

# Oklahoma Aviator



Vol 20, No 11

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

November 2002

## Oklahoma WASPs Inducted into Omniplex Aviation Hall of Fame

by Mary Jones-Wilkinson

This year's inductees into the Aviation Hall of Fame of the Omniplex Science and Air Space Museum included women from Oklahoma who served with the Womens Airforce Service Pilots (WASPs) of World War II. At the annual awards ceremony on September 21, 2002, ten surviving WASPs living in Oklahoma received the coveted Hall of Fame Medallions as a group. The event, staged at the Oklahoma City museum, served to honor and recognize the contributions to the war effort made by these pioneering women as the first women military pilots in service. Serving as Master of Ceremonies for the event was former Governor George Nye, who also presented the Hall of Fame Medallions to the WASP inductees.

A total of thirty women pilots from Oklahoma entered the WASP program, graduated, and received operational assignments. Eleven of the thirty survive today, five of whom are still Oklahoma residents. They are: Mary Helen Burke, Sand Springs; Betty Martin Riddle, Tulsa; Marjorie Stevenson Roberts, Holdenville; Betty Whitlow Smith, Tulsa; and Delrose Sieber, Oklahoma City. The remaining six survivors are living out of state. They are: Margaret Kerr Boylan, formerly of Ada and now living in Washington, DC; Mildred McClelland Christiansen, formerly of Tulsa, resides in Rio Hondo, TX; Charlyne Creger, formerly of Norman, has made Shreveport, LA her home; Flora Belle Smith Reece, of Oklahoma City lives in Lancaster, CA; Margaret Ann Hamilton Tunner of Enid now lives in Ware Neck, VA; and



*The group of WWII Women Air Service Pilots (WASPs) attending the Omniplex Science and Space Center induction ceremony. Seated L to R: Charlyne Creger; Sandra Lundy, daughter of Martha Lundy; Grace Fender; Mary Jones-Wilkinson; Doris Zaloudek; Delrose Sieber. Standing L to R: Betty Smith, Flora Belle Reece, Betty Riddle, MaryHelen Burke.*

Mary Saunders Wilson formerly of Muskogee, is a resident of Greenville, SC. The current whereabouts of Mary F. Wood-

ward of Tulsa is unknown.

Also honored were sixteen WASPs who entered the program from other states and later

moved to Oklahoma. Of this number, there are 13 survivors, of which 6 are still residents of the state. They are: Grace Clark

Fender formerly of Wichita Falls, TX and now living in Bartlesville; Lela Louder Harding, formerly of Canyon, TX and now an Oklahoma City resident; Dwight Hildinger Diehl of Kiowa, KS and Doris Ellena Zaloudek of Fresno, CA, both of whom live in Enid; Mary Jones-Wilkinson, formerly of Gates Mills, OH resides in Collinsville; and Martha Lundy of Las Vegas, NV is now a Vinita resident.

Although a proposal to use women to fly military aircraft was made as early as the 1930s by the famous aviator and record holder Jacqueline Cochran, it was not until the acute pilot shortage during World War II that the Army Air Corps adopted the idea. The first group of women to fly for the military was hired by the Air Transport Command, Ferrying Division. Twenty-eight highly qualified, experienced, women pilots were hired to ferry aircraft from the factories to ports of embarkation and to other destinations where they were needed. The program was called the Womens Auxiliary Ferrying Squadron, (WAFS) and was proposed and headed by Nancy Harkness Love, also an accomplished pilot. At about the same time, Cochran was given approval by General Henry "Hap" Arnold, Commanding General, Army Air Forces, to put her plan into effect. Cochran's program was established to train women to fly the "Army way" and to provide a continuous source of pilots. The program was called the Women's Flying Training Detachment (WFTD). In approving the program, General Arnold's intent was (1) to see if women could serve as military pilots, and if so, to form the



*A group of WASP test pilots at Waco Army Air Base, Waco, TX in December 1944. The author, Mary Jones-Wilkinson, is pictured second from left.*

*continued on p. 6.*

# Tulsa Regional Fly-In 2002- One Word Describes It: Perfection!

by Charles W. Harris

There are as many seemingly essential ingredients for a perfect fly-in as one can imagine; and each of them is as elusive as perfection itself. But, when all of those elusive, key ingredients blend together into one beautifully harmonious package, it makes all of the endless efforts to do so completely worthwhile!

The 46th Annual Tulsa Regional Fly-In at Frank Phillips Field, in Bartlesville on September 20-21, was a perfect blending of virtually the entire spectrum of the sport aviation community.

The weather had to be experienced to be believed. A frontal passage of Wednesday evening cleared out the entire midwest and brought forth crystal clear blue skies, low humidity, and near calm breezes, with temps in the high 50s in the mornings to high 70s in



*Dr. Guy Baldwin leads the two Russian world aerobatic champions, Elena Klimovich and Nikolay Timofeev in a low pass.*

the late afternoons. The thick green grass was manicured near perfect, and the cloudless sky gave us not only mild sunny days but a full moon lit up the night sky to almost daylight brightness. Fate had presented us the kind of weather that fly-in fans normally can only dream about!

Fly-in planners quite often seek high profile personalities and/or aircraft

to create attention and thus attract both the flying and lay public to their aviation event. The opportunity for a very high-profile aircraft miraculously presented itself early in the spring of 2002 when the possibility arose to host a tour stop of the famous Boeing B-17G Flying Fortress Sentimental Journey owned by the Commemorative Air Force. We seized the rare opportunity - of the more than 12,000 B-17s built, only 15 remain on flying status in the entire world, and it is virtually beyond imagination that one would ever be available for an appearance at a regional fly-in. Initially, we expected that the Flying Fortress would be accompanied by a second CAF tour aircraft, the WWII German Luftwaffe Heinkel III medium bomber, the only flying example in the USA. However, the Heinkel suffered a mechanical problem in August and was removed from flying status, so it could not be at Bartlesville.

The promise of the two historic WWII bombers gave rise to another important prerequisite of a fly-in: a proper and appropriate theme. So it came to be that the 46th Annual Tulsa Regional would become known as "The Year of the Warbird." It was fast becoming a year of tingle and anticipation, further heightened because the construction of a new taxiway during the previous year had necessitated cancellation of the 2001 fly-in. Everyone was anxious to re-establish the long running event.

With the CAF B-17 coming, it was only natural to invite and involve the many local area Warbird owners in the fly-in in a more prominent way than ever before. Dave Wheaton would bring his B-25; Alden Miller would lead a big gaggle of the Riverside-based T-6/SNJ/Harvard group, as well as the T-28s and the P-64. The many Stearmans, PT-19s, N3Ns, et al would also join in; it looked for the entire world that a fine military-related emphasis was surely forming.



*The CAF B-17G "Sentimental Journey" arriving at Bartlesville.*

All the while, April through August, the many and varied facets of the fly-in support areas were increasingly enthusiastic. Then, in mid-summer, we got the breaking news equal to the B-17's planned visit... former World Aerobatic Champions Nikolay Timofeev and Elena Klimovich, both from Russia, would be headlining the Claremore Air Show and would additionally fly to Bartlesville in their Sukhoi 26 and 31 aircraft to appear at the Fly In, on both Friday and Saturday mornings. Guy Baldwin, an Aviation Medical Examiner, had made the arrangements and would fly lead in his Extra 300.

Mailers went out to the constituency and ads went to Trade-a-Plane. The website had long been up; type club airplanes were coming; forums were scheduled; several hundred volunteers were poised; transportation vans, staff, and drivers were ready; and the exhibitors and vendors were on their mark.



*Bob Penney of Versailles, MO brought his 1935 Pasped Skylark, a one-of-a-kind airplane. It won the Grand Champion Antique award.*

Suddenly, it was Thursday, September 19; the B-17 arrived in the late afternoon from the St. Louis metro area after being weather delayed by the frontal passage. Our first day, Friday, September 20 broke sheer clear, cool, calm, and wonderful. The show airplanes came in copious numbers; the Warbird contingent from Tulsa arrived in beautiful formation, complete with the concert surround-sound of their big Pratts and flat pitch Hamilton-Standards. It was pure aerial harmony. The T-6s/SNJs and Harvards made their low passes, then made their breaks, landed and parked. Then, Dave Wheaton made his arrival and mandatory low pass in his B-25J with Jim Goff flying formation shotgun in his NA-50/P-64. After they made their second pass, they too landed.

"The Russians Are Coming," announced the Claremore Airshow poster and so they did. Right down Runway 36 they came, low, fast, with smoke on, and with their big fat three paddle blades and 350/400hp geared round engines in a loud roar. After their second

pass, they also landed and came up and onto the big ramp to shut down in a close order-like drill. Bill Hare quickly moved to interview Nikolay, Elena, and Guy, each of whom was a top interview subject. This all seemed almost surreal; while not necessarily an extraordinary sight on Oshkosh's AeroShell Square ramp, it was virtually an unheard of sight, sound and experience at any fly-in other than Oshkosh, Lakeland, or Midland. Mark Trimble of the Ozark Air Museum at Branson brought his magnificent highly polished Beechcraft Royal Canadian Air Force Expeditor, Bill Harrison of Tulsa arrived in his Model 18 C-45 Twin Beech, and, show plane owner Janet McCullough of Grandview, Missouri arrived in her glistening, best in the land, gorgeous, highly polished 1941 Vultee BT-13A Vibrator. We parked Janet's jewel-like gem on the emerald green grass just off the north ramp (thou shalt not covet... thou shalt not covet... thou shalt not covet!). But, Warbirds do not necessarily live by pistons alone, so Jane and Warford Johnson came to the big show in their Rolls-Royce powered Yugoslavian Soko Galeb (Gull) straight-wing military jet trainer, and it too was parked on the Warbird ramp directly behind the big Fort.

And, as all of these high profile military-type aircraft were on the ramp and continuing to arrive, the widely varied non-military show planes from the Antique, Classic, Contemporary, Experimental, Ultralight, Biplane, Aerobatic categories continued to arrive in ever greater numbers. Even

*continued on p. 4.*

## THE OKLAHOMA AVIATOR

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

### Founders

Joe Cunningham and Mary Kelly

### Editor/Publisher

Michael Huffman

### Advertising Sales

Michael Huffman

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

### The Oklahoma Aviator

32432 S. Skyline Drive  
Cookson, OK 74427  
email:

OklahomaAviator@earthlink.net

# Up With Downs



Earl Downs

## History and Bad Movie Plots

I have to admit it, I sometimes find it relaxing to forget all about reality and just "veg out" watching an action movie. You know the kind of movie I am talking about. They have lots of special effects and a weak plot designed to provide a reason for all the action. Now that I have been writing this column for the *Aviator* for a couple of years, I believe I have had enough practice to write an action movie plot just as corny as those turned out by the Hollywood writers. After all, aren't all pilots good at telling unbelievable stories?

Obviously, I will write a story about aviation. How about something like this... a huge plane flies in the sky over the United States. Its source of power is a nuclear reactor that generates intense heat and radiation. Perhaps the title could be "Uncle Sam and His Atomic Plane." The project is so secret that another plane flies alongside the atomic plane carrying a platoon of specially trained Marines. They are known as the "glow in the dark" platoon. If the atomic plane crashes, these Marines will parachute into the crash site and protect the secret experiment. I believe Harrison Ford should play the lead role

(after all, he played the lead in the movie "Airforce One" and that was a pretty bad airplane movie). My plot is hardly based on today's reality so I will have to set the stage for some time in the future... right? Wrong! The problem with my fictional story is that it is not a bad movie plot based on some date in the future and it is not fiction! In actuality, it is real history that occurred over forty-five years ago.

As a young boy in the 1940's after World War 2, I can well remember the fear of being atom-bombed by the Russians. My family lived in Southern California and we would watch the eastern night sky turn as bright as the sun when a nuclear bomb was tested in the Nevada desert. The threat of an all-out nuclear war was very real to this grammar school child. In school we would have "drop drills." Without notice, the teacher would yell, "Drop!" and we would all dive for cover under our desks. From the mindset of those days, it is understandable that the Airforce felt it needed the ultimate atomic weapon system. The destructive part of this system would, of course, be a nuclear bomb. The delivery system would be an atomic powered airplane with almost unlimited range. It was joked that the only time it would land would be to allow the crew to re-enlist.

The project was officially started in 1946 and was known as the Nuclear Energy Propulsion for Aircraft (NEPA) project. It took five years to get to the drawing board and in 1951 contracts were let to General Electric to build the nuclear power system and to Convair and Lockheed to build the plane. A huge B36 bomber was modified, to be used as a test-bed. This ten-engine monster (it had six reciprocating engines and four jet engines) was renamed the NB36H. GE was faced with inventing a reactor light enough to be carried aloft yet with radiation protection that would prevent the crew from being fried.

The plan was that GE's reactor would be used as a heat source to run four huge jet engines. A standard jet engine uses kerosene as the heat source. In the planned nuclear engine, reactor heated hot air would replace the kerosene. The reactor was built and first tested at a secret facility in Idaho in 1956. In 1957 it successfully powered two modified jet engines that were mounted on a test stand. While these tests proved the principle, this was not a flyable reactor. During one of the test runs a control failure caused radiation contamination of about 1,500 acres of the remote Idaho land. The cold war was heating up and, after all, it was only Idaho. Indeed, this was dangerous stuff!

Although the GE reactor was not ready to power an airplane in flight, it was decided to fly the NB36H with an operating reactor even though it would not actually power the plane. A special crew capsule weighing twelve tons was added to the airplane. Another four tons of lead shielding was placed between the crew capsule and the reactor. The "light weight" reactor (it weighed in at 35,000 pounds) was placed in the bomb bay of the converted bomber. The flight test program included forty-seven flights with the reactor in operation, spewing radiation across the countryside. The second airplane, a Boeing C97, accompanied each of these flights with the Marines on-board. Fortunately, the "glow in the dark" platoon never had to make a jump. Although the reactor did not actually power the airplane, it did provide for many scientific experiments. The airplane was flown out of a test facility in Fort Worth, TX. Between flights, the NB36H was taxied over a special storage pit and the reactor was lowered into it while the plane was being serviced. The airplane was dismantled and burned when the test flights were completed.

The reactor never reached the development stage that would allow it to power the airplane engines in flight. By 1961 the B52 jet bomber, in-flight refueling, and ballistic missiles rendered the NEPA project obsolete. After fifteen years and about one billion dollars, the project was canceled.

I still can't help but wonder what a Marine had to do wrong to be chosen for the "glow in the dark platoon."

Comments or question?  
earldowns@hotmail.com

# Letters To The Editor



Dear Mike,

I received my September issue of *The Oklahoma Aviator* and, as always, I find it very interesting. It continues to improve with every issue.

I read "Impressions of Oshkosh 2002" by J. Thomas Pento and found it very interesting. I noted his comments relative to my good friends, Chuck Yeager and Bud Anderson. He commented that they are the only World War II pilots still flying the P-51 today. Unfortunately, that is not quite correct. As you probably know, Chuck Yeager flew the EAA Aviation Foundation Mustang Paul I at Oshkosh the last couple of years due to the fact that the Mustang named Glamorous Glen was lost in an accident.

I also flew Mustangs during my service in World War II and am still actively flying Paul I. I have been privileged to fly every model of the P-51, starting with the Experimental P-51. This particular aircraft was the first one purchased by the United States and is now on display in the EAA Aviation Foundation Museum. I flew the airplane approximately 50 hours. We then retired the airplane and placed it in the museum, as it is really too valuable, historically, to operate.

I have also been privileged to fly the P-51A, B, C, D, and H models. God has certainly given me a privilege-- to be 81 years old and still flying the Mustang and other wonderful airplanes. People often ask me what my favorite airplane is, assuming it is the Mustang. And though I love the Mustang very much, it is actually the C-47 that is my favorite. I had the privilege of flying the same C-47 some 6,700 hours in the military-- and who couldn't fall in love with someone when you are together so much? I still have the control wheel in my personal collection and, I might add, she certainly was a big help as a cargo airplane when I was developing EAA's museum.

Sincerely, your friend,  
Paul H. Poberezny  
President, Sport Aviation Association

**FOR ALL OF YOUR AIRPORT NEEDS....CALL**

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

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

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

**New Identifier: GCM**

**CRA**  
**CLAREMORE**  
**REGIONAL AIRPORT**

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

100LL: \$2.20 Weekdays  
\$2.00 Weekends  
Cash or Air BP Card  
Jet A: \$2.05

Come Fly In for  
Hamburgers on the  
Weekends

**ATTENTION: Unicom/CTAF has changed to: 122.70**

**AI**  
**AVIATION INSURANCE**  
**GROUP, LTD.**  
5506 North Rockwell  
Bethany, OK 73008

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

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

CALL AVIATION INSURANCE GROUP, LTD BEFORE RENEWING YOUR AIRCRAFT INSURANCE



**Wings As Eagles**

**Aviation Medicine**  
Dr. Guy Baldwin Tulsa OK  
www.acrodocus.com

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

**Wings As Eagles**

is proud to support the  
Oklahoma Aviator!

We challenge other companies  
to do the same.

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



# ASK THE DOCTOR

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



## DUIs

Last month, an airman applied for a Second Class FAA medical at my office. He is training with a local flight school and is really anxious to get started flying, but his first hurdle is to get past the Aviation Medical Examination. He stated on his application Form 8500-8 that he had a DUI reported on his last examination approximately two years ago. In addition, he stated that two months previous to his visit at my office, he had been pulled over by a State Trooper and had refused a sobriety test.

I performed the examination and, medically speaking, the patient was fine for a Second Class medical. However, the FAA considers a refusal to take a sobriety test the same as a DUI conviction. So at that time, I was not able to issue him a medical certificate. If he can get a certificate, it would have to be issued from the FAA in Oklahoma City; in order to pass, he would have

to write a statement his alcohol use and would need to be evaluated for substance abuse from a qualified evaluator.

In Tulsa, we have a qualified evaluator, a psychologist with a good reputation for the thoroughness of her examinations. If the examination by the psychologist is favorable and the alcohol abuse evaluation turns out okay, I can make a phone call to the FAA that possibly could result in a favorable outcome. Note that there are some cases when the FAA requires a waiting period before issuance of the medical certificate.

In cases where we have successfully obtained medical certificates for airmen with DUIs, we always inform them that they certainly better not get another DUI, since they would most likely lose their medical at that time.

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

## Tulsa Regional fly-In 2002, cont'd

*continued from p. 2.*

the factory/modern parking area was steadily filling, and with the weather continuing to remain absolutely perfect, nearly 150 aircraft had landed, parked and tied down by the time the refreshment and dinner hour had arrived.

Saturday was, if possible, even bigger and better! The Warbirds mass arrivals, fast low passes, formation landings were more spectacular than on Friday. The B-25 and its P-64 formation mate seemed even lower and faster; and the Extra/Sukhoi arrival even more spectacular.

Further, since it was then Saturday, the regular show planes were arriving in really big numbers. With a B-17, B-25, P-64, C-45 Expeditor, 2 Sukhois, an Extra 300, a whole gaggle of T-6s, SNJs, and Harvards, and the Soko Galeb jet trainer on the ramp, and scores and scores of display machines landing and being parked, and the 1,000 car parking lot filled, it was simply an unbelievable day... more than 315 airplanes had come to the fly-in!

The physical facilities on Frank Phillips Field at Bartlesville are remarkably positioned for a fly-in. The FBO ramp is very large and most adequate to handle the aircraft traffic matters; we can position our public address trailer and speakers adjacent

to the runway/taxiway/ramp areas, where all activities can be continuously viewed and reported. The unreserved support and total cooperation of the City of Bartlesville, Phillips Petroleum Company, their FBO Phillips Aviation Services, and especially all of the concerned personnel, makes the whole event simply a joy with which to be associated. Announcer Bill Hare's total professionalism and uncanny knowledge of the aviation community, both historically and by individual company and specific airplane year, make, and model takes all of the guesswork out of the other-wise necessary memory process. And, all of this is literally set to the sweetest background music this side of heaven. The Biplane Expo in June and the Tulsa Regional Fly-In in September are striving to be the best that they can be... and make no mistake, the 46th Annual reached for and caught the brass ring! Our Grand Champions could not have been finer; our sponsoring organizations and volunteers could not have performed better. Only in America!

It could not have been even scripted better: the 46th Annual Tulsa Regional Fly In was the realization of "The Impossible Dream."

[Ed: Gee, Charlie, try to work up a little enthusiasm sometimes, willya?]

## Wanna Ride in a P-51 Mustang?

Get your chance at the  
**Ronald McDonald House Breakfast Fly-In**



Muskogee Davis Field  
Sat Nov 16- 8:00AM til ?



- All proceeds benefit the Ronald McDonald House of Tulsa
- Warbird fly-by's, antique and classic Airplanes
- Come enjoy the fun and prize drawings
- Grand Prize- ride in a P51 Mustang (must be present to win- ride will be on the day of the fly-in)
- Special fuel price for fly-in

For more information, call Mike Anderson- 918-682-4101  
Davis Field Aviation, LLC, Muskogee, OK (MKO)  
Unicom 122.8 ASOS 135.02 VOR 108.6

## EXPERIENCE TRUE TEXAS HOSPITALITY!

Gainesville, Texas  
Unicom 123.0 AWOS 118.375



**NEW AIR BP DEALER**

100LL- \$1.79 Weekdays- Self Service  
\$1.74 Weekends- Self Service  
\$1.89 Full Service

Jet A- \$1.55 Prices subject to change without notice

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

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

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

## SPARKS AVIATION CENTER

TULSA INTERNATIONAL AIRPORT

HANGAR 23

918-835-2048

Unicom 122.95  
24-Hour Service



Courtesy Van  
Rental Cars  
Catering  
Restaurant  
Hangaring

Home of



Autopilots  
Avionics  
Instruments  
Maintenance  
Interiors

Phone: 918-836-6418

FAX: 918-832-0136



# Oklahoma WASPs Inducted into Om



**Martha M. Lundy** started flying on a small airstrip about 10 miles north of Las Vegas, now part of Nellis Air Force Base. She entered the WASP program in Class 43-2, graduated, and was assigned to the 2nd Ferrying Group, Air Transport Command, New Castle Army Air Base, Newcastle, DE. At Newcastle, the WASPs ferried various aircraft such as primary and advanced trainers, pursuit aircraft, C-47s and others. She is currently 95 years old and lives with her caregiver in Vinita, OK.



**Mary Helen Burke** received her flight instruction at Harvey Young Airport in Tulsa from an instructor /night disc jockey at a local radio station. As a graduate of Class 43-7, she was assigned to Hondo Air Base, Hondo, TX where she flew the twin Beech on training missions for navigator's engineering flights. She also served as the Commanding Officer of the WASPs at Hondo. She lives in Sand Springs.



**Grace Clark Fender** of Bartlesville. Her interest in flying started at home when her brothers learned to fly. At Hardin Junior College in Wichita Falls, TX, she entered the government's Civilian Pilot Training program and received her Private Pilot License in 1940. Following graduation with WASP Class 43-4, she was assigned to the 3rd Ferrying Group, Air Transport Command at Romulus, MI. She flew the Nordyne Norseman, DC-3, and Stinson L-5 liaison plane, and as copilot in the B-24 and the PBY. Catalina.



**Mary Jones-Wilkinson** learned to fly at the Municipal Airport in Willoughby, OH where she worked as the Clearance Officer. Her pay was \$25.00 and one-half hour of dual flight instruction per week. Having learned to fly before she learned to drive, she met the qualification for the WASP and was accepted into Class 44-9 when she reached age 21. After graduation, she was assigned to Waco Army Air Field as an Engineering Test Pilot flying AT-6s and BT-13s. She lives in Collinsville.

nucleus of an organization that could be rapidly expanded; (2) to release male pilots for combat; and (3) to decrease the Air Force demands on the cream of the manpower pool.

Without a formal recruiting program, 25,000 women applied for the training. From this group, 1,879 women were selected and 1,074 of them graduated, received their wings, and were assigned to operational duty. On August 5, 1943, the WAFS and WFTD programs were combined as the Womens Airforce Service Pilots.

In addition to ferrying aircraft, WASPs performed a variety of other non-combat flying duties. They towed targets for anti-aircraft gunnery training where live ammunition was used; served as Engineering Test Pilots; flew administrative flights, strafing runs, and pursuit curves; served as flight instructors; and flew bombardier

and gunnery training runs, to name a few.

WASPs flew over 60,000,000 miles in operational flights, in every aircraft in the Army Air Force inventory. For example: they trained in the Fairchild PT-19,

Stearman PT-17, Vultee BT-13, North American AT-6, and the Cessna UC-78. After graduation, some WASPs transitioned into the pursuit aircraft, such as the P-38, P-39, P-40, P-47, and P-51. Others went

on to multi-engine training to fly the twin engine transports, such as the C-46 and C-47 or heavy bombers such as the B-17, B-24, B-25, B-26, and B-29. WASPs also flew radio-controlled drones, such as the

"The Sky's the Limit!"

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

**Come Fly with Us!**

www.tulsaairports.com 918-838-5000

**Dan Howard**  
AIRCRAFT SALES, INC.

[WWW.HOWARDAIRCRAFT.COM](http://WWW.HOWARDAIRCRAFT.COM)

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

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

- 1974 C-172M, 1800 SMOH, NDH, All Logs, New P & I in 2000, Dig Coms, Loran, 9/8+
- 1967 C-210G, 3622 TT, 620 FRMN, KX-155, Dual GS, DME, B4 AP, Uvalde mod, 8/6+
- 1966 T-210F, 3775 TT, 185 FRMN, COLOR EFIS HSI, KLN-90B, WX-99, NEW P & I !!
- 1975 T-210L, 2823 TT, 160 on Custom Airmotive eng/prop, NEW paint, glass, Leather!!
- 1979 Piper T-Arrow IV, 1-owner til '01, NDH, HSI, Shadin, AP, Intercooler, 9/9 Leather!
- 1980 C-U206, 3330 TT, 76 FRMN/Prop, Fctry Float Kit-B, NDH, STOL, clean & rare !!
- 1982 T-210N, 2-owner, 2600 TT, 600 FRMN, HSI, 400B, DME, Quite Flite, nice P & !!

**Riverside Airport Office Now Open!**  
Tulsa, Oklahoma  
Phone: 918-296-4326  
E-mail: dan@howardaircraft.com

# Complex Aviation Hall of Fame, cont'd



*Betty Martin Riddle of Tulsa developed her love of flying from her father, an airplane builder and master airplane mechanic. She started flying lessons in high school, then enrolled in the government's Civilian Pilot Training program at a local junior college. Learning to fly before learning to drive, she already held a Commercial Pilot license when she entered Class 44-9. Following graduation, she was stationed at Altus Army Air Field, Altus, OK, as an Engineering Test Pilot, flying the Cessna UC-78.*

*Betty Whitlow Smith learned to fly in the government's Civilian Pilot Training program through the University of Tulsa. After graduating from Class 43-2 she transitioned to pursuit training and was assigned as a ferry pilot to the 5th Ferrying Group, Air Transport Command at Love Field, Dallas, TX. Aircraft she ferried included the P-40, P-47 and P-51. She lives in Tulsa.*

*Doris Ellena Zaloudek was attending Fresno State University where she received her flight training through the government's Civilian Pilot Training program. After graduation she was assigned to Gardner Field, Taft, CA where she flew administrative flights, ferried planes to storage depots, and performed engineering test flights. She is a resident of Enid.*

*Delrose Sieber of Oklahoma City entered the WASP training program at Avenger Field, Sweetwater, TX in Class 44-3. After graduation, she was assigned to the Pecos Army Air Base, Pecos, TX in the Western Flying Command, flying the AT-6, UC-78 and AT-17B. WASPs at Pecos performed engineering test flights, transported freight, and flew administrative flights. Not allowing infirmity to keep her from the Hall of Fame ceremony, Sieber attended the event in a wheelchair with her caregiver.*

pilots and their crews no longer found the Superfortress a "beast," but a "smooth, delicately rigged, and responsive ship."

The WASP program was a de facto military program, except for the way members were paid. As an expedient and until Congress could pass legislation to militarize the WASPs, they were paid under Civil Service rules. However, the male Civilian Pilot Training (CPT) instructors, who feared they would be drafted when their government contract schools closed, strongly opposed the WASPs. Because of their strong lobbying, Congress failed to pass the legislation, which would have given WASPs recognition of their military service, as well as veteran status. The WASPs were abruptly deactivated on December 20, 1944, were advised their services were no longer needed, and were sent home at their

PQ-8 and PQ-14. A WASP also flew the first jet, the YP-59A.

WASPs were also used to demonstrate aircraft safety and the safety of missions. A case in point was the training of

two WASPs selected by Lt. Col. Paul Tibbets, Jr. to fly the B-29 Superfortress. This airplane had a reputation among the male pilots as a "killer" or "beast." Colonel Tibbets, who later became the pilot of

the Enola Gay which dropped the first atomic bomb, assigned the women to fly demonstration flights at the B-29 training base. After flight demonstrations by the two WASPs, it was reported that the male

*continued on p. 8.*

**ARE YOU TIRED OF SKY HIGH GAS PRICES?**  
**DID YOU KNOW THAT GAMInjectors®**  
PATENT NO. 5,941,222  
**CAN CUT YOUR FUEL BILL BY 15%?**  
**CALL TODAY TOLL-FREE: 888-FLY-GAMI OR VISIT WWW.GAMI.COM**

**SUPERIOR QUALITY**  
 SEE IT • FEEL IT • FLY IT  
 NEVER COMPROMISE IT!  
**Hawkeye Powerchutes, Inc.**  
 SALES - SERVICE - TRAINING  
 Bob Hawkins  
**FLY POWERCHUTE**  
 PC2000  
 500 S. Lynn Riggs Blvd. #233, Claremore, OK 74017, 918-284-0032, FAX 918-341-6256

# Oklahoma WASPs Inducted into Omniplex Aviation and Space Hall of Fame, cont'd

continued from p. 7.

own expense. WASPs were not entitled to veteran benefits; therefore, the 38 WASPs who were killed in service did not qualify for veteran's burial benefits. Two Oklahomans died in service to their country. Paula Ruth Loop of Manchester was killed while ferrying a BT-13 in Medford, OR. Mary Elizabeth Trebing of Wilburton, was killed while ferrying a PT-19 from Oklahoma City to Love Field, Dallas, TX.

Since the program had received very little publicity during its existence, there was little public awareness that women had made a substantial contribution to the war effort, until the WASPs as a group appealed to Congress and launched a campaign to gain military recognition of their service. Heading the effort was Colonel W. Bruce Arnold, son of General Hap Arnold. In accepting the Chairmanship of the WASP Militarization Committee, Colonel Arnold stated, "I want to finish the job my father started."

After much Congressional resistance, and with the help of Senator Barry Goldwater (who had flown with WASPs), all women members of Congress, the Secretary of the Air Force Antonia Chayes, and many others, the G.I. Improvement Act and Public Law 95-202 was passed. It authorized the Secretary of Defense to determine if certain types of civilian service in World War II could be classified as active duty. President Carter signed the bill into law on November 23, 1977. On March 8, 1979, it was announced that the service of the WASP had been determined to be active military service. The first Honorable Discharges from the Air Force were issued to WASPs on May 21, 1979, more than 34 years after they had served.

Writers had frequently referred to the WASPs as having "served in silence" and that "they were the best kept secret of WWII," a distinction some say they shared with the Tuskegee Airmen. After 50 years of obscurity, the WASP story began to be

told. It was not until the Public Broadcasting Services produced documentaries about the WASPs; the WASPs themselves started writing, lecturing, and speaking about their experiences; and web sites such as wasps-wwii.com and wingsacrossamerica.org were established, that the public learned about this courageous and unique group of women. The Experimental Aircraft Association was one of the first aviation groups to formally recognize and honor the accomplishments of WASPs by featuring a "Salute to the WASPs", during its annual flying extravaganza at Oshkosh, WI in 1993.

It is believed that the Omniplex Science and Air Space Museum and its Aviation Hall of Fame, is the first to honor WASPs from their state as a group. While many Halls of Fame in other states have singled out and inducted one or two WASPs, individually, the induction of an entire group within the State is unprecedented.

- OKLAHOMA WASPS OF WWII**  
 Adams, Adaline A. (Blank), Cushing\*  
 Beesmeyer, Beverly, Grove  
 Brown, Eleanore (McLernon), Stillwater  
 Bower, Julia S. (Sapp), Lawton\*  
 Boylan, Margaret K. (Kerr), Ada  
 Burke, Mary Helen, Sand Springs  
 Callaghan, Claire, OKC  
 Carter, Ida F., OKC  
 Mildred M. (McClelland), Tulsa  
 Creger, Rosa Charlyne, Norman  
 Diehl, Dwight B. Hildinger, Enid  
 Disney, Virginia (Alleman), Tulsa\*  
 Dresbach, Marjorie S. (Selfridge), Tulsa\*  
 Endacott, Ellen M., Tulsa\*  
 Fender, Grace (Clark), Bartlesville  
 Garrett, Joann, El Reno\*  
 Hammett, Dorothy (Bancroft), OKC  
 Harding, Lela (Louder), OKC  
 Holland, Helen (Turner), OKC\*  
 Jones, Ruth (Craig), OKC\*  
 Jones, Suzanne (Irving), Stillwater\*  
 Jones-Wilkinson, Mary (Regalbutto), Collinsville  
 Kelley, Lillian R. (Dixon), Norman\*  
 Lemley, Joan Michaels, Moore  
 Loop, Paula, Manchester\*\*  
 Lindy, Martha M., Vinita  
 Mann, Dorothy (Britt), Seminole\*  
 Quinlan, Mary Abbe, Vian  
 Reece, Flora Belle (Smith), OKC  
 Riddle, Betty Martin, Wetumka  
 Roberts, Marjorie C. (Stevenson), Holdenville  
 Runton, Barbara (Hicks), Poteau\*  
 Sieber, Delrose, OKC  
 Simpson, Mozelle I., Ardmore\*  
 Smith, Elizabeth (Whitlow), Tulsa  
 Smith, Maxine S. (Steward), Tulsa\*  
 Spear, Virginia (Eatherton), Tulsa\*  
 Stone, Elizabeth M. (Briscoe), Frederick\*  
 Trebing, Mary Elizabeth, Wilburton\*\*  
 Tucker, Barbara H. (Hershey), Frederick\*  
 Tunner, Margaret A. (Hamilton), Enid  
 Watson, Florene (Miller), Bartlesville  
 Willson, Mary M. (Saunders), Muskogee  
 Woodward, Mary F., Tulsa  
 Young, Dorothy L., OKC\*  
 Zaloudek, Doris (Ellena), Enid
- \*Deceased  
 \*\* Died in service during WWII  
 (Maiden names in parentheses)



**Marjorie Stevenson Roberts of Holdenville became interested in flying in high school. She was influenced to join the WASP by her sister, Grace, who served in England with the British Air Transport Auxiliary during World War II. She was assigned to Cochran Army Air Base, a British Flying Training School at Macon, GA where she served as an Engineering Test Pilot for BT-13s and AT-6s. She is currently in an assisted living facility.**



**Lela Louder Harding of Oklahoma City took advantage of the government's Civilian Pilot Training program while in her last year of college. She was a member of Class 43-7. After graduation she was stationed at Williams Army Air Base, Chandler, AZ and with the 5th Ferrying Group, Dallas, TX flying AT-6s. Her last duty station was Lubbock Army Air Field, Lubbock, TX, where she flew the AT-10.**



**Dwight Hildinger Diehl, an Enid resident, received her flight training through the government's Civilian Pilot Training program. She and three of her friends bought a Piper Cub to build up hours so they could join the WASP. She entered the program in Class 43-4 and, when she completed her training, was sent to the 5th Ferrying Group, Air Transport Command, Love Field, in Dallas, TX. She flew the AT-6 and the BT-15.**

**Oklahoma Airport Operators Association**

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

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

Telephone 918.838.5018 Fax 918.838.5405

**SUBSCRIPTION FORM**

If you would like **The Oklahoma Aviator** delivered to your mailbox, complete this form and mail it with your \$15.00 check to:

**The Oklahoma Aviator**  
 32432 S. Skyline Drive, Cookson, OK 74427

**Subscribers**, please check your mailing label to determine if you are still current. If your subscription is about to expire, please send in your \$15.00 check so you can keep receiving the paper for another next year.

Name \_\_\_\_\_

Bus. Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Telephone \_\_\_\_\_ Email \_\_\_\_\_

# Classified Advertisements

To place a plain-text classified ad, mail us the text along with a check- \$0.35/word/month- \$15/month minimum. Call/email for custom ads rates with graphics- 918-457-3330, OklahomaAviator@earthlink.net



## OPEN T-HANGARS FOR RENT- \$65/MONTH

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

## FELKINS AIRCRAFT

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

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

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

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



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

*Fly in to Wagoner Municipal (H68) for your exam  
We will provide transportation-- call ahead for scheduling!*

## Cleveland Municipal Airport (95F) NEW FUEL SYSTEM

24-hr self service w/credit card  
**100LL- \$1.70/gal**  
Cleveland, OK 918-358-5831

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

**Be the best you can be!**  
**Golden Age Aviation, Inc,**  
**Cushing, OK.**

918-225-7374 (Home & Office)  
Email: earldowns@hotmail.com

## The Right Approach



Certified Repair Station QNAR051K  
Fort Smith Municipal Airport

## AIRPLANE HANGAR DOORS

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

**Oakes Welding and Fabrication**  
Sand Springs, OK  
918-865-8949 or 918-625-5739

*Fully insured, in business since 1995. References available.*



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

www.tenkillerlake.com

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

## Flight Instruction Chad Nail, CFII

Northeast Oklahoma Area

918-341-9696  
918-230-6245 (cell)

## WANTED Cessna 150, 152, or ? To Lease

For Dual Instruction at Skiatook Airport  
Kevin Conner  
918-371-6791 (home)  
918-269-3361 (cell)

## Angel Flight, Inc.



*Volunteers flying people in need.*

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

www.angelflight.com  
918-749-8992

## ULTRALIGHT AVIATION

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

## CLAREMORE REGIONAL AIRPORT

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

For info call Dan  
918-695-2758



Metal Bldg/Hanger Home, Lg. living, 3 bedrooms, 2 baths, open floor plan, covered patio, storm cellar, huge hanger/workshop on 1.25 acres, access to 3000 ft. lighted runway. Must see! 20 min. south of OKC for \$99,900. RE/MAX Tri-City 381-2522.



1978 Maule M5-235C S/N 7165C N6140M TAFE >850, IFR, GPS, DME, Loran, Intercom, fresh annual, aux fuel, Cub yellow w/black stripe. Ready to buy and fly-needs nothing but gas and oil. \$62,500.00. Bob 918-274-8585 eves. & weekends. All calls returned. Breezy\_1@att.net

## FOR SALE AVGAS FOR \$1.99 A GALLON

(subject to change)

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

*Master Card, VISA,  
Discover, and  
American Express cards  
are accepted.*

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



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

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

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

## Speed Craft Interiors

**Aircraft Upholstery  
Gundy's Airport  
Owasso, OK  
Call 918-272-9863**

**John & Jane Fisher Owner/Opr.**

Lloyd Stelljes

Steel Clear Span Buildings  
Construction Management



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

Mini Storage Buildings- Aircraft Hangars

**Airpark Homes for Sale- Tulsa Area**  
#1 Gundy's- 2600 sf home, pool, shop, and room to build hangar. \$239,000. #2 Sandridge- home with 5 acres and 40' x 48' hangar. \$170,000. #3 Sageawah- nearly new brick 2481-sf home with 50' x 60' hangar. \$208,000. Sallie Coltharp- RE/MAX Executives, 918-274-1600 or 918-272-7255

# 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 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- flygr17102@aol.com	*Unless otherwise planned. All women pilots including students are welcome to attend.
4th Thursday 7:30PM	Meeting- Vintage Airplane Association Chapter 10	South Regional Library, 71st & Memorial, Tulsa, OK	Charles Harris- 918-622-8400	
November 7	Dinner Meeting- Oklahoma Pilots Assoc dinner and meeting	Wiley Post Airport, Oklahoma City, OK	Helen Holbird- 405-942-6308	Thanksgiving dinner sponsored by the OPA Board of Directors
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.
Dec 6 6:30PM	Oklahoma Pilots Association Christmas Dinner	Oklahoma City	Helen Holbird- 405 942-6308	Tickets going fast!
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.

## Davis Field Aviation, LLC

Davis Field Muskogee, OK (MKO)   
918-682-4101

Full Service FBO ♦ FAA Certified Repair Station  
Hangar Rental ♦ Aircraft Sales ♦ Rental  
Flight Instruction

Winter Hours M-S 7:30-5:30 Sun 8:00-5:00  
Unicom 122.8 ASOS 135.02

Annual Inspections • Pitot Static System Check  
Transponder Certification  
Major Repairs • Avionics Installation and Repairs



**PERFORMANCE  
AIRCRAFT  
SERVICES**

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

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

Complimentary Gourmet Chocolate Airplane for All Our Customers

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



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

# TASM Airfest/Zoofest Attracts Nearly 800 Visitors

From stomp rockets to spaceplanes, AIRFEST had something for everyone. The Tulsa Air and Space Museum (TASM) and the Tulsa Zoo hosted AIRFEST-ZOOFEST on Saturday, September 14. The event, which is an annual attempt to educate, inspire, and excite visitors about aviation and aerospace, focused on America's space program and Tulsa's involvement in the program.

"Saturday morning the citizens of Tulsa and the surrounding region awoke to rain and drizzle and a temperature slightly cooler than the preceding days. These conditions made the option of indoor activity appealing to many," said Kathy Holecek of

TASM, "AIRFEST offered a plethora of indoor activities suitable for kids of all ages - the event had something for everyone."

Nearly 800 visitors attended in hopes of finding fun and they were not disappointed. Educational hands-on activities awaited them such as "stomp rockets," temporary tattoos, and multiple outer-space-related science experiments for kids. A real moon rock, a traveling NASA exhibit about the Apollo program, and several open cockpits-- including an F-14 Tomcat, delighted the crowds as well.

In addition to the exhibits and hands-on activities Michael Lutumski, a NASA Mission Analysis and Integration Lead

for the International Space Station program, gave a presentation to the crowd. "He spoke about the International Space Station on a level that the kids could understand" said Holecek.

Also featured was Oklahoma Astronaut and Sand Springs Native, Colonel Bill Pogue. Pogue was on hand to meet with the crowd, shake hands, share stories, and autograph copies of his book *How Do You Go to the Bathroom in Space?* Pogue piloted Skylab 4 and spent 84 straight days onboard that mission. He also served on the support crews for the Apollo 7, 11, and 14 missions.

AIRFEST-ZOOFEST will most

likely be held again on the second weekend of September 2003. "We look forward to partnering with the Zoo again next year to offer the citizens of Tulsa and the surrounding region another great event" said Holecek.

More information about AIRFEST-ZOOFEST and other events at the Tulsa Air and Space Museum may be found online at [www.tulsaairandspacemuseum.com](http://www.tulsaairandspacemuseum.com) or by calling the museum at 918-834-9900. The museum is located at 7130 East Apache, two blocks west of the Tulsa International Airport.

PLACEHOLDER FOR AOPA  
ADVERTORIAL.PDF-

PLEASE SCALE THE .PDF  
SLIGHTLY TO BEST FIT

## Classic Aircraft

Annals  
Pre-Purchase  
Airframe  
Powerplant  
Inspections

Small Single &  
Twin Engine  
Aircraft Maint  
\$35/Hr



520 Airport Rd Hangar #7  
Guthrie, OK (GOK) 73044  
405-520-4692/405-417-3890  
405-282-4771 (Answ Machine)

# COBB

## ENGINEERING

Everything You Need On the Ground  
to Get Your Customers Off the Ground  
...and Safely Back Down!

- Engineers
- Architects
- Full CAD Capability
- Field Surveyors
- Inspectors
- Airport Planning
- Programming
- Design
- Construction Management

Marc Long, P.E.  
Vice President  
[mlong@cobbengr.com](mailto:mlong@cobbengr.com)

Terry Leard, P.E.  
Director, Airport  
Planning & Design  
[tleard@cobbengr.com](mailto:tleard@cobbengr.com)

Cobb Engineering Company

O.A.O.A. Member

(405) 415-9400

Fax: (405) 415-9410

[www.cobbengr.com](http://www.cobbengr.com)

Tulsa • Duncan • Oklahoma City

PANEL-MOUNT AVIONICS

•We will beat any quoted installed price!-- immediate scheduling & availability!



**GMA-340 AUDIO PANEL**  
 •6-place VOX intercom,  
 Mkr Beacon Rcvr  
 From \$2,195 Installed

**GNS-530 GPS/COM/ILS/MFD**  
 •IFR-certified, 5" color LCD,  
 Garmin's best!  
~~From \$13,699 Installed~~  
**\$12,500\***

**GNS-430 GPS/COM/ILS/MFD**  
 • IFR-certified, 4" color LCD,  
 Garmin's most popular  
~~From \$9,799 Installed~~  
**\$8,500\***

**GTX-327 TRANSPONDER**  
 •Incl flight timer &  
 pressure alt display  
 From \$1,995 Installed

SALES/INSTALLATION OF S-TEC AUTOPILOTS



- Lighted 3" Turn Coordinator
- Avionics Stack Mounted
- Control Wheel Steering
- HDG Preselect & Hold
- Altitude Hold with Altitude Trim
- Course Intercept Capability
- NAV Mode
- Dual Mode - HDG/NAV or HDG/APR
- VOR/LOC/GS/REV/GPS Coupling w/3 Gain Levels
- VOR/LOC/GS/REV/GPS Course Deviation and NAV Flag Warning
- Digital Vertical Speed Command
- Pitch Trim Annunciation
- GPSS Roll Steering Mode
- Other options available!

**\*GRAND OPENING SPECIALS!**  
 We will soon be moving into our new 18,000 sq. ft. hangar at RVS. Take advantage of these special prices through the end of the year! Some conditions apply.

**Southwest Aviation Specialties, LLC**

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

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



[www.swaviation.net](http://www.swaviation.net)



*Airplane* and Your Jet  
**TRUST YOUR CAR TO THE  
 MAN THAT WEARS THE STAR.**

**Jet A Now Available!**

- FUEL • CHARTER • PILOT SUPPLIES • INSTRUCTION • RENTAL



**918.299.FUEL**  
 JONES/RIVERSIDE TULSA  
 RVS

