

REMEMBER!
Our new phone: 918-527-0429
Our new email: Oklahoma Aviator@cox.net

PRSR STD
U.S. POSTAGE
PAID STONE MT, GA
PERMIT NO.1068

Oklahoma Aviator



Vol 20, No 5

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

May 2002

Aerospace America, Blue Angels, Return to Will Rogers World Airport June 14-16

by Don L. Schmidt,
Media Director

Oklahoma City's Aerospace America International Airshow, twice recognized as The Top Airshow in North America, comes home to Will Rogers World airport June 14-16.

"After two years at Clarence E. Page Airport and a one year absence caused by a 2000 rain out, Aerospace America is bigger and better than ever," announced Airshow Director Carl Whittle.

Topping the list of breathtaking aerial aerobatic action at the traditional Father's Day weekend airshow is the United States Navy Blue Angels Jet Demonstration Team. For more than 50 years the U.S. Navy Blue Angels have awed more than 300 million spectators in the United States and Canada with their world renown formation flying skills.

The six plane Navy and Marine team flies the single seat twin-engine F/A Hornet powered by two General Electric F404-GE-400 turbofans, producing up to 32,000 pounds of thrust and capable of speeds up to Mach 1.7.

"As in past years at Will Rogers, we will again have an outstanding line up, including spectacular fireworks and pyrotechnics display to close the Friday night show; 'Fire and Fury,' a live action modern military air power demonstration; the historic Warbirds of yesterday to bring back the sound and sights of WWII air battles; modern military aircraft; and all the

excitement in the sky," Whittle said.

Returning to the Oklahoma skies after a six-year absence is Sean D. Tucker, aerobatic pilot extraordinaire. While he demonstrates his aerobatic prowess with a high-energy performance, Sean leaves his audience breathless and dizzy with excitement from viewing his stunning maneuvers. An added attraction to the Sean Tucker act is his inverted ribbon cutting between poles held by his admiring airshow fans.

Probably the most unique act coming to Aerospace America in 2002 is Bobby Younkin's "Learjet" act. There has not been a corporate jet act on the circuit as an aerobatic aircraft in the

hands of a pilot like Younkin since Bob Hoover awed airshow audiences with his Sabreliner performances more than ten years ago. Younkin, who earned his reputation flying his high-performance biplane "Samson" and the big twin Beech, flies a full aerobatic routine in the corporate jet.

"This act combines the excitement of "Samson" and the beauty and grace of the "Twin Beech" with the spectacular performance capabilities of the classic Learjet," said Bobby.

Jimmy Franklin and his Jet Powered Waco Biplane and Ian Groom's Sukhoi Aerobatics will also be part of the smoke and noise in the Oklahoma City Sky on 2002 Father's Day week-

end.

The Air National Guard will perform an F-16 Flying Falcon tactical demonstration and a WWII fighter P-47 Thunderbolt will fly in formation with the modern F-16 in a Heritage Flight.

Watch Les Shockley and his jet-powered "Shockwave" Peterbilt truck best an airplane in a race, as the three jet engines with their 36,000 horsepower blast the Shockwave down the runway at more than 300 mph.

The Friday night show has been a favorite of airshow audiences since its inception in 1988 as the first ever "Airshow Night Show." Rich Gibson and "Rich's Incredible Pyro" has astounded audiences on Friday night with his

signature display of an awesome amount of fire, smoke, concussion, and heat from his famous "Wall of Fire." Aerospace America 2002 will continue to astound audiences with this spectacular and earth shaking display of pyrotechnics.

For seventeen years, with the exception of 2001, Aerospace America has been Oklahoma's Father's Day weekend tradition. Because of a first-ever rain out in 2000 at Clarence E. Page Airport, Aerospace America suffered financial difficulties that precluded having an airshow in 2001.

Aerospace America is not an ordinary airshow. Beside being named as the "Best Airshow in North America" twice, the airshow has twice won the Governor's Award as the "Outstanding Oklahoma Event." The first Aerospace America Airshow, directed by Tom Jones, was held in 1986 at Will Rogers World Airport. Every year since then, there has been an Aerospace America Airshow except in 2001. This airshow continues to be a success as an all-volunteer community event. Each year people flock to the office requesting assignments to assist in producing this world-famous airshow.



The world-famous U.S. Navy "Blue Angels" fill the sky in aeronautical precision.

For a related story on Aerospace America's Aerospace Convention and Exposition, see page 9.

We Review EAA's "From the Ground Up" Video Series



[Editors Note: over the last few weeks, Barbara and I viewed the EAA's 12-hour video series entitled "From the Ground Up," in which two builders complete a Vans RV-

8 airplane from a quick-build kit.

I got a nice surprise in that one of the builders is Joe Schumaker, a long-time aircraft homebuilder and EAA volunteer. At Oshkosh 1981, I met Joe and, long story short, he very trustingly handed me the keys to his brand new Christen Eagle, letting me fly it alone! Ah, but that is another story!

The videos are obviously arranged for airing on commercial TV. They seem to be targeted toward people who already have fairly good mechanical skills, with the objective of getting them excited about building an airplane. The videos are well done, although, as a long-time homebuilder myself, I can always find things I would do

differently. Now, here are Barb's thoughts...]

Marrying an airplane designer, builder, and antique airplane restorer was a bit of a challenge, at first-- I didn't know much about airplanes, was not a pilot, and knew little about the terms Michael used and the processes involved in building an airplane. But that was about to change!

He took me flying, encouraged me to take ground school, and gave me a few flight lessons. I learned to love airplanes and flight! Next, we bought a forlorn BD-4 project and restored it to pristine flying condition. I remember freezing and sweating, but learning a lot and having fun!

When the plane finally flew, I was so proud!

Next we bought a Cessna 150 and I helped Michael work on her. He has always been a kind and patient teacher - even when I totally lost patience with myself!

Now, we have finished watching "From the Ground Up." I looked forward to our viewing sessions and was glad to have someone who was willing for me to stop the tape and ask questions along the way. The tapes were reasonably and methodically done, and I learned a great deal-- though I always longed to be in the hanger helping with the procedures myself. Spectator sports have never been for me!

I was encouraged to find that even experienced builders make mistakes, but that they can generally be corrected. I especially enjoyed seeing practical techniques that took a lot of the mystery out of the building process. One frustration was that a lot of details were glossed over or left out. I would like to have seen a complete step-by-step process-- which the videos carefully disclaim.

If the EAA's objective was to get people excited about building airplanes, they succeeded with me! As the story moved from uncrating the kit all the way through to the DAR's inspection and first test flight, I often fantasized that the project was ours, that we were doing the building ourselves.

We enjoyed the videos, and I know they will provide fodder for dinner table conversations and long car rides for quite some time.

Joe Schumaker and Mark Annick did a great job in presenting information clearly and concisely. I believe anyone interested in flight, knowing more about airplanes, or having any interest in maintaining or building an airplane would benefit greatly from this new series. Thanks, EAA for a great new video series!

PLACEHOLDER FOR AOPA
ADVERTORIAL.PDF-

PLEASE SCALE THE .PDF
SLIGHTLY TO BEST FIT

THE OKLAHOMA AVIATOR

Published monthly at
4621 E. 56th Place
Tulsa, OK 74135
918-527-0429

Founders

Joe Cunningham and Mary Kelly

Editor/Publisher

Michael Huffman

Advertising Sales

Michael Huffman

The Oklahoma Aviator is published monthly. All rights reserved. Bulk Mail postage is paid at Stone Mountain, Georgia. Subscription price of \$15.00 per year may be sent along with other remittances and correspondence to:

The Oklahoma Aviator
4621 E. 56th Place
Tulsa, OK 74135
email: OklahomAviator@cox.net

Up With Downs



Earl Downs

The Dawn Patrol

At 0430 the wake-up alarm went off and I awoke with a start trying to figure out where I was. As the sleep disappeared from my head I remembered: it was time for the dawn patrol. I had showered and shaved the night before hoping it would make the morning ordeal a little easier, but it didn't help much. With seven of us sharing the bivouac, it was still a rush to be at the transport vehicle by 0530. The morning was cool and the sun was just beginning to show itself as we loaded our gear and headed out. My enthusiasm for the upcoming mission was tempered with a touch of trepidation.

Our first stop was the fueling area that also served as our chow hall. After a "policeman's breakfast" (a cup of coffee and a donut), we started the careful process of mixing the gas and oil. It wouldn't be long before this liquid energy would be transformed into the power that would lift me into the early dawn sky. We continued our journey and arrived at the marshalling area for the 0615 mission briefing.

The briefer started with a warning. "Pilots," he said, "we are being watched and there is going to be trouble if you don't pay attention." He stood before a chalkboard with drawings of our airfield and diagrams depicting the route we must fly. He explained that we would be launched at fifteen-second intervals. Radio silence was to be maintained and a flagman would give the launch signals, so we were instructed to pay attention. Our initial altitude was to be limited to 300 feet above ground level (AGL) because of larger aircraft flying above us at 500 feet AGL. Separation from the "big boys" would be critical. My airplane had been modified with the addition of a special sensitive altimeter for this mission. The primary target course line was narrow-- we could be off by only 50 feet to the left or right of the assigned track. After the briefing, my ground crew and I headed for my plane to prepare for the 0700 launch.

The final checks were completed and we pushed the plane to the run-up area. Other pilots, ground crews, and airplanes crowded the marshalling area. The signal was given to start our engines. The smell of burning fuel and oil gave the sensation that man and machine were about to be-

come one with each other.

My position in line was number five. That didn't give me much time to warm up the engine. I hoped it would be warm enough to provide the power I needed for the fuel-heavy takeoff. Keeping the power up as I moved forward, I saw that the temps were good and took a deep breath as I was signaled into the number one position. This is it! Holding the brakes I advanced the throttle to three-quarters and waited, making one last check of my parachute. The launch signal was given and I pushed the throttle fully forward. The scream of the engine sounded smooth and healthy. The tail rose from the bumpy turf and a moment later I separated from the ground and headed east into the rising sun. The chill of the early morning air flowing through the open cockpit refreshed me. Raising the flaps at 100 feet, I climbed to my planned altitude of 300 feet. Once I located the ground reference points, I continued my climb to 400 feet, feeling a sense of relief as I set cruise power. I now had a few minutes before beginning the primary run and used this time to re-view my maps.

Those few minutes went by quickly and I found myself approaching the initial turning point. The wind at 400 feet was much stronger than anticipated and I knew it would be a challenge to maintain my assigned ground track. I completed the turn and spotted the primary target. Looking down I could see that the briefer was right-- observers on the ground were definitely watching us. The aircraft in front of me started to drift to the left and I was careful to keep my eye on the target and not on the other plane-- other airplanes were on our left flank and that was not a safe place to be. Hundreds of planes and people were on the ground below me. At the low altitude I could see the amazement in their eyes and some were frantically waving. We have achieved complete surprise!

Holding altitude and heading, my trusted plane tracked the prescribed course. The run over the target was completed quickly and I followed the briefed course to circle back for another pass. Six times I made passes and then returned to our aerodrome known as "Paradise City." The sun was higher now and I squinted as I lined up on final approach. Fatigue reared its ugly head and my landing was safe but not pretty. The ground crew met me and the sound of silence filled my ears when I turned off the magneto switch.

My first Parade of Ultralights at the Sun and Fun fly-in was over.

Once again, my Kitfox Lite "Ace" and I are doing the air show circuit. The world's second largest air event at Lakeland, FL starts the airshow circuit each year and Ace and I have been called back to duty. During April 6-14, the Skystar crew "bivouacs" in a rented house not far from Linder field, home of the event. Our fuel and breakfast stop is a 7/11 store we pass on the way to airport. The observers I mentioned are the airshow officials and the FAA. The ultralight parade is the only time that ultralights are allowed to fly over the airshow area itself. While we were

doing so, arrivals and departures remained in progress and traffic separation was a bit scary. During Sun 'n Fun, Ace and I flew fifteen "missions" and logged over 60 takeoffs and landings.

The world of ultralights continues to be fun, affordable and safe. It also tends to bring out a little "Walter Mitty" in the best of us. To top it all off, Ace took the

award for the "Outstanding Fixed -Wing Ultralight." The folks at Skystar can be proud of this terrific ultralight kitplane. I feel proud that as a "transplanted Okie," I can show everyone that, despite our wind, we Oklahomans can have fun with our little airplanes.

Comments or questions? Earldowns@hotmail.com.

FBO Hours:
8:00-5:00- 7 days
Tel: 918-343-0931
Fax: 918-343-1619

Pilots Lounge,
Conference Room,
Rentals, Courtesy
Car, DTN Weather

New Identifier: **GCM**

CRA
CLAREMORE
REGIONAL AIRPORT

Rated #1 in Oklahoma by the FAA for 1999
Rental Aircraft Now Available

100LL: \$2.10 Weekdays
\$1.90 Weekends
Cash or Air BP Card
Jet A: \$2.05

Come Fly In for
Hamburgers on the
Weekends

ATTENTION: Unicom/CTAF has changed to: 122.70

TIRED OF SKY HIGH GAS PRICES?

DID YOU KNOW THAT

GAMIjectors

CAN CUT YOUR FUEL BILL BY 15%?

TOLL-FREE: 888-FLY-GAMI OR VISIT WWW.GAMI.COM

YOUR ONE STOP AIRCRAFT PARTS SUPERCENTER

Aircraft Specialties Services is your complete one stop aircraft parts and pilot supplies headquarters. You can fly-in, drive-in, or order on-line 24 hours a day seven days a week 365 days a year. Aircraft Specialties Services is located at 2680 North Sheridan Road in Tulsa, just across the street from the general aviation runway at Tulsa International Airport.

In addition to parts and pilot supplies Aircraft Specialties Services still offers the finest in aircraft engine machine work which includes their exclusive Platinum Precision Reconditioning. They can take your proven steel engine parts; crankshaft, camshaft, connecting rods, rocker arms, tappet bodies, counterweights, and starter adapters and return them in like new condition.

Aircraft Specialties Services also offers the latest in digital crankshaft Balancing and they have recently added a full line of aircraft hardware. Their goal is to be your complete one stop aircraft parts supercenter. Stop by, call, or shop on-line today, Aircraft Specialties Services.

www.aircraft-specialties.com

AIRCRAFT SPECIALTIES SERVICES

2680 N. Sheridan Road, Tulsa, OK 74115 Phone: 918-836-6872 Fax: 918-836-4419

OU Flight Academy Summer Flight Camp Enrollment Opens

NORMAN - Enrollment is now open for the annual summer flight camps slated for June and July. Sponsored by the OU Sooner Flight Academy, a non-profit department in the College of Continuing Education and hosted by local airports and public school systems, the flight camp offers unique learning opportunities for children in grades 1-12 this summer.

Recognized as the 2001 Outstanding Aviation Education Program in the nation, the OU Sooner Flight Academy is partnering with public school systems to make the camp available to all grade levels. "For the past six years we have only been able to serve grades 3-6 due to space limitations at

to provide fun, educational, hands-on curriculum and materials for students to take home. New lessons this summer will challenge students at every level.

Camp participants experience the effects of science, math, engineering, and technology as they participate in exciting aviation activities during camp. Unique hands-on lessons incorporate team building and cooperative learning to teach the principles of flight, aerodynamics, aerial navigation, Newton's laws, aircraft instrumentation, Bernoulli's Principle, materials science, and general math and science.

Cadets will delight in taking advantage of aviation opportunities at



The looks on the faces of these children make it easy to see the value of the OU Flight Academy summer flight camps, now expanded to include grades 1-12.

the airport," said Pam Kennedy, Director of the OU Sooner Flight Academy. "Partnering with the public schools allows us to offer programs to more children, invest in local school teachers, and promote aviation education in the schools," added Kennedy.

Schools will provide classroom space, teachers, and buses. The Sooner Flight Academy will continue

their hometown airport, meeting local pilots, and seeing how airports operate. By involving airport operators, pilots, community groups, parents, and local aviation-related businesses, children see role models and meet mentors who help them stay focused on exciting careers and positive

continued on p. 5.

Ada Aircraft Painting, LLC

High Quality Professional Finishes

In Business Since 1962



Address: Ada Airport (ADH)
PO Box 2581
Ada, OK 74820
Phone: 580-332-6086
Fax: 580-332-4547
Email: adaairpt@wilnet1.com

Dewey Gandy - Greg Gandy

- Specializing in single engine and light twin aircraft of all types
- Professionally applied Acry-Glo acrylic urethane paint products
- Factory and custom designs
- Aircraft completely and professionally stripped to ensure high quality standards

CALL TODAY FOR A QUOTE ON YOUR AIRCRAFT



WWW.HOWARDAIRCRAFT.COM

Specializing in the sale, acquisition, & brokerage of Cessna 210 Centurions and other quality high-performance aircraft.

Offering these 210's and other piston singles & twins:

- 1962 C-210B, 2348 TT, 944 SMOH, KX-155, new paint & leather, 2002 IFR & Annual
- 1966 T-210F, 2472 TT, 90 FRMN, new paint & leather, NDH, nicest '66 left alive !!
- 1975 T-210L, 2850 TT, 325 FRMN, King IFR, KFC-200, HSI, Moving Map, Intercooler!
- 1978 T-210M, 2-Owner, 2320 TT, R-STOL, HSI, GPS, FD, WX-900, 9+Leather
- 1978 T-210M, RAM engine w/1600 TBO, Q-tip prop, IFR, 400B AP, NDH, 7+Leather !!
- 1979 C-182, 3150 TT, 1600 FRMN (2000 TBO), IFR, 400 STO, Leather, NDH !!
- 1980 C-182Q w/300hp Engine! 1-Owner, NDH, 2705 TT, 605 FRMN, LOADED !!

Riverside Airport Office Now Open!

Tulsa, Oklahoma
Phone: 918-260-7727
E-mail: dan@howardaircraft.com

Brown Aviation

1902 N. Norwood Tulsa, OK 74115



Specializing in Cylinder Overhaul

- Chrome- \$115 - \$135
- Welding- \$85
- Labor- \$60 - \$95 Max

Quality Work at Low Prices

We Also Do Custom Engine Overhauls

PH: 918-835-6860 FAX: 918-836-7220

FAA Repair Station No. BQZR117L

AIG
AVIATION INSURANCE
GROUP, LTD.

5506 North Rockwell
Bethany, OK 73008

WHERE AVIATION IS NOT JUST A SIDELINE
COMPETITIVE RATES - WORLDWIDE
AIRCRAFT - PRIVATE - COMMERCIAL
MEXICAN INSURANCE - MARINE - FBOs - AGRIBIZ

CALL TOLL FREE
1-800-654-4215 1-800-825-2828
405-495-4230

CALL AVIATION INSURANCE GROUP, LTD BEFORE RENEWING YOUR AIRCRAFT INSURANCE

FOR ALL OF YOUR AIRPORT NEEDS....CALL

LBR Inc. Airport Consultants
105 TERMINAL BUILDING WILEY POST AIRPORT BETHANY, OK 73008
TEL 405-789-0200 www.LBROK.com FAX 405-789-0260
Formerly Leard Bice Reeder, Inc. Serving Oklahoma Aviation Since 1978



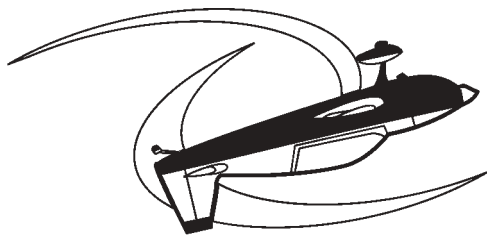
**Oklahoma
Airport
Operators
Association**

**FLY
OKLAHOMA**

*Serving the interests of the owners and operators
of all airports in Oklahoma*

For information or application contact Debra Coughlan DuCharme,
Executive Director OAOA, P. O. Box 581838, Tulsa, OK 74158

Telephone 918.838.5018 Fax 918.838.5405



Wings As Eagles

is proud to support the Oklahoma Aviator!

We challenge other companies to do the same.

Wings As Eagles

Aviation Medicine

Dr. Guy Baldwin Tulsa OK
www.acrodoc.com

For flight physicals or answers to aviation medical questions, give us a call.

Wings as Eagles, 11445 E. 20th, Tulsa, OK 74128 918-437-7993

"The Sky's the Limit!"



Tulsa International Airport and Richard L. Jones, Jr. Airport:
Serving Air Travel, Aerospace Business, and General Aviation

Come Fly with Us!

www.tulsaairports.com 918-838-5000

continued from p. 4.

lifestyles. Many local EAA chapter members generously donate their time and aircraft to share the majesty of flight with the cadets. Students in grades 3-12 receive airplane rides, weather and parents permitting.

The Oklahoma Aeronautics Commission is providing scholarships to help students attend the program. Scholarship applications are available on the Academy website at <http://flightcamp.ou.edu> and upon request. The scholarship application must accompany a camp registration form and a \$50 deposit. Local community leaders are encouraged to contact the OU Sooner Flight Academy at 405-325-

1635 if they are interested in providing additional tax-deductible scholarships for students. Since the Academy is self-supported, tuition is required to cover camp costs.

Tuition covers the cost of a camp T-shirt, photograph, and fun take-home projects the students build during camp. Cadets need to bring a sack lunch with a drink each day. Students attend the program from 9AM to 3PM, Tuesday through Friday and are encouraged to enroll early. Class size is limited to 30 students per grade level and tuition is \$199. Registration forms and locations of summer flight camps are available at on the Academy's website at <http://flightcamp.ou.edu>. Come Fly With Us!



**Full-Service FBO- Ada Municipal Airport (ADH)
Named Oklahoma Airport of the Year**

6203-Ft Runway - AWOS PH: 580-310-6062 FAX: 580-421-7721

Complimentary Gourmet Chocolate Airplane for All Our Customers

- Phillips 66 Jet-A & 100LL Premium Fuels
- Hangars Available
- 24-Hr Call Out
- Aircraft Detailing
- Rental Cars
- Courtesy Car
- Conference Room
- WSI & DTN Weather
- All Brands of Oil
- Maintenance- From Oil Change to Overhaul-Recips & Turbines
- All Major Credit Cards
- Pilots Lounge
- Catering
- Aircraft Rental



Don't forget Oklahoma's Best Bar-B-Q minutes from the airport!

AEROSPACE AMERICA *presents* SOUNDS OF FREEDOM

Air Show

Friday, Saturday & Sunday, June 14th, 15th & 16th

The Sounds of Freedom International Airshow at Will Rogers World Airport!

One of the biggest and best Airshows! A weekend of thrills, chills, beauty, and excitement that will last a lifetime in your memory.

Call for Sponsorship, Exhibit and Ticket Information

www.aerospaceokc.com



Aerospace America International Airshow, Inc.
5600 South MacArthur Boulevard
Oklahoma City, OK 73179
Voice: (405)685-9546
Fax: (405)685-9567

Oklahoma Destinations: Freedom

By J. Thomas Pento, PhD.

Freedom, a uniquely American state of mind, is also a small town in northwestern Oklahoma that is home to Cedar Canyon Lodge and the Stables Café & Cantina. Co-owners Anita Rennebohm and Marvin Nixon had a vision to create a combination dude ranch, hunting lodge and restaurant-cantina. The lodge and restaurant were built in 2000-2001 on the edge of Cedar Canyon, a section of a working ranch that has been in Marvin's family for generations. Marvin has been riding broncs and bulls since he was 5 years old and Anita's grandfather was also a well-known stock contractor in the rodeo circuit.

Several months ago, my wife, Maureen, brought me a *Daily Oklahoman* article about Cedar Canyon Lodge, saying, "This is where I want you to take me in that little airplane of yours." You have to understand that Maureen really does not like to fly in a plane without reclining seats and in-flight service. That's when I knew that Cedar Canyon must be something special and I immediately volunteered to fly her

there.

In early April, we found a period of several days forecast to be free of spring thunderstorms, rain, and gusting prairie winds and made reservations for our visit. There are several hard surface airports in the vicinity of Cedar Canyon. Freedom Municipal is one



Freedom, OK's main street reproduces a late-1800s cow town, complete with the City Jail.

mile east of town and has 3,000-ft runway. Except for a wind sock, there are no airport services at Freedom. Be advised: you will need tie-downs and there is quite a bit of loose gravel on

the runway. Mooreland Municipal, located 15 miles south of Cedar Canyon has a 3,500-ft asphalt runway and an FBO with fuel, but no car rentals. Cedar Canyon Lodge will send a car to pick up fly-in guests at either Freedom or Mooreland. Since we wanted to check-out some of the local attractions and needed a rental car, I choose to fly into Alva Regional Airport, which is located approximately 30 miles east of Freedom and has a 4,386-ft runway, complete FBO services and several rental agencies.

We departed on a perfect spring morning into a clear blue sky with a light tailwind out of the southwest. The arctic cold front that had pushed through the day before had moved off to the east. After passing through the OKC Class C airspace, and to add a little extra interest to our flight, we chose to divert to the west. We flew over the sparkling Glass Mountains near Fairview and farther north the great dessert sand dunes of Little Sahara State Park, which are just south and southwest, respectively, of Alva. Over the Glass Mountains, I radioed ahead to Alva Muni for an airport advisory and asked them to call Washburn Motors (580-327-1296), our



The log-cabin-structure Cedar Canyon Lodge.

car rental agency, to bring the car to the airport. Ten to 15 minutes later, when we landed, the car was waiting for us on the tarmac. With the plane tied down and the car loaded, we were on our way to Freedom and Cedar Canyon Lodge.

Since Freedom was on our way to

AEROGRAPHICS Aircraft Refinishing

- Complete Painting
- Touchup & Detailing
- Dealers Welcome!



Double Eagle Airport, Haskell, OK 74436, 918-482-5570, FAX- 918-482-3290
Jerry- 918-663-8338 Chris- 918-629-5570

Tulsa Community College AVIATION CAREERS ACADEMY

for 9th - 12th grades

June 10-14, 2002,
or
July 8-12, 2002


Contact:
youth@tulsa.cc.ok.us

Exposure to aviation careers.
Includes 3 hours flight time.

EXPERIENCE TRUE TEXAS HOSPITALITY!

Gainesville, Texas
Unicom 123.0 AWOS 118.375



 **NEW AIR BP DEALER**
100LL- \$1.64 Weekdays- Self Service
\$1.59 Weekends- Self Service
\$1.74 Full Service
Jet A- \$1.55 Prices subject to change without notice

- Open 24 Hours- 7 Days/Week
- Attendant on call after 5:00 PM
- Major Credit Cards Accepted Including Multi-Service & Avcard, CAA, Phillips Into-Plane & UVAir Discounts

- DTN WX Satellite System
- 5 Mins to Outlet Mall
- 18 Hole Golf Course
- Conference Room
- Courtesy Cars (3)
- Pilot Lounge

940-668-4565 940-665-6884 Fax
www.gainesville.tx.us/GMAindex.shtml
email: airport@cooke.net

AIRPLANE HANGAR DOORS

Custom built tilt doors any size.
Modification, maintenance and repair of any existing doors or buildings by

Oakes Welding and Fabrication

Sand Springs, OK
(918) 865-8949 or (918) 625-5739

Fully insured, in business since 1995. References available.

Freedom's Cedar Canyon Lodge



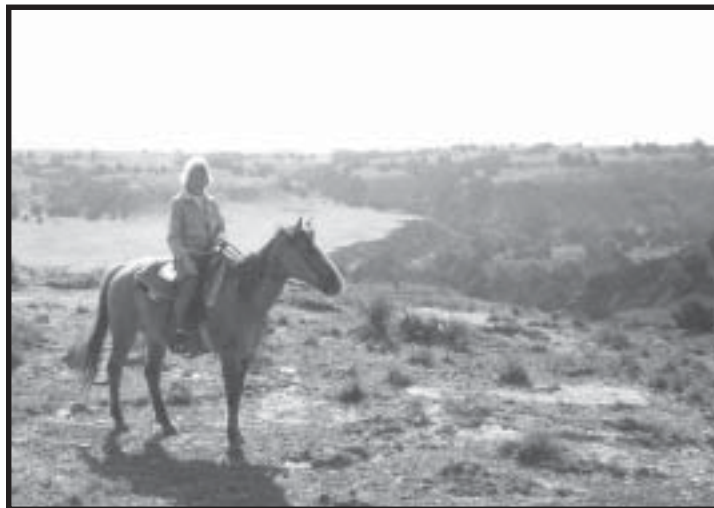
ge beckons visitors to a bygone cowboy era.

Cedar Canyon, we stopped to check out the town and airport. Downtown Freedom transports you back to a late 1800's cow town you might expect to have seen along the Cimarron Trail. All the buildings have turn-of-the-century wooden exteriors and the Freedom jail-house, hanging tree, and adjacent boot-hill cemetery speak of another era out of Oklahoma's past. Also, we took time to see the red granite Cimarron Cowboy Monument. We walked the streets of downtown Freedom and had a hearty meal at Cattleman's Café.

Cedar Canyon Lodge is five miles south of Freedom on State Highway 50 at the exit to Alabaster Caverns State Park. Exiting the highway you will see the rodeo facility, cattle pens, and then the lodge and cantina just off to the left. Cedar Canyon is a throwback to an Adirondack-style hunting lodge with a dude ranch twist. The Lodge can arrange for quail, deer and wild turkey hunting trips, fishing trips, and horse rides, all with guides to ensure fun and safety. Kennels and stables are available for those guests who want to bring their own hunting dogs or horses. Rattlesnake hunts are also available in the early spring for those interested in a very unique experience. Special events such as a rodeo, fishing derby, Western cookout, and harvest festival are scheduled throughout the year.

The lodge was built completely with lap-log construction. The ceilings are supported by hand hewn beams and the interior log and cedar walls are covered with interesting pieces of Western art. All the rooms are decorated with a unique blend of Southwestern antiques and fine furnishings. As an example, the corner of each room has a wrought iron saddle rack holding a spare blanket of colorful Native American design. For more information on the lodge or reservations call (580) 621-3327 or send an e-mail to Anita at: arennebohm@aol.com.

After checking in, we took the short walk to Alabaster Caverns for a guided tour. Cave tours are offered every hour from 9AM-5PM year round. This is the largest gypsum cavern in the world and it is home to several colonies of bats, which number in the thousands. Walking through the cavern, our friendly guide pointed out the many different forms created by gypsum and water flowing through it



For pure pleasure, horseback riding on a crisp spring morning cannot be beat (except maybe by flying!).

over the millennia. There are huge formations of selenite crystals, many layers that outline the course of ancient rivers and mysterious formations that appear to be dinosaur bones. In numerous locations scattered throughout the cavern we found bats in tight clusters of three to several hundred which were slowly emerging from their winter hibernation. In the larger chambers, the bats could be seen flitting around the rock formations and through the shadows high above. Bring a sweater or light jacket for your caving tour as it is 50-55F in the cavern all year around. For more information on the caverns or the State Park call (580) 621-3381.

Later in the afternoon, Marvin and the cowhands brought a group of bulls up to the arena to work with the new stock and to train the cowboys for upcoming rodeo events. The "Rocking A" brand was prominently displayed on the flanks of all the stock. Rocking A bulls are sought after in the top PCRA rodeos throughout the Southwest and the National Finals Rodeo. It was fun

to mingle with the cowhands and watch the riding and training sessions that were expertly supervised by Marvin.

The Cantina at Cedar Canyon has a reputation for the best steaks in Oklahoma. They serve only Sterling Silver prime aged beef. That evening I tested their reputation with a ribeye

steak cooked to perfection, large baked potato brimming with butter and sour cream, and a big mixed green salad topped with onions, tomatoes, peppers, and croutons. This was really great cuisine served in the ambiance of a cantina out of a Western movie, with Western art, fish, and wild game mounted on the walls, a roaring fire in the large central fireplace, and cowhands wandering in and out of the bar. For dessert there is a luscious bread pudding, hot fudge brownie, pie, and cheese cake. Also, save room for a "Rawhide Rita" to wash it all down. Walking back to the Lodge after a wonderful dinner, the night sky was filled with bright stars and the Milky Way painted a blazing streak across the heavens.

In the morning we awoke to a spectacular view of Cedar Canyon bluffs painted a golden red by the early sun and saw a coyote in search of breakfast. Later, we were joined by one of the cowhands for a morning trail ride. We rode our well-mannered horses through open prairie meadows and clusters of dark green scrub cedar while scattering quail and meadowlark acknowledged our passage. The wide-open expanse of sky and beauty of the Oklahoma prairie were clearly abundant on this morning ride. As we neared the canyon rim, Cedar Canyon opened up before us and seemed to stretch out to the horizon. It was an unforgettable trail ride along the canyon.

It was time for the short drive back to Alva and our return flight. Juliet, our Cherokee 180, lifted off easily into a steady southerly breeze. We climbed out and banked over a field of lush green winter wheat as I turned our course for home. The sky was washed blue with shades of hazy gray along the horizon. It was a good day to fly-- my definition of real FREEDOM-- and it had been enjoyable to experience another really special Oklahoma destination. Maureen has the bags packed for our next fly-in destination. I'll keep you posted!



Cowboys practice bull riding on Cedar Canyon's well-respected "Rocking A"-brand rodeo stock.

Lycoming and Continental Certified Millennium Pre-Owned Engine Manufacturing Facility
EXTREME OVERHAUL

At America's Aircraft, we go to the extreme. From our FAA approved Lycoming and Continental engine overhaul ... to our fast turnaround and exceptional service. You can't beat our commitment to quality. All engine overhauls carry a one-year warranty prorated to TBO and include cylinder, crankcase and crankshaft repair at no extra charge. Plus, we are a certified millennium pre-owned engine manufacturing facility, an option offering you a full five years of engine protection. For more information about our overhaul capabilities, give Richard or Steve Fowler a call.

Taking extreme measures to ensure quality, reliability and service.

AMERICA'S
AIRCRAFT ENGINES, Inc

Shipping Address: 2500 W. Broadway, Collinsville, OK 74021 • Mailing Address: P.O. Box 502403, Tulsa, OK 74150-2403
 Toll Free 888 371-1371 • 918 371-3888 • FAX 918 371-3841 • Look us up at :http://www.eoverhaul.com E-Mail: info@overhaul.com
 FAA Certified Repair Station IAWR223X

Counting Eagles From The Air

By Hannah Jo Bass

Counting eagles from a small two-place tandem airplane at 100 mph and 300 feet above the ground did not sound like an ordinary way to spend a Saturday, so when Jerry Crowley asked Calvin and me if we would help with the National Wildlife Federation eagle count, we readily accepted.

Our assignment was to fly from Keystone Dam down the Arkansas River to its junction with the Verdigris River near Muskogee, then up the Verdigris to Coffeyville, KS. Enroute, we were to survey Oologah Reservoir. After leaving Coffeyville, we would survey Copan, Hulah, Spring, and Skiatook Lakes.

The usual preparation for any flight is to study the route, get the appropriate charts, and mark the route, which we diligently accomplished. The unusual thing about the markings for this flight path was all the red circles Calvin drew along the Verdigris River. When I asked him about it, he calmly said, "Oh, those indicate where we'll need to be watching for power lines across the river." Gulp! Oh, well, we had flown together many, many hours, so we swallowed our reservations, got some extra sleep, and promised each other to be super alert!

Charts, clipboard, and a lunch in hand, we met Jerry and his pilot at 8:30 on a cold and frosty January 12, 1980 at

Eagle's Nest Airport, near Keystone Dam, and started down the river. Between the dam and the bridge south of Sand Springs, we identified nine eagles - all adults, some perched and some flying or fishing.

After passing Sand Springs, we had to climb over the Riverside Airport traffic area, then we dropped back down to 300 feet after passing the Jenks power plant. The remainder of the trip down the Arkansas was relatively uneventful, with only a couple of sightings just north of Leonard. Moving at 100 mph, watching the chart, keeping an eye out for eagles (I watched out one side and Calvin the other), and being mindful of power lines kept us both very busy. Fact is, although Calvin characterized the flight up the channelized Verdigris as "easy flying," to follow the river, the plane was first up on one wing, then the other, just so we could see all the nooks and crannies. We were so busy that flying 90 degrees to the ground did not seem an unusual or uncomfortable attitude! However, it was nearly profitless-- we spotted only one immature eagle early on that leg. From the Port of Catoosa to Oologah Lake, we saw no eagles.

We had planned to fly around Oologah Lake counter clockwise, but a couple of miles up the east shore, we ran out of anything like eagle habitat-- there were no trees, just rolling hills with no

cover of any kind. We flew across the lake, flew over the dam, and started up the west shore, where we saw three eagles in the area just north of Will Rogers State Park. Then, we followed the Verdigris north to Coffeyville, with no further sightings.

After lunch in Coffeyville with friends, we started out again to survey the lakes west of Bartlesville. If the winding Verdigris had been challenging flying, going around those small lakes was even more so, especially since they were tucked behind small bluffs. By that time, the wind had freshened considerably and,

since we were not exactly dressed for swimming, we decided we could look for eagles at a somewhat more comfortable altitude. Copan and Skiatook Lakes were both under construction and had so little water that there was very little chance of seeing eagles. We saw one mature eagle at Hulah and none at Spring Lake.

All told, our total flight time was 3.7 hours and we had observed 15 eagles. Although Calvin had sore arms the next day from all that concentrated piloting, we managed to avoid all the power lines, had a very interesting flight, and were glad to participate!

SPARKS AVIATION CENTER
TULSA INTERNATIONAL AIRPORT
 HANGAR 23
 918-835-2048

 **Jet A**

 **100LL**

Unicom 122.95
 24-Hour Service

Courtesy Van Rental Cars
 Catering
 Restaurant
 Hangaring

New Home of

AUTOPILOTS CENTRAL INC

Autopilots
 Avionics
 Instruments
 Maintenance
 Interiors

Phone: 918-836-6418
FAX: 918-832-0136

Come Join The Action...

May 30 thru June 1 At the 16th Annual National Biplane Association Exposition and Convention
 Frank Phillips Field, Bartlesville, OK. This is the place to be!



This is an annual popular Fly-In of Biplanes. For a couple of days each year, this is the largest gathering of Biplanes since World War II. Hundreds of airplanes to see and enjoy in a beautiful setting!



Plan right now to attend and meet Robert Ragozzino, who flew his 450-hp open cockpit Stearman biplane around the world!

For more information, contact Charlie Harris at 918-622-8400

Aerospace America's Aviation Conference and Exposition (ACE)

OKLAHOMA CITY - Aerospace America International Airshow's interest and involvement in aviation runs much deeper than producing an award winning airshow. On June 13-14, 2002, Aerospace America's professional staff will present ACE, a premier Aviation Conference and Exposition at the Westin Hotel in downtown Oklahoma City.

There will be programs full of interesting topics critical to general aviation pilots and owners, FBOs, repair stations, municipal airports, corporate aviation and aerospace manufacturers.

More than twelve hours of interesting seminar programs designed to improve airman competency and flight safety will be available for participation by general aviation pilots and aircraft owners. Programs on the topics of single pilot IFR operation and spatial disorientation will be presented by the Aircraft Owners and Pilots association. The FAA Civil Aerospace Medicine Institute (CAMI) will provide rides in their vertigo cockpit simulators.

The National Business Aviation Association (NBAA) will conduct a program on avoiding runway incursions and also round table discussions with Air Traffic Controllers. This will

provide an opportunity for face-to-face informal discussions between pilots and controllers about issues that affect all fliers.

For aircraft owners or pilots who are not clear as to what light plane maintenance items they may perform, the faculty of Metro Tech Aviation Career Center will show them in an intensive six hour program. For those pilots and owners who are not mechanically inclined, the course can teach them to communicate effectively with their mechanics to improve maintenance and lower costs of maintaining their aircraft.

Because all pilots should be concerned with medical issues that affect their flying, top national civilian and FAA medical experts will be on hand to conduct a forum on Aeromedical Issues and Answers. This provides a rare opportunity for pilots to talk to highly qualified Airmen Medical Examiners and the physicians from the FAA who rule on pilot medical eligibility to fly.

CAMI will present an academic lecture on the physiological factors of high altitude flight. As a special perk, forty lucky pilots will be eligible for training in the FAA CAMI Altitude Chamber. Each of these gen-

eral aviation programs qualifies for the FAA Wings Safety Program.

The topics that deal with general aviation pilots and aircraft owners, will include speakers from aviation corporations including Boeing, Executive Jet, Air Safety Foundation and Starlite In, on topics ranging from Lean Manufacturing to dealing with contaminants.

Registration for ACE 2002 is only \$75. There is no charge for the two AOPA Safety Seminars. Booth space, which includes furniture and carpeting, is still available at the Exposition. To reserve space, call Betsy Fry at (405) 773-0122.

Don Dennis, Aerospace America Airshow Chairman said ACE 2002 will feature top speakers and address current trends in the Aviation industry.

"Enhancing the aviation profession through education and training is what Aerospace America is all about," he said "It has always been our vision to focus on various facets of aviation in the week prior to the airshow, and this year we are getting the opportunity to do that.

"Friday June 14 is not the end of two days of aviation academics for ACE attendees, it is the beginning of three days of the exciting Best

Airshow in North America. Our all-volunteer not-for-profit-airshow for the public is a perfect way to complete a week of Oklahoma Aviation."



**PERSONALIZED
FLIGHT AND GROUND
INSTRUCTION**
Tulsa Area—Brent Caswell
918-307-9282
brentcaswell@yahoo.com

CLPHOTO's

Aviation Photography

*Have you ever wanted to see yourself
in a magazine quality photo?*

Pilot & Plane Packages

- **Dramatic Ground Photos**
- **Air to Air Photos**
- **PIC-Cockpit Photos**

Call today or see our web site for details

www.clphoto.com
918.640.2633



Sponsored by

National Business Aviation Association
Oklahoma Alliance for
Excellence in Manufacturing
Oklahoma Aerospace Commission
AOPA Air Safety Foundation
Oklahoma Department of Commerce
FAA Mike Monroney
Aeronautical Center
CAMI - Civil Aerospace
Medical Institute

*With special sponsorship support from
Metro Tech Aviation Career Center*

ACE 2002 Aviation Conference and Exposition

**Thursday, June 13 and Friday, June 14
At The Westin Oklahoma City**

**ACE 2002
Tickets or Booth Space
405-685-9546**

\$75 Full Conference
Programs, Exposition &
Hospitality Included
\$25 Advance Registration
Exposition Only

**Special ACE 2002 Room Rates at
The Westin Oklahoma City**

\$109 Single or Double, Reserve Direct
(405) 235-2780

Dynamic Seminars

Aerospace Manufacturers
Lean Manufacturing
Dealing with Contaminants

General Aviation Pilots & Owners
Aeromedical Issues and Answers
High Altitude Physiological Training
Single Pilot IFR
Avoiding Runway Incursions
Dialog with Air Traffic Control
Aircraft Owner Maintenance

Educators
Aviation & Space Career Education

**Brought to you by Aerospace America International Airshow Inc.,
in conjunction with Airshow 2002 at Will Rogers World Airport, June 14, 15 & 16, 2002**

**Keynote Speaker: Charles E. Lucius, VP & Gen. Mgr.
Battelle Institute, USAF Market Sector**

\$40 Luncheon Tickets. Thursday, June 13, 2002, 11:30 am - 1:30 pm,
Luncheon Sponsored by Metro Tech Aviation Career Center

Calendar of Events

For a free listing of your event, email us at OklahomaAviator@cox.net or call 918-527-0429. To allow time for printing and publication, try to notify us at least two months prior to the event.

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
1st Saturday	Aerobatics	Claremore Municipal Airport Claremore, OK	918-343-0931	Go to Ponca City for breakfast, then come to Claremore for hamburgers and aerobatics!
2nd Tuesday 6:30PM	Meeting- Women In Aviation	Spartan School of Aeronautics Jones/Riverside Airport, Tulsa	Laura Yost- 918-831-5354	
2nd Tuesday	Meeting- Spirit of Tulsa Squadron- Commemorative Air Force (formerly the Confederate Air Force)	Tulsa Technology Center Jones/Riverside Airport, Tulsa	Jim Dagg 918-224-6293	Restoring 1942 PT-19. Hangar space and workers needed
2nd Tuesday	Meeting- EAA Chapter 24	Aviation Tech Center OKC Airport	Martin Weaver- 405-376-5488 pacer59f@juno.com	Start 7:00PM
2nd Wednesday 7:30PM	Meeting- Tulsa Cloud Dancers Balloon Club	Contact Frank Capps	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
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	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
3rd Monday	Meeting- IAC Chapter 10	Contact Joe Masek for time/place	Joe Masek- 918-596-8860 jmasek@tulsacounty.org	
3rd Monday 7:30PM	Meeting- EAA Chapter 10	Gundy's Airport, Owasso, OK	Bhrent Waddell- 918-371-5022 bwaddell@tulsa.oklahoma.net	
3rd Thursday 7:00PM	Meeting- EAA Chapter 323	Sherman Municipal Airport Sherman, TX	Billy Dollarhide- 903-868-7609 dollarhide@ti.com	For more information, visit our website: www.eaa323.org
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 18 10:00AM-3:00PM	Norman Chamber Airport Appreciation Day	Max Westheimer Field Norman, OK	Stan Bauman 405-202-1112 stan-bauman@immy.com	Food, soft drinks, water, speakers at noon.
May 31-Jun 1	16th Annual Biplane Expo	Frank Phillips Field Bartlesville, OK	Charlie Harris- 918-62208400	Forums, static displays, seminars, workshops, exhibits. All airplanes and pilots are encouraged to attend. Biplane crews and NBA members get free admission.
May 31-Jun 2	Magnolia Festival Hot Air Balloon Rally	Durant, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Jun 10-14	Tulsa Community College Aviation Careers Academy	Tulsa Community College 6111 E. Skelly Drive, Tulsa, OK	youth@tulsa.cc.ok.us	For 9th - 12th grades. Exposure to aviation careers. Includes 3 hours flight time.
Jun 13-14	ACE 2002- Aerospace Convention and Exposition	Westin Hotel Downtown Oklahoma City	Peter Lee, (405) 605-5500, pete.lee@metrotech.org	Seminars for general aviation pilots/owners, corporate aviation, and aerospace manufacturers. Participants include NBAA, AOPA Safety Foundation, OAME, FAA & CAMI
Jun 14-16	Aerospace America International Airshow	Will Rogers World Airport Oklahoma City, OK	Carl Whittle, Director, (405) 685-9546, csw@aerospaceokc.com	Blue Angels, Sean D. Tucker, Jimmy Franklin, Shockwave Jet Truck, Military Airpower, Warbirds. Fly-In's welcome.
Jun 14-16	Sport Aviation Association First Annual "Gathering"	Rudy Frasca Field Urbana, IL	www.sportaviation.org	No airshow, just an informal get-together of people, airplanes, and conversation!
Jun 15	11th Annual Fly-In/Breakfast EAA Chapter 980	Independence Municipal Airport Independence, KS	Lee Mattix- 620-331-7189	Free breakfast to PIC. Unicom 122.7 Terminal 620 332-2513 Phillips 100LL Jet A
Jun 15-16	Arkansas Air Museum Annual Airfest 2002	Drake Field Fayetteville, AR	479-521-4947	Gates open June 15 at 9:00 AM
Jul 8-12	Tulsa Community College Aviation Careers Academy	Tulsa Community College 6111 E. Skelly Drive, Tulsa, OK	youth@tulsa.cc.ok.us	For 9th - 12th grades. Exposure to aviation careers. Includes 3 hours flight time.
Aug 9-10	Balloon Fest 2002	Wiley Post Airport Bethany, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Aug 16-17	24th Annual Okie Derby Competition	Wiley Post Airport, Oklahoma City	Phyllis Miller, 1924 Red Prairie Drive, Edmond, OK 73003 (405) 844-4011; Fax: (405) 844-4012	Entry fee \$35 before Aug 10, \$40 afterward. Aircraft impounded Aug 16. Greek Olympic theme costumes encouraged!

Classified Advertisements

To place a plain-text classified ad, mail us the text along with a check- \$0.35/word/month- \$15/month minimum. Call/email for custom ads rates with graphics- 918-527-0429, OklahomAviator@cox.net



OPEN T-HANGARS NOW AVAILABLE- \$65/MONTH

Gundy's Airport
3-1/2 mi E. of Hwy 169 on 76th St. N
Owasso, OK 74055
918-272-1523
www.randywieden.com/gundy



Snake Creek Wilderness Airpark Property Available

- Located on beautiful Tenkiller Lake
- Paved runway- 2800' with 700' overrun
- Beautiful restricted homesites with lake view
- Nicest airpark community in Central U.S.

www.tenkillerlake.com

Cookson, OK
For More Info & Directions, Call:
918-457-3458
918-260-7727

Angel Flight, Inc.



Volunteers flying people in need.

To learn more about how you can help someone in need, contact Angel Flight.

www.angelflight.com
918-749-8992

ULTRALIGHT AVIATION

Tulsa, OK
918-724-0821
randy@ultralightaviation.com
www.ultralightaviation.com

CLAREMORE REGIONAL AIRPORT

Now has hangars available for sale, starting at \$68K

For info call Dan
918-695-2758

Flight Instruction Chad Nail, CFII

Northeast Oklahoma Area

918-782-9696
918-230-6245 (cell)

SMALL AIRCRAFT OWNERS PILOTS AND AMATEUR BUILDERS SHOP MANAGERS

For Airworthiness Certificates, C of A for Export Certificates, Ferry Permits or Airworthiness Consultations, contact R.E. "Bob" Richardson, FAA Designated Airworthiness Representative. Phone (918) 455-6066. 1217 W. Vandever St., Broken Arrow, OK 74012

CLAREMORE AIRCRAFT SERVICE Full-Service Aircraft Maintenance Claremore Regional Airport

Maintenance and Repairs on Recip and Turbine-Powered Aircraft

Full-Service Fixed-Gear Annuals
\$440.00

Factory PT6 Training
Factory Socata Training
Factory Cessna Training

Call 1-918-343-6174

Speed Craft Interiors

Aircraft Upholstery
Gundy's Airport
Owasso, OK
Call 918-272-9863
John & Jane Fisher Owner/Opr.

FELKINS AIRCRAFT

FAA CRS WNKR918K
2860 N. Sheridan Rd
Tulsa, OK 74115

- **Dynamic Propeller Balancing-**
MORE Program Compliant
- **Aircraft Weighing-**
Up to 100,000 Lbs
- **Mobile Service**
- **Group Rates**

Established 1988
918-585-2002 918-834-0864

FAA Medical Certificates John C. Jackson, D.O.



410 Cherokee, Wagoner, OK 74467
Office: 918-485-5591
FAX: 918-485-8455
Wagoner Community Hospital:
918-485-5514
email: formula@ionet.net

Fast Forward Aviation Accelerated Ground School

- Private & Instrument Written
- Communication
- Check Ride Preparation

Riverside Airport (RVS)
918-671-0481

Cleveland Municipal Airport (95F) NEW FUEL SYSTEM

24-hr self service w/credit card
100LL- \$1.79/GAL!
Cleveland, OK, 918-358-5831.

FOR SALE AVGAS FOR \$1.99 A GALLON (subject to change)

Available Self Service Only
24 Hours a Day at
GOLDSBY'S DAVID J. PERRY
AIRPORT
New Identifier 1K4 (Prev. OK-14)

Phillips, Master Card, VISA,
Discover, Diners Club
International, Carte Blanche, and
American Express cards
are accepted.

We also have open T-hangars
for rent.
Call Vergie @ 405-288-6675.



FAA-Certified Repair, Overhaul,
And Dynamic Balancing
Over 20 Years Experience
Dynamic balancing half-price with
overhaul or major repair.

Remember!
If it shakes don't delay!
Call Dr. Dan Today!

in Owasso, OK
Phone# (918) 272-3567
FAX# (918) 272-7664
email: PropDoc@aol.com

The Right Approach



Certified Repair Station QNAR051K
Fort Smith Municipal Airport

Be a better Pilot! Sharpen skills,
broaden aviation knowledge and break
bad habits by training with Earl C.
Downs, ATP, CFII, A&P. Antiques,
classics, modern aircraft. Taildragger
training in 1946 Champ. Flight re-
views, ground training. EAA Flight
Advisor. Thirty-eight years experience
in flight and ground training.

Be the best you can be!
Golden Age Aviation, Inc,
Cushing, OK.
918-225-7374 (Home & Office)
Email: earldowns@hotmail.com

AVIATION SERVICES GREAT PLANES INTERIORS Clinton Municipal Airport Clinton, OK

- Aircraft maintenance-
Piston single through executive twin
- Aircraft retrieval and ferry service
- Mobile maintenance-
Available at your hangar
- Certified aircraft interior refurbishment-
Partial repair through complete replace-
ment

Bryan- 580-450-9567 or
Gary- 580-323-3643

Aviation Services
PO Box 798 Hobart, OK 73651

Lloyd Stelljes

Steel Clear Span Buildings
Construction Management



8501 Highway 271 South, Suite C
Fort Smith, Arkansas 72908
Phone 501-646-0747 FAX 501-649-3435
Toll Free 888-572-3322
(888-LSB-3322)

Mini Storage Buildings- Aircraft Hangars

HANGAR FOR SALE

Seminole Municipal Airport (H45)
60 x 50 engineered steel building with
sliding folding doors- office with heat
& air, restroom and closet. Contact
Jim Goff, days 918-486-8411 or
nights 918-279-1110

GARMIN

PANEL-MOUNT AVIONICS

- *May Special: \$1000 off GNS-530 /430 installed!*
- *We will beat any quoted installed price!*
- *Reconditioned avionics also available*
- *We are now installing the Garmin GDL-49 Data Downlink.*



GNS-530 GPS/COM/ILS/MFD

- *IFR-certified, 5" color LCD, Garmin's best!*
- From \$13,689 Installed**



GNC-250XL GPS/COM/MAP

- *Yellow/black display, 760-ch COM*
- \$2,795 Installed**



GMA-340 AUDIO PANEL

- *6-place VOX intercom, Mrkr Beacon Rcvr*
- From \$2,195 installed**



GNS-430 GPS/COM/ILS/MFD

- *IFR-certified, 4" color LCD, most popular*
- From \$9,789 Installed**



GPS-150XL GPS/MAP

- *IFR-certified, yellow/black display*
- \$2,495 Installed**



GTX-327 TRANSPONDER

- *Incl flight timer & pressure alt display*
- From \$1,995 Installed**



GTX-320 TRANSPONDER

- *Low cost, all solid-state*
- \$1,249 Installed**

Southwest Aviation Specialties, LLC

Jones/Riverside Airport, 8803-A Jack Bates Dr, Tulsa, OK 74132

Phone: 918-298-4044 FAX: 918-298-6930

www.swaviation.net



Precision Aircraft Maintenance - Mil-Spec 1594 Aircraft Welding - Custom Aircraft Interiors - 24-Hr/7-Day On-Call Service

airplane
 TRUST YOUR ~~CAR~~ TO THE
 MAN THAT WEARS THE STAR.

NOW OPEN!

- FUEL • CHARTER • PILOT SUPPLIES • INSTRUCTION • RENTAL



918.299.FUEL

JONES\RIVERSIDE TULSA RVS

