

Oklahoma Aviator



Vol 20, No 10

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

October 2002

The Powrachute Powered Parachute Fly-In Extravaganza!

by Mike Huffman

It is Saturday September 21, and we are driving down a two-lane highway east of Columbus, KS. About 5 miles from our destination, Barbara says, "Look!" and points off to the north. There, we see the first aircraft-- a small figure in the sky that might be mistaken for a bird or plane except for its slow speed and distinctive shape. I spot a second one and then a third. Within a minute or so, we have eleven aircraft in sight. As we continue, those disappear behind us and are replaced by others ahead.

Our destination is Powrachute Corporation's annual Powered Parachute Fly-In Extravaganza, the largest gathering of powered parachutes (PPCs) in the world. This is the third or fourth year for the event and it gets bigger each time. Barbara and I are both interested in learning to fly PPCs and are excited about seeing this many machines in the air at once.

Powered parachuting was invented by an entrepreneur named Steve Snyder in the early 80s. No stranger to sport para-



One of the many powered parachutes takes off as others prepare to fly or to land.

chuting, Steve and Charlie Hillard, members of the U.S. National Parachuting Team, performed a baton pass in free fall in 1958, only the second such team to do so. Steve went on to develop the square ram-air parachute and formed ParaFlite, Inc to market it.

I had gotten acquainted with Steve at Oshkosh one year when the landing gear of his

Super Pinto training jet folded following an airshow performance. I helped do the repair and Steve gave me a ride in the airplane. A few years later, he and I talked about his idea to put a motor on a square parachute and fly it like an airplane. I had been sufficiently impressed with his accomplishments that I was not tempted to laugh. In fact, I did some early-phase testing to determine the thrust that could be expected from small engine/propeller combinations. He went on to develop the machine, which turned out to have two engines driving counter-rotating props via a belt drive. Since that time, I had watched PPCs develop into the sophisticated machines they are today.

As Barbara and I drive into the Extravaganza site, I wonder if one of Steve's original machines will be in attendance. The site is a large, rural grass-covered field of perhaps 100 acres, about half of which is

dedicated to parking, tents, and displays. The other half is devoted to what the event is all about: flying PPCs! A friendly Sheriff's Department employee shows us where to park and, as we get out of the car, we take another count of the airborne PPCs-- this time, we can see 25-30 machines. This year, a total of 332 powered parachutes have shown up for four days of

flying, seminars, and camaraderie.

As we walk among the tents and displays toward the flight line, the atmosphere is very relaxed and low-key, like one might find at a local county fair. The temperature is just cool enough, the wind is light, and the kettle corn, funnel cakes, and barbecue sandwiches are selling well. Kids are running around everywhere having a good time.

Barbara sits in the shade watching the sky while I make my way to the flight line. The width of the grass field has been divided into 10-15 informal parallel "runways" and perhaps fifty PPCs are in various stages of taking off, landing, or flying the pattern. Looking out on final approach, I see several PPCs approaching on parallel paths, over cows grazing unconcernedly below them. Some land at the approach end and some continue on down the field over other machines being set up/taken down by their crews. Because of their slow speed, they roll only a few feet after touching down, so it is

continued on p. 6.



Up close and personal: a powered powerchute on takeoff.



An aerial view, showing many of the 332 PPCs in attendance.

From Mike



Godspeed, Bob Richardson

As a general rule, *The Oklahoma Aviator* does not print memorials to aviators who have passed away. The reason is that there are so many fine people whom we would need to honor that there would be no room for anything else.

However, in the case of Bob Richardson, we are making an exception. Not only was Bob an exceptional aviator, he was also a beloved husband and father, one of the five founders of the Tulsa Aviation and Space Museum, and a longtime advisor and contributor to *The Oklahoma Aviator*.

Fortunately, Bob was a good writer and so it is easy to trace his history. His many stories tell the classic tale of a young lad finding an early interest in airplanes and joyfully staying with it all his life.

In 1921, Bob was born in Missoula, MT to Lawn and Elizabeth Richardson, an only child who grew up tending cows on his parents' dairy farm. Bob's interest in aviation started at least as early as 1927, when at age 6, his father took him to the Butte, MT airport to see the *Spirit of St. Louis* during the national tour which followed Lindy's transatlantic flight. In Bob's own words, "I was very impressed with the airplane. I figured that if an unimposing-looking contraption like that could really carry a man non-stop to Paris, France-- which I knew was a long ways off-- it had to be a marvelous machine, and I wanted

to know more and be part of it when I grew up."

And become a part of it he did. In about 1935, Bob began making bike trips five miles to the Butte airport. Later, he delivered milk in his father's 1930 Reo Speedwagon milk truck before school, and the old truck became his first motorized transportation to the airport "to see the Curtiss Robins, Airedans, Curtiss Wright Juniors, Travel Air 2000s, and a Ryan Brougham or two."

During those visits, he met a cantankerous old codger named Shorty who was renovating a very tired OX-5-powered Waco Model 10. Somehow, his father let him moonlight from his daily farm chores enough to help Shorty. Thanks to that, Bob's aviation career was born and the course of his life was charted for the next 65 years.

Bob tells about his first airplane ride: "Regardless of my many airport visits, airplane washing, hangar sweeping, and various other ploys to promote an airplane ride, it wasn't until the summer of 1938 that I got my first ride-- in the big front seat of a Waco Taperwing with a very frightened young lady whose husband had dared her to ride in an airplane. It was a good ride, and I fell in love with the Taperwing, an infatuation that has lasted to this very day."

From Bob's meager dairy salary, he managed to save \$100 and invested it in learning to fly, beginning in 1939 in a 50-hp J-3 Cub. In 1940, Bob began working as a baggage handler for Northwest Airlines and attending the Aviation Trade School in Helena, MT. However, WWII intervened and Bob joined the Army Air Corps, eventually working as a Sub Depot Crew Chief maintaining P-38s, P-40s, and B-17s and also serving as a Flight Engineer/Gunner.

After the War, he returned to the Butte Airport. Says Bob, "Many changes were in the works. A group of ex-GIs were in the process of set-



Bob Richardson in his natural habitat: with an airplane.

From Barbara



Living in Paradise

Dear readers, you all know from past issues that Michael and I have just moved to Tenkiller Airpark in Cookson. What you may not know is how peaceful and inspiring this place is for us. For example, as I write this I'm looking out through a sliding glass door to the runway, which appears as a vast green meadow, flanked on the south side by tall oak trees. Glancing to my right I see mountains in the distance. Looking out another large window to my left I see Mary Kelly Park with its beautifully graceful pine trees, outdoor tables, benches, and large fire pit where the neighbors gather for bonfires and impromptu get-togethers. The pines remind me of home in Georgia, and bring a warm sense of well being.

Michael and I have developed the habit of eating and spending evening hours out on the front deck, looking out on Lake Tenkiller and the homes and hangars of our friends. The wind

ing up a new flight training school. The good thing was that I came away from that visit with a job as a mechanic's helper at \$125 a month. It mattered not that the only reason I got the job was that I was willing to work so cheap. Another condition of my employment was that I also sign up to be one of their first GI Bill students, giving the company a chance to underwrite my salary and recruit a new student at the same time! What a break-- a job at the airport and the prospect of learning to fly for free! It didn't get any better than that in 1946!"

Bob completed his Private Pilot and A&E Mechanic training on the G.I. Bill. He also became part owner in the Waco Taperwing he first rode in. He soon became a Designated Aircraft Inspector and later received an Inspection Authorization. As time went on, he became more and more involved with the Butte Airport, eventually becoming its General Manager in 1954. Meanwhile, in 1951, he married Margaret Egan and their only child Mary was born four years later.

In 1959, Bob went to work for the Federal Aviation Agency as a General Aviation Inspector, and the family moved to Ft. Worth, TX. In 1969, he became Principal Maintenance Inspec-

blows our hair while we peacefully watch a pair of hawks that seem to have taken up residence on our bluff, riding the wind currents higher and higher.

One of the most fun things about the airpark is that many people have designed their hangars to match the outside décor of their homes. Because of that, the airpark has a beautifully planned appearance without clutter and mismatched out-buildings. If a house is stone, the hangar is at least trimmed with the same stone. Where a house is mainly constructed of brown wood, so is the hangar. We even have a log-sided home with a log-sided hangar!

Michael and I have so many hopes for happiness here. We have plans for renovating and enlarging the house, and we need to quickly put up a larger hangar. But the one thing that needs no improvement is the God-given beauty and peace of this place. Joe and Mary knew what they were doing when they envisioned a future for Tenkiller Airpark.

Come and visit here - by air or car. We have a great place for you to pitch your tent, and an FBO with very nice men's and women's bathrooms, complete with clean showers. Our courtesy car can take you up to the Smoke House Restaurant for a hearty catfish or BBQ meal, or just down the road to The Stampede for a great buffet. And though I'm no fisherman, I hear the fishing's wonderful. And the water is still warm-- Michael and our friend Ken Cook were water skiing one morning this week by 8:30AM!

The folks here are great - atmosphere beautiful-- and besides, it's the home of *The Oklahoma Aviator*! It really is a virtual paradise! Please share our joy at Tenkiller Airpark!

THE OKLAHOMA AVIATOR

Published monthly at
32432 S. Skyline Drive
Cookson, OK 74427
918-457-3330

Founders

Joe Cunningham and Mary Kelly

Editor/Publisher

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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

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continued on p. 11.

Up With Downs



Earl Downs

Flight Training- The Way It Was

Aren't modern trainer planes just wonderful? We have complete dual controls for safety, intercoms and radios for communications, and highly qualified instructors to keep the whole training process safe. I'll admit that it is a little annoying when your instructor gives you some "advice" just a split second before you would have figured it out yourself but, after all, instructors have a need to express their "feelings" just like everyone else. I have been flight instructing in all kinds of airplanes since 1961 and use all the modern conveniences that are available. But, of course, people were learning to fly long before I got into the game and it hasn't always been as safe and effective as it is now. If you ever get a little frustrated during your training, just pause a moment to reflect on what it was like in the early days of aviation.

It probably doesn't surprise you that the Wright Brothers were the first to recognize the value of training. The idea that they simply flew their invention for the first time on December 12, 1903,

without preparation, couldn't be further from the truth. The Wrights Brothers were the fathers of modern aviation, but they were not daredevils. They made many hundreds of glider flights for three years before they flew the powered machine. In 1903, they added an engine (built by Charlie Taylor) to their previously-developed design and flew it with skills learned and practiced over the previous years. By 1907, the Wrights had developed a two-place trainer version of their airplane. In this plane, both the pilot and student sat upright on the leading edge of the lower wing. Both pilots could manipulate the controls and, incredibly, no seatbelts were used. The pilots just hung on for dear life!

As airplanes matured, so did training. By the onset of World War One it became clear that sitting in a fuselage was much better than being perched on the wing. To reduce drag, the fuselage was usually very narrow which necessitated the pilots being positioned one in front of the other. This tandem cockpit arrangement made communication difficult so an early type of intercom was developed. This system, called a "gossport," was derived from ships and was simply a rubber tube connected to an ear pad in the student's leather helmet. The instructor spoke into a funnel on his end of the tube and it worked quite well (I had one of these on my 1941 Ryan PT-22). The student could not reply to the instructor on the early versions, but in those days I guess they didn't think students had much of importance to say. A story told by a WWII instructor sitting in the front seat of the PT 17 trainer plane is a clear example of what is called "a failure to communicate." It seems that his student allowed the plane to enter a prolonged dive. The instructor ordered, "pull your nose up!" Still diving, he yelled into his gossport again, "pull your nose up!!" Still no response, so the instructor turned around in his open cockpit to give the stu-

dent his "evil eye" and was amazed at what he saw. There was the student, holding his nose tightly with his hand, pulling up on it as hard as he could. Nobody ever said instructing would be easy.

Personally, I like the training system used by John and Alfred Moisant at their school in 1910. They used single-place Bleriot monoplanes as primary trainer planes. The students were first lectured on the art of flying. Then they moved to a cockpit section that was mounted on gimbals. As a student made control inputs, helpers moved the cockpit to "simulate" the motions of flight. Next they learned how to takeoff and land in a clipped-wing single-place plane called the Penguin. It had just enough wing area to allow the solo student to hop off the

ground a foot or so before it fell back to earth. Then, on to the real thing! Flying from a large field, they made only short hops at first, followed by instructor critiques. Remember, the instructor watched from the ground because this was a single place airplane. After much practice they were allowed to fly straight for a mile. When the student could master a few turns, without crashing, they were considered trained. Sounds like this might provide a good format for a new TV "reality" show.

Lets see, the instructor never got into the plane and the student took all the risks (as did the poor airplane). Sounds good to me! I wonder what the insurance rates were?

Comments or questions? earldowns@hotmail.com

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ASK THE DOCTOR

BY DR. GUY BALDWIN
Senior Aviation Medical Examiner
ATP, CFII-MEI



Counterfeit Medications

In this month's Federal Aer Surgeon's Medical Bulletin, there was a good article by a Doctor Goodman about counterfeit medications. Prior to that, I had not actually heard much about counterfeit medications, but my patients tell me that medicines for blood pressure control, diabetes, and other illnesses can be purchased by mail order from Canada, Mexico, and other places. I am also aware they are available over the Internet. Patients who take this route obviously get a better

price than they would in the U.S.

However, there are obvious risks. Since patients cannot be sure of the source of such medications, they cannot be sure of whether or not the medications are counterfeit. Counterfeit medications may not be efficacious, i.e., blood pressure medicine may not actually control blood pressure. In fact, the possibility exists that counterfeit medications may actually exacerbate the condition they are purporting to treat or may cause other problems that might interfere with a pilot's ability to perform his/her duties.

In the U.S., organizations such as the World Health Organization collect and disseminate information about counterfeit medications. And of course, the federal Food and Drug Administration controls the approval, manufacture, and distribution of medications to the general public.

As an aeromedical examiner, it is critical that I take a good his-

tory of the medications being used by airmen. And it goes without saying that we need to be sure the medications airmen are taking are actually doing the job. So, my recommendation is to "bite the bullet" and buy your medicine here in the good ol' U.S. of A-- it may cost more, but you can be much more sure of where it comes from and what it really is! And that is truly important to those who fly airplanes.

If you have any questions regarding this article or anything related to it, do not hesitate to contact my office at 918-437-7993.



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FLASH!

Dr. Guy Baldwin is now an accomplished airshow performer, having flown aerobatic routines in his Extra 300 at Airshow Oklahoma and the Claremore Will Rogers Air Show. Late word has it that he may also appear at the Fairview Fly-In and Airshow.

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Lindy Jackson Receives OPA Vic Jackson Memorial Scholarship

by Amy McCue

The field was tough. Approximately 20 applicants applied for this year's Vic Jackson Memorial Scholarship. The scholarship committee was lead by Jim Johnson who along with Karen Baskin, Stew Pulley, Mike Grimes, and Dean Ritter, had the dubious task of picking the recipient. After narrowing the field to three finalists, the panel chose Ms. Lindy Jackson as this year's scholarship winner.

Ms. Jackson is originally from Mansfield, TX, but is working on her aviation degree at Southeastern Oklahoma State University in Durant, OK. She is a senior who is currently working on her commercial pilot certificate. She belongs to many organizations including the Girl Scouts, Women in Aviation International, AOPA, and the 99s. She also works as a tutor and volunteers at a women's shelter. She has made the Dean's List and the President's List, while also working as a bartender and waitress. Her most recent position was at the Grayson County Airport. That's not all, though: in addition to everything else, Ms. Jackson is the mother of a beautiful baby girl who turned one year old on September 5.

Ms. Jackson took her first flight at the age of eight in Myrtle Beach, SC and knew from that moment she would someday be a pilot. She hopes to combine her love of flying and photography into a career in aerial photography. In the near future, Ms. Jackson plans to work toward her Masters in Aviation at SOSU and finish her needed ratings.

[Ed- The Vic Jackson Memorial Scholarship is a major service project of the Oklahoma Pilots Association (OPA) headquartered at Wiley Post Airport in OKC. Vic Jackson, who died of cancer about twelve years ago, was the son of Tom

and Regina Jackson. As a lasting tribute to Vic, Tom and Regina established the scholarship in 1992, to be awarded to a person with aviation career aspirations. OPA subsequently adopted the scholarship as one of its service projects and, every year since, has participated in fundraising opportunities in its support. A few years ago, they raised enough money to create an endowment and to become part of the Oklahoma City Foundation, which eased their fundraising requirements somewhat. Still, administering the scholarship takes a lot of work. In the words of Frank Bice, president of OPA, "I do not envy the scholarship committee in the difficult job of reviewing applications and having to select just one recipient. I do appreciate each of them for the time and effort they have and will put into this endeavor. OPA has, for many years, been blessed with members that are genuinely interested in aviation and all that goes along with participation in group activities. What do we get in return? We get the satisfaction that goes along with supporting efforts to perpetuate something we fell very deeply about—the freedom to fly when we want, where we want, and the genuine friendship of others that feel the same way. Now, I ask you—what more could you want?"]



Lindy Jackson is all smiles as she accepts the Vic Jackson Scholarship.

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Powrachute's Powered Parachute

continued from p. 1.

easy for me to stroll among them, only a few feet away as they take off and land. These people are having fun!



An intimate dinner for 750 tired enthusiasts.

We look up Dawn Bonet, Marketing Director for Powrachute, who is predictably running around like the proverbial chicken. This is the third day of the Extravaganza and she has her hands full. Un-

beknownst to us, earlier in the day the Extravaganza had seen a mass launch of a record 125 PPCs in the space of 34 minutes 15 seconds! The whole company-- about 20 people-- help with the event as do people and organizations from the local community and Powrachute dealers from around the country. A contingent of folks has traveled all the way from the People's Republic of China to attend. Dawn hands us dinner tickets and we get in line for barbecue. She has set up the dinner to handle 750 people, which could turn into a nightmare of long lines and hungry people. However, several separate lines have been provided, so we soon all have our food.

Looking around the tables of people eating and talking, we see that powered parachuting attracts a wide variety of people, young and old. The cost of PPCs is relatively low and training can be done quickly (in comparison to, say, fixed-wing airplane training). And, because there is no requirement for

a medical certificate, the sport obviously attracts its share of the grey-haired segment of the population.

After dinner, we go looking for Bob Hawkins, the Powrachute dealer from Claremore, OK and find him sitting with his family near the flight line. Bob has been here since Thursday and his nose shows the effects of three days of perfect sunny weather. As the afternoon winds down and preparations for the evening activities begin, Barbara asks Bob many questions about PPC training and he patiently answers.

With twilight descending, Bob runs off to help with the evening presentation and we settle in our lawn chairs to watch. First on the evening's activities was to be a parachute jump from a powered parachute (say again?), but darkness comes on before it can be accomplished. However, darkness is perfect for the



"Pyro Bill's" machine, with a go-cart-looking chassis, a Rotax 912 for power, strobes, colored lights, and a multitude of pyrotechnic tubes.



An event like the Extravaganza could only happen in America.



PPC drivers having fun! Those dots in the sky are other PPCs.



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ute Fly-In Extravaganza, cont'd



When a cow's gotta go, she's gotta go, no matter what is going on around her!

next activity: a PPC flown by Bill Amyx (aka "Pyro Bill") and equipped with colored lights and several strobes flies over the field. He then circles around and begins a pyrotechnic show, with fireworks shooting out the back of the machine (uh, do fireworks and nylon fabric mix well??).

Well, he lives through the first pass and begins a second one. Suddenly the earth explodes from below with pyrotechnic "bomb bursts" aimed seemingly at Bill. Each loud boom rattles our eardrums and beats on our chests. Bill starts

shooting back, with Roman-candle-like rounds aimed at the ground from the bottom of the machine. This only "angers" the ground troops even more, causing them to shoot more bomb bursts. Back and forth the battle rages, for more than 15 minutes, during which a total of more than 2000 bomb bursts are heard, seen and felt.

Surely, by this time Bill must be toast. But, no, on he flies through the smoke. At last the bomb bursts subside and Bill emerges triumphant, this time with the un-

derside of his canopy (which depicts an American flag) illuminated in the darkness by a floodlight on the PPC structure below. The crowd goes wild!

The evening activities are capped off by drawing for two door prizes. The first is a brand-new Powrachute Pegasus two-place PPC, won by Allen Clough of Perry, KS. The second is a Paralite Top 80 Sky-Cruiser foot-launched PPC, won by Tim Doughty of Kansas City, MO.

The next morning, after a good night's rest, we return to the field, hoping to round up Bob for our first training flight. But, alas, a cold front has come through and the wind is too high. We sit down for a great breakfast in the main tent and wait around for a while to talk with Eddie Johnson, President of Powrachute. Outside, a bunch of kids are playing on a fort made from hay bales left over from last night. Another young man is flying a square-parachute-shaped kite in the brisk wind and his Sheltie dog is having a wonderful time chasing it and barking.

The place has that last-day feel-- everybody is packing up and leaving-- so we decide to do the same. As we are walking around the tent toward the car, I see a PPC that is different from the rest-- it is one of Steve Snyder's original machines, now almost 20 years old-- still being flown by "Rockin'" John Carr, a writer for Ultraflight Magazine. We've come full circle-- our visit is complete and we happily begin the drive home. Thanks to Powrachute for another great Extravaganza!



Breezy Sunday fun in a haybale fort.



The machine that started it all-- one of Steve Snyder's originals, flown by "Rockin'" John Carr

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Scenes from the Claremore Will Rogers Airshow



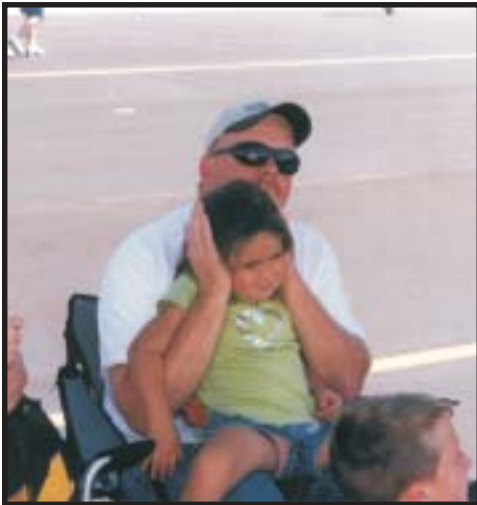
A unique sight-- a P-51 flying in formation with an F-15!-- part of the USAF's new Heritage Flights.



"Whaddya pointing the camera this way, dummy?-- the airshow is the other way!"



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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- 918-850-1499	
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 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.
Oct 19	Annual FlyIn	Elm Creek Airpark OTX6 Seguin, TX	E Staley- VEStaley@peoplepc.com 830-303-6577 or http://elmcreekap.org	Rain Date: Sunday October 20th 10AM-4PM. Lunch at noon. Raffle prizes.
Oct 25-27	Flying M Ranch Fly-In/Camp Out	Flying M Ranch Airport (7TA7) Reklaw, TX	Dave Mason- 936-369-4362	Camp in the woods by your plane. Kids fishing derby, Friday evening cookout, Sat morning breakfast, Sat noon BBQ, Sat eve awards dinner, Sun morning breakfast. Lots of awards
Nov 9	51st Annual Fairview Airshow & Fly-In	Fairview Municipal Airport Fairview, OK	Theresa Regier- 580-227-3788	Free breakfast to fly-ins 6-10AM, Airshow 1:30PM. Free turkey to every 10th plane to land!
Dec 2-Jan 3	Registration for Spring 2003 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.
Mar 3-Mar 14	Registration for Spring II 2003 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.

AOPA Launches Ad Campaign to Counter Misinformation About GA

FREDERICK, MD - AOPA is going to the general public with a major advertising campaign and new Web site telling non-pilots the truth about general aviation.

Ever since the September 11 attacks, public misunderstanding of what GA is and all that it does has been an obstacle to overcome. Beginning on Monday, September 23, AOPA began turning obstacle into opportunity with nationwide newspaper ads introducing the non-flying public to GA Serving America (www.GAservingAmerica.org). "This is

the largest advertising campaign, especially directed at opinion leaders and the general public, that we have ever conceived," said AOPA President Phil Boyer. "We developed them to teach the general public and politicians how vital a role GA plays in the nation's daily life. The GA Serving America Web site does just that, and the ads will draw people to it."

All five ads in the series feature a quick fact, an enlightening bit of information about what GA is and does, and directs the reader to the Web site. GA Serving America is aimed primarily at non-pilots,

but can be useful to pilots as well, as they try to dispel misconceptions held by others in their community. It is a teaching tool that explains all the many aspects of general aviation, and the critical role GA plays in both a community as well as the national economy.

Without general aviation, the quality of life in America would be vastly reduced. Crop yields from our farms would drop by 50%. There would be no overnight shipment of packages. Business and industry would lose their competitive edge in world markets. Lives would be lost

without emergency life flights. And 145 million people a year would have no practical way to reach their travel destinations.

"By getting opinion leaders to visit this Web site and share what they learn with others, they, and their constituents, will be able to make well informed and sound decisions regarding general aviation and the infrastructure that supports it," Boyer said. "Hopefully, they will also have a greater appreciation for their local community airport that serve the needs of individuals, government, and businesses alike."

Godspeed, Bob Richardson, cont'd

continued from p. 2.

tor for the FAA in Houston, TX and would later become Assistance Chief in that office.

Bob moved to Tulsa in 1975, serving as Chief of the Air Carrier District Office (ACDO) and General Aviation District Office (GADO) until his retirement in 1983.

My first personal experience with Bob was during that period. I had finished restoring a 1940 Fairchild 24W-40 and was getting the paperwork in order for the airplane to be licensed. To my horror, I discovered that the 165-hp Warner *Scarab* engine on its nose was not listed on the Type Certificate Data Sheet. The problem was a suffix on the engine model number, which through research I found indicated that the crankshaft was one inch longer than the approved engines, placing the propeller that much further forward. What was I to do? I carefully crafted my best arguments as to why the difference should not matter, gathered up the paperwork, and went hat-in-hand to the GADO office. I explained the problem to Bob, expecting a battle. Instead, he listened to my story and then said simply, "Well, you know, we gotta do what we gotta do to keep these old airplanes flying." That was all that was ever said.

After retirement and not yet done with aviation, Bob began his "second career" as an aviation consultant, teaching aviation courses around the Tulsa area and serving as a Designated Airworthiness Inspector. He worked extensively with amateur builders and repair stations and exported aircraft, engines, and parts all over the world. Bob was able to continue his consulting work until just a few months before his death.

Bob's flying came to an end in the late 80s when he lost his medical. Undaunted, here's what he wrote about it in 1990:

"The reading room at our house is also the one with the shower stall. I take my book and go there to do some flying. Comfort is not the real need here, but solitude is.

"I open my book; *Flight and Flying* it is called and it contains stories of adventure, death, triumph, good, and evil. I am an armchair aviator these days. Oh, I was never much of a flyer, anyway. In my prime, I was the one who never could hold a constant airspeed in a glide or grease 'er on with the wheel landing, to say nothing of getting down on the 'spot.'

"I could have been a good flyer, I tell myself, 'Just didn't try hard enough.' But now, the medical that once was passed routinely is no longer an option for me.

"I settle down, open my book, and step into the cockpit once more to go flying with Captain Ball of the WWI

RAF or go shoot down balloons with that bold Arizonian Frank Luke. However, I might get together with Antoine De Saint-Exupery and fly the 1926 mail from Toulouse to Dakar. Then, it's off on a raid of the German ball bearing works in WWII. It's easy to find myself jumping into the French dead of night to be gratefully received by the Resistance Forces.

"Finally, I decide to go with John Glenn, but after completing only a few orbits, an unromantic banging on the door brings me back to reality-- someone else needs to use the reading

room! It's time to put John on hold until another time. I'm a little stiff from sitting and now know how the B-17 ball turret gunner felt after the mission over Regensburg.

"Well, the flying was great! Besides, who needs an airplane when I've got a good book!"

Bob started writing for the Oklahoma Aviator shortly after Joe Cunningham began publishing it in the early 80s. Bob liked to call it the "Okie Aviator" just to get Joe's blood pressure up. After we took over the paper, Bob jumped right in and continued his very

likeable writing style for us. Bob was my friend-- he always called me "kiddo," which I guess I was to him.

Bob was one of the last of the guys who started flying before WWII and continued his aviation interest into the 21st century. He was a quiet, competent gentleman. Perhaps he is now sharing aviation stories with Antoine de Saint-Exupery, Shorty, Joe Cunningham, and all the other aviation friends he made through the years. Meanwhile, we the living are left with a hole in our hearts that only time will mend.

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