

Oklahoma Aviator



Vol 20, No 9

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

September 2002

24th Annual Okie Derby Proficiency Air Race Salutes General Aviation

OKLAHOMA CITY - General aviation is alive and well. This was demonstrated by the unparalleled response to the Okie Derby Proficiency Air Rally held at Wiley Post Airport in Oklahoma City on August 16 & 17, 2002.

Sponsors, volunteers and participants of Okie Derby 2002 enabled the Oklahoma Chapter Ninety Nines to award two "Wings of the Future" Scholarships to aspiring female pilots. This years outstanding winners were Stephanie Comitas and Amy Padgett-McCue.

A total of 35 aircraft participated in the rally and 137 participants and guests attended the



Okie Derby aircraft early Saturday morning-- registered, fueled, and ready for takeoff.

Awards Banquet at the C.E. Page Building on Saturday Evening, with some participants in classic Greek costumes.

The entry aircraft in-

cluded a Cirrus SR22 piloted by Randy Richison, a Piper Twin Comanche, piloted by Amy McCue and a Tempco Swift piloted by Rocky Rutter. There were seven entries from Spartan School of Aeronautics in Tulsa and entries from as far away as Texas and Kansas.

With expertise and planning David Hines piloted his PA28R-180 in the gusty Oklahoma winds to win the First Place trophy. Hines also won Best First Time Racer and the Best Collegiate Team trophy, representing Embry Riddle Aeronautical University.

continued on p. 6.

ERAU OKC Center Team Wins Okie Derby

Embry-Riddle Aeronautical University's Oklahoma City Center is proud to announce its collegiate flying team won first place in the 24th Annual "OKIE DERBY" Proficiency Air Race, held on August 17th at Wiley Post Airport and sponsored by the Oklahoma Chapter of The Ninety-Nines, Inc.

David Hines, a graduate student in the Master of Aeronautical Science, Safety Specialization, was the pilot of the OKC Center team; his father Bill Hines accompanied him as copilot. David had to calculate the time and fuel it would take to complete a four leg journey starting and ending at Wiley Post Airport. Overall, there were 35 teams in the com-



David Hines (r.) with his father, Bill Hines, winners of the 2002 Okie Derby Proficiency Race.

petition, including eight collegiate teams. David was able to calculate his fuel to within 0.1 gallons and was within seventeen hundredths of an hour of his

time estimate, receiving a total score for the event of 99.93 out of 100, winning first place in the collegiate category and first place overall.

Money raised by this event is used to provide Scholarships from The Ninety Nines to females in aviation. One of this year's winners was Amy Padgett-McCue. Amy is a graduate of Ardmore High School and earned a BS in Biology at the University of Central Oklahoma. Amy is currently working on her multi-engine rating and plans to use her scholarship to pursue a Master of Aeronautical Science, Education Specialization, through Embry-Riddle's

continued on p. 6.

TASM Plans Airfest-Zoofest for September 14



Tulsa will celebrate its long association with America's successful space program on September 14 at AIRFEST-ZOOFEST, a one-day event hosted by the Tulsa Air and Space Museum (TASM) and the Tulsa Zoo and Living Museum.

This year AIRFEST-ZOOFEST will focus on the space program, with the introduction of a large National Aeronautics and Space Administration (NASA) exhibit about the Apollo program, an appearance and autograph

session by Oklahoma Astronaut Col. Bill Pogue, a NASA moon rock and the Tulsa Air and Space Museum's newest permanent exhibit, 2020 Vision, a virtual tour of the galaxy in a spaceplane. All aircraft cockpits will be open for visitors to "experience" being a pilot.

In keeping with the theme, the Tulsa Zoo and Living Museum will feature the premiere of a Bald Eagle exhibit, a "Wings of Wonder" butterfly exhibit, and an educational night sky constellation exhibit.

"We encourage every citizen of Tulsa to join us on September 14, 2002 for AIRFEST-ZOOFEST to celebrate America's achievements in space. 2002 is the 30 year anniversary of man's last walk on the moon," said Kathryn

Pennington, TASM Executive Director.

Advance Tickets to AIRFEST-ZOOFEST are available at the Tulsa Zoo Friends office (918-669-6600) or the Tulsa Air & Space Museum (918-834-9900). Advance tickets are \$6 for adults and \$4 for children. On the day of the event adult tickets are \$8 and children's tickets are \$5. Tickets are valid for all special activities at both sites.

AIRFEST-ZOOFEST is sponsored by the Williams Companies, Oklahoma National Bank, BIZJET Lufthansa Technik Service Company, and the Oklahoma Space Industry Development Authority.

For information call the TASM at 918-834-9900 or visit the Tulsa Zoo at www.tulsazoo.org or TASM at www.tulsaairandspacemuseum.com.

TASM's "2020 Vision" Spaceplane Exhibit

The Tulsa Air and Space Museum (TASM) will soon be offering visitors a speculative glimpse at the future of space travel with their futuristic spaceplane exhibit, 2020 Vision.

2020 Vision, which will make its premiere on September 14 at AIRFEST-ZOOFEST, will present visitors with one of the possible transportation options for the colonists of space. The exhibit is a model of the spaceplane currently being developed for use in the private sector for such things as space tourism and commercial couriers. Unlike the space shuttle that requires a "piggy-back" launch, the spaceplane will be able to take off on its own power. When the International Space Station is completed the spaceplane may be the preferred mode of transportation for delivering supplies.

The museum's spaceplane, part of a larger Space Colonization exhibit, is 22 feet long, 9 feet wide, has a large video screen at the front of the plane, and will accommodate up to 24 children or 16 adults.

Visitors taking a virtual voyage on the spaceplane will begin their journey by lifting off from the spaceport at Burns Flat, OK. As they leave the earth and break through the clouds over western Oklahoma they will set a course for the Gulf of Mexico. There they will reach supersonic speeds for their transition from earth's gravity to the vastness of space. The journey will take them past the International Space Station and the Hubbell Space Telescope to the moon to visit a lunar mining facility. Next they will rocket towards deep space to visit a floating colony where people live among forests, rivers and four thousand-foot mountains. After experiencing the deep space colony, Museum visitors will rocket back to Earth, reenter the atmosphere and land at the Oklahoma Spaceport at Burns Flat.

The exhibit will include original National Aeronautics and Space Administration (NASA) mission control panels that will house the computers

participants will use to solve questions about their flight. These panels were once used to guide astronauts of the Apollo program to the moon. One panel will feature a ham radio base station that will eventually be used on a scheduled basis to offer students in the Museum's classroom the opportunity to speak with the first space colonists - astronauts aboard the International Space Station. Volunteers from the Tulsa Repeaters Organization, a local ham radio club, will man the base station.

Regarding the new exhibit, Kim Jones, curator for the Tulsa Air and Space Museum stated, "2020 Vision is intended to focus attention on Oklahoma's role in outer space. With the creation of Oklahoma's Spaceport, the state is showing the world that it is serious about the future of space travel, in particular space tourism and the commercialization of space. When I think about the possibilities in space, I remember a quote from Tulsa's Mayor, C.H. Hubbard. The year was 1919 and it was the occasion of the first commercial air freight shipment in the

U.S. from Tulsa to Kansas City. The Mayor was heard to say, 'It is only a peep into the future of air transportation and it is mighty fine that Tulsa was the first to do the peeping!' In my opinion, if Oklahoma doesn't do the 'peeping', another state surely will!"

The exhibit was made possible by grants from the Oklahoma Space Industry Development Authority (OSIDA) with funds from NASA and the Oklahoma Aeronautics and Space Commission (OASC).

For information call the Tulsa Air and Space Museum at 918-834-9900 or visit the museum on the web at www.tulsaairandspacemuseum.com.



The NASA X50 Spaceplane, similar to the one to be experienced by visitors to TASM's 2020 Vision exhibit.

Letters To The Editor



Hi, Mike,

Just picked up a copy of the latest Oklahoma Aviator. The information on the Mary Kelly Memorial Park needs some correction. While the 99's may have given a monetary contribution for the park, there were contributions from a lot of Mary's friends and the Tenkiller property owners. The contributions came from all around Oklahoma and perhaps even out of state.

The funds received, while plentiful and very much appreciated, were only a part of how the park came to be. Ron Dallmeyer and Phyllis Greenfield, who were residents at the time, took the job on in a very dedicated and ambitious way. Phyllis took on the great task of designing the park and, after several sketches were made, the Airport Board and the property owners all agreed on the one that was constructed. While Ron and Phyllis had help from the homeowners, they are the ones who did most of the work and saw the project finalized.

There are also some Cherokee County Residents, without whom the park would not have been so beautiful. Ben and Tim Harris are without a doubt the premier rock layers in this part of the state and probably beyond. They did all the rock-work without pay, as a tribute to Mary. Greenleaf Nursery, located on Highway 82, donated the plants and landscaping materials.

Ron & Phyllis are also responsible for the Memorial to Joe Cunningham at the airport office. They again took on that task with vigor. The funding for that project came from Joe's brother, Bob Cunningham.

Thanks for your time!

Betty Barrett, Tenkiller Airpark

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Up With Downs



Earl Downs

Was It a Dream?

Have you ever had an experience so odd that you wondered if it was real? You know, such as the time you thought you saw a flying saucer but you didn't want to tell anyone for fear they would think you were crazy. After a while, you begin to wonder if it really happened at all (I assume all readers of the Aviator have had at least one such experience). Well, in 1958 I saw something that sort of fits the bill for asking the question, "should I admit I saw this?" I now have enough technical information to come out of the closet and admit that I saw an inflatable airplane fly.

In 1958, I was a brand new private pilot and had just checked out in my first modern airplane, a new Cessna 172 equipped with technical wonders such as a nose wheel and a radio that could transmit on eight different frequencies. I had no idea why I needed so much communication capability but I was impressed anyway. Up to this time I had never flown any-

thing fancier than a Cessna 120. My brother Ed and I wanted to exercise our new pilot privileges and take a cross-country flight in this high performance, long range, airplane. Because of the high rental cost (\$12.00 per hour, wet), we convinced two friends to come along with us and split the expense. The flight was from Van Nuys, CA to Las Vegas, NV. An aviation convention being held in Las Vegas promised to display and demonstrate new planes and gadgets of that day. At my tender age of 17, the other attractions of Vegas were of little consideration-- my, how time changes things!

While there, a few hundred of us gathered to watch a demonstration in the hotel parking lot and this is what we saw. A man pushed a wheeled crate, about five feet square, into the center of the vacant lot. He opened the crate and started unfolding a jumble of rubber matting, rope, wires and metal tubes. About the only thing I recognized was a small engine with a propeller attached to it. After about fifteen minutes, a pile of junk lay on the pavement that looked like a small plane that had been flattened by a street roller. He then connected some hoses to a gadget that was powered by a small one-cylinder engine and pulled the start cord. As the little engine screamed, the "thing" began to move.

It heaved and rolled and started to grow into something that began to look like an airplane. Almost ten minutes later a small, full size, single place airplane was sitting in the parking lot before us. The little plane had a wingspan of about twenty-two feet and the open cockpit was located in the nose. The little engine and propeller were located behind the pilot on a mast, which placed it about four feet above the fuselage. The wings,

tail, and engine were all braced with a maze of ropes and wires. The pilot hand started the engine and proceeded to take off and fly around the parking lot a few times before landing. I returned home and found that most people thought I was crazy when I described the event. Finally, I decided to keep my mouth shut and only admitted to seeing this strange little plane to my therapist when he promised to keep my secret.

Recently, I have come across some data about this plane and have even seen photos that prove it did exist. The story of the Goodyear "Inflatoplane" is a typical example of innovation that was outdated by newer technology before it could be proven.

In 1950, The Goodyear Aviation Company was (and still is) renowned for its gigantic lighter than air blimps. The Inflatoplane was designed as a pilot rescue vehicle. The idea was that it could be parachuted to a downed pilot in its crate and be used to escape from behind enemy lines. Goodyear also envisioned a civilian model. Just think about it, you tow a small trailer behind your car to any small, smooth, field. No airport is needed because your Inflatoplane uses less room than a football field to take off and land. After inflating your personal plane, you enjoy flying it and then deflate it when you are done. Back home the small package makes for easy storage and it waits to be inflated again. Heck of a deal!

Actually, it wasn't all that simple. The Inflatoplane was an engineering marvel and Goodyear deserves a lot of credit. It was truly an inflatable airplane that used compressed air to give it its shape. It did not use helium like a blimp. The little forty-four horsepower engine gave it a cruise speed of about sixty miles per hour and it could stay aloft for over six hours. Its hundreds of inflatable cells were all connected so that it could be inflated through one port. This also meant that a single leak could cause the Inflatoplane to cease being an "inflated airplane." The pressure needed to retain its shape was a very low seven pounds per square inch. The engine drove an air pump that could keep the

plane inflated in the event the escaping pilot took a few bullet holes. I assume the flying instructions included the warning to "remove all sharp objects from your pockets before flying."

It was bad enough that you had to worry about leaks, but you also had to be concerned about too much pressure. As the plane climbed into thinner air, the pilot had to let air out to prevent it from over-inflating and bursting. Pressure then had to be added again during descent. The pilots jokingly referred to the pressure gauge as the "airplane gauge." Without the proper pressure, your craft ceased to be an airplane!

Goodyear delivered ten production models to the Army and the Navy. The five Army planes were colored khaki and the five Navy planes were colored blue. I feel better knowing that someone in our Department of Defense keeps track of color coordination (surely, that sort of thing doesn't go on in today's modern military). Neither service did anything more than experiment with their Inflatoplanes. By 1957, this rescue concept was abandoned in favor of helicopters and the project was dropped. Goodyear flew them for a few years in airshows and some military flights were made as late as 1962. An original Inflatoplane was located at the Ohio History of Flight Museum in Columbus, which is now closed. As far as I know, it is now part of the Ohio Historical Society collection.

So, it wasn't a dream after all and I am not ready for a rubber room just because I saw a rubber airplane fly. If you want a list of reasons why I should be in a rubber room, just ask my wife!

Comments or questions? earldowns@hotmail.com



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ASK THE DOCTOR

BY DR. GUY BALDWIN
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Color Vision Test Alternatives

Color vision, or the ability to distinguish between reds and greens, is important in aviation medical examinations. The FAA requires that applicants for all three classes of medical certificate demonstrate through testing that they can distinguish colors. If an applicant is found to be color blind, a limitation is required to appear on the medical certificate, stating that the applicant is restricted from flying at night or under color signal control.

For some applicants, notably third-class private pilots who choose not to fly at night, this limitation is not too

serious. Obviously, however, most first-class and second-class applicants fly for a living, and the color blindness limitation would be very serious for them.

To test for color blindness, most Aviation Medical Examiners (AMEs) use a version of the so-called Ishihara test-- the book of about sixteen color plates most pilots are familiar with. The reason this test is used is that it is easy to do and does not require expensive equipment or highly-trained technicians to operate.

However, for applicants who fail the Ishihara test, there are alternatives. One possibility is to take an alternate test, one example of which is the Farnsworth lantern test. I have suggested that several applicants take the Farnsworth lantern test at the Northeastern State University School of Optometry-- all of them passed the Farnsworth test, even after failing the Ishihara test. Although the Farnsworth test is somewhat expensive-- currently about one hundred dollars-- it is money well spent to any

applicant who flies for a living. After passing the Farnsworth test, I can issue the medical certificate without limitations.

The cost of the Farnsworth test may be coming down. At Oshkosh this year, we AMEs were told that a more affordable version of the Farnsworth lantern might soon be available for use in small offices such as mine. If that turns out to be the case, we will probably switch tests.

If the applicant fails the alternate test, he or she can take yet another step: being tested directly by FAA Flight Standards District Office (FSDO) personnel at their facility. This test involves allowing the applicant to distinguish actual aviation colored light signals. There is no charge for the test and its results are valid forever.

In the past, if an applicant failed the normal or alternate tests, but passed the FSDO test, the FAA would issue a color blindness waiver and a Statement of Demonstrated Ability (SODA).

However, the presence of the waiver/SODA had the potential of placing the applicant at a disadvantage in getting a flying job. To address that problem, the FAA very recently made a ruling that the AME can request the FAA to remove the waiver/SODA and issue a permanent letter to the applicant stating that color vision tests are not required on future medical examinations.

It is very important that applicants

keep track of the original copy of the waiver/SODA documents or the new FAA letter. My suggestion is that they be kept in the pilot's logbook.

If you have any questions regarding this subject or any others, do not hesitate to contact my office- 918-437-7993

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Security Upgrades and Expansion of Tulsa International Airport Begins



TULSA - Groundbreaking was recently held for a major, multi-phase security upgrade and expansion of Tulsa International Airport (www.tulsaairports.com), designed by the team of Gensler Architecture, Design and Planning Worldwide (www.gensler.com), Bellwether Design (www.bellwether-design.com), and Atkins Benham (www.atkinsbenham.com).

Phase 1 includes expansion of the main terminal to accommodate a new baggage screening area and installation of federally mandated Explosive Detection Systems.

In response to the September 11th terrorist attacks, Congress mandated that all 655 U.S. airports that offer air-carrier operations meet stringent new security guidelines by December 31, 2002, including the screening of all passenger luggage for explosives.

"We are excited about our participation in helping the Tulsa Airport Authority meet these new security requirements," said Ron Coker, Managing Director of Atkins Benham's Tulsa office.

"Today's groundbreaking is the culmination of a lot of work and tremendous cooperation we have received from Airport Director Brent Kitchen, the Tulsa Airport Authority trustees and staff, and the federal Transportation Security Administration," said Coker.

Besides design, Atkins Benham is also providing construction management services.

Tulsa International Airport serves 64 counties in a four-state

region, providing air travel services each year to more than five million passengers and visitors and processing 60,000 tons of cargo.

The long-range modernization plan developed by Gensler and Atkins Benham will be implemented in seven phases.

The new two-story baggage screening building is 600 feet long and extends 62 feet toward the airfield.

The 37,000-square-foot first floor will be used for baggage screening, and will hold either the large (mini-van sized) Explosive Detection System (EDS) machines or the smaller Trace Detection Machines. The second floor will accommodate airport concessions and customer services.

Gensler is a global design, planning, and strategic consulting firm with 2,000 people and offices in 24 cities.

Tulsa-based Bellwether Design is an interior space design firm with more than 25 years experience in corporate workspace architecture.

Webster Lance Benham founded Benham Engineering Company in 1909 in Oklahoma City. Today, the company employs more than 850 professionals and has offices in 14 U.S. cities, including offices in Tulsa with 200 employees.

Atkins Benham is a member of the Atkins (www.atkinsglobal.com) group of companies. Atkins is one of the world's leading providers of professional, technologically based consultancy and support services, with offices in Europe, the Middle East, Asia Pacific and the Americas.

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24th Annual Okie Derby Salutes General Aviation, cont'd

ERAU Team, cont'd

continued from p. 1.

Ninety Nine's Member Christa Waehler, flying a Mooney M20-E, won the Second Place trophy, Best 99s Pilot trophy and best OPA Pi-

lot trophy.

The Spartan School of Aeronautics Flight Team made a premier entrance into Wiley Post Airport on Friday afternoon. All

seven of their airplanes arrived within minutes of each other. The seven aircraft all painted with the highly recognizable Spartan School of Aeronautics logo were very impressive. Spartan Teams Gabriel Marchan and Jason Wilks won the 5th Place trophy and Brandon Beaty and Liasa Ann Yost won the 7th Place trophy.

College of Career Education, which is designed to meet the education needs of working adults. Her ultimate goal is to use her aviation knowledge and experience to educate the general public on aviation.

The Oklahoma City Center and Embry-Riddle Aeronautical University is proud to have such an excellent student as David Hines in the degree program and look forward to helping Amy Padgett-McCue in reaching her educational goals.

Embry-Riddle is the world's largest fully accredited university specializing in aviation and aerospace, meeting the needs of these and related industries through its educational, training, research, and consulting activities. Degree programs through the master's level are offered in Daytona Beach, Fla., Prescott, Ariz., and at more than 100 teaching sites in the U.S. and Europe. For more information about Embry-Riddle Aeronautical University please call 405-739-0397 or stop by the Oklahoma City Center at 8001 Mid America Blvd, Oklahoma City.



Ann Pogson (l.) & Chairman Phyllis Hensley (r.) in Greek attire at the Okie Derby 2002 Awards Banquet.



Fifth place winners Gabriel Marchan & Jason Wilks, Spartan School of Aeronautics



Okie Derby Chairman Phyllis Hensley (r.) & Okie Derby Co-Chairman Karen Baskin (l.) present Christa Waehler, the second place winner, with one of her many trophies.



The Okie Derby has become an annual event for the Gary Tears Race Team.



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Oklahoma Chapter 99s 2002 Wings of the Future Scholarship Winners

Stephanie Comitas is a native of Greece and was educated there. She began her career in aviation by working for KAL Aviation in Athens, Greece. KAL is a cargo company, where she served as liaison with HCAA (the Greek FAA counterpart), developed and maintained both a maintenance record system and a crew scheduling program, and served as a dispatcher. To achieve her lifelong ambition to work for an airline or commercial operator prior to opening her own flight school, she came to the Airman Flight School in Norman to get her pilot's license and ratings. Her hard work and dedication earned her an instructor position there. She is considered one of the best of over 100 instructors and 1,500 flight instructor candidates by the school's president.

Stephanie plans to devote her flight school to keeping her students familiarized with the developing aviation equipment and technology. She also intends to work with local schools to bring aviation to the attention of young students. While at the Airman Flight School, she plans to add a multiengine rating to her flight instructor certificate. Stephanie will use her Wings of the Future Scholarship to enroll in a turbine transition course or to at-

tend a weather radar course to better train her for the ideal flight school she aspires to operate.

Amy Padgett-McCue graduated from Ardmore High School and attended Oklahoma Baptist University prior to earning a BS in Biology at the University of Central Oklahoma. She worked as a teaching assistant while earning her degree and being a wife and mother. She then worked in the lab of Dr. Paul DeAngelis at the University of Oklahoma Health Sciences Center and is second author for a paper on their cloning work.

Amy's love of flying was sparked by her father, who earned his license when she was a teenager, but her desire to fly was latent until she met Mike McCue. Mike became her CFI and boyfriend, and then her husband. In 2000 Amy was pilot-in-command for the McCue team in the Sunflower Rally, where the duo won First Place, Best 99 Pilot, Best 49½ Pilot, and Best Out-of-State-Pilot. Amy is currently working on her multiengine rating. She plans to continue with an instrument rating in both and single-engine and multiengine.

Amy will use her Wings of the Future Scholarship funds to earn an MS in Aviation Education from Embry-Riddle Aeronautical University

through their Distance Learning Program, using their satellite center at Tinker Air Force Base. Amy's ultimate goal is to use her aviation knowledge and experiences to educate the general public on aviation and to bridge the gap between general aviation pilots and the public. Already Amy is achieving this goal by serving as AOPA's Airport Support Network Volunteer for David J. Perry Airport in Goldsby, Oklahoma. As a member of the Board of Directors and newsletter editor for the Oklahoma Pilots Association, she uses her AOPA information to

keep all OPA members abreast of AOPA's goals in education the public and protecting General aviation's airports.

In addition to OPA and AOPA, Amy is a member of the Experimental Aircraft Association, Women in Aviation International, and The Ninety-Nines International Women Pilots. She currently also is involved in establishing the Southwest Aviation Association which will deal with five southwest states and focus on the political lobby needs of pilots in those states.



Randy Pickle & Ty Jones fuel up with Fuel Judge Brenda Hagar looking on.

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46th Annual Tulsa Regional Fly-In: The Year of the Warbird

By Charles W. Harris

The 46th Annual Tulsa Regional Fly-In at Bartlesville, is scheduled for September 20 and 21. The long-running and highly successful sport aviation event will host the Commemorative Air Force (CAF) Boeing B-17G Flying Fortress *Sentimental Journey*. The four-engine B-17 was the workhorse of the U.S. Army Air Corps during WWII. *Sentimental Journey* was to have been accompanied by the CAF's Heinkel He 111, Germany's most prominent WWII bomber. However, last minute maintenance problems arose, preventing its appearance.

The B-17 and other warbirds will be parked on the aircraft ramp on Frank Phillips Field at Bartlesville during the two day event. The B-17 will be available for ground tours and will additionally offer flights and rides to the public.

The Tulsa Regional Fly-In annually hosts 400-500 visiting airplanes, attracting display aircraft in antique, classic, contemporary, experimental, aerobatic, biplane, ultralight, and warbird categories. The emphasis this year will center on former military aircraft, thus the theme for 2002 will be "The Year of the Warbird."

While 400-500 aircraft are expected, a goodly number will represent the bombers, fighters, and training aircraft of the WWII, Korea, and Vietnam eras.

The event is open to all aviation and lay public over the two-day period. Full accommodations are available, including access to the airplanes, auto and aircraft parking, food concessions, field sanitation facilities, public address and information services, and on-the-field trolley transportation.

Aircraft "Type Clubs" representing more than ten support organizations of aircraft built during the thirties, forties, and fifties will park their aircraft together and will additionally conduct educational forums on their airplanes. Antique automobile and motorcycle clubs will also join the sport and recreational display event.

Public admission is \$7.00 for adults, \$3.00 for students, children under 5 are admitted without charge. No children under 14 are admitted unless accompanied by an adult.

For further information, contact Charles W. Harris, 1-918-622-8400 in Tulsa, Oklahoma or www.tulsaflyin.com.

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Calendar of Events

For a free listing of your event, email us at OklahomaAviator@earthlink.net or call 918-457-3330. 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	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	
Sep 7-8	Airshow Oklahoma	Davis Field, Muskogee	918-683-5295 www.airshowok.org	Headlining Tora-Tora-Tora and many other fine aerobatic acts, including Guy Baldwin's air show debut
Sep 19-22 Sunrise-Sunset	World's Largest Powered Parachute Fly-In Powrachte Corporation	Powrachte Corporation Columbus, KS	Eddie Johnson or Dawn Bonet- 620-429-1397, dawn@powrachte.com	
Sep 20-21	45th Annual Tulsa Regional Fly-In	Frank Phillips Field Bartlesville, OK	Charlie Harris- 918-622-8400	Type club forums, static displays, exhibits. For sport, antique, experimentals, warbirds, classic, and modern aircraft.
Sep 20-22	Balloon Blast 2002	Feyodi City Park Cleveland, OK	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 21 1:00PM - 4:00PM	Skiatook Pioneer Days Fly-In	Skiatook Municipal Airport Skiatook, OK	Chet Reyckert- 918-396-1309 Judy Martins- 918-396-3702	
Sep 21-22	Claremore Air Show	Claremore Regional Airport Claremore	Tim Fleetwood- 918-341-4876 lovedv@aol.com	
Sep 27-29	Pelican Festival Balloon Rally	Grand Lake of the Cherokees	Frank or Cheri Capps- 918-299-2979 aerosportballoon@hotmail.com	
Sep 30-Oct 11	Registration for Winter 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.

CAF Spirit of Tulsa Squadron Plans WWII Hangar Dance/Exhibition

The Spirit of Tulsa Squadron of the Commemorative Air Force (CAF) will host a "Celebrate Freedom" WWII-style Hangar Dance and Aircraft/Equipment Exhibition on Saturday November 9, 2002 in the large hangar at the Tulsa Technology Center (TTC), Jones/Riverside Airport, 801 E. 91st St, Jenks, OK.

The dance, to be held in the evening, will be preceded by an exhibition of aircraft and military equipment at TTC during

the day, including aircraft flyovers and more. The CAF B-24 *Diamond Lil* will be in attendance, in addition to Stearmans, AT-6s, PT-19s, and other aircraft.

The aircraft/equipment exhibition will begin at 10:00AM and extend to 3:00PM, at which time final preparations for the dance will begin. Admission for the exhibition is \$4 for adults and \$2 for children 8-12 years old. Children under 8 are free.

Doors will open for the dance at

6:15PM and the 18-piece "Sound of Music" band will play big band dance music from 7:00PM until 10:00PM. Participants are encouraged to come dressed in WWII attire. Tickets for the dance are \$25 each and are available at area Drug Marts or at Carson Attractions- 918-584-2000 or www.bestoftulsa.com/carson. Dance tickets include admission for the exhibition.

Colonel James Dagg, his wife Karen,

Colonel James Gentry, and his wife Juli are the primary organizers of the event. Says Dagg, "This thing is taking on a life of its own-- we've pretty much devoted the last few months of our lives to it. We are hoping to have as many as 1000 people in attendance. It's going to be a big deal!"

All proceeds from the event will be used to fund the restoration of the Spirit of Tulsa Chapter's Fairchild PT-19.

Impressions of Oshkosh 2002

by J. Thomas Pento, Ph.D.

The annual EAA convention at Oshkosh, WI is the mecca of all things aviation. Each year during late July, over 40,000 airplanes of every description and a million aviation fanatics descend upon Oshkosh to experience the many facets of aviation. This year, which marked the 50th EAA convention, our group of six from Norman and Shawnee departed for the "Land of Cheese Heads" to the north. Ken Lowry and myself in Stan Bauman's Lance -- Lew and Jan Hullum in Bob Spector's Seneca.

You can imagine, with a million people descending upon a community of 30-40,000, that rooms are in short supply. Many families open their homes to visitors for the week. Our group from central Oklahoma has been staying with Bob and Rosemary Davis for over a decade. The Davis' have 7 grown children so that their large, neat home has an abundance of bedrooms that they rent out for the week. It's kind of like staying at grandmother's house. Rosemary mothers all of her aviation kids and makes sure we have a good breakfast in the morning. In the evening, snacks of fresh baked cookies and hanger stories abound. It's always a good time at Rosemary's house!

In order to be certain we could land at Oshkosh, we arrived on the day before the convention began. After the first day, Wittman field (OSH) is usually closed and all traffic is diverted to either Fond du Lac (FLD) to the south or Appleton (ATW) to the north. Bus service is available to ferry pilots to and from OSH. Next morning we were up early to take in the wonders of Oshkosh. One of my favorite activities is attending the aviation forums. These forums, on everything from aircraft building to weather avoidance, go on all day from 8AM to 7PM. On the first day, I attended a forum presented by Bob Hoover, who showed slides of some of the many planes he has flown and told

stories about his experiences during WWII and flight testing experimental aircraft afterwards.

On the second day Dick Rutan, a fighter pilot during Vietnam, talked about his and his partner Jeanna Yeager's Voyager experience, from the plane's construction to the historic world flight. During the 2-1/2 years of building, reducing Voyager's weight was a major goal. The world flight required 3-1/2 tons of fuel in a plane weighing less than a Cessna 150. They needed one gallon of fuel for each pound of cargo. When considering a component, Dick's brother Burt, the plane's

designer, would say, "Throw it up -- if it comes down, it is too heavy!" During take off from Edwards AFB, on December 14, 1986, the wing tips came off. Dick said "I can't tell you how much I hated that! In 9 days, 3 min, 44 sec they returned to Edwards on the first and only non-stop, non-refueled flight around the world. The Voyager now hangs in the Smithsonian Air and Space Museum. Dick says that whenever he looks up at Voyager and thinks about the experience -- "everything feels good again." Dick's definition of regrets is "risks not taken and adventures not experienced." I don't think he has many re-

grets!

Chuck Yeager and Bud Anderson presented another well-attended forum. These guys flew P-51's together during WWII and both worked on the X-1 project, which broke the sound barrier. These "living legends" talked mainly about their experiences flying P-51's during the war. They are the only WWII pilots who are still flying P-51's today.

The weather at Oshkosh was perfect with the days mostly clear and temps in the mid 70's. For aviators, Oshkosh is the place to be in late July. I hope you can make it next year!

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The Oshkosh Lance crew, l. to r.,: Ken Lowry, Stan Bauman, and Tom Pento on the annual religious pilgrimage. Don't they look pious?

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