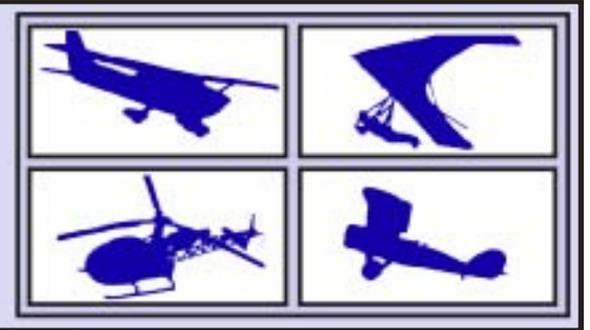


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Your window to Oklahoma Aviation...Past, Present, Future

June 2002

Flight Destination: The Albuquerque Balloon Festival

by **J. Thomas Pento, Ph.D.**

For years my wife Maureen and I have dreamed about attending the annual Albuquerque Balloon Festival. It is the greatest gathering of recreational balloons in the world and I wanted to be there. We share the travel planning-- Maureen takes care of the lodging arrangements while I do all flight planning. We find this division of labor works well for us.

On the appointed brisk and bright October morning, the sun burnt away the last vestiges of a wet fog as we loaded our plane for the trip west. We quickly picked up our clearance and rose on the eager wings of our Cherokee 180 (N9667J), affectionately know as Juliet, into the cool morning air. Although a 20-knot headwind slowed our westward progress, the sky was smooth and crystal clear at 8000 ft. With the sun at our backs, the lakes and farm ponds dotting the Oklahoma countryside shimmered in the morning sun.

In western Oklahoma, we flew directly over the Clinton Sherman Airport near Burns Flat, a former military base with the longest runway in Oklahoma, at 13,500 ft. Seeing the massive runway brought back a memory from years earlier. When I was a student pilot, Burns Flat was the assigned destination for my first solo cross-country. I guess my instructor figured that even one of his slow-witted students couldn't miss a 3-mile long runway!

Between Oklahoma and Texas, the earth gradually

rises and then the sheer walls of high mesas begin to appear. East of Amarillo we began the descent for our first stop at Amarillo International. Amarillo is beef country and, departing to the west, we passed over large herds of cattle grazing on the high mesas and verdant valleys. Past Tucumcari, NM the earth seemed to open and sink into a wide, flat valley surrounded by 200-ft sheer cliffs topped by perfectly flat mesas stretching off to the horizon. From Tucumcari we followed I-40 west and in a short time saw the Sandia Mountains, which appeared like the Great Wall of China on the horizon. From my vantage point it seemed that we might just scrape over the 10,000 ft. mountain tops.

As we cleared the mountain peaks, Albuquerque spread out green and lush before us in stark contrast to the barren countryside we had just crossed. Albuquerque approach vectored us

around the north side of the city and cleared us for a visual approach into Coronado Airport, several miles north of the downtown area. Finally on the ground, we were hot and tired and anxious to arrive at our lodging place. Hacienda Antiqua was chosen by Maureen from one of her many travel guides. This unique 200-year-old bed & breakfast inn was reported to have a most interesting history, with the charm and atmosphere of an authentic Spanish hacienda.

The Hacienda

Next morning we sat spellbound at the massive oak dining table in the ancient sunroom overlooking the Hacienda courtyard, almost indifferent to the wonderful breakfast delicacies set before us, as the innkeeper unfolded the history of Hacienda Antiqua. The year was 1783, and Spain was reeling from an economic downturn. In a desperate attempt to replenish the Spanish treasury,

King Charles III commissioned young Don Pablo Yarisarri as his personal envoy to travel to the New World and reclaim a lost treasure of gold. It was said that American Indians had taken the fortune, which amounted to 1600 burro loads of gold and other precious church artifacts, from a number of Spanish missions during the time of the Pueblo Revolt in the 1680s. The gold was reported to have been buried in the ruins of Piro Pueblo in the untamed southwestern region of this new American Colony.

In 1784, young Don Pablo sailed for the New World and arrived at Vera Cruz, Mexico. Legend has it that Mexican patriots who were not Spanish loyalists drove Don Pablo out of Vera Cruz. Yarisarri spent the next several years in search of the treasure. It was said that he carried a black leather-covered book that never left his sight. The book, given to him

by the King and inscribed "FAIJO" in golden letters, contained maps and general descriptions of the treasure's hiding place. The official report sent back to King Charles indicated that Don Pablo's exhaustive search turned up nothing in the way of Spanish gold. The King had given Don Pablo \$30,000 to finance his expedition. Don Pablo used what little remained of the funds to build a hacienda as his residence in the New World. The structure was built five miles north of Albuquerque and was referred to as "Los Ranchos de Albuquerque." The large Hacienda had buildings on four sides, which included living quarters, trading center, stables, cantina, and chapel. Enclosed in the center was the patio or "casa corral." The Hacienda served as a settlement and community-trading center, reported to have been the first stop on the road to Santa Fe. The settlement and surrounding farms were quite prosperous and the center of much commercial activity. Don Pablo, the successful landowner, raised eight children at the Hacienda, which remained in the Yarisarri Family for most of the next 200 years. Legend has it that Don Pablo did recover some of the Piro Pueblo fortune of gold, which he used in part to finance the construction of the Hacienda, with the remainder being hidden somewhere within the compound.

Our innkeeper led us on a tour of the Hacienda. The former Hacienda patio has been glassed in and transformed into the main dining



Pigs, rabbits, and other creatures ascend into the heavens at the Albuquerque Balloon Festival.

continued on p. 6.

To Be an Astronaut: Long Held Dream of Many Aviators



Last month, Barbara, my Mom, and I paid a visit to the OmniDome theater at the Kirkpatrick Center in Oklahoma City to see the IMAX movie entitled *To Be An Astronaut*. I had been waiting for the chance to see it ever since it arrived at the Omniplex in March.

We all enjoyed the film very much, but I am sure mine was the greatest pleasure-- mixed with other emotions. Back in the 70s, when the Space Shuttle program was announced, I immediately knew I wanted to be a Shuttle astronaut. To my delight, NASA publicly announced they were seeking astronaut candidates. I knew I could not qualify for a Shuttle pilot position, but there was this magical-sounding opportunity for Mission Specialists. These would be the people who would do a lot of the technical and scientific work for Shuttle missions. It was perfect, I thought! With my two engineering degrees in diverse areas, my intense interest in science and space flight, and my aviation experience, I figured I was a shoo-in. Ah, the naiveté of youth!

At the first opportunity, I excitedly applied for a Mission Specialist position and received a package of application

forms in the mail. In short order I completed the forms and sent them in. But, to my disappointment, in a few months a "Dear John" letter arrived from the Johnson Space Center in Houston-- it turned out several thousand of us had sent in applications for less than a hundred available positions.

During that era, NASA sought a new crop of astronauts every year or two. So, bowed but not broken, I applied again at the very next opportunity, but with the same result.

The first Shuttle flight was planned for April, 1981 and my good buddy Joe Cunningham-- founder of the Oklahoma Aviator-- secured an invitation for me to attend the launch in Florida as part of an Aerospace Educators Conference (don't ask how-- Joe had that ability to "pull strings"). I flew my BD-8 homebuilt to Florida for the launch and wound up having a week-and-a-half long adventure of a lifetime. Ah, but that is another fateful story in itself-- one which could be the subject of a book! Suffice it to say that, not only did I see the first launch from the VIP viewing area-- much closer to the pad than post-Challenger VIP visitors are allowed, I also arranged to fly in a private airplane from Florida to California with a group of NASA folks to watch the Shuttle land at Edwards Air Force Base four days later! It was a magical experience.

Needless to say, my appetite to become an astronaut was again whetted to a fine edge. In 1983, the next group of Mission Specialists were being selected and I once again went through the application process. Recently I ran across copies of the application in my files, including

a cover letter in which I practically got down on my knees and begged for a position. I figured at my early-40s "advancing age," it would be my last chance (little did I expect there would now be Mission Specialists in their late 50s). Once again, I did not make the cut, so I disappointedly gave up the quest. Over the years, I have seen several other Shuttle launches and I always come away with that same longing to be part of the program.

Thus, I arrived at the Omnidome theater last month carrying a good bit of historical baggage where the Shuttle program is concerned. True to my expectations, the film was spectacular. It was actually made several years ago and is a little dated-- for instance, I heard that the Boeing 707 "Vomit Comet" zero-gravity simulator aircraft shown in the film has now been retired. But for hard-core enthusiasts like me, it was a magical rekindling of excitement and emotions I felt over twenty years ago. The film follows an astronaut candidate from the time she is selected for the program up through her first flight into space, highlighting every phase of the training from physical conditioning to learning the Shuttle systems to the inevitable medical poking and prodding to mission rehearsals. The climax of the film includes closeup, giant screen images of the fiery launch, ascent into space, and views of the earth from orbit.

If you get a chance, don't miss seeing *To Be An Astronaut*-- it is really worth it! In addition, you'll be treated to another short film entitled *Maximum Velocity: The French Precision Flying Team*, with spectacular in-cockpit footage as eight Alphajet team members accomplish formation aerobatic maneuvers with excitement, skill, and grace. The two films will be shown until September 2; for show times visit the Omniplex website at www.omniplex.org or call

405-602-3663.

As the last images of *To Be An Astronaut* faded from the screen, I was not ready for it to be over. That same mixture of excitement, awe, and longing I had felt over twenty years ago was back. Now that I'm old and fat, I'll probably never go into space. John Glenn, if you are reading this, tell me how you did it!

Do You Have 'The Right Stuff'?

The need for astronauts will continue to grow as the United States and its international partners complete work on the International Space Station, allowing a constant presence of humankind in space. From the orbiting depot, humans will be able to journey to the moon, Mars and maybe further. To respond to these needs, NASA accepts applications for the Astronaut Candidate Program on a continual basis. Listed below are just a few of the qualifications:

You do not have to join the military to be considered for astronaut candidacy at NASA.

Astronauts must have at least a bachelor's degree from an accredited institution in engineering, biological science, physical science or mathematics.

Astronaut candidates attend classes on shuttle systems, in basic science and technology, mathematics, geology, meteorology, guidance and navigation, oceanography, orbital dynamics, astronomy, physics, materials processing, land and sea survival training, scuba diving and space suits.

Astronaut candidates must swim three lengths of a 25-meter pool in a flight suit and tennis shoes and tread water for 10 minutes to pass a swimming test during their first month of training.

You must be at least 4'10" tall and no taller than 6'4" to qualify to be a mission specialist. If you want to be a space shuttle pilot, you have to be at least 5'4" tall and no taller than 6'4".

Astronaut candidates are assigned to the astronaut office at Johnson Space Center in Houston for a one to two year training and evaluation period. Civilians who are selected astronauts are expected to remain with NASA for at least five years.

Civilian astronauts make between \$56,257 and \$86,974 per year.

CORRECTION

Last month, in our story about Cedar Canyon Lodge, we listed the wrong phone number and some poor little lady in Freedom, OK has been besieged by phone calls directed to the Lodge. The correct phone number for Cedar Canyon Lodge is 580-621-3257.



The Shuttle being transported to the pad. Note the size of the people.

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Up With Downs



Earl Downs

American Cowboy

In the early 1900s all industrialized nations were eagerly awaiting the advent of powered flight. Scientists and industrialists knew that it was only a matter of time and money before the birth of a flyable airplane. You might say that the Wright Brothers caught the "good old boys" of the scientific community by complete surprise. Even more surprising was the lack of recognition that the Wrights achieved at the time. Industrialized Europe would take another five years to even come close to what the Wrights had achieved in 1903. The Wrights continued to improve their machine but did not seek a commercial market because they wanted the US government to be their first commercial customer. While they waited with a perfected machine, the rest of the modern world struggled to fly. Gradually, first flights were achieved in other countries by

bold experimenters. These brave pioneers came from all walks of life and the story of the first flight in England proved once again that the most unlikely people could sometimes rise to the call of progress.

The first manned, powered airplane flight in England occurred in the fall of 1908. It is easy to visualize a pedantic British scientist working in his laboratory to develop the perfect flying machine. In actuality, the first British plane was designed, built and flown by an original American cowboy by the name of Samuel F. Cody.

Sam was born in Birdville, Texas in 1861. He became interested in flight as a young boy when the family's Chinese cook taught Sam about the intricate structure of birds and the art of Chinese kite flying. When Sam was 13 tragedy struck as Indians attacked his home, killing his parents. On his own then, Sam had to put his dreams of flight aside and struggle to make his own way.

He worked as a cattle driver and scouted for the army. At age 17, Sam got pushed into a fight with another man and, with one blow of his fist, killed his attacker. At 6 feet 2 inches tall and 210 pounds, Sam Cody was not a man to be pushed to anger. The law found that his actions in the fight were justified and Sam was not prosecuted for the killing. Sam followed in the shadow of other tough legends of the wild west and went on to become a Deputy Sheriff, US Marshal, and a hired gun for towns with problems.

Sam's life changed when he was about 29 years old. He delivered a large number of horses to England and found the British to his liking. He and

his cowboys put on shooting demonstrations and were the toast of London. Sam met and married a British Lady and settled in England, making a good living performing as "Captain Cody, King of the Cowboys." After a couple of years of performing for the public, his restless ways led him to return to the western United States, where he resumed his old profession of scouting and horse training.

Sam prospered and started experimenting with large kites in 1901. He patented a control system and was contacted by the Wright brothers regarding his experiments. His correspondences with them continued for years. In 1903 the success of William F. Cody (no relation to Sam) and his "Buffalo Bill Cody" European tour led Sam to promote himself to Colonel and take his own Wild West show back to England. He continued his large kite experiments in England and found the British military very interested. In 1905 he perfected a man-carrying kite that lifted his son to a height of 2,500 feet. The British military supported his experiments and by 1907 he had flown an un-manned, powered model airplane. In 1908 Samuel F. Cody built a full size flying machine and made England's first powered, manned flight. His first flight covered a distance of 1,390 feet. Remember, by this time the Wright Brothers had performed flights that lasted for more than an hour and had covered many miles. But, they would not make their technology available to others because they were still waiting for a US government contract.

Unlike the US military, which would not even recognize the Wright Brother's achievements, the British

military provided financial backing for Cody's airplane. Sam improved his design and his flying skills. By July 1909, he had made over thirty flights. In 1912, the British military bought the Sam Cody design and it became the first airplane owned by the British military. Because his airplane was a very tall bi-plane, it was called the "Flying Cathedral." Sam Cody was a hero to the British people and became financially successful. He then moved on to a larger airplane powered by a huge 400-horsepower engine. On August 7, 1913 while testing his new design, the propeller failed and, at the age of fifty-one, Samuel F. Cody died in the ensuing crash. The funeral route between his home and his resting place near Farnborough was two miles long. Over 125,000 mourners and foreign dignitaries lined the route to bid goodbye to the British hero, an American Cowboy.

It is hard to imagine what force drove these early aviation pioneers to seek achievements that were barely within the reach of man's capabilities. But reach they did, and the world has been changed forever.

For more information, go to <http://www.sfcody.org.uk>. Comments or questions? earldowns@hotmail.com.



Samuel F. Cody at the controls of one of his airplanes.

The Airport Facility Directory: So Much Info, So Small a Space



By Dave Wilkerson

The FAA Practical Test Standards sometimes refer to the Airport/Facility Directory (A/FD). A smallish, pale-green volume that is published every 56 days, the A/FD can be a pilot's life-saver not only during preflight planning but in flight, too. Applicants should have the current volume with them for

practical tests. As an applicant, you should be able to extract useful information from the A/FD, but you are not expected to be an expert. However, you know you are in deep trouble if you can only say: "An A-F-D? My airplane only has a V-O-R." (Yes, examiners have heard applicants make similar statements.)

There are good reasons for using the A/FD. Besides the fact that it is an FAA publication referred to in the PTS, the A/FD provides more information than similar commercial publications and is updated more frequently. Your examiner may assign a cross-country to include airports whose information can be completely found only in the A/FD. You will not likely know this and examiners will probably not tell you. Examiners are unlikely to be sympathetic when a planned flight would result in a violation or a serious safety breach. I often assign airports that have unique traffic patterns for individual runways. The A/FD contains that information, but many commercial airport guides do not.

Traffic patterns are an A/FD staple,

including any noise abatement procedures that may exist. A frequently overlooked fact is that compliance with noise abatement procedures is mandatory when they appear in the A/FD. For example, Tulsa's R.L. Jones, Jr. airport has a noise abatement procedure requiring that pilots maintain runway heading after takeoff until they reach a specific altitude. Some pilots feel that A/FD-specified procedures intrude upon pilot-in-command authority. However, decades of interaction with non-pilot citizens have clarified to me the importance of our adherence to noise abatement procedures. Cows and prairie dogs don't vote, but offended, annoyed, or frightened non-pilot citizens do. In my discussions with Oklahoma pilot examiners, all but two told me of applicants being disqualified for ignoring A/FD-posted noise-abatement procedures. Despite this, the training industry's emphasis on noise abatement procedures seems weak, which causes general aviation needless problems with local communities.

Some oral questions asked by an examiner may seem to have no bearing

on the A/FD, yet the examiner is looking for a response that includes a knowledge of the A/FD. One example is "How will you know if a VOR station has changed its frequency?" Most applicants respond by saying they would check the latest Notices to Airmen, and that is certainly correct. Not as many applicants know that the A/FD contains a description of accumulated changes to sectional charts. As the charts near their six-month obsolescence date, these changes can span pages. Pilots who see the sheer number of changes to a sectional chart catalogued in the A/FD suddenly have graphic reason to always use current charts and A/FDs.

All things considered, the A/FD is an accumulation of the best characteristics. It is compact and easily carried in flight. It has very good airport diagrams. Its first few pages guide a pilot through its use very well. Lastly, being an FAA publication, it is THE authoritative reference, and you can trust it.

You can reach Dave Wilkerson via e-mail at dwilkrns@mail.gorilla.net

Storm Water Workshop to be Held June 28 in OKC



If you as an airport manager or employee are befuddled by the new federal stormwater regulations for airports, help is on the way. The Oklahoma Aeronautics Commission (OAC), Oklahoma Municipal League (OML) and the Oklahoma Airport Operators Association (OAOA) are jointly sponsoring a storm water workshop for Oklahoma airports on June 28, 2002 at the Metro-Tech Campus in Oklahoma City. The campus is located at 1900 Springlake Drive (South of I-44 on Martin Luther King Blvd.) The purpose of the workshop is to introduce a new video that will be provided free-of-charge to all airports in the state. The video is jointly sponsored by an educational grant from the Oklahoma Aeronautics Commission (OAC) and OAOA and is administered through the Oklahoma Municipal Services Corporation (OMSC), a division of the OML. Registration begins at 8:30 AM with the workshop commencing at 9:00 a.m. Parking is free.

The video and workshop are designed to be a "how-to" for all airports in the state that are now covered by the ODEQ Multi-Sector General Permit GP-00-01 - Sector S. Staff of Cinnabar Environmental Services, the company that produced the video, will conduct the training. Participants will be given a copy of the new video as well as a handout that will include presentation materials and a generic storm water pollution prevention plan (SWPPP). Copies of several forms will also be available including:

- Notice Of Intent (NOI) Form
- Notice Of Termination (NOT) Form

- No Exposure Certification Form
- Aquatic Resources of Concern Map
- Sampling Forms
- Inspection Checklist
- Annual Comprehensive Compliance Evaluation Form

In addition, attendees will participate in several hands-on exercises designed to demonstrate various tasks required by the permit such as how to fill out an NOI, develop a storm water site map, prepare a site-specific SWPPP, items to look for during inspections, and sample collection and analysis. All of these items are covered in the video, which is provided to all attendees, and may then be used by airports to satisfy the training portion of the permit. Airports that are not able to attend the workshop will be sent the video and handout materials after the workshop. However, this interactive workshop is the best opportunity to get hands-on experience with the requirements and ask questions of the trainers.

Following the workshop, OAOA will provide lunch and hold a general membership quarterly meeting. Look for further information on the workshop in a mailing to airport staff. For additional information on the workshop or to register, contact Ms. Cheryl Dorrance or Bobbi Brand with OML at 800-324-6651.



Jeff Phillips takes a water sample as part of a storm water pollution prevention plan.

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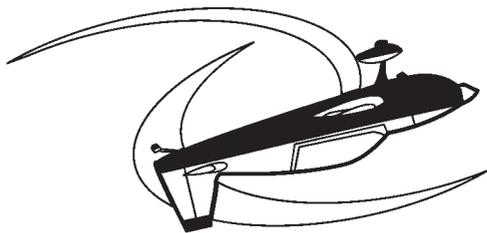
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Boeing, U.S. Air Force Celebrate B-52 Stratofortress Golden Anniversary

WICHITA, Kan., April 12, 2002 –The U.S. Air Force and Boeing celebrated the 50-year anniversary of the B-52 Stratofortress at a ceremony here today.

Since the Boeing YB-52 prototype made its first flight on April 15, 1952, the Stratofortress has been the world's foremost heavy bomber. After decades of serving as the backbone of the strategic bomber force for the United States, the B-52 has provided its unique capabilities to numerous military operations including Operation Desert Storm and most recently, Operation Enduring Freedom.

"The B-52 changed the balance of power," Jerry Daniels, president and chief executive officer of Boeing Military Aircraft and Missile Systems, told the almost 8,000 current and retired U.S. Air Force and Boeing personnel in attendance at the ceremony. "It helped create order out of disorder, and as it proved most recently in Afghanistan, the amazing and ever-youthful B-52 is still one of the most useful and devastating weapons in the entire U.S. arsenal."

The anniversary event featured Air Force and Boeing officials who were instrumental in the development of the B-52, including retired Air Force Gen. Guy Townsend, the first B-52 test pilot; retired Col. Pete Warden, who was chief of bomber projects in the 1940s and a key player in bringing the B-52 into the Air Force inventory; and Bob Withington, a former Boeing staff engineer and aerodynamicist who led the design and development of the Stratofortress.

The event also focused on the present and future of the B-52, which is expected to remain in service for another 40 years.

Lt. Gen. Tom Keck, 8th Air Force commander, told the audience, "Every major conflict since the Korean conflict has witnessed the incredible and deadly combat power of the B-52. Today's war on terrorism is no exception."

So far in Operation Enduring Freedom, the B-52 has delivered nearly 35 percent of all ordnance on targets, with 100 percent aircraft launch rate and safety, while flying less than 3 percent of the total bomb-

ing sorties in the operation.

"It's a glorious history for this marvel of aviation, and the future looks every bit as bright," Keck said.

The Air Force and Boeing have continually updated the B-52 with new avionics, data-link communications, defense systems and precision-guided weapons capabilities, and are jointly exploring re-engining the Stratofortress fleet with modern, fuel-efficient turbofan engines.

Boeing has extended the structural life of the B-52 airframe to at least the year 2040 through a service-life extension program that has become an industry standard.

Air Force Maj. Gen. Charles Johnson, commander of the Oklahoma City Air Logistics Center, saluted the men and women of the B-52 System Program Office for keeping the Stratofortress fleet reliable and effective. "We face many challenges as any aircraft ages — even an aircraft as well designed and built as this one," he said. "But we are doing it - with American ingenuity, grit and determination. Men and women who weren't even born when this airplane first flew are breathing new life into a true American icon."

A total of 744 B-52 bombers, including the XB-52 and YB-52 test models, were built by Boeing. The Boeing plant in Wichita produced 467 of that number, and 277 were produced in Seattle. Today, 94 B-52H models remain in Air Combat Command service and are based at Barksdale Air Force Base, La., and Minot Air Force Base, N.D. One is used as a test aircraft at NASA Dryden Flight Research Center at Edwards, Calif.

Historical information about the B-52 and its 50th anniversary is available at a special web site at www.boeing.com/b52_50th.



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Flight Destinations: Albuquerque Balloon F

continued from p. 1.

room/living area. It contains a central spiral fireplace where one can almost smell the Hacienda bread being baked early each morning for nearly 200 years. A ducking door from the courtyard leads to the sitting room of "The Don Pablo Suite." The warm sitting room with kiva fireplace adjoins the bedroom and large private bath with pedestal tub, brass shower, and ancient Mexican tile. The "Doña Manuelita" room, named after Don Pablo's wife, contains an ancient queen iron bed, kiva fireplace, and traditional wooden "bancos" or window benches to complete the restful effect. Next, we entered the "La Capilla" bedroom, which is paneled in beautiful dark oak with a corner fireplace and was the original Hacienda Chapel. The full bath with its rustic cedar cabinetry is a warm retreat for a private soak in the claw foot tub. Around the corner we entered the "Emilia" bedroom, which exudes a soft romantic atmosphere as one imagines its kiva aglow with embers on a cold night. The hundred-year-old "bor-

dello" tub in the private bath completes the comfortable, elegant ambience. Our room was the "Antonio Teresa," named after the first wife of Don Pablo's first son. This room features a cozy, private patio, antique furniture, and a most comfortable brass-iron queen bed, complete with colorful quilts. The overall effect is one of total relaxation in a comfortable Spanish hacienda.

For more information or reservations call the Hacienda Antiqua at 1-800-201-2986 or check out their web site at www.haciendantiqua.com.

Old Town Albuquerque

That afternoon we were out and about, seeing the sights and shopping in Old Town Albuquerque. Old Town was alive with little shops and outdoor vendors along the streets. Native American artisans display handmade jewelry including silver bracelets, earrings, and necklaces, all incorporating ancient Indian designs and inlaid with onyx, turquoise, and lapis. We spent a relaxing afternoon bargaining with the outdoor vendors, their wares laid out on colorful blankets, and wandering through numerous art galleries, featuring stunning Southwestern paintings, sculpture, and pottery.

By that time, we were betting hungry. Because we were in Albuquerque, we decided on southwestern cuisine, and Gardinos Restaurant, recommended by our innkeeper, was a perfect choice for dinner. We unwound with margaritas as our waitress made the guacamole appetizer at our table. She started with fresh whole avocados, which were quartered, mashed and stirred with a mixture of white pepper, olive oil and cilantro. The

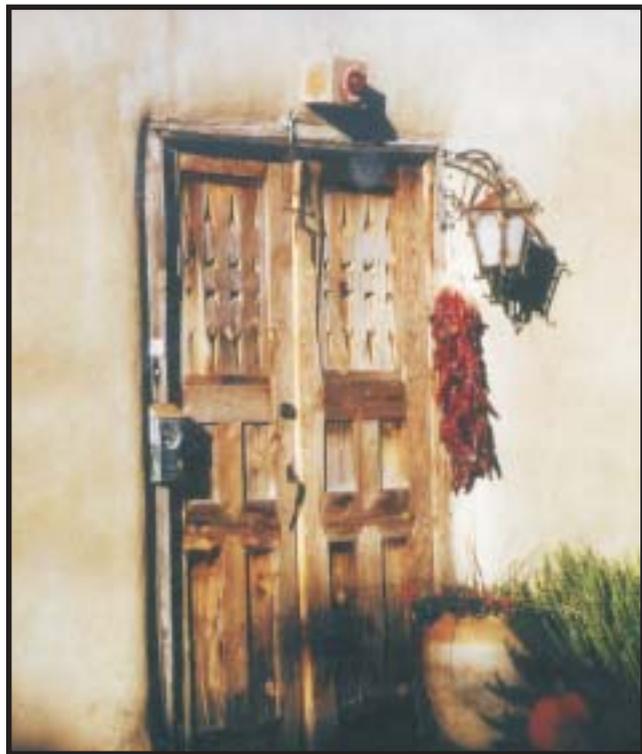


The author bargaining with a merchant in Old Town Albuquerque.

mouth-watering guacamole was then served with homemade chips, salsa, and queso. To accompany the guacamole, we ordered nachos made with blue chips, three kinds of cheese and hot cayenne pepper strips. Now that we were in the proper mood, our entrée of sizzling fajitas with back beans and rolled flour tortillas was placed before

us and promptly consumed. For dessert we were served a heaping dish of ice cream layered over cinnamon and caramelized sopapillas. The margaritas at Gardino's were served in balloon-etched glasses that we were able to purchase. They now serve as a reminder of a wonderful trip and dinner.

Evening Glow and Morning As-



The doorway of La Hacienda Antiqua.



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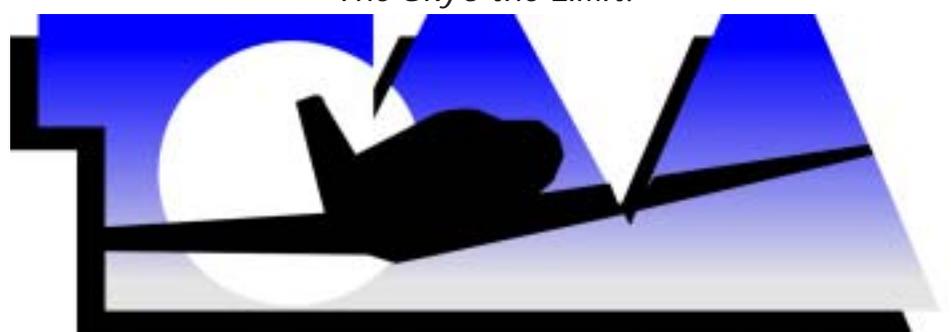
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ascension
Relaxed and well fed, we were ready to head back to the Balloon Festival for the balloon glow scheduled for sunset. When we arrived, many balloons were spread out and fitted with propane burners. With the purple rays of the setting sun and the whoosh of propane burners, an army of strange shapes and dark specters began to fill the twilight sky. The balloons were heated just enough to keep them upright in the early evening calm and sporadically a dark specter would be suddenly transformed into a gigantic glowing object, framed by the dark night sky.

As individual balloons were lighted, the crowd erupted with cheers of approval. Next morning we were up very early to be on hand for the balloon ascension, scheduled for just after sunrise. Breakfast was served at the large oak table near the patio fireplace. This morning our hostess created a special Southwest egg and potato casserole, as well as a delicious cinnamon bread pudding. These main dishes were accompanied by a fresh fruit compote, link sausages, blueberry muffins and homemade granola.

As we arrived in the early dawn,

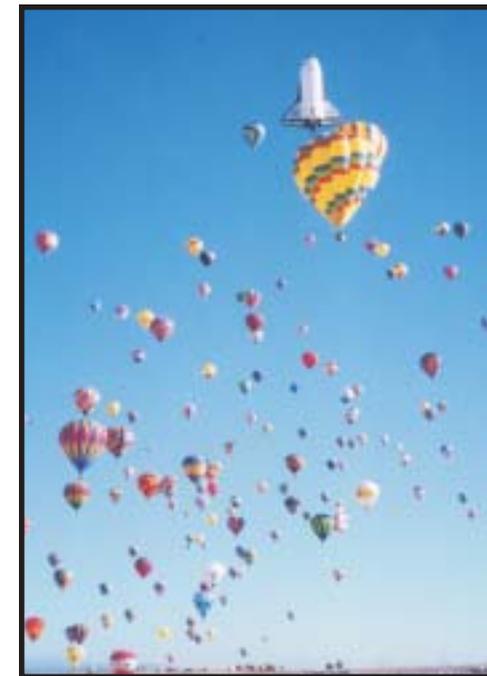
the balloons were beginning to take shape. For the next hour we watched in awe as every imaginable color and shape magically emerged from the earth, ready to take wing and fly into the brilliant blue sky. There was Noah's Ark, Smokey the Bear, the Energizer Bunny, a racing car, a space ship, a pig, a cactus, and a killer whale, just to name a few. The balloons were released one by one and moved off to the south. Then as if by magic, they caught a northerly wind at about 1000 ft and drifted back across the launch site to the delight of the shutter-snapping on-lookers. In late morning, there was a massive release of balloons to signal the close of the morning ascension. The sky suddenly filled with hot air balloons in every shade of the rainbow and to our surprise the Space Shuttle was observed in their midst!

The Departure

Early next morning our plane, loaded with all the newly acquired silver Indian jewelry and thoughts of ancient Spanish gold, was well within its weight and balance envelope. Since Albuquerque's Coronado Airport is at an altitude of 5,280 MSL, our take off roll seemed extremely long, but the wings finally began to lift and the 4000 ft. runway slowly fell away beneath us. As we circled upward to climb above the Sandia Mountains just off to the

east, a beautiful parade of hot air balloons slowly drifted below to bid a final farewell. We soared over the mountaintops and headed eastward toward home into a crystal clear blue sky.

[Ed: for information about the author and other flight destinations, consult his web site at: <http://moon.ouhsc.edu/jpento/>]



The final ascension-- more than one hundred balloons led by the Space Shuttle!



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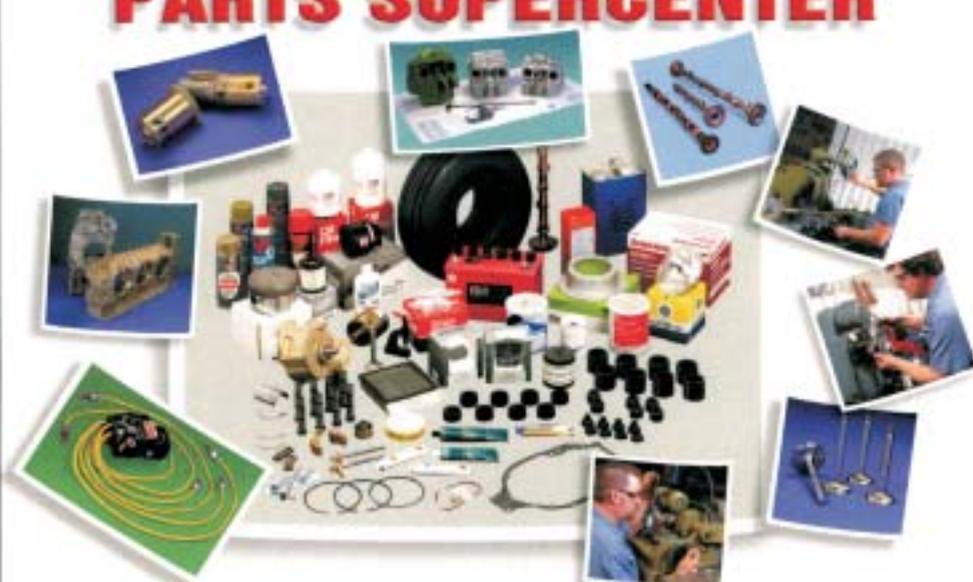
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ATG Javelin to be Assembled in Luscombe's Altus Facility

ALTUS - Aviation Technology Group, Inc (ATG), an Englewood, CO-based manufacturer of the Javelin Executive Jet and the proposed Homeland Defense Interceptor announced a strategic production partnership with Luscombe Aircraft Corporation of Altus. Officiating the signing ceremony of the memorandum of understanding was Congressman Steve Largent, who is currently running for Governor of Oklahoma.

"The new 120,000 square foot Luscombe production facility, high quality production engineering staff guided by John Daniel, and the great support from the Altus community and the State of Oklahoma led to our decision," said George E. Bye, President of ATG. "Further, the strategic production partnership with Luscombe brings efficiencies to assembly costs that are very attractive for both companies," Bye said.

Luscombe President John Daniel agreed, "The Luscombe production facility and the excellent staff assembled here provide an opportunity for assembly synergies with the production lines of the Javelin and the Luscombe 11E. This agreement will allow both companies the same benefits as larger aerospace firms, but at a fraction of the cost."

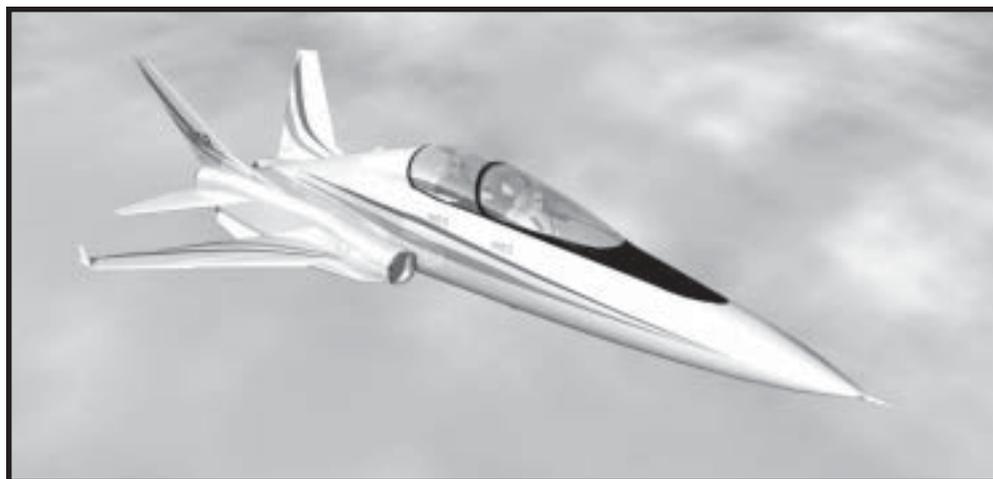
Both the Javelin and the Luscombe 11E primary structures are of conventional aluminum construction and use similar production processes. Following

the upcoming flight test phase, Bye said Javelin production forecasts range from 711 to 1,638 units over 7 years. "We expect over 150 additional production workers will be eventually needed to support Javelin final assembly in Altus," said Bye.

The \$1.88 million Javelin's top speed of 0.92 Mach and certified altitude of 51,000 feet puts the Javelin in a class by itself. With climb rates as high as 14,000 feet per minutes, the jet offers high-power performance for the light jet, pilot/owner target market.

Recent wind tunnel tests completed on the Javelin are also important for ATG's proposed Homeland Defense Interceptor (HDI) and Unmanned Aerial Vehicle (UAV) concepts. ATG has recently started lobbying the Pentagon and Congress for a Government-funded study of the Javelin in the role of homeland airspace patrol. The HDI fully equipped for airspace patrol will cost only \$4.5 million each, versus \$26.9 million for the F-16. The Javelin, HDI, and UAV versions of the airframe will all be assembled at the Altus.

ATG was incorporated in June 2000 after three years of R&D work on the two-seat Javelin jet. Barring serious setbacks, civilian FAA certification expected to take three years. First customer delivery of a civilian Javelin aircraft is due in early 2005.



An artist's rendering of ATG's Javelin 2-seat jet, to be assembled in Altus.

24th Annual Okie Derby Set for August 16-17, 2002

The OKIE DERBY, sponsored by the Oklahoma Chapter 99s, is the world's largest proficiency air rally. It is not only fun for pilots, but tests their piloting skills and knowledge of the capabilities of the airplanes they fly. On August 16-17, 2002 the 24th Annual OKIE DERBY will be held, chaired by Phylis Hensley and Karen Baskin. This competition is open to all licensed pilots flying standard general aviation airplanes. Each crew consists of a pilot and a navigator-- the latter need not be a licensed pilot, but must be at least age 16.

Competitors are from Texas, Kansas, Arkansas and Colorado, as well as from all over Oklahoma. Collegiate teams provide keen competition to both veteran and first time racers.

Entrants set their own handicap on the entry form by listing the ground speed they intend to maintain over a cross-country course.

On the evening of Friday, August 16, a dinner will be held for all entrants, at which time competition fever will be whetted to a fine edge by good natured bantering among the crews. At the dinner, the planned race course (not to ex-

ceed 225 statute miles) will be revealed for the first time. After a thorough briefing on the course, crews will have the remainder of the evening and early morning to prepare their performance estimates. Based on the length and direction of course legs, predicted winds aloft, and knowledge of their aircraft, each team will turn in ground speed and fuel estimates to 0.1 gallon prior to starting engines for the race, which will commence early Saturday morning August 17.

Entrants will be released for take-off at intervals throughout the morning. Observers stationed at checkpoints along the race course will assure that each entrant passes each checkpoint properly. By mid-afternoon, all racers should have returned to the starting point.

Scores will be determined by matching the actual performance in time and gasoline consumption against the estimates.

On Saturday evening, an awards banquet will be held, at which time the winners will be announced. Among the most coveted of awards is the "Tail-End Tony Award" for the last-place fin-

continued on p. 9.



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Okie Derby Provides Spirited Competition

continued from p. 8.

isher.

The OKIE DERBY was begun to generate funds for aviation scholarships-- \$18,000 in scholarships been awarded since 1990. Entry fees account for only a small portion of the necessary funds to meet the scholarship amounts; therefore, the Oklahoma Chapter relies on friends and supporters of aviation and education to help achieve the Okie Derby goal. Sponsorships start at \$25, with many sponsors contributing \$99 in keeping with the organization's name.

Through the scholarship program, we encourage interest in aviation and upgrading of piloting skills for young people.

The Ninety-Nines International is a worldwide organization of licensed women pilots having approximately 7000 members. The Ninety-Nines promote aviation and space awareness, education, and safety as well as providing a network for women to encourage each other in a career or avocation in aviation and aerospace. Of 117 women who held pilot licenses in 1929, ninety-nine of them became

Charter Members, giving rise to the name Ninety-Nines; Amelia Earhart was the organization's first elected president. International Headquarters is located on Will Rogers World Airport, Oklahoma City.

The Oklahoma Chapter and Ninety-Nines International, Inc. are 501c3 organizations; all donations are tax deductible. Contributions to the Okie Derby Scholarship Fund can be mailed to Carol Sokatch, Okie Derby Sponsorship Chairman; 2224 NW 48th St.; Oklahoma City, OK 73112 (405) 840-1156).

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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	Dave or Sheri McKenzie 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- flygrl7102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
Jun 10-14	Tulsa Community Collge 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 Collge 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.
Jul 22-Aug 2	Registration for Fall 2002 Term	Embry-Riddle Aeronautical University-- Oklahoma City	Russ Tresner - 405-739-0397 or oklahoma_city_center@cts.db.erau.edu	Call or email for more info or to get your name on our mailing list.
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!
Aug 17-19	BalloonFest	Tahlequah Municipal Airport Tahlequah, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 7-8	Airshow Oklahoma	Davis Field, Muskogee	918-684-6363 ext 28	

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