make final preparations, drive to the airport, hop in the plane, and take off for Pensacola, temporary home of the young and soon-to-be-expanded Navy family.

By consulting Expedia Maps on the web, we had chosen an airport, Ferguson Field, which was within five miles of their apartment and the hospital. The plan, of course, depended on good weather!

Problem was, our Cessna 150 was just not going to get us there very quickly. Now, I love this plane, named "The Mary Kelly" after her former owner, which my kind and loving husband purchased for me because my feet would not touch the rudder pedals in the BD-4 homebuilt we owned in Atlanta.

I fume when anyone refers to her as a "span can" or a "Cessna One-Filthy." She's my pretty little plane and I love her (but, in weak moments, even I have been know to refer to her as the "Putt-Putt"). She just doesn't fly very fast-- far too slow for a cross-country trip in

which speed is a factor.

Fortunately, a friend offered to let us use his Bonanza. It had been a while since Michael had flown a Bonanza, so he and the owner took her on a check-out flight. Afterward, we put in a few extra cushions, charts, bottled water, topped off her gas tanks, and had her all ready to go.

The call came at 6:30 on a Sunday morning. Luckily, it was a bright, clear day. We were in the air by 8:30AM, with a 145-knot cruise airspeed. And, on top of the good weather, we enjoyed the blessing of a 30-knot tailwind! This was terrific and we were so thankful for the Bonanza, since we would have been dallying around the skies at less than 90 knots had we flown The Mary Kelly.

The tailwind allowed us to make the flight without a fuel stop, and we touched down at Ferguson Field about 12:05PM. We had no sooner parked the airplane and stepped to the ground when our cell phone rang. It was the young father-to-be, with a definite note of fear in his voice, pleading with us to hurry, since the attendants were about to have Julia start pushing.

Turns out Ferguson Field is a very small airpark strip and, at noon on a Sunday, nobody was around. As I fidgeted nervously, Michael got on the phone, found a cab company and explained the situation. They responded well-- the cab arrived within ten minutes and we at the hospital in twenty minutes.

The happy ending is that we arrived at the Naval Hospital of Pensacola about 45 minutes before the blessed event. I held Julia's hand during the end of her labor, and Michael and I were able to watch the birth through the window of the delivery room. We got pictures of the baby, Justin Boyd Hendrix, Jr, just minutes after his birth.

Please help us celebrate kind friends with nice airplanes, the perfect weather and the perfect tailwind at the perfect time, and the birth of our precious new grandson. We are so blessed!

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Up With Downs



Earl Downs

Risk Management and The First Flight

I would love to be able to tell you about the first flight of my Kitfox Lite, named "Ace," but the publication timing won't allow it. By the time you read this, the first flight will be completed and I will provide the details in the next issue.

If you have been following the saga of the construction of Ace, you know that I was pushing to get the Lite ready for Sun 'n Fun. Well, I did it. SkyStar picked up my pride and joy on April 3rd and Ace began his journey and week-long vacation in Florida. Ed Downs, President of SkyStar Aircraft, said that Ace actually worked very hard as a display plane alongside the Lite2 and the Kitfox Series 6. Both the Lite2 and the Series 6 did their share of demonstration flights while Ace stayed behind to guard the home front. As soon as he returns, his time on the ground will be short.

Ah yes, the first flight. Is it dangerous? How do you perform the first flight on an untested machine? These questions could apply to a homebuilt airplane

or, for that matter, any airplane that has undergone major maintenance. FAR 91.407 requires a test flight on any airplane before passengers can be carried, if a repair or alteration could affect its flight characteristics. Anyone who holds a private pilot certificate could be a test pilot.

The Experimental Aircraft Association (EAA) started the Flight Advisor program several years ago to help pilots test fly their airplanes. These Flight Advisors can be found on the EAA web page. I entered the program when it first started and have helped several people prepare for their first flight in an unfamiliar airplane. Even if you don't go through the entire first flight program with a Flight Advisor, they can be a valuable source of information and advice.

Is test flying safe? For that matter, is flying safe? In the April 2001 issue of the Oklahoma Aviator, Dave Wilkerson wrote a very interesting article about this very topic. In 1901, Wilbur Wright responded to the same question as follows: "Carelessness and overconfidence are usually more dangerous than deliberately accepted risks." He said this after two years of glider flying, almost three years prior the epic first powered flight.

Safe is not the equivalent of risk free. Walking across the street is not safe. Driving your car is not safe. For that matter, from the moment you start your daily activities you are constantly being faced with safety considerations. It is the management of these risks that ultimately determines our level of safety. We check for traffic prior to crossing the street. We drive defensively, use our seat belts, and obey traffic rules in our cars. We manage the risks.

Risk management may have started the first time a cave man smashed his thumb between two rocks and, after uttering a few appropriate cave man words, he probably made a mental note not to do that again. Banging two rocks together then became a safer thing to do (except in Arkansas, Alabama or [insert your favorite location here]). Modern day aviation rules, practices, and

procedures promote risk management without the need to repeat painful experiences of the past. The EAA Flight Advisor program helps test pilots manage the risks. When you follow the rules laid out in the FARs it is like using a checklist for risk management.

Risk management comes in all shapes and sizes. It can be as simple as using a checklist. It may be as complicated as a well-thought-out cockpit design that prevents you from operating the wrong control at the wrong time. In the world of aviation, training falls high on the list of risk management tools-- checklists and safety devices are only as good as your ability to use them. Foolproof devices have a history of being defeated because of ignorance.

The most important risk management tool you possess is your common sense. Your common sense will tell you that you don't want to get hurt. Unfortunately, common sense speaks in a very small voice. We must listen to that voice! The small voice may be telling you that this planned night flight is a little scary even though your pilot certificate says you are qualified. Listen to the

voice! If you have a feeling of low confidence or a sense of trepidation, that's your little voice shouting at you to either not go or to get some help. A safe pilot is always ready to change plans or find an alternate way to complete the mission. The most important aeronautical decision you may ever make is to not go at all.

I consider myself a pretty qualified pilot, yet I will rely on others to help assure the safety of my first flight in Ace. I'll start by having others inspect my plane. The first flight will be completely planned and noted on a flight test card. I will use a portable radio with a push-to-talk switch to communicate with my safety pilot on the ground. My ground based "co-pilot" will note everything I need to record. I will not only have my own "little voice" talking to me, I will have the added voices of others who are not distracted by my excitement of the first flight. It's all called managing the risks. I can hardly wait!

Any questions about the Lite, homebuilding, or the Flight Advisor program? Contact me at earldowns@hotmail.com.



"Ace," Earl's pretty little Kitfox Lite-- no longer a collection of parts, but now an airplane!

Engine Starts: Where Would We Be Without Our Power?

By Dave Wilkerson

Spring is a marvelous doorway to summer. Oklahoma weather sometimes confuses spring with summer, or winter. That makes engine-starting techniques a point of pride or embarrassment, depending on a pilot's techniques. What makes this interesting for examiners is that manufacturers often specify different engine-starting techniques, even within the same make and model. This sometimes frustrates applicants.

The Practical Test Standards test both normal and cold-weather starting procedures. That is an oft-overlooked fact, especially when pilots begin their training at season's end, and experience only one engine-starting procedure. Those training during temperate (or hot!) months, refine their skills in autumn's cooling air, and take

checkrides as winter looms.

Naturally, during the checkride, the examiner says "Let's say you fly late next month. How will your engine-starting be different?" The poor applicant simply cannot mentally connect such a question with cold weather starting. Examiners have a long memory-- they know that the cold will come again! Expecting such questions requires that pilots think about cold temperatures even when the sun threatens to melt our faces as we try to coax cooling airflow from that wondrous fan up front. Oh, to get the silly engine started!

It is surprising the percentage of checkrides that treat examiners to applicants interacting with balking engines, and the myriad groans, coughs and sighs each makes in vain attempts to attain motion. Refusal to start has many causes, and sometimes applicants can-

not resist asking their examiners for suggestions or help. Ah, the anguish of it all, for examiners are by nature a kind lot. Still, at this point each must play the passenger's role, and cannot offer guidance. The burden falls on the applicant to understand his airplane and its components enough to operate them as the maker intended. That can be a tall order, for sometimes engines act in ways that even leave the manufacturers scratching their collective heads.

An occasional case in point involves the engine that starts obediently, perhaps even enthusiastically, runs for a deceptive several seconds, then inexplicably dies with the suddenness of a corporate takeover. Except when testing Certificated Flight Instructor applicants, many examiners avoid asking why the engine quit, and simply watch for an appropriate, Pilot-In-

Command-ish response and successful restart. This symptom is common during winter months, when cold engines fail to atomize fuel efficiently in their cylinders. Although less common, it also happens in warmer months, and unless a pilot has ignored or misused the engine-starting checklist procedure, is not cause for alarm. Improper starting procedures, though...

Manufacturers have become insistent regarding their recommendations, and for good reason. People who treat manufacturer recommendations like an idiot's ramblings place themselves and passengers in peril. Improper engine-starting methods can result in engine fires, which have consumed too many airplanes. Wise pilots study the whole manual, not just the normal procedures, because knowing how things work makes life so much more pleasant.

BVO or Bust, cont'd

continued from p. 1.

fellows working on a pickup truck helped us get the Hatz into a hangar and get a room for the night. The hangar was full of Cessna 190/195 aircraft and parts.

In Goodland, we discovered a small museum that boasted of housing the "World's Oldest Helicopter," but it was unfortunately closed. At the recommended local "watering hole," I ordered a man-sized T-bone, which covered the plate. Gary had a pair of pork chops that looked like the two hind quarters of a hog. Life was getting better!

Sunday morning was bright, sunny, and warm, with no wind at all-- a day made for open-cockpit flying! Heading for Hutchinson, KS, we passed over several little towns, noticing colorful cars and pickups surrounding gleaming white church steeples-- we could almost hear the singing! Visions of "Waldo Pepper" and "Nothing by Chance" flickered in my mind. I wondered if any young boys were watching us pass overhead, wishing they too could soar in the sunlit skies. Been there, done that-- a long time ago!

At Hutchinson, we landed behind a Beech Starship. As we both parked on the ramp, we ogled their space-age machine, then noticed that they were doing the same with our 1920s biplane-- it felt good! After another nutritious vending machine repast, we were eager for the final leg of our odyssey. After clearing the Wichita airspace, we angled southeast toward Tulsa.

As the Arkansas River led us into Oklahoma, farms gradually became pastures and oilrigs dotted the countryside. Soon, the tall buildings of downtown Tulsa loomed on the horizon. Our destination, Jones/Riverside Airport, is said to be the busiest airport in Oklahoma-- quite a change from my small grass airfield in the Pacific Northwest.

As we landed and taxied in, we spotted our wives wildly waving small American flags. We grinned widely and waved back at our very welcome welcoming committee. The 1741-mile trip took 16 hours 36 minutes flying time, averaging 105 mph. Not

bad for a 1920s-style mail plane with an upside-down engine that turns backward! Best of all, everywhere we had been, the Hatz had drawn curious, interested admirers.

On Thursday, June 1, I flew the Hatz north to Bartlesville. By evening, a couple dozen assorted biplanes were on the field, including another Hatz flown by Del Burnett from Ohio. Friday saw many more arrivals, including the Texas "Hatz Nutz" group, led by Bill Dawson. We spent the day showing off our new Hatz, especially the LOM engine installation. There aren't many 4-cylinder inline inverted engines around anymore, and it sure attracted the curious engine nuts. Our red-and-silver 1920s Western Air Express paint scheme, complete with the authentic Indian and arrow logo down the side of the fuselage, was also a magnet. Saturday morning we attended the Hatz Forum and then began giving rides in my machine (which the members had dubbed "The Snooty Hatz").

Early on during the building process, I had discovered that the camaraderie among Hatz Nutz is outstanding. They are the most fun-loving, dedicated, and helpful gaggle of aviation enthusiasts that you will ever meet. This was evidenced on Saturday afternoon, when I discovered my Stearman-type fuel gauge was leaking. The Texas bunch helped drain the fuel, produced the proper tools, then helped me remove and replace the faulty gauge-- all the while continuing to give rides in two of their aircraft!

Saturday evening at the Awards Banquet, we were presented with the award for the "greatest distance flown in an open cockpit biplane" for our 1741-mile journey. The frosting was heaped upon our cake when we were also awarded the Grand Champion Experimental Biplane trophy. It doesn't get any better than that!

Editors Note: Since this article was written, Lorin and Mary have moved to Tulsa and are in the final stages of building a house at Sky Haven Airpark in Collinsville. We heartily welcome them to Oklahoma. As Lorin would say, "Have a Hatz Day!"



Bonneville Peak, elevation 9271 ft, between Pocatello, ID, and Rock Springs, WY. Two kinds of beauty: nature's wondrous chaos viewed through the crisp geometry of open-cockpit biplane struts and wires. Ah, there's nothing like it!

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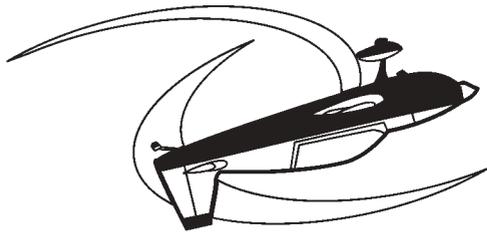
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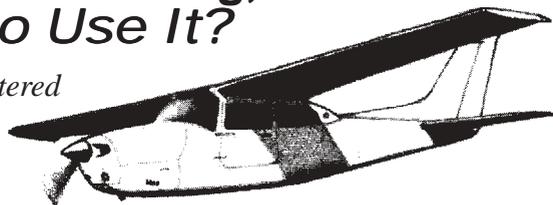


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MOTOR VEHICLE ACTIONS

This month I thought we would deviate from purely medical issues and discuss Motor Vehicle Actions (MVAs). In 1990, the U.S. Congress passed laws related to alcohol and drug use by pilots. Those laws resulted in amendments to the Federal Air Regulations Part 61 and 67.

Motor Vehicle Actions are defined in FAR Part 61.15(c) as convictions, driver's license suspensions or revocations, or administrative actions relating to alcohol or drug use while operating a motor vehicle.

Part 61.15(d) requires the FAA to suspend, revoke, or deny pilot certificates or ratings for any airman receiving two MVAs within three years (except where the MVAs result "from the same incident or arise out of the same set of factual circumstances").

Part 61.15(e) requires airmen to report MVAs. If you have a MVA as described above, you are required to report it within 60 days of its occurrence to the FAA, Civil Aviation Security Division (AMC-700), P.O. Box 25810, Oklahoma City, OK 73125.

In addition, Part 67.403 requires

the FAA to suspend, revoke, or deny airman certificates, ground instructor certificates, and medical certificates for anyone falsifying medical certificates or applications. The FAA "Application for Airman Medical Certificate," Form 8500-8 addresses drug and alcohol issues in Item 18V. Question 1 asks if you have ever been convicted of a DWI, DUI, etc. Question 2 asks if you have ever had your motor vehicle license cancelled, suspended, or revoked, as a result of alcohol or drug use. Question 3 asks if your application to operate a motor vehicle has ever been denied.

Airmen are sometimes confused about what constitutes a reportable MVA. For instance, if your license were suspended simply because you refused to submit a required drug, alcohol, and chemical (DAC) test, you would be required to report it as an MVA. As another example, if you received a DUI/DWI conviction, you would be required to report it as an MVA. Then, if your license were later suspended, revoked, or denied as a result of that conviction, you would be required to report it as a separate MVA. However, in that case, you should note in your report that this MVA resulted from the same incident as the previous one. The FAA would review the two reports and ultimately classify them as one MVA.

If you would like to look up this subject in its entirety, it can be found on <http://www.mmac.jccbi.gov/cas/duidwi/>

Feel free to contact our office if you have any other questions regarding this or other medical issues.



Allen "Rabbit" Hare and his new bride, DeAnn of Tulsa were recently transported from Jones/Riverside Airport to their wedding reception at Gundy's Airport in a flight of T-6's. From left to right are Dr. Steve Campbell, Rabbit Hare, Ike Innes, DeAnn Hare, Alden Miller, and Dr. James Griffin. Family and friends enjoyed fun, food, and flybys!

Tulsa Air & Space Center News



by B Mann

Women in aeronautics have made a tremendous impact, dating back almost to the first successful powered flight on December 17, 1903. This article begins a two-part series which describes many of these remarkable women and their achievements.

Therese Peltier, a talented sculptor, became the first woman to fly as a passenger in a heavier-than-air craft. On July 8, 1908, she made a flight of 656 feet with Leon Delegrance in Milan, Italy. She subsequently made several solo flights in a Voisin biplane, but did not pursue a flying career. On a flight at the Military Square at Turin, she flew for two minutes and traversed a distance of 200 meters at an elevation of seven feet, quite an accomplishment back then.

When Mrs. Hart O. Berg watched Wilbur Wright demonstrate the Wright Flyer at Le Mans, France, she was so thrilled by the performance that she asked Wilbur for a ride. In September 1908, she became the first American woman to fly as a passenger in an airplane, soaring for two minutes and seven seconds. She tied a rope securely around her skirt at her ankles to keep it from blowing in the wind during the flight. A French fashion designer watching the flight was impressed with the way Mrs. Berg walked away from the aircraft with her skirt still tied up. Mrs. Berg was thus credited with inspiring the famous "Hobble Skirt" fashion.

On March 8, 1910, Baroness Raymonde de la Roche received the first pilot's license awarded to a woman. While studying music in Paris, Bessie Raiche became intrigued by the Baroness' flying. On September 16, 1910 she made the first accredited solo flight by a woman in the United States. She and her husband, Francois, built their first plane, a Wright type, in the living room of their Mineola, NY home. It was in this frail craft of bamboo and silk that she made her solo flight. In October 1910, the Aeronautical Society honored her as America's first woman aviator.

Blanche Stuart Scott was the first American woman to take a solo hop, although her flight is not regarded as official. In 1910, she was driving an automobile coast to coast, the first woman to do so. Passing through Dayton, OH, she watched a Wright aircraft in flight, and after completing her automobile trip, received flight instruction from Glenn Curtiss. In October, 1910 she made her debut as a member of the Curtiss team at a Chicago air meet.

In 1911, less than five million American women worked outside the home. Even so, Harriet Quimby envisioned a place in aviation for all women. On August 1, 1911, Quimby received Federation Aeronautique Internationale (FAI) License No. 37, thus becoming the first licensed female aviator in the United States.

Nicknamed "The Dresden China Aviatrix" by the press, Harriet became one of the most well-known women aviators in the world. In April 1912, with determination guiding her through thick fog, she became the first woman and only the third pilot to make the 22-mile crossing across the English Channel.

On July 1, 1912, Harriet and a passenger tried to break the over-water speed record of 58 miles per hour. As a horrified crowd watched, she and her passenger tumbled from her Beriot monoplane and plunged into the harbor waters, both dying on impact. Ironically, the aircraft glided to a landing with little damage.

The second woman in the United States to receive a pilot's license was Matilde Moisant. Flying with Harriet Quimby, she earned her license on August 13, 1911.

Ruth Law bought her first aircraft from Orville Wright in 1912. She made her first flight on July 5, 1912, and soloed on August 12. She became the first woman to fly at night.

The fourth woman in the U.S. to obtain a pilot's license was Katherine Stinson, on July 24, 1912. She was the first woman to execute the Loop-the-Loop at Cicero Field in Chicago. She was also the first woman authorized to carry U.S. mail (for a route in Montana). Later, Stinson gave flying instructions at her own flying school.

Encouraged by her sister Katherine's success, Marjorie Stinson decided to learn to fly in June of 1914. At the age of 18 she enrolled in the Wright School at Dayton, soloed on August 4, and received her license on August 12, 1914. Stinson was inducted into the U.S. Aviation Reserve Corps, as its only woman, in 1915.

Bessie Coleman, an African American woman, would not let discrimination get in the way of her flying career. Coleman moved to France, enrolled in a French school of aviation, and became the first African American to earn an FAI pilot's license on June 15, 1921.

"Brave Bessie" accepted an invitation to perform in a May Day exhibition for the Negro Welfare League. On April 30, 1926, ten minutes into the flight and at an altitude of 5,000 feet, the plane went into a nosedive. She and her passenger were thrown from the plane and fell to their death.

In 1924, Ruth Nichols, was the first woman to earn an international hydroplane license. In 1932, she was hired by New York Airways, becoming the first woman pilot for commercial passenger flights. Ruth was known as "The Flying Debutante".

Next month, we'll pick up with Amelia Earhart and Louise Thaden.



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We Fly the New Luscombe "Spartan 185" Model 11E

by Mike Huffman

Monday, April 23 was a beautiful spring day in southwest Oklahoma, the high plains air having been cleared by a frontal passage the day before. At the Oklahoma Airport Operators Association conference being held at the beautiful, new Quartz Mountain Resort on Altus-Lugert Lake, we met Luscombe Aircraft Corporation's new President and COO, John Daniel, along

in our January '00 issue, we were curious about their progress toward type certification and production. To our delight, John invited us to tour the factory, get an update, and perhaps even fly the airplane! Late that afternoon, he drove us to Luscombe's 110,000-square-foot facility at Altus Municipal Airport.

It seems that aircraft certification programs almost always take longer



The Luscombe "Spartan 185" Model 11E, updated from the 1940s Model 11A.

with Charles Gibson, Senior Sales Manager, and Miles Hoover, Sales/Marketing Representative for the southwest.

For those who may have been living on Mars over the last couple of years, the new Luscombe "Spartan 185" Model 11E is an updated version of the original late-40s Luscombe 11A "Sedan," sporting a new tricycle landing gear, Continental IO-360-ES engine derated to 185 hp, an updated instrument panel, and other modifications.

Since covering the Luscombe story

than anticipated, and the Luscombe program is no exception. In January '00, the company expected to receive the type certificate by mid- to late-2000, a date which had already slipped a couple of times. Now, the expected date is sometime in the third quarter of this year, hopefully by Oshkosh time.

This time, it looks like they will probably make it. Besides being well along in their static test and flight test programs on an airplane design that was previously certificated, they own a complete set of hard tooling.

However, the most notable reason to expect success is John Daniel's appearance on the scene. John was hired away from Cessna, having been responsible for all manufacturing at Cessna's Independence, KS plant. He has over 23 years of aircraft manufacturing experience and, very importantly, experience in dealing with the FAA during type certification programs.

John has no illusions about "telling the FAA how it is going to be." His approach is to take certification programs in small, well-defined "bites." In fact, had he been in charge at the time, the Luscombe Spartan would first have been re-certified with the original conventional landing gear. Then, with that type certificate in hand, the company

continued on p. 11

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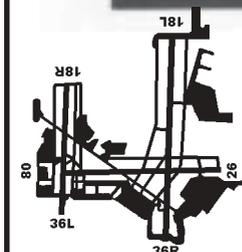
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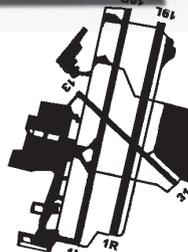
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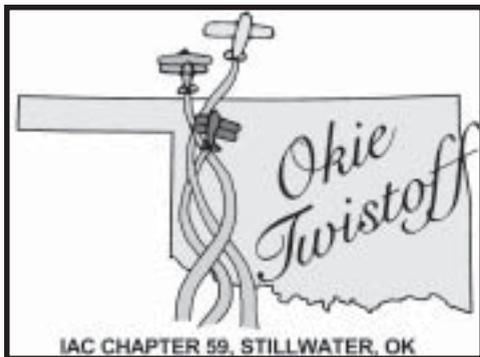
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Visit the 15th Annual Okie Twist-Off Aerob



Last month, in preparation for the Okie Twist-Off aerobatic competition, we promised a "primer" on the sport of competition aerobatics, so that when you attend, you'll understand more about the maneuvers, procedures, and judging and thus get more enjoyment out of your visit. So, here goes!

The yearly aerobatic contest season lasts from March through December. Almost every weekend, somewhere in the country, a local International Aerobatics Club (IAC) chapter hosts an aerobatics competition. This year on May 31 and June 1, IAC Chapter 59 will host the 15th Annual Okie Twist-Off aerobatic competition at the Stillwater Regional Airport, with help from Tulsa's IAC Chapter 10.

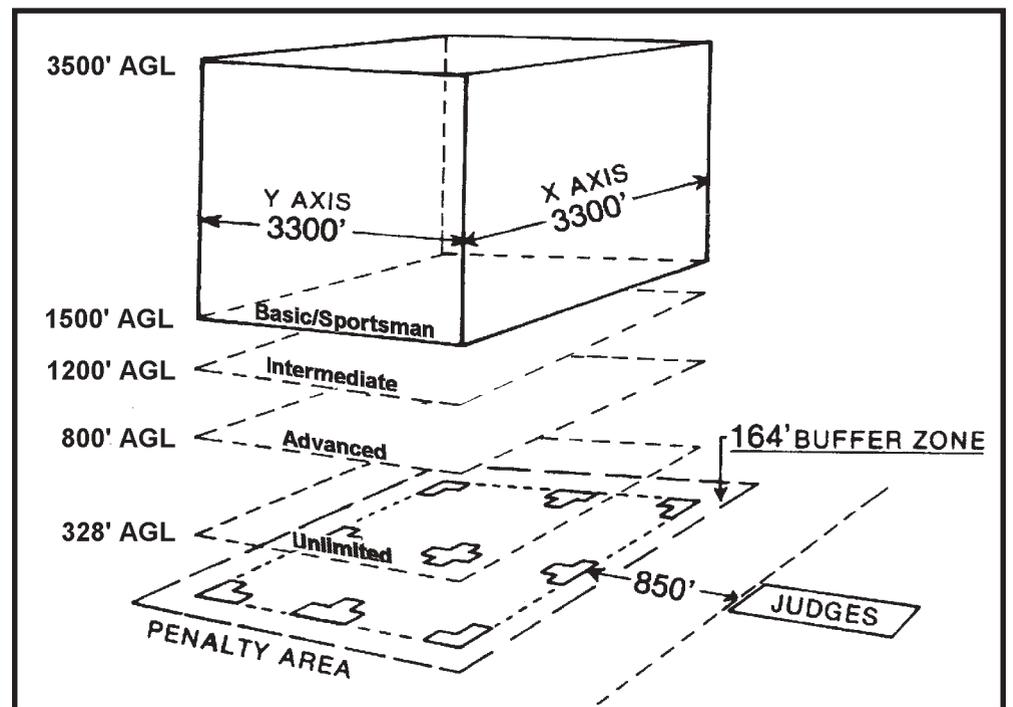
Aerobatic competitors practice hard and often use vacation time to attend competition events. Generally, they arrive at the competition site Thursday night, ready for practice sessions on Friday and the actual competition on Saturday. Sunday is reserved for return flights home.

An aerobatic competition is not an airshow nor should it be confused with the "aerial daredevils" or "barnstormers" of the past. Instead, aerobatics competition is a very precise, controlled aviation activity, which emphasizes safety, precision, and demonstrated control of the aircraft. An aerobatic competition might be more accurately compared to a figure skating event.

Five different skill levels are established for aerobatic competitions: Basic, Sportsman, Intermediate, Advanced, and Unlimited. At the Basic level, competitors fly a Known Compulsory Program consisting of a spin, loop, and roll, performed consecutively.

Sportsman-level competitors fly a more difficult Known Compulsory Program published by the IAC each year before the contest season begins, and may also compose and fly their own Free Program.

In addition to more complex Known Compulsory Program, Intermediate-level and Advanced-level competitors fly an Unknown Program, which is distributed to the pilots only a few hours before the



The Aerobatics Box, within which all aerobatic competition takes place.

flight and which cannot be practiced. Also, Intermediate-level pilots may compose and fly a Free Program.

At the Unlimited level, pilots fly the most complex and difficult set of Known Compulsory, Unknown, and Free Programs. In addition, they are required to fly a 4-Minute Program. Extremely high-performance aircraft are required to fly the planned sequences, and the 4-Minute Programs are often very exciting and entertaining.

All aerobatic competition takes place in the "aerobatics box," which is 1000 meters (3300') long and 1000 meters (3300') wide. The top of the box is fixed at 3500' AGL, but for safety, the bottom is set based on the competitor's skill level. The bottom of the box ranges from 1500' AGL for Basic and Sportsman to 328' AGL for Unlimited.

The flights are graded by a team of three to five judges, each of whom has two assistants. The judges grade each individual figure, as well as how the sequence is positioned within the box. Individual figures are graded on such factors as precision of lines and angles, symmetry, and other factors.

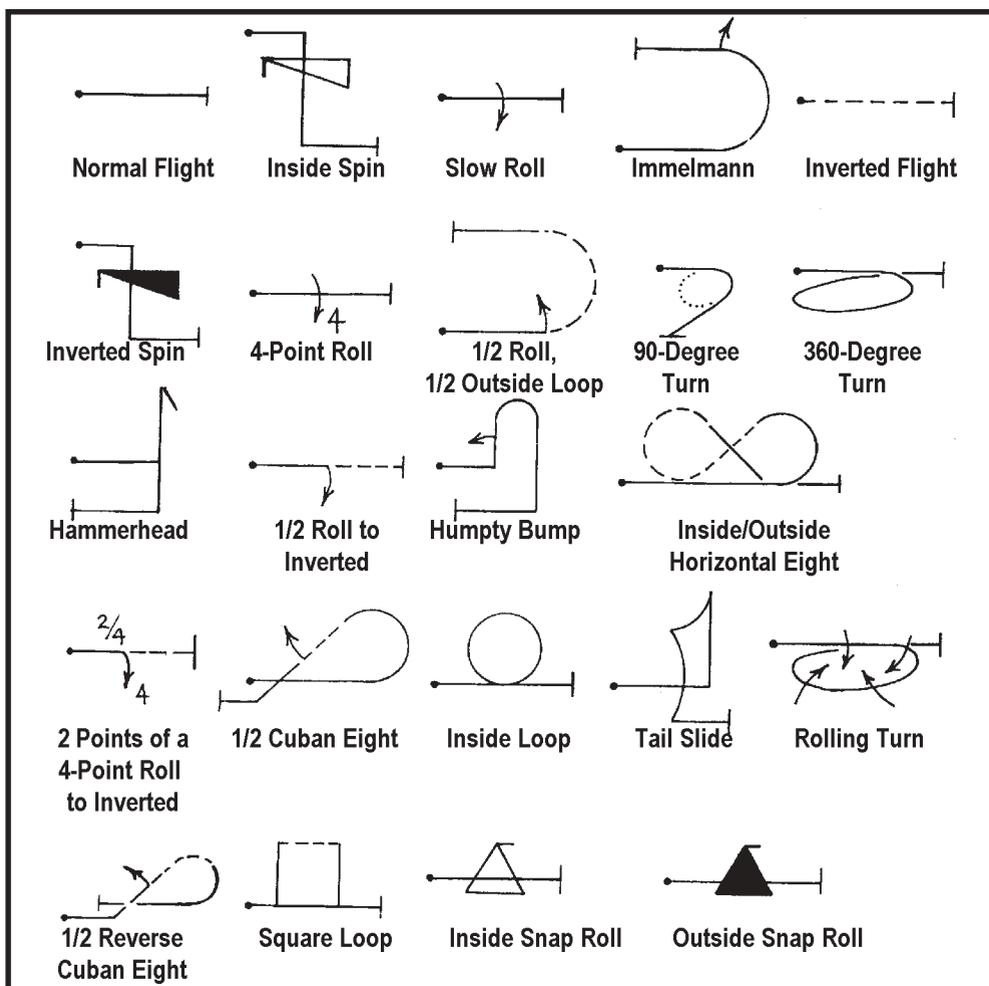
Each judge has a graphical diagram of the figures each pilot will fly. Figures are represented by symbols in a system devised by Jose L. Aresti of Spain for world aerobatic competitions. Since 1988, the FAI Aerobatic Catalogue has been used, in which each Aresti symbol is assigned a difficulty coefficient or "K-factor." The judges establish a number grade from 0 to 10 for each figure, which is then multiplied by the K-factor. A computer system keeps track of the scores.

Each pilot flies his or her sequences in the order of difficulty--Known Compulsory first, Free Pro-

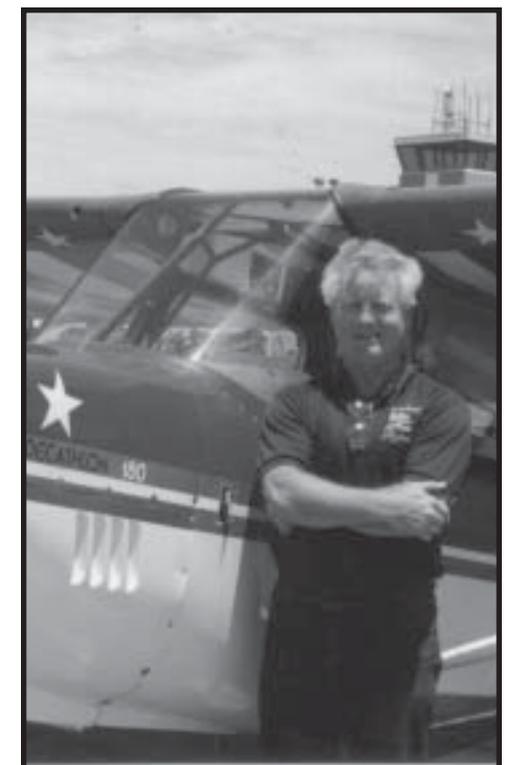
gram second, Unknown third, and 4-Minute last. The Known Compulsory is a "qualifying" flight--any pilot who does not perform this sequence safely is suspended from the competition.

One of the most difficult parts of judging is evaluating moves that are taking place thousands of feet above, without the aid of binoculars. Piloting skills and aircraft performance are honed to such a fine degree that judges are often looking for variations of only a few degrees from nominal.

A wide variety of aerobatic aircraft normally compete in the Okie Twist-Off. The vast majority of aerobatic aircraft being built today are monoplanes made from advanced composite materials, but there are



Aresti diagrams, the "language of aerobatics," showing symbols for figures.



Jim Houston, from Sun City, AZ, competing in Sportsman with his Decathlon.

atic Competition-- You Might Get Hooked!

plenty of other aircraft to be seen and enjoyed, including Pitts biplanes, Decathlons, Edges, Caps, Sukhois, Lasers, Extras, Yaks, and other homebuilt or highly-modified designs.

When you attend, be sure and bring along a chaise-lounge type lawn chair that will allow you to look upward for extended periods of time. Also, because your face will be pointed skyward, plenty of sunscreen, a good set of shades, a brimmed or billed cap, and a set of binoculars are also well advised.

Sometimes at an aerobatics con-



Dagmar Kress, an Unlimited competitor from St. Augustine, FL, flying her Extra 300.

test, someone will say, "That really looks like fun and I wish I could get into it, but I don't know where to start." Or, perhaps you would like to take a shot at aerobatics, but the very thought of leaving straight-and-level flight brings sweat to your palms.

In reality, it is probably harder to get out of aerobatics than in. Loops, rolls, spins, Hammerheads, Cuban 8s, and snap rolls can be truly addicting! A good place to start is by contacting your local IAC chapter. Although aerobatic instruction cannot be found on every street corner, the members of the chapter have an overview of the entire sport and can help you lo-

cate an aerobatic flight school, instructor, or airplane. If you have already located the instructional resource you want to use, check them out with the chapter members before signing up. Also, use your own good judgment-- obviously, you should be convinced that safety is the foremost concern of anyone you sign up with.

Before you start aerobatics instruction, develop at least a vague idea of what your goals are. Some students want only to build their confidence in normal flying, by becoming used to stalls, spins, and unusual attitudes. Others want to progress to the point of perhaps owning a basic aerobatic airplane and doing "Sunday afternoon gentleman" aerobatics. And of course, there are students who know right off the bat that they want to go all the way to the World Aerobatic Championships or become an airshow performer. Tell your instructor right up front what your goals are.

You may find that your goals change as your aerobatics instruction proceeds-- like many others before, you may become hooked and find yourself driven to achieve greater and greater levels of control, precision, and difficulty.

During the first hour, most aerobatics instructors will try to determine your skill level with some very simple but revealing exercises such as steep turns, Dutch rolls, or lazy eights. The instructor will be looking for such things as how you handle the controls, how well you can maintain altitude, and whether you allow for wind.

By the end of the first hour, the instructor may well ask you to perform chandelles and wingovers. Neither is very demanding, but doing them correctly requires coordination, judgment, planning, and an understanding of what your control surfaces are doing.

From that point on, the maneuvers you perform become a matter of the instructor's preference and your goals. Some instructors like to start with spins, while others start with loops or rolls first. If you so desire, the instructor may take you through a demonstration of more advanced maneuvers before you begin doing the basic maneuvers.

Do not be surprised if the first few hours of aerobatic instruction leave

you feeling very tired and "wringing out." It takes time and conditioning to build up the stamina to perform aerobatics. Learning to relax while hanging upside down in a slow roll may require some conscious effort. But keep at it-- like any other learning experience, you will find one day that a maneuver you previously found difficult suddenly feels natural.

Your instructor will tell you when you are ready for solo aerobatics. At some point you should start putting maneuvers together in a sequence, watching your entry speed and altitude for each one. Perform two loops in a row, or a loop followed by a roll. When you reach the point that you can fly a spin-loop-roll sequence with reasonable control, you are eligible for the first of ten Achievement Awards issued by the IAC, the Basic patch. You should be ready for the Basic patch within a couple weekends practice. Over 3000 pilots have already earned Achievement Awards.

If you decide you want to measure your talent against other aerobatic pilots, consider competing in one of the many IAC chapter weekend competition events around the country. You'll find plenty of people willing to help you- while aerobatics is seriously competitive sport, nearly everyone who shows up for a contest enjoys the *esprit d'corps* that develops.



Stillwater's own Fred Delacerda, in 1996, competing in his Extra 200. Fred now has a new Edge 540.

Aerobatic instruction and aircraft are not cheap, but if you can muster the means and handle the thrills, the art and sport of aerobatics are hard to beat. Aerobatics will improve your proficiency and make you a better pilot!



David and Martha Martin from Possum Holler, TX. David competes in Unlimited in the Extra 300 and Martha is a national judge.



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Remembering R.E. Cunningham

by Bob Ferguson

When I first came to work for Autopilots Central, Inc. in 1972, R.E. was already on the scene. He worked for AirKare as a mechanic and test pilot and we hired him on a per-flight basis when we needed a test pilot for our autopilot work when the customer was not around. That is my job now, but I learned a lot of what I know today sitting at his elbow in the cockpit of most every kind of airplane that showed up on the ramp.

He was a natural pilot who was more comfortable behind the yoke of a plane than the wheel of a car. I am that way, myself, to this day. I rubbed off R.E. like so many other things that have stayed with me over the years. I learned how to start all kinds of airplane engines in all situations. He taught me about cold engines, flooded engines, radial engines, carbureted, injected, geared, you name it. He knew about it and was willing to share it with me. One of his sayings is now one of my favorites: "If there is a start left in it, I'll get it!"

He was also comfortable on his blue BMW motorcycle, which he loved (I love to ride, also-- that must be something common in pilot DNA). He use to brag about running it 50,000 miles before he finally had to

file the points. But it was his skill in the cockpit that most people will remember about him.

I remember one time we were flying an Aero Commander 500 together and I had a brand-new multi-engine rating just itching to be exercised. When the autopilot setup was complete we turned it off so I could hand-fly for a little while. I remarked that it felt like a big Cessna 150 and wondered (aloud) what it flew like on one engine. Like a bolt of lightning, R.E.'s arm flew up to the quadrant and he pulled the mixture off for the right engine, looked at me with a grin I eventually came to love, and said "Just like that!" And just like that, I learned what it flew like on one!

Many of our test flights involved new or newly-overhauled engines; another Aero Commander incident with R.E. helped me 18 years later. We were approaching to land and the right engine power would not reduce when the throttle was pulled back. It was as if it was disconnected. (It was!- the mechanic who attached it forgot the cotter pin and the linkage fell off inside the cowling during the flight.) No problem for R.E.-- he simply used the mixture control for that engine to starve it of fuel so it would allow us to make a normal landing. Eighteen years later, climbing out of

Brackett Field in Pomona, California in a Cessna P210, I had a head blow off the number six cylinder and open up the induction system with a huge leak. I turned back to the field and discovered that I couldn't get the power below 22 inches. No problem- just pull the mixture back and use it as a throttle to make a safe landing. I also had to use it to taxi to the ramp. R.E. saved the day.

Another mechanical error one day resulted in having to land a Cessna 310 with the nose gear partially retracted. R.E. was at the controls and shut down one engine before getting on final. He shut down the other one on short final, turned off the switches and fuel, and dead-sticked the landing, keeping the nose up as long as possible before it came down.

The damage to the plane was minimized and neither engine was hurt at all. Years later I had to land a P210 with no right main gear and I shut down the engine on short final, turned off the switches and fuel, and opened the door slightly before touchdown. On roll-out, I was able to keep the wing off the runway until the plane came to a complete stop. R.E., again.

I also learned some things NOT to do from observing him. To say that his pre-flight was casual would

be a flagrant misuse of the word. His philosophy was "it flew in here, it will fly one more flight." The 310 incident above would have been avoided completely by a simple walk-around with a little attention to even a few details. On the other hand, it would not be fair to say he was unsafe. In all his years of flying he never got hurt nor crashed a plane, although we did nickname him "Crash Cunningham" after the 310. I marveled at his instrument flying one day as he turned onto the localizer and simultaneously nailed the glide slope. He said "All you have to do is keep those needles lined up. That's not hard." And he was right. The tower controllers who worked him every day considered him one of the best pilots they ever knew. I have to agree.

Flying customers' aircraft before and after maintenance on a daily basis exposed R.E. to many more potential flight hazards than most pilots experience in a lifetime, but R.E. was philosophical about this, too. He always said it wasn't your time to go until the holes in your punch-cards in the sky lined up. R.E.'s holes lined up on February 8th, 2001 from non-aviation causes. I miss him already.

Editor's Note: Bob Ferguson works for Autopilots Central. He can be reached at 836-6418.



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Luscombe "Spartan 185" Model 11E, cont'd

continued from p. 7.

could proceed to the next "bite," the tricycle gear modification. As it is, the type certificate expected this fall will be for day/night VFR only.

When we visited, the cavernous manufacturing area was populated with two newly-built test aircraft- one for static test purposes and the other "conforming aircraft" for flight test- along with tooling, parts inventory, and an original Model 11A test bed aircraft. Engineers and technicians were weighing the static test airplane, loading it with bags of sand in preparation for the landing gear drop test.

Soon we were led onto the ramp where the experimental flight test prototype sat, our first visual impression of the airplane. The cabin height and width are larger than a Cessna 182 and the tailcone is shorter, giving the airplane a sturdy, hefty appearance, which is reinforced by the long, high-aspect-ratio wings. The bottom of the wings are perhaps six feet off the ground, which should do wonders at lessening your typical diamond-pattern forehead scars from bumping into the flap and aileron trailing edges of Cessna airplanes. Notably, with the tricycle gear, the "pot-bellied" appearance of the original Model 11A Sedan is gone.

The Luscombe test pilot, Jerry

McCluskey, invited me into the right seat and started the engine. The throaty six-cylinder pulse, amplified by the lack of interior upholstery, was satisfying and added to the impression of a "hearty" steed. I taxied us out to the runway and found no surprises-- a new spring-loaded nose steering push-pull rod had recently been fitted and provided positive steering.

On takeoff, Jerry let me do the honors. As I pushed the "balls to the wall," Jerry called out speeds. At his instruction, I rotated at 60 knots and then, *de rigueur*, began relaxing back pressure to accelerate. However, Jerry was urging me to keep the nose up and, glancing at the airspeed, I saw we were already 10 knots over the recommended 70-knot climb speed and still accelerating. The nose angle required to maintain 70 knots was amazing! I've always believed in the old adage that "power is your best friend," and this airplane has plenty! We were at traffic pattern altitude before the end of the runway.

Clear of the pattern, I performed steep turns and slow flight. The controls were crisp, responsive, and well-balanced. The combination of a light-feeling airframe, responsive controls, and ample power give an impression more similar to a high-performance homebuilt than, say, a Cessna 172.

Jerry demonstrated stalls, performing controlled 30-degree banked turns with the stick full aft and descending at only 700 fpm.

Back in the landing pattern, I found myself high on final and slipped it in for what I thought was a pretty reasonable landing, although after taxiing in, I was chided by the "peanut gallery" for not getting it stopped in 500 feet as Jerry does.

Market-wise, the Luscombe Spartan 185 is positioned between the Cessna 172 and 182. In most performance categories, it's specifications closely approach or exceed those of the 182, but at a base price of \$156K, is considerably less than either Cessna aircraft. At Sun 'n Fun where Luscombe exhibited this year, customer response was strong, and the company now has about 30 escrowed deposits for production slots.



Mike and Barbara with the 11E.

Stillwater Regional OAOA "Airport of the Year"

During the recent 16th Annual Oklahoma Airports Operators Association (OAOA) conference, held at the new Quartz Mountain Resort on Altus-Lugert Lake, Stillwater Regional Airport was designated "Oklahoma Airport of the Year," their third such award since 1983. Airport Director Gary L. Johnson received the prestigious award Tuesday evening during the awards banquet.

Johnson commented, "This award is a product of all of the people who make it happen at Stillwater Regional Airport-- the City Commission, the Airport Authority, the Oklahoma Aeronautics Commission, the FAA, our airport users, our engineering firm, and most importantly, my staff. It is easy to look good when you have all of these people and organizations on the team."

The award recognizes the most outstanding Oklahoma airport in planning, capital developments, and economic development for the preceding year. Stillwater Regional is one of 127 public use airports and one of 48 regional airports in Oklahoma.

The OAOA originated in 1983. The theme for this year's conference was "Soaring with Eagles Again." Quartz Mountain was the site of the first OAOA conference in 1987.

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Claremore Regional Airport's "Ercoupe Air Force"



Claremore Regional Airport has the distinction of being the home base of a unique fleet of five airplanes representing the entire lifespan of the ubiquitous Ercoupe designs, manufactured in its different variants from 1939 through 1970.

It all started in September 1999, with the closing of Tulsa Downtown Airpark. Oscar Watkins, Newell West, and George Pringle had been flying their "Ercoupes" (we'll get into proper names later) from Tulsa Downtown for some years. Looking around for a new home base, they all decided to move to Claremore Regional, with its new facilities, the possibility of privately owned hangars, and aviation-friendly environment. Later, two other Ercoupes showed up to complete the fleet.

So you'll be able to follow the story, here is a short history lesson on the Ercoupe legacy, gleaned from various (hopefully accurate) sources. In 1939, Fred Weick designed the airplane for the Engineering Research Corporation (ERCO), in College Park, MD. The general expectation was that a private airplane would soon be in every garage in America. ERCO reasoned that one of the main barriers to selling lots of airplanes would be the difficulty in learning to fly. Thus, they wanted an airplane for which flying was akin to driving a car.

The original design had a metal fuselage, fabric-covered metal wings, and a 65-hp Continental engine. The airplane had a tricycle gear, very unique in its day-- this placed the "driver" in about the same position as in an automobile and allowed him/her to not have

to deal with the additional skills involved in steering a conventional-gear airplane. Also, the airplane was built low to the ground and, with its unique twin vertical tails, had a compact appearance like an automobile. The airplane had no rudder pedals-- the control wheel was linked to the rudders and nosewheel steering mechanism to make turning (both on the ground and in the air) more automobile-like. Similarly, a brake pedal was located on the floor.

Last, the design was billed and certified as being "stall-proof" and "spin-proof." Even the name "Ercoupe" had automobile leanings.

About 112 prewar Ercoupe 415A and B models were built between 1939 and 1941. After the War, anticipating a great post-war boom, ERCO produced an amazing 4309 airplanes in 1946 alone, marketing them through such diverse channels as Macy's Department Store. However, the boom never materialized: in 1947, production was only 445 units and continued to decline until 1950, when it ceased altogether. Over the years, engine choices were extended to the 85-hp Continental, an electrical system was installed, and metal wing skins replaced fabric, but otherwise, the design remained fundamentally the same.

The Ercoupe was out of production until 1958, when Forney Aircraft, from Carlsbad, NM bought the rights. Between then and 1962, they produced 166 Forney Model F-1 and F-1A's, at which time they ceased production. During its reign, Forney introduced factory-installed rudder pedals and an upgrade to the 90-hp Continental engine.

Next came Alon, from McPherson, KS, who produced 266 Alon A-2's and A-2A's in 1965 and 1967. Alon introduced a sliding canopy and changed the name to "Aircoupe."

The last company to produce the Ercoupe family was Mooney. Looking for a primary flight trainer addition

to their fleet, they bought the rights from Alon in 1968 and assembled 46 A-2A's from the acquired inventory. Then in 1969, they made the most radical design departure, replacing the signature twin tails with a conventional, "Mooney-esque" empennage. They also gave it a spring main landing gear, designated it the M-10 Cadet, and manufactured 58 of them during 1969 and 1970.

From there, Univair purchased the rights, type certificate, and extensive parts inventory. Many original parts are still available dating back into the 40s, and it is reputed that several com-

plete Cadets could be assembled from Univair's stock.

According to Oscar Watson, there was also a military designation for the Ercoupe, the YO-10, and the Ercoupe has the distinction of being the first airplane to take off solely under rocket power. Apparently, an experimental flight test group at Wright-Patterson AFB was looking for a suitable test airplane, came upon an Ercoupe, and slung two rocket motors under the bottom. The test flight was accomplished without even starting the Con-

continued on p. 13.



The Claremore Ercoupe "Air Force": left to right, Jim Cobb's 1947 415D, George Pringle's 1947 415G, Newell West's 1960 Forney F-1A, Oscar Watson's 1966 Alon A-2, and Patricia Trusty's 1970 Mooney M10 Cadet.

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A Message from Bob Jandebaur
**OKLAHOMA AERONAUTICS AND
 SPACE COMMISSION ACCOMPLISHMENTS**

The Oklahoma Aeronautics and Space Commission has been and continues to be very effective in promoting aviation in Oklahoma. Listed below are some of the OASC's recent accomplishments.

- The Commission proposed, designed, and adopted the now-current comprehensive Oklahoma Airport System Plan, which establishes a comprehensive roadmap for Oklahoma's airport future and addresses growth of corporate aviation by establishment of Regional Business Airports. In this plan, each Regional Business Airport becomes a partner in the community's economic development.
- The Commission implemented the Adopt-An-Airport program, which was selected as National Association of State Aviation Organization's (NASAO's) Outstanding Aviation Education Program for 1999.
- The Commission implemented the statewide Pavement Maintenance Management Program, which provides funds for airports to use in maintaining runway and taxiway deterioration and weather damage.
- The Commission proposed and fostered legislation which allows more aviation-related state funds to be used for aviation purposes, including the following.
 - Legislation which allows aircraft excise taxes and fuel taxes to be administered by the Commission. These revenues are expected to be \$4M annually.
 - Legislation which allows corporations purchasing aircraft with a selling price over \$5M to work with OASC on directing proceeds of excise tax to a project. This allows the taxpayers to have input.
- Between FY99 and FY01, the Commission increased State-supplied funding for airports from \$1.54M to at least \$9.55M. At the same time, due to passage of AIR-21 and diligent efforts by the OASC to get Oklahoma's share, Federal funding increased from \$6.22M to at least \$17.68M.

These accomplishments make me proud to be an OASC Commissioner and to help bring Oklahoma airports into the 21st century.



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Ercoupe Air Force- cont'd

continued from p. 12.

tinental!

The oldest airplane in the Claremore fleet is James Cobb's 1947 Model 415D. He bought it in November 2000, overhauled the engine and accessories, and has flown it only about six hours since. Jim, who also has an Osprey 2 homebuilt project about finished, uses his Ercoupe for "\$100-hamburger flights and stirring bugs."

The next oldest airplane is George Pringle's 1947 Model 415G, which has been in his family for 32 years. George's airplane has a lot of modifications, including metallized wings, alternator conversion, split elevator, enlarged baggage compartment, carburetor change, dual-fork nose gear, Cleveland wheels/brakes, all new avionics, and bucket seats.

Newell and Shirley West's airplane is a 1960 Forney F-1A, the second Ercoupe they have owned. They bought the damaged project in 1987 and spent three years rebuilding it. Shirley says, "When Newell came dragging it in on the trailer, I asked, 'What's that pile of junk?' He said, 'Well, that's our airplane!' I was skeptical, but now it looks brand new!" Newell is 82 years old, and they both love flying it together.

Oscar Watkins' 1966 Alon A-2 Aircoupe is also his second Ercoupe-family airplane, the first being a Model 415 which was damaged in a forced landing following a crankshaft failure and loss of the propeller. Oscar, a former fighter pilot, Piper Aircraft test pilot, and pilot of airplanes up to DC-9 size, says, "I have more fun in that little

airplane right there. I don't need to go fast or go anywhere- I just need to get off the ground once in awhile!"

The newest airplane in the Claremore fleet is a 1970 Mooney M10 Cadet owned by Michael and Patricia Trusty. The eighth-from-the-last built, it had been in storage for 15 years when they bought it in July 2000 and it had only 483 hrs TT. They went through the entire airplane, overhauled the engine and accessories, installed a new engine mount, and replaced hardware throughout. First flight was March 17, 2001 and they have accumulated about 9 hours since, mostly by Patricia, a relatively new pilot with 131 hours. Says Michael, "When Shirley gets back from flying, the only thing you can see through the windshield is teeth-- from her ear-to-ear grin!" Patricia responds, "Mostly, I'm just glad to have gotten it back on the ground! I love it!"

In general, owners of Ercoupes pride themselves in being able to fly inexpensively and simply. With selling prices between \$10,000 and \$20,000, Ercoupes are among the least expensive, certified, two-place airplanes available. Parts are still widely available through Univair and Skyport Services, and the Ercoupe community has established an owners association and websites to help members keep their airplanes flying.

Significantly, when the new Sport Pilot regulations are finalized, it is likely that the Ercoupe will qualify to be flown and maintained by Sport Pilot owners.

For fun, low cost flying, take a trip to Claremore Regional airport and check out the Ercoupe "Air Force!"

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Calendar of Events

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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 Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Martin Library Tulsa, OK	Frank Capps	
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 Sunday	Tulsa Cloud Dancers Balloon Flight	Contact Frank Capps for time/location	Franks Capps- 918-299-2979	
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- 918-838-7044 or Frances- flygr17102@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	
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	
May 5-6	Fort Smith Regional Airshow	Fort Smith, AR	Maj. Hoaker- 501-648-5100	Free admission, Blue Angels, Golden Knights, Tora-Tora, 188th Fighter Wing Fire & Fury, Jan Colmer
May 12 8:00AM-4:00PM	All Aircraft Roundup and Flyin Breakfast	Tahlequah Municipal Airport Tahlequah, OK	Fred Barrs- 918-431-4139	Breakfast 8-11AM; events all day long
May 12 Dawn-Dusk	Second Annual Lindsay Fly-In-- in conjunction with Lindsay Founders Day	Lindsay Airport	Eric or Shanna Fletcher- 405-681-4164	Ultralight fly-in, glider rides and powered parachute rides available. Also model rocket displays.
May 15 7:30PM	AOPA Pilot Town Meeting	Hilton Inn-Airport 2098 Airport Rd Mid-Continent Airport, Wichita, KS	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 Kansas.
May 19 11:00AM-4:00PM	Special Meeting- GCUFO, EAA /IACChapter 10, PAMA	Tulsa Technology Center Jones/Riverside Airport, Tulsa	Rex Niver- 918-828-4082	Static display of DreamWings Valkyrie, presentation of FAA Sport Pilot NPRM, presentation by Jones/RVS tower
May 25-26	Kansas City Fly-In	Atchison, KS		
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 1-3	5th Annual Durant Magnolia Balloon Festival	Durant, OK	Frank Capps 918-299-2979	
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 8-9	Texas Fly-In	Gainesville Municipal Airport Gainesville, TX	Jeff Bilyeu- 940-668-4565	
Jun 9	Sulphur Spring Water Festival Fly-In for Fun	Sulphur Municipal Airport (F30) Sulphur, OK	Beverly Orr- 580-622-2824	Free transportation to downtown activities provided from airport.
Jun 9 8:00AM-4:00PM	Airport Appreciation Day and Open House	Blackwell-Tonkawa Airport	Joe Harris- 580-363-0200, 800-535-1079	Young Eagles flights, hot air balloons, parachutists, discounted fuel. Airshow 1-3PM
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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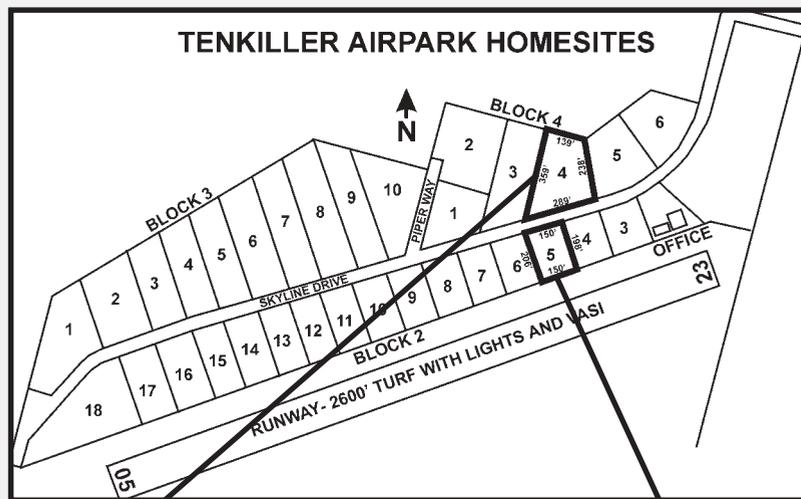
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