Jim Dickson, Jim Lyons and EAA Chapter 565 out did themselves hosting our October gathering and first function of the 2013-2014 season of the Florida Cub Flyers and Florida Antique Biplane Association. The members of the two AAA Chapters could not have experienced better weather for a day of aviating. It was spectacularly beautiful.

Chapter 565 is housed in what was once a gun sighting facility for P40s during WW II. From a three sided concrete bunker, a great meeting facility was created by adding a roof, a front facade and an interior with full kitchen and two baths. Someone in Chapter 565 had great foresight in the past.
Pattie Duffy, our official photographer, and I made our way across the state low and slow in the Super Cub enjoying the scenery of the vast agricultural area south of Lake Okeechobee along the route. We were saluted by several crop dusters with puffs of wind drift smoke during the trek, undoubtedly some of the same Air Tractors I encountered at Air Glades earlier in the week as reported herein. Other members from all points, some as far as Melbourne, also enjoyed a near perfect day of aviating. Our route was neither hindered nor helped by the cool wind blowing out of the northern climes. Others may have had a quicker trip one way or the other.

We had a full morning honing our skills of slinging BS and then a short meeting in the War Bird facility right next to the 565 clubhouse. Out of our groups might arise another organization-"The World Class BS Society"! Several of our members are vying for the Presidency. At our brief meeting, we discussed who would "volunteer" to be President of each organization. Tom Wood stepped forward to be President of the Florida Antique Biplane Association and Lou Amato did the same for the Florida Cub Flyers. Or, did everyone else take a step back? Whatever the case, both will make excellent Supreme Leaders.

Our full, interesting and exciting schedule of events was also presented during the meeting. All dates have been set to facilitate future planning and maximum attendance, so don't miss an opportunity to go fly and meet with fellow addicts. "Hello, my name is Larry and I'm addicted to flying".

After our short meeting, we adjourned to take advantage of the delicious BBQ'd chicken lunch with all the trimmings in the EAA building. Desserts abounded and no one went home hungry. If they did, shame on them. More talk ensued during and after lunch before we all blasted off for home. Another low, slow flight on a slightly different route took us to Willis Gliderport. A fun day and another great opportunity to get to know the diverse and interesting members of our groups. I'm richer for knowing all these great folks. You do the same and you'll not regret it.

"Over and Out" until next time.
MEMBERSHIP CONTEST

The very best way to encourage antique biplane owners to join our fun is through existing members. We ALL have a pretty good idea who the antique biplane owners are in our immediate vicinity. A face to face encounter is the best introduction to the Florida Antique Biplane Association, Inc. You have something immediately in common with the new potential member. Ask them to join you to attend one of our functions. Fly to the function in a gaggle. Make sure you host them properly once at the function and introduce them around so they don't feel like a "fifth wheel". Get me their email address so that I can put them on the newsletter distribution list so they can see what they are missing.

The membership contest will commence NOW and run until the end of February. The member who sponsors the most “new” members will win a gift certificate for breakfast for four at Chalet Suzanne. New means not previous members of FABA. Your name must appear on the membership app as the sponsor to count.

NEWSLETTER RECEPIENTS-FLORIDA

NEWSLETTER DISTRIBUTION

This season we will do things a little differently with regard to newsletter distribution. For those in Florida, not members of Florida Antique Biplane Association, the newsletter will be distributed only periodically during the season. Those outside of Florida will continue to receive the newsletter as published.

The newsletter can still be viewed when it is posted on the Antique Airplane Association website.

And, of course, members will receive the edition shortly after each function occurs.
Recently I was fortunate enough to be invited to a "crop duster fly in". I wasn't even aware there was such a thing. **Willie Lee** and **Bart Perryman**, long time Belle Glade agricultural aerial application operators, invited me to attend a Florida Agricultural Aviation Association event at Air Glades Airport in Clewiston.

This daylong meeting rounded up the overwhelming majority of "crop dusters" and their machines based in Florida. The old term "Crop Dusting" really doesn't describe the current state of the art and science involved in this industry. Millions of dollars worth of machinery and centuries worth of experience were on hand at Air Glades with the intent of refining the aerial application of crop protection products used in the agricultural realm through the use of scientific methods.
I guess I was the only non-operator in attendance with our 450 Stearman. This relic from the past, in the realm of crop dusting, was fondly remembered by the "old timers" and I heard many tales revolving around the Stearman as an ag plane. The current crop of ag pilots weren't even born when our Stearman last ruled the sky over fields of crops. The airplane was a focal point of interest for the newer boys and provided impetus for stories for the old farts in attendance. One thing is for sure, I was welcomed with open arms and experienced old time southern hospitality from all I encountered during the day. Ag pilots are just like all pilots in that they love to talk and tell a good story. They may actually exceed the normal pilot's proclivity for tall tales. As antique biplane drivers, we are not far behind in our ability to spin a good story.

Operators must earn continuing education credits to maintain their licenses and this meeting served that purpose. However, the primary purpose of the meeting was to use science to evaluate the application efficiency of each aircraft.

**Scott Bretthauer**, Extension Specialist, Pesticide Safety Education, Department of Agriculture of the University of Illinois brought his equipment and expertise to help the Florida operators "dial in" the most efficient way to apply crop protection products. With the high cost of operating the current crop of turbine powered, specially designed aircraft as well as the high cost of the chemicals, it is imperative for operators to maximize efficiency and thereby control the costs farmers must pay to apply
crop protection products and maximize crop yields.

In an attempt to keep the description of the day's activity in layman's terms, the following is what occurred. The science team strung an absorbent string line perpendicular across the flight path of each aircraft. Each aircraft made three passes across the line at the speed and altitude they normally use to apply materials. The material they were spraying was water dyed red.

The art of the operation, from the pilot's standpoint, was the necessity to pass directly over the center of the string line strung perpendicular to their flight path. There was no room for error here and there was no observable problem with any of the pilots achieving this objective as they were all well experienced maintaining flight lines in their regular daily activities.

During the spray pattern measuring, we all stood 50 feet back from the actual flight path of each airplane as they sprayed the red dyed water. The folks doing the measuring were closer yet. We were upwind of the spraying. This was an up close and personal view of the proceedings and at no time did I feel threatened by the close proximity of these large aircraft speeding by at 140-160 mph. In fact, there was a noticeable relaxed atmosphere among the pilots awaiting their turn as we stood and talked. There was total trust on display in the piloting capabilities of each other in this close knit, small fraternity.

During these passes, a variety of information was recorded. Wind speed, humidity, aircraft speed, altitude, barometric pressure and actual picture images were all recorded for each pass over the string line. As the red dyed water was atomized through the spray nozzles on the spray boom, it descended onto the absorbent string line. At each pass, a different length of string line was used to document the pattern of droplets. Each segment of string line was fed into a special scanner and computer that documented the droplet pattern across the entire width of the spray swath. The resulting output product showed the consistency or inconsistency of the material application across the spray swath. The number of nozzles, the spacing of
the nozzles and the angle of incidence of the nozzles all contribute to the efficiency of the application. Of course, the speed, altitude, and weight of the aircraft distributing the material also contribute to the efficiency of the pattern. By studying the output product, adjustments can be made to the nozzles to improve distribution efficiency. Also measured, by a series of absorbent cards, was the size of the atomized droplets. The nozzles are capable of adjusting the amount of atomization as well. All these parameters are important to the efficient distribution of the material.

Generally speaking, the aircraft routinely operate from 8-15 feet above the ground at speeds in the range of 140-160 mph. The heavier aircraft appear to require a higher altitude for efficient material distribution according the data recorded. There were two 802 Air Tractors there that dwarfed the Stearman. These are huge machines.

After a delicious BBQ lunch provided by FMC and Ron Palumbo and Eric Johnson, a presentation by the University folk, the process began again. While this was occurring, Linda Minton, the Executive Director of the FAAA, went up for a ride in the Stearman in an attempt to get some air to air shots of the process. These turbine beasts were too fast as I tried to pace them in the 450 Stearman. A Stearman is NOT a 140-160 mph airplane. Never has been, never will be.

Anyway, the science part of the equation is described above to the best of my ability as a layman.

The art part of aerial application can be appreciated when you observe the aerial ballet that occurs during the process of dispensing the chemicals. This
artful flying was a necessity in the past as well as today. Those of us who fly our old biplanes can appreciate the fine art of the flying abilities necessary to perform the steep pull ups and hard turns required to get back on the deck after each run down the field. Recognizing wind drift and compensating accordingly is also an art. This type flying requires the pilot to become one with the aircraft in order to recognize the minute signals the aircraft is sending to the pilot to maintain flight. It is not for the faint of heart or those with sloppy airmanship. This is REAL flying from start to finish, not some computer game like the airline boys use to fly their aeroplanes now a days.

**HATTON FARM TOUR—JANUARY**

Just as Willie and Bart extended the special invitation for me to attend the above described crop duster fly in, they are inviting our group to descend on Belle Glade in January. This time we will be treated to a farm tour of one of the largest vegetable growers in the Glades. It would be wise to take full advantage of this very special occasion and plan to attend. Those who attended the U.S. Sugar tour last year will surely return for this once in a lifetime opportunity to glimpse one of the largest truck crop operations in the USA from the inside. This is not something that "John Q Citizen" is privileged to witness and is an exclusive benefit of belonging to the Florida Antique Biplane Association. Don't sit home on your butts and miss this one. Go fly those things or sell 'em to someone who will.
Ring, ring, ring. “Hello?”

“Hello, I am calling in regard to the tailwheel training you offer.”

“OK, how may I help you?”

“I am interested in getting my tailwheel endorsement. What kind of aircraft do you use, how long will it take and how much do you charge?”

“The hourly cost is $139.00 in the Aeronca Champ including fuel and instructor. It normally takes about 10 hours to do a thorough training syllabus so the student becomes competent and confident in all operations of conventional geared aircraft.”

“Well, that’s interesting. But I am a graduate of Embry Riddle. I went from zero to hero in minimum time, I have an ATP and am flying a corporate jet and have over 5,000 hours. So with those qualifications, what will it take me to get my tailwheel endorsement??”

“You are still looking at 10 hours in the aircraft unless you have flown tail wheel aircraft before.”

“That seems a bit high considering it’s just a light aircraft and I am already a qualified pilot. You may be doing overkill on your training course. I will come out next week and start training with you and I am sure I will only need a couple of hours and I will be good to go.”

This is an actual conversation with a potential student. They usually show up with clodhopper boots and their new ZULU (ingleberry capable) headset and their iPad with world wide approach plates, XM weather, latest stock tips and the movie de jour. Man, I am getting old.

“OK, off with the boots and you will fly in your socks. Next time come with light footwear so you can feel the airplane. The iPad stays in the Hummer.”

“OK, here we go. Uh, where is the starter switch?”

“We have an Armstrong starter!”

And so the story goes.

While all accomplished pilots have developed suitable skills to fly aircraft they have trained in and similar others, the conventional geared aircraft offers a few challenges that tricycle geared aircraft do not. Our beloved Champs, Cubs, and Taylorcraft airplanes are expensive weathervanes. Proper ground operations require understanding on how control surface input provides better and safer handling. Tricycle geared aircraft are not as likely to ground loop as they have the luxury of a steerable nose wheel.
Take offs are more challenging in a taildragger due to P factor on higher HP airplanes. Once the tail is up we become ballerinas on the rudder pedals. The most common mistake new students make is to make a rudder correction and not return to the neutral rudder position. They start divergent oscillations and it gets worse with each rudder input as they are behind the curve, like shooting Skeet when you get behind the clay target!

Correct-neutral-correct-neutral, correct-neutral and this dampens out the divergent moves and gives you a good average track down the center of the runway.

Three point landings are usually pretty simple to become proficient at; however, one common mistake is that the student is reluctant to bring the stick fully aft. Even if they eventually do, they release back pressure and the tail frequently lifts off the ground. Understanding and repetition are the key elements to mastering this skill.

Wheel landings are the most interesting. Patience is the virtue students need to develop to avoid the unavoidable bounce and go around. They often get set up properly with a flare and increase in power and are poised to grease her on from the current height of one foot or so above the ground. Wait, wait, wait for the wheels to start rolling. Apply forward stick pressure and retard the throttle. Rudder-correct-neutral-correct-neutral and the rest is easy. However we go back to the wait, wait, wait, to the I have waited long enough, and PUSH forward on the stick and the resulting bounce creates a 2.4 on the Richter scale. If the runway is long enough you can reject the landing, establish a new landing attitude with power and make another try. Otherwise go around. Computers are good at saving a bounce, humans are not. Check the AIG crash statistics and porpoising from a bounced landing is a HUGE crash factor with new students.

The last two students I had both were signed off with tailwheel endorsements and neither could do a satisfactory wheel landing. It took hours of round and round and they finally got it. And that is exactly what they say. “I finally got it”. Not their fault, but now they are no longer apprehensive about flying their taildraggers. We are the best judges of our own skill level and after years of training in GA and the airlines, I know I will always have something new to learn to keep my patootie out of trouble.

Blue Skies
DISCLAIMER NOTICE & MISSION STATEMENT:
All information contained herein is believed to be correct. However, it is intended to be for informational purposes only and is not to be relied upon. You are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of an aircraft on the owner or operator. Any person who maintains, modified or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations. You should independently verify any of the information contained herein. No warranty is expressed or implied.

The Florida Antique Biplane Association Inc. does not project or accept any responsibility for participation by readers of the “Flying Wire”, non members or members at fly-ins listed in this issue. This publication is produced as a medium of communication for those antique biplane enthusiasts and members of Florida Antique Biplane Association, Inc.

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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FABA MEMBERSHIP APPLICATION

NAME:__________________________________________________________________________
ADDRESS:__________________________________________________________________________
CITY:______________________ COUNTY:________ STATE:___________________________
ZIP CODE:____________ PHONE:(_____)___________________________________________
E-MAIL ADDRESS:_______________________________________________________________
FAX#:______________________________________________________________
CELL:____________ OCCUPATION:_______________________________________________
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:_______________________________________________________________

**MEMBERSHIP DUES:** **$48.00** PER YEAR PAYABLE TO FLORIDA ANTIQUE 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 33472
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Members are offered **FREE** advertising in the newsletter. If you have stuff to sell, trade or want, please get me a detailed account prior to the next meeting and I will include your treasures in the next newsletter.

**FOR HIRE:** Experienced pilot/mechanic available to ferry your Stearman including other Antique, Classic or Vintage aircraft. Contact John Lumley 561-499-1115.
COMPLETE EXTERIOR MARKINGS for the restorer of Boeing/Stearman Model 75 airplanes to original military schemes is now available. Items include National Insignias, Squadron Numbers, U.S. Army - U.S. Navy Service Designations, U.S. Navy Model Designations, BuAerNos, FAA registration numbers, all on full size layouts. 1" and 1/2" size authentic custom stencil sets and detailed military history and information on your Boeing/Stearman model 75 airplane is also available. Similar services also available on other military aircraft. For more information send a SASE #10 envelope to Ken Wilson, 2324 East Florida Street, Evansville, IN, 47711-4812 or phone 1-812-477-7176, e-mail: idora@wowway.com

NOW AVAILABLE: STC for the 2 place front seat for the Boeing Stearman. This STC keeps your airplane in standard category for better insurance rates and increases the value of your Stearman as well. Ride hopping revenue will increase dramatically with a 2 place front seat. Even if you are not in business hopping rides its better for the passenger having someone to share the excitement of the open cockpit ride. Contact John Lumley for particulars and price. captainapache@aol.com or 561-271-7638.

If you own an antique biplane and aren’t flying it, sell it to someone who will!

TRADE: Will consider trades plus cash for my 1942 A75N1 450 HP Hawaiian Special. She has a Standard Airworthiness Certificate and features a two place front seat. Approximately 330 on engine SMOH, Redline Brakes, Gasser approved tow hook, Seat pack parachute, intercom, King KY97A 760 digital flip flop comm and King KT76 transponder. Current pitot/static/transponder/encoder certification. Priced at $149,00.00 minus your trade. John Lumley 561-499-1115

Jerry Stadtmiller
Bipe, Inc.
Antique Aircraft Restoration & Repair

Andrews–Murphy Airport [KRHP]
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6138 Airport Road
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Website: www.bipeinc.com
E-Mail: Jerry@Bipeinc.com

A&P/IA
Ohio's premier aviation community is located just 26 miles from Wilmington, OH (ILN) and less than an hour from Cincinnati (CVG).

This friendly, gated community has 2 five-acre lots remaining – one runway lots and one wooded lot. All have a great view of the runways and very easy runway access. We have underground electric, telephone, cable along with public water. A septic system is required. There are TWO turf runways – the first (12-30) is beautifully crowned and 2600+ x 80. It is definitely the smoothest grass anywhere. The second one (6-24) is 1870 x 100 and favors the prevailing winds.

If you love aviation and country living, then Antique Acres is the perfect place for you. Being only 11 miles from I-275 brings all the amenities of the city just a stones throw away. We welcome Antique airplanes as well as those who are still learning to love the grass. We all have a common bond so let's join together to preserve the freedom of flight.

There are TWO lots left, Lots 8 & 12.

New homes are complete and there isn’t a better investment than a lot at Antique Acres. For an appointment or more information, please call Pete or Jeanne Reed at (513) 625-4707 or E-mail: jeannereed55@earthlink.net.

FOR SALE:  Stearman horizontal stabilizer and elevators. Stabilizer needs fixing. $700.00  STEARMAN TAIL WHEEL HUB ASSY.  NEW BENDIX 2004-A-863M 10.00 SC  $125.00
FOR RENT/FOR SALE

1) Hangars for rent at Grass Roots Airpark - 06FD.
Enclosed hangars / shade hangars / 48' door oversize hangar.
Contact: David Gay 407-234-6986. See @ grassrootsairpark.com
First month rent 1/2 price for FABA members with an antique biplane.

FOR SALE: 1941 DE HAVILLAND 82A TIGER MOTH FOR SALE
Swedish Airforce yellow and red colors, in Florida. Serial and N 85882.
Brakes and tailwheel. Alternator, KLX135A GPS, Radio and Intercom.
Mode C transponder, ELT, Slick magnetos. A/C 4,140 h. Engine 830 h.
US$ 77,000. 1dejounge@aol.com. 1-772-321-5175

FOR SALE: One Strong Parachute, Squadron Seat pack, show some usage makes from getting in
and out of airplane. $750 Complete set of Stitts fabric envelopes for PT-17, Aircraft Spruce $804 as of
last catalogue, $600 Contact Tim Kirby steorman885@comcast.net or 352-454-6680
FOR SALE: Boeing Stearman PT18; Manufacture date: 1942; Registration #: N42PT; Serial #: 75-8387; Jacobs R755 A2-B2-A2m, 275 hp. (150 hours since new); Hamilton Standard propeller 2B20/6135a (93 inch); Jasco starter; AirWolf oil filter; Gid Townsend Master Cylinders; ELT (new battery); Solid Tail Wheel; Large luggage compartment insert. (flat bottom); Garmin Apollo VHF, Garmin transponder, Sigtronics interphone; Garmin 396; Lowrance GPS. $135,000. Gary Snodgrass Cell-772 349 3461 Home-772 334-3468

AVAILABLE: Biennial Flight Reviews/Flight Instruction, Comprehensive BFR's, Instrument, Private, Commercial, Multi-engine, seaplane, tail wheel endorsement, ATP, International check out with eAPIS tutelage, ferry flights and guitar lessons with FABA member. John Lumley captainapache@aol.com or 561-271-7638.

FOR SALE: 1941 STEARMAN (CUSTOM) A75-N1 PT-17
SER # 814 N60185
COMPLETE RESTORATION IN 2000
P&W 985 450 H.P. SMOH – 68 HRS.
PROP HYDRA-MATIC 22D30/6531A12 SER.
#E4462 LAST INSPECTED 10/19/10

TOTAL TIME AIRFRAME SINCE RESTORATION – 217 HRS.
OIL TANK AND COOLER LOCATED BEHIND REAR COCKPIT – DER APPROVAL
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SNF AWARD WINNER, COVER OF SPORT AVIATION & VINTAGE AIRPLANE
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BOBBY WYATT @ 863-559-2266 $125,000.00
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