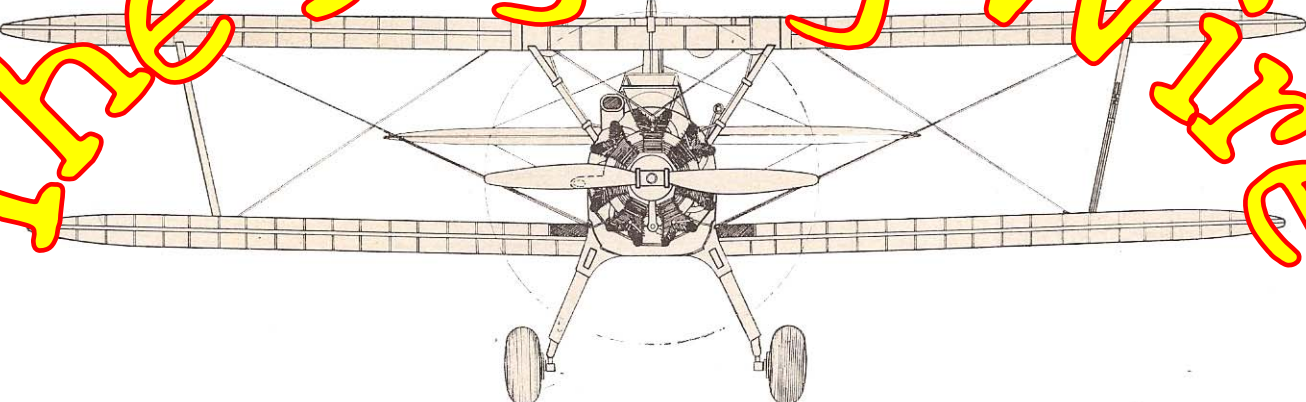


# The Flying Wire



MARCH, 2009

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FLORIDA ANTIQUE BIPLANE ASSOCIATION, INC.

## WARBIRD ADVENTURES

With Di and David Wilson

We escaped the lousy weather in South Florida in the morning and returned to the same later in the afternoon. We were "scud busting" on the way home as the weather could not be circumnavigated. On the way up, Gary Snodgrass (PT 18), Pattie Duffy and I were able to make an end run around the weather to make our way north. In



Di Wilson

Thom Richard

Kissimmee, it was beautiful. It was maybe a little windy but otherwise perfect for a gathering of antique biwinged aeroplane addicts.

**Thom Richard** and his crew at Warbird Adventures have a beautiful set up. There was plenty of "stuff" to look at while we enjoyed the immaculate facility and the camaraderie of the group. There never seems to be a break in the conversation flow at one of our functions.

**David and Di Wilson**, our volunteer hosts, pulled this function off with great planning and execution. Thanks to the **Wilsons**, their volunteers, and the folks at Warbird Adventures for making a great day possible.

As a side note, please be aware you can receive a 10% discount for a warbird adventure flight in one of the T-6 aeroplanes they fly. Just mention you are a member of the Florida Antique Biplane Association to receive the discount.



We had a lively crowd on hand although the winds might have kept a few home on this Saturday as some who had RSVP'd affirmative did not show. That was their loss. We ate their share of the great BBQ and delicious desserts supplied by our membership. No one went home hungry

who stayed for lunch.

The biplanes that did brave the atmospheric conditions got parked in a place of honor under the huge covered portico that is attached to the



main hangar. Those of us who flew spam cans and other ragged aeroplanes got to park on the lower forty as that was our rightful place. After all, this was a meeting of "THE" Florida Antique Biplane Association, Inc. Don't sit home when you could attend one of these functions. You're going to wake up one morning to discover this has all disappeared and you will have missed the opportunity. There are great folks, plenty of lively stories and some neat aviating going on within the group. Be part of it.



## ROMP OVER THE SWAMP

The "romp over the swamp" was a great success on the last day of February, 2009. What a great way to end the month. Our little band of intrepid aviators braved the Everglades crossing and the slight cross wind on runway 15 at Everglades City Airpark (X01). Does the designation **X01** suggest anything to you?

We had a tailwind going and coming which was nice. The temps were near perfect, the sky clear with a few puffy clouds and the lift kept pushing us skyward. We all managed to arrive at the airport at about the same time. There were so many of us that the 1952 Ford pick up sent from the Rod & Gun Lodge had to make three trips to haul us all. We aren't sure what the driver was smoking but the ride into and out of town was exciting. Those of us packed into the bed of the pickup were hanging on for dear life. Thank goodness it was only a one mile ride.



At this historic lodge built in 1864, we were ushered to our own private end of the screened porch so we wouldn't disturb the more sedate guests with our usual animated conversations. A beautiful breeze wafted through the screened porch and we enjoyed a scenic view of the

Barron River while we dined on seafood delicacies straight from Davy Jones Locker. As usual, I neglected to get a picture of the whole group. Where were our official photographers when we need them? I did manage to capture this one image of about 1/3 of our total number. The other 2/3rds had already headed over to the wholesale stone crab store to buy

some claws to transport back home. They were about 25% less expensive than at home.

The inn is a beautifully restored old wooden structure with highly polished pine floors, pecky cypress paneling, wildlife mounts on every wall and considerable "old timey" ambiance. It is a very neat place if you've never been there. The folks at the inn could not have been more cooperative. They hauled us everywhere, at our own peril, and the service was excellent. The food prep took a while but was worth the wait. We had no place to go anyway. Our server kept our tea glasses full and sweetened with mango juice. **Cully Culwell** told the waitress that **Perry Cormen** was single and **Perry** received very good service for the entire meal. In fact, it paid to sit next to **Perry** during dessert because he got two pieces of key lime pie for the price of one. She must have smelled the money! Well seasoned men always appear taller and better looking when sitting on their wallets. After our leisurely lunch, we headed back to the airport for the return flight home. Some of us went direct over the swamp. I was able to provide **Perry** with a close up look at the River of Grass and south end of the Big Cypress Swamp. Others took the safer route following roads and we all found our nests without incident.

It was a great day of aviating and camaraderie for sure. Don't pass up opportunities to meet with like minded addicts.

## WHAT'S NEXT?

**John Leenhouts** welcomes the group to Haller Airpark at the beginning of April, "Under the Wing @ Sun 'n Fun and the final official gathering of wings for the 2008-2009 season at Citra will be in May. **Susan and Bobby Wyatt** will host the "Under the Wing" thing while **Robyn & Lyle Robertson** will welcome us to the 85<sup>th</sup> Avenue Airstrip (<http://www.airnav.com/airport/FD02>) in Citra, Florida. We've got a lot going on during these last two months of the official season. Don't miss the opportunity to participate. Watch your e-mail for your personal invitations to each function.

# PREACHING TO THE CHOIR

By John Lumley (CFII-IA-A&P)

2009 promises to be a year of much stress and turmoil with all that is happening in our country. We as aviators MUST take an active role in contacting our elected representatives and make our voices heard regarding more restrictive rules and regulations. It seems like there is no end to the creativeness of idiotic regulations.

AOPA and EAA are our two strongest advocates regarding representational numbers with the government. We aviators are a small number compared to boaters, truckers, etc., and consequently we are easier to regulate. The government keeps hammering away at user fees for aviators but what about boaters? They use NOAH radio and weather information, use the buoys, navigation markers, create expense with draw bridge openings, Loran for navigation, etc. How can they charge fees for pilots and not other users of governmental supplied aids?? We simply must be heard.

If you are not already a member of AOPA and EAA please consider joining at this time to increase the ranks of membership so they can more effectively represent our best interests.

New TSA regulations are on the horizon and we must be aware of how they will affect our freedom of flight. New ID cards at local airports, regulations on aircraft over 12,500 for airline type interrogation and personal invasion and a new and kinder FAA. The FAA has been shedding its old, sometimes helpful image for the new police force image. Things are changing and mostly "not for the better."

I have spent time in Europe and have seen first hand the restrictive government control of general aviation. We have been blessed with a lot of freedom in our country but again I say, "things are changing." We must take time to educate ourselves on the new proposed rule changes and call and write our representatives. Again and Again. We cannot depend on the other guy to do it for us and we cannot trust our government to be fair with our freedom of flight.

*Cheers, John Lumley*

**Heaven is Where:**  
The Police are British,  
The Chefs are Italian,  
The Mechanics are German,  
The Lovers are French  
and  
It's all organized by the Swiss.

**Hell is Where:**  
The Police are German,  
The Chefs are British,  
The Mechanics are French,  
The Lovers are Swiss  
and  
It's all organized by the Italians.

## **"THERE I WAS"**

Perhaps the only shortcoming I have as an aviator is not slowing the aircraft down sufficiently on approach to landing. This is a bad habit developed in order to keep the 450 Stearman from sinking excessively during the approach. With the prop set in flat pitch, acting as a big air brake up front and the extra weight, the Stearman sinks at a pretty good rate when brought to slower speeds. At least this is my excuse for developing this poor airmanship. This procedure is no problem with the long grass runway here at Willis but might become an issue if I have to put the airplane onto a short piece of real estate.

So, I am heretofore reminding myself and you to become more aware of your approach speeds. Make sure to slow things down just in case you need to land somewhere short sometime. The correct approach speed plus your ability to slip could save your butt and your plane.

Pay attention to the basics and you'll not find yourself with a "There I was" story to tell. If you've got a story and are not too proud to share your screw up with the group, I'd be happy to reprint your tale. Who knows, your mistake might just help someone else in our group from paying tuition?

# MEMBER PROJECTS

Mark White



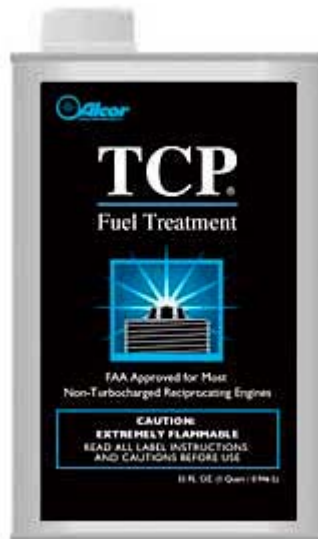
Mark & Mary White's Fleet

The engine runs, the airplane is together. These photos (taken the weekend of 03/21) testify to the fact. The time draws near when it will actually lift into the air.

## RE-INTRODUCED TO THE MARKET

After being off the market for a while, TCP is now once again available. The addition of this stuff to 100LL avgas can be an affective way to reduce lead fouling of valves and plugs in low compression engines.

### **ELIMINATE SPARK PLUG LEAD FOULING!**



Since the introduction of 100LL as the main fuel for low-compression engines, Alcor has been a leader in providing pilots a fuel treatment that eliminates lead before it can cause fouling. A simple one-shot treatment with every fill-up prevents lead build-up on spark plugs and valves. Rely on the one-and only Alcor TCP Fuel Treatment for a cleaner and smoother-running engine!

TCP dispenser sold seperately. (PN 05-21500)

Note: TCP is not to be carried aboard aircraft.

**AVAILABLE FROM AIRCRAFT SPRUCE & SPECIALITY**

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The Florida Antique Biplane Association Inc. is a 501C6 corporation incorporated in the State of Florida. It's purpose is to promote the preservation, restoration and safety of flying antique biplanes. **Membership in FABA Inc. is open to all antique biplane owners, whether or not the airplane is airworthy. An antique biplane is defined as one having had its original type certificate issued on or before 1950.**

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ COUNTY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

PHONE: (\_\_\_\_) \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

FAX#: \_\_\_\_\_ Cell: \_\_\_\_\_

OCCUPATION : (If Retired, From What?) \_\_\_\_\_

AIRCRAFT OWNED: \_\_\_\_\_

**Must Be An Antique Biplane With Original Type Certification Prior to 1950.**

IS THE AIRCRAFT LICENSED?: \_\_\_\_\_ "N" NUMBER: \_\_\_\_\_

NAME & A/C LOGO TO APPEAR ON YOUR NAME BADGE: \_\_\_\_\_

**YOUR SPONSOR IS:** \_\_\_\_\_

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BIPLANE ASSOCIATION, INC. SECOND YEAR'S DUES ARE PRO-RATED IF YOU  
JOIN DURING THE YEAR.**

**SEND CHECK TO 10906 DENOEU ROAD-BOYNTON  
BEACH, FLORIDA 33437**

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