

Holidays, Horse Apples, & Airplanes



by Earl Downs

Why is it that certain times of the year seem to make us stop and reflect upon what is going on in our lives? It must be that we use special days such as Thanksgiving, Christmas, and New Years like a form of clock. Just as twelve o'clock noon seems to divide the day, the holiday season gives us a place to look forward and to look back. I have been earning a living in aviation for so long that I sometimes lose sight of how much fun flying can be. This year I renewed my sense of the fun. I did it by mixing horse apples and airplanes.

Five years ago my wife Mimi and I bought a small "spread" a few miles north of Cushing. It's only eleven acres but is perched on a hill overlooking the Cimarron River and is surrounded by thousands of acres of farm and ranch land. Mimi is a horse lover in the first degree. I taught her to fly and she is teaching me how to stay up on a horse (someday I may master it). We now have two horses, Marshall Dillon and Smok'n Joe, and two airplanes, an Aeronca Champ and a Kitfox Lite ultralight. The airplanes live at Cushing Airport but this year the horses and the planes got the chance to spend some time together.

The idea of having a landing strip on our place had always been in my head. But, because our acreage is small and located on a hill, I just couldn't figure out a way to do it until Mimi decided our dog and horses needed a pond to play in. It seems that in order to build a pond you must dig a very large hole in the ground. Digging a large hole means that you end up with a lot of dirt (or whatever they



Horse Apple International Airport, complete with ICAO-approved runway edge marking

call this red stuff in Oklahoma). Our pond builder, a master with a bulldozer, figured we could fashion a north/south runway about 450 feet long and 25 feet wide. It would slope to the south, have a barbwire fence at the south end, and have trees on the north approach, but what the heck, nothing in this world is perfect. Mimi insisted that the trees needed to stay to provide shade for the horses (she has a priority problem) but she did agree we would trim them back enough to get the Kitfox Lite through the clearing.

At first I was concerned the horses would tear up my runway

but, as it turns out, they have actually helped. It could be said that horses have one primary function in life: to convert fresh grass into fertilizer. This process results in a product commonly referred to as "horse apples." I have never considered myself the "Farmer John" type, but my little runway project seemed to unleash hidden skills. I learned to spread horse apples with the best of them (perhaps all pilots are good at this) and my little runway started to sprout a healthy crop of weeds. I keep them mowed short on the runway and leave them uncut on the sides to form the runway edge marking

(very colorful in the spring). Mimi has pointed out that I never want to spend time working in our yard, but will spend hours working on my runway. I am still trying to help her understand this thing about priorities. Some day she will appreciate my teachings on these matters.

By the spring of this year I was ready to give the runway a try but my Kitfox Lite (named Ace) was not here. I had leased Ace to the kit manufacturer, Skystar Aircraft, and would not get him back until after AirVenture at Oshkosh. So, I decided to bring in my "heavy plane," the Aeronca Champ.



Earl Downs easily slips Ace through the gap in the trees at Horse Apple, with room to spare.

Mimi agreed to help by keeping the horses and dog clear of the runway. I gave her my hand-held radio she would act as air traffic control (she loves to talk on the radio). The trees had been trimmed back for the 25-foot wingspan of the Lite. The Champ has a 36-foot wingspan so I knew it would be close. Mimi would also act as my "wing clearance advisor" and would keep me posted on the radio.

A light south wind was blowing and the temperature was in the low seventies. I made two practice approaches and saw that Mimi had locked the horses in our round fenced pen. I knew it would be a tight fit between the trees so I figured my best bet was to concentrate on the landing point and not the trees. I would visualize my path between the trees and stay on it. I hadn't heard a word from Mimi so I figured I was A-OK for a go at it. I set up a slow power-assisted approach and slid between the trees to my landing spot. Horse Apple Airport was now officially open! I stopped with 100 feet to spare and taxied back to the north end where Mimi was waiting. After shutting down, Mimi walked up to the open door and asked if I had heard her radio calls telling me I was too close to the trees. Oops, the battery in her radio was not charged. She figured my left wing tip had cleared the trees by about five feet. Good thing I wasn't looking at the trees, it may have made me nervous! I flew one more trip around the patch and decided to call it quits. For at least a short time, I had my airplane in my back yard and loved it.

Ace returned to me in August and has made several trips to Horse Apple Airport since then. Because of its excellent short field performance, it is a piece of cake to operate the Lite on my "less than perfect" little strip. The dog and horses show a great distaste for the sound of the little two-cycle engine and stay clear when I am up and running.

continued on p. 6.

The Horizontal Windsock

by Mike Huffman



Changes Are Afoot!

Hopefully you have noticed changes this month in *The Oklahoma Aviator* (it sure would be a shame if you had not). Some of them are obvious and others are not, so I thought I would lead you through them.

It all started with increasing problems over the past year in getting the U.S. Post Office to deliver the paper promptly. As you know, we send the paper out in two ways: as individually-addressed subscription copies and as bundles to airports, aviation businesses, and the like.

To get the lowest possible postage cost, we sent the individual subscription copies as "bulk" mail, which means they get only slightly more attention by the Post Office than K-Mart flyers. We sent the bundles via Parcel Post, with somewhat similar effects.

Until now, our printer in Atlanta has handled everything-- we simply sent him a CD-ROM containing the newspaper layout. After printing, sorting, and labeling, he would take the newspapers to the Atlanta Post Office for mailing. As a check on delivery time, we had him send us an individual copy and a bundle each month.

That worked pretty well for the first year or more, but with the Post Office trying hard to put itself out of business ("We're increasing prices, but in return we're offering poorer service"), more problems have shown up. Some of our October bundles required over three weeks to be delivered. And November was worse: as of Thanksgiving, we still have not received our individual copy or our bundle.

So, the time had come to make improvements. Have you ever had the experience of starting to fix a few little cosmetic problems on your airplane and wound up doing a complete ground-up restoration? (I want to repaint the instrument panel. But, gee, it sure would look better if I could take the instruments out first. Let's see, gotta get the glare shield off. Hey, those vacuum hoses look really bad-- better replace them. Oh, and there's that intermittent problem with the starter switch-- I'll just buy a new one. Oops, can't get the panel out without taking out part of the interior. And, as long as I'm in there, might as well... You get the picture.)

We figured part of the delivery problem was due to handling everything out of Atlanta, what with extra stops the Post Office has to make before final delivery in Oklahoma. So, we found a printer in Muskogee. However, he uses a slightly smaller page size than ours, so that meant a new layout had to be designed. With the smaller page, the Oklahoma Aviator logo on the front page took up too much space. We had been thinking about designing a new logo, so the time seemed right. The new logo prompted selection of new type fonts and, while we were at it, we decided it was time to make the "look and feel" of the layout more consistent, more modern, and more open.

We are fortunate to have regular columns by Earl Downs and Dr. Guy Baldwin with catchy aviation-oriented titles ("Up with Downs" and "Ask the Doctor"), while Barbara's column and mine have retained the nondescript titles we slapped on them for our very first issue three years ago. We figured we might as well come up with better titles while we were at it. I had always liked the title of Joe Cunningham's column, "The Horizontal Windsock." It symbolizes the spirit of flying the windswept plains of Oklahoma and it also evokes a vaguely introspective, philosophical mood. Thus, in Joe's honor, I decided to resurrect the title. I'll let you read about Barbara's chosen title in her column.

Thus, the new layout came into being. However, that did not address the original need: improved delivery. To meet that objective, we are making the following changes.

Individual subscription copies will now be sent as first class mail instead of bulk

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THE OKLAHOMA AVIATOR

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

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The Oklahoma Aviator is published monthly. All rights reserved. First Class subscription price of \$20.00 per year may be sent along with other remittances and correspondence to:

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

by Barbara Huffman



What's in a Name?

As mentioned in Michael's column this month, part of our new layout included the decision to choose better names for our respective columns. Michael had it easy-- he "cheated," resurrecting the name of Joe Cunningham's column. The title of my column did not come so easily. I tried to think about what I liked most about aviation and decided that being married to such a good pilot and airplane builder was my favorite thing - for Michael can always be my teacher and share great aviation experiences with me. We have such fun with it! But in that there seemed to be no title.

I love the whole feeling of flying, both high and low, in fast planes and slow, cross country and just out for a Sunday afternoon spin. But I couldn't get a column title out of that either. To help with ideas, we took down my old aviation ground school texts from the shelf for reminders of aviation terminology. I quickly decided against a few of Michael's sug-

gestions, such as "Downward Spiral," "Flat Spin," and "Balls To The Wall." We toyed with technical titles such as "Firewall Forward" or "Revolutions Per Minute," but they just didn't seem appropriate for my feminine outlook.

As many of you know, I am a non-denominational Christian minister and as such, am always ready to think higher, look for the best, and celebrate any good thing. I thought, "How can my aviation column celebrate all of the wonderful ideas and relationships we have through aviation and, at the same time, look for the highest and best in all people?" Then it came: "The Higher Plane." A little double entendre there-- for one of the reasons some of us love to fly high is to feel closer to God, a feeling that has been described by eloquent poets and novelists. We fly higher for a purer feeling, and also try to walk the "higher plane" here on earth - again for that pure feeling of goodness. Like that great old hymn "On Higher Ground" teaches, we always want to walk the higher path - take the highest road - settle on the highest plane.

So, here I am, with a new column title and ready to head into the new year of 2003 with a readied enthusiasm for God, for all things aviation, and for the wonderful relationships we develop with you-- our readers, advertisers, and friends in Oklahoma and beyond.

May this be a year of beauty, new insights, great relationships, and of walking - and flying - The Higher Plane.

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Claremore Regional Hosts Make-A-Wish Benefit Fly-In

by Mike Huffman

Claremore Regional Airport has one of the most forward-looking airport boards in the State. That, combined with Sheri McKenzie's day-to-day management of the airport, results in Claremore being a very active, involved, and enthusiastic airport.

A good example occurred on Saturday November 23, when the airport hosted a benefit fly-in and hamburger cookout for the Make-A-Wish Foundation of Tulsa. As luck would have it, the weather was perfect, with severe-clear skies, temperatures in the 70s, and light winds. Over 25 airplanes showed up and, by the end of the day, a total of \$870 had been raised for Make-A-Wish.

Sheri McKenzie furnished the food and fuel, and her daughter Jennifer and future son-in-law Matt Burton helped with serving and fueling airplanes. J.C. Haspell cooked hamburgers, while Guy Baldwin and Ike Enns served as "preachers," urging folks to buy hamburgers and contribute to the cause. Besides food sales, a drawing was held for rides in

some of the airplanes and other donations were received in amounts ranging from \$20 to \$100. Nancy Tolbert paid \$300 for her husband to ride in Guy Baldwin's Extra 300, with the proceeds going to Make-A-Wish.

The event was held in memory of McKenzie's husband David, who was killed in the crash of his Skybolt earlier this year. Says McKenzie, "Make-A-Wish was always very close to Dave's heart, so I felt this would be a good thing to do."

Airplanes attending included four Chipmunks, several T-6s, three YAKs, and a contingent of Kitfoxes from Arkansas. Bobby Younkin from Springdale, Arkansas showed up with his 450-hp Samson biplane.

Tolbert had pre-arranged a ride in Guy Baldwin's Extra, unbeknownst to her husband. The Tolberts live on their own small airstrip in Glenpool and fly a Kitfox. When they arrived in Claremore, Baldwin "casually mentioned" he was looking for someone "weighing about 180 pounds" to ride

along with him. It turned out "by surprise" that Tolbert's husband weighed 182, so he was "elected." With the aerobatic box open, Baldwin started Tolbert's ride with an inverted climb to altitude, to the delight of those watching. When that failed to produce any ill effects, they continued with a full aerobatic routine, including rolls, loops, spins, vertical rolls, and even a 2-turn inverted spin. Back on the ground afterward, Tolbert's husband was finally let in on the secret when his wife presented his logbook for Baldwin to sign.

When the drawing was held for airplane rides, John Carl of Tulsa won a T-6 ride, but promptly gave it to Nancy Tolbert, who was treated to aerobatics with Greg Shelton flying Sheri McKenzie's T-6.

McKenzie plans to host another Make-A-Wish fly-in in the spring. "I hope to expand the airplane rides to include more T-6s and a B-25," she says.

Besides fly-ins and airshows, Claremore Regional is undertaking sev-

eral construction projects. The biggest such project is to extend the runway from its current 4000-ft. length to 5200 ft. and to build a new parallel taxiway, using a combination of local funding and federal AIR-21 money. Bid award is expected in December, with construction anticipated to start in January. Completion should occur about July 1, 2003. The new runway will allow jet traffic to land and thus will contribute markedly to the growth of business and commercial aviation in Claremore. Coincidentally, it will also benefit the Claremore Will Rogers Air Show, by providing sufficient runway length for the national military jet teams, including the Thunderbirds, Blue Angels, Canadian Snowbirds, and others, to land.

Other airport improvement projects being done by the Claremore Industrial and Economic Development Authority (CIETA) include drainage projects, expansion of the existing apron, and building of new T-hangars.



What could be better than standing in line for a hamburger while watching aerobatics on a warm, bright, and shiny fall day?



Sheri McKenzie's T-6 is shown at left. The gaggle of folks at right includes, l to r, Ike Enns, an unidentified aviator, Greg Shelton, and Jennifer McKenzie.

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"Science, freedom, beauty, adventure: what more could you ask of life? Aviation combined all the elements I loved. There was science in each curve of an airfoil, in each angle between strut and wire, in the gap of a spark plug or the color of the exhaust flame. There was freedom in the unlimited horizon, on the open fields where one landed. A pilot was surrounded by beauty of earth and sky. He brushed treetops with the birds, leapt valleys and rivers, explored the cloud canyons he had gazed at as a child. Adventure lay in each puff of wind.

"I began to feel that I lived on a higher plane than the skeptics of the ground; one that was richer because of its very association with the element of danger they dreaded, because it was free of the earth to which they were bound. In flying, I tasted a wine of the gods of which they could know nothing. Who valued life more highly, the aviators who spent it on the art they loved, or these misers who doled it out like pennies through their antlike days? I decided that if I could fly for ten years before I was killed in a crash, it would be a worthwhile trade for an ordinary life time."

- Charles A. Lindbergh, *The Spirit of St. Louis*

Ask the Lawyer

by Cliff Magee, Aviation Atty.



Buying & Selling Airplanes, Part 1

This is the first in a series of articles [originally published in March 2001- Ed.] on the liability involved with aircraft sales, with a focus on experimental/homebuilt aircraft and projects (both referred to herein as "aircraft").

Aircraft sales can be trouble free and final. But, when something goes wrong, it is unpleasant for everyone involved, regardless of who is at fault. The most common problem occurs after the sale: the buyer complains that the seller misrepresented the aircraft.

The story generally goes like this: "I bought a project from this guy and when I got it home, some of the parts were missing and some of the work was not done like the plans showed. (Or alternatively,) my mechanic found the airplane needed a lot of work and there was damage to be repaired before the airplane could fly."

In these cases, a lawyer's first question is, "What do you want to happen?" The buyer's answer is usually that he/she wants part of the purchase price back-- it is rare that anyone wants to undo the deal. Here, lawyers must remember a legal principal not taught in law school: no lawsuit is ever as good as the first time you hear it. This is true particularly for aircraft because of the manner in which most sales occur.

Most aircraft sales are done on a verbal basis accompanied by a check and, in the case of registered aircraft, an FAA Bill of Sale form. This approach often works fine. However, in a legal setting, the pur-

chase money check provides evidence only of the amount paid, the transaction date, the payee, and the payor. The FAA Bill of Sale form is designed to satisfy internal FAA needs and is legal evidence only that the transaction occurred. Regarding verbal agreements, no one is able to perfectly recall every conversation and it is only human for each party to have a bias, thus often resulting in selective recollection and disagreements.

Even when there is a detailed written agreement, legal resolution of a contract and warranty claim is next to impossible and the costs involved are usually much greater than the original transaction amount, for both the buyer and the seller.

The following precautions should be taken before the sale to avoid a post-sale dispute.

1. Sellers should advertise honestly. Buyers should not consider advertisements as part of the final sales agreement.

2. Do your homework. Know what you are selling or buying.

3. Consider whom you are dealing with. If you do not know the other party, do your homework. Aviation is a small community and people are known by their reputation. Do not rely on appearances.

4. Trust your instincts. Listen to the other party's stories. If he/she describes "getting the shaft" in other sales, pass on the deal and wait for the next opportunity.

5. Remember: a bargain is a bargain for a reason. Find out the reason.

6. Reduce the agreement to writing. A detailed contract is essential. It avoids swearing matches and reduces the role played by selective recollection.

7. If you are buying or selling a project, make a detailed list of parts and documents that are included in the sale.

8. If you are buying a completed aircraft, have your own mechanic do a thorough inspection of the aircraft and logs. If you are selling, demand that the buyer use his own mechanic to do a thorough inspection. The time and cost of the inspection are nothing compared to litigation.

9. Close the deal when everything is complete. Do not rely on promises that

Plane Potpourri

by Robert E. Richardson



You Too Can Be a Record Holder!

Would you be interested in turning your next long distance flight into a record setter, sanctioned by the National Aeronautics Association (NAA), the National Aero Club of the United States, and the Federation Aeronautique Internationale (FAI)?

You can do it! First, join the National Aeronautic Association for a nominal fee and get all their information on record setting. You will also need their book entitled "World and United States Aviation and Space Records and Annual Report." This book contains all the information required to establish a record flight.

In March 1985, pilot Jay D. Penner and copilot flew their A-36 Beechcraft Bonanza from Edmonton, Alberta to Indianapolis, IN. The aircraft was powered by an Allison 250B17D engine. Their average speed was 217.45 mph. They set a

record.

In August 1998, our old friends, the late Joe Cunningham and Mary Kelly, made a record flight to Pt. Barrow, AK from Oologah, OK in their Piper Cherokee. The flight was recorded in the 1989 NAA Annual Report. Their record flight with Senator Jim Inhofe and Tom Quinn in 1991, commemorating Wiley Post and Harold Gatty's 1931 around-the-world flight is listed in the 1992 NAA report.

Whether you fly a J-3 Cub or a Boeing 747, you will have an opportunity to set your very own record and put your name in the historical record book.

In part, the NAA mission statement says that they "encourage, coordinate, document, and promote competition and record-making aviation and space events in accordance with the rules prescribed by the FAI, of which the NAA is an official U.S. representative."

Finally, the NAA mission statement says that the "NAA wants to support and encourage aviation educational programs and they want to promote and encourage public participation in and appreciation of U.S. aviation and space activities."

Contact the National Aeronautics Association of the USA at 1815 North Fort Myer Drive, Arlington, Virginia 22209. We need more Oklahoma record holders!

[Ed: this article first appeared in our July 2000 issue. We lost Bob this year and we all miss him.]

something will be done after the sale, when the parts arrive or are found, etc.

10. Do a title check. Also, do a Uniform Commercial Code (UCC) and tax lien check. Unless a security interest is recorded with the FAA, this check is the only means of determining if a bank, the Internal Revenue Service, or a state tax commission are asserting a claim to the aircraft or parts. It is cheap insurance.

When one of our clients, whether buyer or seller, has taken the steps above, there is a significant increase in the likelihood that we can help protect his/her rights in a post-sale dispute. However,

when those steps have not been taken, there is often little that can be done.

Next month's article will discuss the complicated issues and the potentially costly aspects of product liability as it applies to experimental aircraft sales.

Disclaimer: This article is presented for general purposes only and is not intended nor should be taken as legal advice or a legal opinion. Consult legal counsel should you wish to receive such advice.

Cliff Magee, a Commercial/Instrument Pilot, CFII, A&P Mechanic, and attorney specializing in aviation law, may be contacted at 918-747-9747.

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New Davis Field FBO Hosts Benefit Fly-In Breakfasts

Since June 1, Muskogee's municipal airport has had a new FBO, known as Davis Field Aviation. Owners Mike and Kay Anderson acquired the business from Harran Aviation just in time to join in preparations for Airshow Oklahoma.

The Andersons' first public event was a fly-in breakfast held August 31, the weekend before the air show. Kevin Hern, owner of McDonald's restaurants in Muskogee, donated the food, and proceeds from the event went to the Ronald McDonald house in Tulsa.

With the success of the first fly-in breakfast and with Airshow Oklahoma over and done, Mike and Kay hosted another breakfast on November 16, following the same format as the first. Mike knows how to get people to an aviation event: give stuff away. One of the features of the first breakfast was a drawing for door prizes, which included items such as free fuel, aviation watches, aviation prints, tire gauges, etc. The same idea was planned for the second breakfast, but with an additional door prize to "sweeten the pot" considerably - a ride in Ike Enns P-51!

It worked great. A total of 34 airplanes and 85 people showed up and, as Mike says, "A fun time was had by all!" Among the airplanes and pilots were Ike

and Liz Enns with their P-51; Joe Norton, John Esposito, and Guy Baldwin in their T-6s; and Les and Valerie Cashmere from McAlester in their Cabin Waco.

After the breakfast, once again furnished by Kevin Hern, the drawing was held. The grand prize went to Bob Watts, a retired military pilot and Nanching CJ-6 driver from Muskogee. Another gentleman from Oklahoma City bought a P-51 ride for his father.

Between the two breakfasts, a total of \$850 was donated to the Ronald McDonald House. Anderson plans to continue the breakfasts, perhaps on a quarterly basis. Anderson got his Private Pilot certificate in the 1980s while working in the family business, Anderson Wholesale Company. Then in the mid-90s, he started Northland Auto Sales and began buying and selling airplanes on the side. On June 1, 2002, his occupation became FBO owner.

Davis Field Aviation sells fuels, rents aircraft for training, performs aircraft maintenance, and includes an FAA-approved repair station for avionics. Mike and Kay bring a renewed enthusiasm to Davis Field. They wish to thank Charles Harris for helping to publicize their fly-in breakfasts.

AOPA's Airport Watch TSA Anti-Terrorism Hotline Goes Online

FREDERICK, MD - The toll-free number to report suspicious activity at an airport - 1-866-GA-SECURE (1-866-427-3287) goes online Monday, December 2. The Transportation Security Administration (TSA), which is funding and operating the 24/7 hotline, has partnered with AOPA in providing an easy-to-remember national number as part of AOPA's Airport Watch program to help protect national security at our nation's general aviation airports.

"Airport Watch is designed to work like the highly successful neighborhood watch programs used in communities across the country, said AOPA President Phil Boyer. "Who better to know what's normal and what's suspicious at a local airport than the people who spend a lot of time there? We encourage all pilots to watch for unusual or suspicious activities and report them."

The program is much more than a telephone number, however. AOPA has created posters and pamphlets to show pilots examples of suspicious activities, steps pilots can take to help law enforcement, and sensible precautions for improving airport security. The brochure is available online at www.aopa.org/asn/watchindex, and will be mailed to the more than 388,000 AOPA member pilots in December. AOPA has also produced a training video with several terrorist scenarios acted out. Law enforcement officials participated in the production, providing realism for the police response to the threats shown on tape.

AOPA had first proposed the idea of Airport Watch and a toll-free number to TSA in June.

"Phil came to me and said we have this idea for Airport Watch and that AOPA was willing to invest the money to make it happen in terms of brochures, video tapes and promotions. But the one crucial ingredient was a

toll-free number that would make sense for anyone who actually observed something at an airport to call into a central location to do something about it," said Admiral James M. Loy, Under Secretary for Transportation Security and TSA head. "My connection with the Coast Guard allowed me to make that connection for Phil and I was able to let him know that the National Response Center was more than willing to add AOPA's Airport Watch to their game plan. So very quickly we were able to close the gap between a great idea that Phil had representing the community and what we recognized very quickly as being a good contribution to airport security around the nation."

The 1-866-GA-SECURE hotline is staffed 24 hours a day by the Coast Guard's National Response Center. That agency already fields emergency calls for 19 different federal agencies. AOPA helped the center develop response protocols for pilot calls concerning airport security.

Said Secretary of Transportation Norman Y. Mineta, "The Department of Transportation and TSA are taking many steps to protect our airports and aircraft from terrorists. But I know the government can't do it all. And I know that the security measures that we're putting in place at big air carrier airports just aren't practical at small general aviation airports. That's why I think AOPA's Airport Watch is such a great idea."

Said Boyer, "AOPA is proud to have taken this proactive position by developing the Airport Watch program, and even prouder on behalf of our members to have received the endorsement of the very regulators who were trying to determine how to handle GA airports. Being part of the solution is certainly better than waiting for government actions we may not endorse."



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Ask the Doctor

by Dr. Guy Baldwin, AME



Checklist for the Flight Physical

In this month's Federal Air Surgeon's Medical Bulletin, two Aviation Medical Examiners (AMEs), Dr. Robert Gordon and Dr. Donald Ross, put together a checklist for the FAA medical examination. I abbreviated the list for our article here; it is nice to keep on hand when you are approaching your medical examination.

1. If you wear eyeglasses or contacts, do not forget them. Make sure you have had a recent eye examination and updated your lenses in accordance, especially if your near or far vision has changed.

2. Bring all required medical records from your personal physician regarding any chronic medical conditions such as hypertension or asthma.

3. If you have been issued a special issuance letter from the FAA, be sure to bring it with you to the examination, along with all medical information specified in the letter.

4. If you have borderline high blood pressure, see your personal physician for evaluation and treatment prior to the medical examination. Avoid coffee, decongestants, cigarettes, or any other stimulants prior to your examination. They may all raise your blood pressure.

5. If you have diabetes mellitus, avoid large amounts of sugar prior to the examination, which can cause the urinalysis to show positive for sugar. If you have a family history of diabetes mellitus or any other familial diseases, consult your personal physician for periodic checks prior to the medical examination.

For answers to questions on this or other aviation medical subjects, please call my office at 918-437-7993.



Horse Apple

continued from p. 1.

My only problem is that Marshall Dillon (a very large Palomino also known as "Buick Butt") is a very curious horse who has been known to eat unattended saddles and tractor seats. I am sure he would find the fabric covering on Ace hard to resist, so I fold the wings and move Ace into our farm shop building for protection between flights while taking soda pop breaks. It would be a real bummer if Ace got converted to horse apples.

Horse Apple Airport is about to shut down flight operation for the winter but "horse ops" will continue. Marshall Dillon

loves to get wet and muddy in the pond and then roll on the runway to dry off (sort of gives new meaning to the term "runway incursion"). During this holiday season I look back at the fun my wife and I have had creating our little part of the world. For next year, I look forward to more flying fun and to the prospect of the new Sport Pilot regulations. I hope all readers of *The Oklahoma Aviator* can enjoy the fun of flying, the warmth and joy of this holiday season, and the prospect of a fruitful new year.

Comments or questions? earldowns@hotmail.com



Ace, about to touch down. Just think-- if you lived here, you would be home!



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continued on p. 9.

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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- 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	
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.

EAA "Countdown to Kitty Hawk" Writing Contest Open to All Writers and Journalists

EAA AVIATION CENTER, OSHKOSH, Wis. - The Experimental Aircraft Association (EAA), in conjunction with its Countdown to Kitty Hawk flight centennial activities, invites authors and journalists to enter a writing contest for works commemorating the Wright brothers' discovery of powered flight nearly 100 years ago, how they achieved it, and why their achievements changed the world.

The contest is open to entries that are published between Dec. 1, 2002 and June 1, 2003. Cash prizes will be awarded to the top three works in both the "Newspaper/Web" and "Magazine" categories. Each category will feature a \$1,000 first-place prize, *The Oklahoma Aviator*, December 2002, Page 8

with \$500 for second place and \$250 for third. In addition, writing selected as the best overall work will receive an additional \$1,000 prize. Winners will also receive commemorative "Countdown to Kitty Hawk" trophies.

Entries may be submitted in original or copied form, but must include the name and date of the publication in which they appeared. All entries must be postmarked by June 4, 2003. Entries will be judged by journalism professors from Wright State University, University of Dayton and the University of North Carolina, as well as editorial staffs members from EAA Publications and FLYING Magazine. EAA and FLY-

ING staff members are not eligible for the contest.

Winning entries will also be published in the November 2003 issue of EAA's Sport Aviation and the December 2003 issue of FLYING. Entries should be sent to Roger Jaynes, Vice President-Corporate Communications, EAA Aviation Center, PO Box 3086, Oshkosh WI 54903-3086.

EAA's Countdown to Kitty Hawk, presented by Ford Motor Company, was created to commemorate the 100th anniversary of powered flight. Highlighting the initiative is the planned flight of an exact reproduction of the 1903 Wright Flyer on Dec. 17, 2003, at Kitty Hawk, NC For

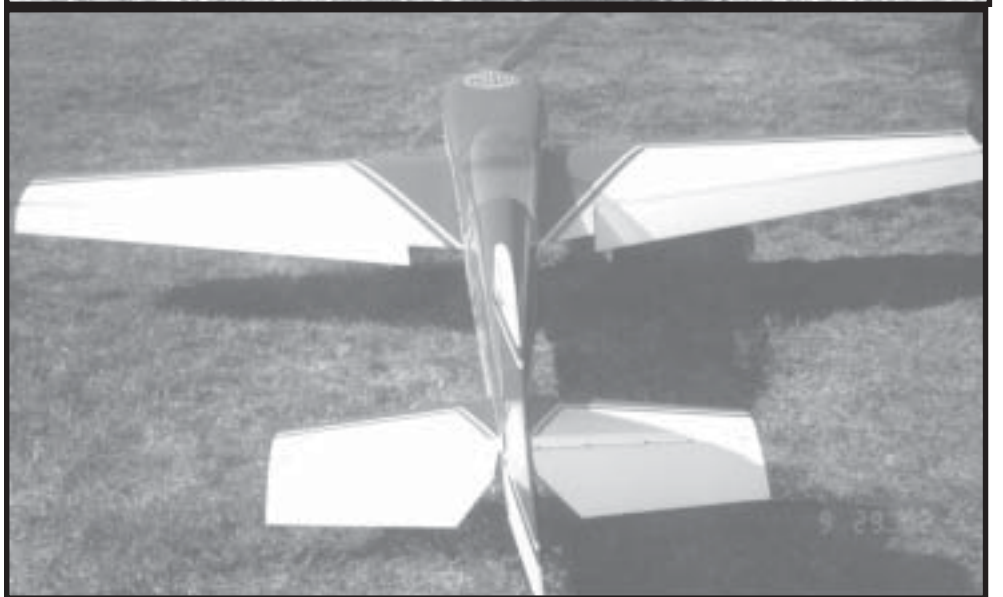
more information regarding the program, check the official Countdown to Kitty Hawk web site (www.countdowntokittyhawk.com).



Note our new contact info: 32432 S. Skyline Drive, Cookson, OK 74427, 918-457-3330, oklahomaaviator@earthlink.net

RC Modelers Fly-In

continued from p. 7.



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Windsock

continued from p. 1.

mail. That will provide three benefits: a) first class mail gets more prompt attention than bulk mail, b) by mailing from Oklahoma, there will be fewer stops before delivery, and c) first class mail gets returned to us if it is undeliverable (thus allowing us the opportunity to correct bad addresses). Since first class mail costs us more than twice bulk mail, we are forced to increase our subscription price to \$20/year. Unlike the Post Office, we intend the increase to be justified by better service.

For bundles, we will be doing some experimentation over the next few months.

For December, we will hand-deliver bundles in Tulsa and Oklahoma City and send the remainder by Priority Mail. Here again, this change should allow the papers to be delivered during the first week of each month.

All in all, we believe you will like the new layout and, more importantly, you should also see much better delivery than before.

On another note, it is once more that wonderful holiday time when we get to look back on the year and be thankful for all the good we have received. Seemingly against all odds, this year has brought us

the realization of a dream: to live not only on an airpark, and not only on one of the most picturesque in the country, but also on the very airpark and in the very house where Joe Cunningham and Mary Kelly lived.

We are truly blessed and are thankful. Despite that, as with most human beings, we sometimes have a tendency to dwell on seeming problems. However, knowing that we learn what we teach, we choose to teach peace and love, the answers to everything. God bless you and yours over this holiday season and may you all have a happy, prosperous, and loving 2003!

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