

Ponca City Aviation Booster Club Newsletter

August 2010

Next Club Meeting



The next regular meeting will be held **Tuesday, August 17th** (the usual third Tuesday of the month) at 6:30 p.m. in the clubhouse on the grounds of the Ponca City Regional Airport. The main entrée this month will be **Pizza**. Members should bring a vegetable dish, a salad or dessert to go with pizza. No host or hostess has signed up, so get there early to help set up.

Meeting Program



Michael Lusby from the Department of Homeland Security will speak about "Border Security."



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Last Fly-In Breakfast

Flight Breakfast, Saturday August 7, 2010

This Saturday was a gorgeous August day in Oklahoma with morning lows in the 70's with light Southerly winds. The serving line opened at 6:50 with guests eager to have breakfast served. By our 10 AM closing time we had served **441 guests** and we had **67 aircraft** arrivals including 1 helicopter.

[Dr. Brent Hisey brought in his P-51 Mustang "Miss America" from OKC to exercise the Packard-built Merlin engine prior to the upcoming Reno Air Races in September. It would have been better for him to have landed on runway 17 (instead of 35) like the rest of the traffic – I'm sure that Cessna on the runway in front of him had a few heart stopping moments. He did give us a nice low pass on the way out. Two other landing incidents marred the fly-in but no one was hurt and both aircraft were able to fly back out. One dead stick landing due to a broken throttle linkage and a tail dragger ground loop rounded out the unscheduled events. – *Editor*]

The following volunteers made this weekends flight breakfast another success and they include: Don Nuzum, Bert Blanton, Merle and Cerita Helt, Harold Taylor, Don Crawford, Sandy Stotts, Robert and Ardetha Christensen, Nancy Jane Mayfield, Ron Hartman, Dean and Pat Hensen, John Jacobs, Heather Cannon, Burnard Simpson, Steve and Judy McGuire, Don King, Bob Haworth, Shaun Searle, Jim Yates, Adam Stephenson, Scott Rower and anyone I may have missed.

I must give special thanks to Olin and Dusty Branstetter, as they helped cleanup after the breakfast. Also, Rex Heintz, Don Crawford, and Dean Hensen, helped on Friday before the breakfast getting the clubhouse ready for the Saturday flight breakfast.

.... **IMPORTANT** -- Club members and friends...we still need additional help on the first Saturday of each month with the breakfast as the members you read about above would like a break during the morning so they could enjoy a nice breakfast and visit with our guests.

Let me know if you would like to volunteer by the Thursday before the breakfast as this helps me plan on my kitchen staffing; call me at 761-5884.

Bruce Eberle, Breakfast Coordinator





Next Fly-In Breakfast September 2010

Our next Flight Breakfast is scheduled for Saturday morning, **September 4th** (the first Saturday of the month; rain or shine) at the Ponca City Regional Airport. Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$6 adults, \$3 children. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at 50¢.

Flight Breakfast Photos



EAA Chapter 1046

Officers:

President: Scott Rower
Vice-President: Wayne Whittington
Secretary: Steve McGuire
Treasurer: Jim Yates
Young Eagles Coordinator: Tom Auerbach
Flight Advisor, Technical Counselor: Merle Helt

President, Scott Rower called the meeting of EAA Chapter 1046 to order at 7:00 pm Thursday, July 22, 2010 in the Ponca City Aviation Booster Clubhouse.

No treasurer's report was given as the esteemed treasurer was still enjoying the cool weather in Colorado.

Scott passed out new Wick's catalogs to all present. If you didn't get one, contact Scott as he had lots of extras.

Earl Downs gave a brief summary of the LSA Seminar he gave in June. He had 4 paid attendees. They all learned a lot.

Earl Downs then discussed the new aircraft re-registration requirements now being required of aircraft owners. All aircraft will now have to be reregistered every 3 years. A \$5.00 fee will be charged each time you reregister your plane. This starts this fall. You will receive a letter from the FAA when it is time for you to reregister your plane. New re-registrations will be spread out over a 3 year period.

Don Nuzum reported that KCI Aviation will be occupying the Conoco hangar. They are jet engine re-builders.

The group then adjourned to Ed and Clark Hollick's shop to take a look at the really impressive helicopter project these two talented craftsmen have been working on for many years. They are nearing completion on their twin blade, counter rotating flying contraption. Everyone had a great time and we anxiously wait the first flight.

Steve McGuire
Secretary, EAA Chapter 1046

Minutes of Last Meeting Ponca City Aviation Booster Club Regular Meeting – July 20, 2010

The meeting was called to order by President Dean Henson. Olin Branstetter gave the blessing and dinner began. Dinner was hamburgers from the grill cooked by Merle and Steve-thank you.

Guests were John Paul Deets, Olin and Dusty Branstetter's neighbor and Mike Caldwell's sister Pat Searcy from Tulsa.

Next meeting is August 17th, 2010 and the program will be presented by a representative of the US Border Patrol.

The night's program was member Bill Thomason talking about the information he has gathered about the oil spill in the Gulf of Mexico caused by a blowout and explosion on the drilling rig Deep Water Horizon.

Respectfully submitted,
Bert Blanton, PCABC Secretary

PCABC Officers/Directors Meeting – August 5, 2010

Call to order by President Dean Henson.

Breakfast plans were made. "Weather forecast is very good! May have a big day." We need cooks and also need someone to clean bathrooms and straighten up the great room. Bruce predicted that we were going to be short handed. Bert reported very little response to asking the gun club to help. The high school organizations are just now convening for this next school year and would be the next step. Don Nuzum had put together a list of those organizations. Ron suggested he contact a couple of the NOFA aides from this year to see if they were interested.

Bruce gave a Boosters treasurer's report. Solvent.

Next regular Boosters meeting is August 17th, 2010. Food will be Domino's Pizza. Bruce will order it. Club will furnish pizza. Members bring salads, vegetables and desserts.

Program will be a representative of the US Border Patrol.

New Business: Mike Caldwell received a scholarship application from an OSU student in the aviation

program named Benjamin Cline. Mike will convene the Charitable Giving Committee to look it over and they will make recommendations to the Boosters or the Foundation (depending upon which group wants to fund this scholarship). The same people have offered to serve on a Charitable Giving Committee for both the Booster Club and the Foundation as needed. It is expected that the Foundation will consider this application.

Respectfully submitted,
Bert Blanton, PCABC Secretary

WHY?

Why does the sun lighten our hair, but darken our skin?

Why doesn't glue stick to the inside of the bottle?

Why don't you ever see the headline "Psychic Wins Lottery"?

Why is "abbreviated" such a long word?

Why is a boxing ring square?

Why is it called lipstick if you can still move your lips?

Why is it considered necessary to nail down the lid of a coffin?

Why is it that rain drops but snow falls?

Why is it that to stop Microsoft Windows you have to click on "Start"?

Why is it that when you're driving and looking for an address, you turn down the volume on the radio?

Why is lemon juice made with artificial flavor, and dishwashing liquid made with real lemons?

Why is the person who invests all your money called a broker?

Why is the third hand on the watch called the second hand?

Why is the time of day with the slowest traffic called rush hour?

Why is the word dictionary in the dictionary?

Why isn't there a special name for the tops of your feet?

Why isn't there mouse-flavored cat food?

Why is the sun OUT when it is shining?

Why do you park on the driveway and drive on the parkway?

AND THE PRIZE-WINNER: Why is it that doctors call what they do "practice"?

FIFI Flies Again!

Only Flying B-29 Completes Successful Test Flight



August 5, 2010 —It's been a long, challenging effort, but Thursday morning (August 5) it all paid off for the Commemorative Air Force (CAF) as its Boeing B-29 Superfortress *FIFI* returned to flight for the first time since 2004. After more than four years of work, *FIFI* lifted off the runway at Midland, Texas, just before 9 a.m. for a 39-minute flight.



Photo by Mark Russell

"It is an emotional day at the CAF for our volunteer-members and staff," said President Stephan Brown. "There were more than a few tears of joy shed by those who have worked over these past few years to see *FIFI* fly again. Today is a new beginning for this historic warbird."

"Thanks to the dedication of our members and the support of Jim Cavanaugh, the B-29 can once again return to telling the stories of the men and women who sacrificed their lives for our freedom."

Paul Stojkov, CAF Colonel and one of the B-29 pilots, exclaimed, "She ran like a top. It's a very special day. A lot of us have been waiting for

this for four and a half years. We have to thank everyone involved for their help in getting her to this point."



The CAF Airpower Museum, located near Midland International Airport, will be open to the public at 7 a.m. this Saturday, August 7, as *FIFI*'s crew makes pre-flight preparations and its first public flight.

"Saturday is the perfect opportunity for our community to come out to the CAF and see *FIFI* fly," said CAF President Stephan Brown. "Throughout the morning, the B-29 crew will be completing the required crew training that includes 'touch and gos.' It will be quite a show."

At AirVenture last week, the CAF announced the "Red, White, and Loud Tour," featuring pilot/entertainer Aaron Tippin and the glamorous warbird at various stops around the country, starting with the Rocky Mountain Fly-In in Denver August 28-29. Also planned is a visit to AirVenture next year - *FIFI*'s first appearance at Oshkosh in more than a decade.

Flight Breakfast Photos



'By golly, we've got it!'

• 5,000' Concrete Runway Officially Opened at Alva OK

"If you want to be a millionaire and own an airline, you have to be a billionaire and acquire one." 07/24/10

By Helen Barrett

"They've been working for 15 years, but by golly, we've got it!" former Airport Board Chairman Gil Michaelis said at the official opening of the new Alva Regional Airport's 5,000' jet capable runway. Those sentiments echoed throughout the ceremony Wednesday morning.



Wayne Kinzie pilots his 1947 Aeronca, cutting through the ribbon officially opening the new 5,000' runway at the Alva Regional Airport. Wayne Hager, a passenger on this flight, piloted the plane as the first to ever land on the original blacktopped runway when the airport was established in 1949. Holding the ribbon are Airport Manager Gerald Benson and Max McDermott with Phil Priamore and Paul Kinzie looking on. Photo by Jim Stout

Mayor Arden Chaffee welcomed those attending by saying, "We are but vapors in the history of mankind, but our legacy will remain for those who prosper from our foresight."

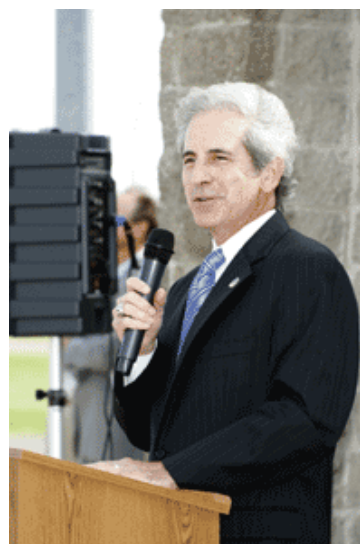
"It seems like only yesterday that we stood in this spot and dreamed of a future that included a jet-capable runway with all the amenities needed to support its use," the mayor said, "just as those before us dreamed of a paved runway."

The mayor noted the strong bond between municipal government and airport-related industry which began with Kinzie Industries which morphed into Plane Plastics, one of the current businesses on the airport.

Oklahoma Aeronautics Commission Executive Director Victor Bird addressed the crowd.

"They say in life those things that are worth the most – most valuable – are worth waiting for and working for. You all have paid your dues," Bird said. "You've waited, you've worked and your perseverance is to be admired around the

state."



Oklahoma Aeronautics Director Victor Bird congratulates the City of Alva for its vision and perseverance in building a world class airport capable of landing any aircraft. Photo by Jim Stout

Bird said the federal government invested funds "pretty far north of \$6 million" into the Alva Regional Airport beginning with AIR 21 in 2001.

"Without their help, this would not have been possible," Bird said. "They put over \$5 million into this runway relocation and extension."

Bird thanked the Congressional delegation led by Congressman Frank Lucas, Ed Agnew, the Arkansas-Oklahoma FAA director, the Federal Aviation Authority, Sen. Bryce Marlatt and Rep. Jeff Hickman for their support.

Of the Oklahoma delegation Bird said, "Without their assistance we probably wouldn't be here doing the work we do around the state."

Bird talked about the heritage and history of aviation in this area. He told how the idea for this airport sprang from the birth of Western Air Express which planned for Alva to be a commercial airport.

That airline failed, he said as many are still today. "If you want to be a millionaire and own an airline, you have to be a billionaire and acquire one," Bird said, interjecting some humor. "They were having troubles back then too."

Transcontinental and Western Air started in this area by Charles Lindbergh, "a pretty famous chap." "You've probably heard of him, he flew across the Atlantic in the Spirit of St. Louis," Bird said.

Bird recounted how Lindbergh and Amelia Earhart piloted the planes that stopped over in Waynoka.

"It was actually kind of the hub of that time," he said. "They would take a train to Hobbs, New Mexico; get back on an aircraft to go to the west coast."

He mentioned how Clyde Cessna started building and testing his aircraft just east of Alva in the Great Salt Plains. "He did about 13 ground loops – those are otherwise known as

- continued, see ALVA Airport on page 6

ALVA Airport – continued from page 5

crashes,” Bird said. “I don’t know if that’s what caused him to leave, but he did take off. I think there were some other reasons.”

Bird said Oklahoma gave birth to business aviation with people like oil tycoons Frank Phillips and J. Paul Getty. “Some of the things inside your terminal ... there is some great history,” Bird said. “This will be an historic occasion as well.”

Bird said there is no faster way from Point A to Point B than by aircraft.

“That’s the reason business has embraced it,” he said. He noted that general aviation, which he referred to as the largest airline in the world, provides tremendous scheduling flexibilities without all the security hassles “because the pilot knows everyone on board.”

Bird said general aviation aircraft carries 170 million passengers per year which translates to 30 million flight hours. Seventy percent of that, he said, is for business purposes.

General aviation boasts 5,400 airports like Alva’s, compared to 540 commercial airports. In addition, there are 18,000 private general aviation airports like Sundance near Oklahoma City.

“I can’t make that case as well as Value Added Products, Sonic, Central National Bank, Plane Plastics and CRI,” Bird said. “If they couldn’t use this airport, and had to conduct their business commercially, that starts out with a pretty long drive.”

He said flying commercial involves going through security, waiting for clearance to get out of the terminal, landing at another facility and repeating the process to return.

“Maybe, if they are absolutely lucky and God shines on them with all His providence, they may get back that evening, but it’s doubtful,” Bird said. “With general aviation, they can go conduct business in several parts of the country – and with Citations even outside the country – and get back and have dinner with the family.”

Bird said Alva actually achieved their goal backward to most airports. Most get the runway first, then build a terminal. Alva built a first class terminal first.

“You were ready. Now you’ve got the jet capable runway, 5,000’ to go with your world class terminal,” he said. “You truly have a jet capable airport, not just an airport with a jet capable runway.”

Bird repeated one of his often used quotes that if you build a mile of highway, you can go a mile, but if you build a mile of runway, you can go around the world.

“That is indeed an accomplishment. It’s a gateway to the world,” he said. “Any aircraft can land here, even some commercial aircraft could land here if need be. Any business jet can land here.”

“My final congratulations are to you. It would not have been possible without your vision, your foresight, your commitment and your perseverance. Congratulations, Alva!”

Wayne Kinzie took the microphone before crawling into the 1946 Aeronca Champ with Wayne Hager, the first pilot to land on the current runway in 1950.

“If you’ve come today to watch a ribbon cutting flying inverted down the runway, you’re going to be disappointed,” Kinzie said. “Old codgers have simple ways of doing things.” With that, Hager and Kinzie walked to the bright yellow and red plane. Hager crawled in the back seat and Kinzie took the controls.

The propeller whirred as they taxied toward the new runway where Manager Gerald Benson and local pilot Max McDermott held a long blue ribbon across the taxiway. In seconds the ribbon fluttered in the breeze as the little plane, its pilot and passengers took the first ceremonial flight from the new runway.



Wayne, Wayne and the Plane: Wayne Hager sits in the passenger seat with Wayne Kinzie at the controls of the 1947 Aeronca Champ that was the first plane to land at Alva Municipal Airport when it opened in 1949. Its propeller was used Wednesday morning to cut the ribbon to officially open the new runway, then Wayne and Wayne took the ceremonial first flight. Photo by Jim Stout

Before it could land again, a sleek turboprop twin glided to a stop on the new concrete runway, taxied to a stop before an amazed crowd of onlookers.

Despite the interruption, the Aeronca and the two pioneer pilots made the first “official” landing at the dedication exactly 60 years after the first.



FAA Requires Aircraft Registration Renewals

By **Mary Grady**, *AVweb Contributing editor*

July 19, 2010

The FAA will now require re-registration of all civil aircraft over the next three years and renewal every three years after that, the agency said on Monday. A final rule published this week establishes specific expiration dates over a three-year period for all aircraft registered before Oct. 1, 2010, and requires re-registration of those aircraft according to a specific schedule (see box below). A fee of \$5 will be collected for each registration and each renewal. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed. "These improvements will give us more up-to-date registration data and better information about the state of the aviation industry," said FAA Administrator Randy Babbitt. Current regulations require owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in mailing address, but many owners have not complied with those requirements, the FAA said.

Re-registration of all U.S. civil aircraft by Dec. 31, 2013, will enhance the database with current data derived from recent contact with aircraft owners, according to the FAA. The new regulations also aim to ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The rule was proposed in 2008. AOPA had suggested that the rule should not include fees and shouldn't cancel N-numbers for lack of renewal. "We are disappointed that the FAA has chosen what may turn out to be a complicated and costly method of updating the aircraft registry," said AOPA Vice President of Regulatory Affairs Rob

Hackman. The FAA reauthorization bill now in Congress would allow the FAA to raise the initial fee to \$130 and renewals to \$45, AOPA said. "AOPA will be monitoring the implementation of the rule closely and communicating with the FAA about any issues that arise," said Hackman.

The final rule can be found at:

<http://www.ofr.gov/inspection.aspx#regular>

Flight Breakfast Photos



The schedule for re-registration and registration expiration is:

Re-registration and registration expiration

Certificate issued (Any year)	Certificate expires	Re-registration required
March	March 31, 2011	Nov. 1, 2010–Jan. 31, 2011
April	June 30, 2011	Feb. 1–April 30, 2011
May	Sept. 30, 2011	May 1– July 31, 2011
June	Dec. 31, 2011	Aug. 1– Oct. 31, 2011
July	March 31, 2012	Nov. 1, 2011–Jan. 31, 2012
August	June 30, 2012	Feb. 1– April 30, 2012
September	Sept. 30, 2012	May 1– July 31, 2012
October	Dec. 31, 2012	Aug. 1– Oct. 31, 2012
November	March 31, 2013	Nov. 1, 2012–Jan. 31, 2013
December	June 30, 2013	Feb. 1– April 30, 2013
January	Sept. 30, 2013	May 1– July 31, 2013
February	Dec. 31, 2013	Aug. 1– Oct. 31, 2013





Spruce Goose

Photos by Dianah Harrod

“You cannot get a complete picture of the Spruce Goose! It is HUGE.”

Dianah, on her 2010 Pacific Northwest road trip, stopped by McMinnville OR to see the Spruce Goose.

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