

Albert Whitted AIRPORT Flyer

Vol. 1

An Occasional Newsletter of the

Winter

No. 3

Albert Whitted Airport Preservation Society

2004



Crowds Flock to Suncoast AirFest

We did it! Our 2nd annual Suncoast AirFest attracted crowds estimated at 25,000 over the weekend.

Spectators thrilled to the exciting mix of aerial performances, static displays,

fun exhibits and delicious food. Thanks and kudos to the 400+ vol-



unteers who pitched in on show weekend and helped field the show.

SunCoast AirFest gained lots of media coverage, and local newspapers carried feature stories in Sunday's papers, garnering additional publicity and attendance over the two days.

Airshows are non-stop photo opportunities, and we've collected a few keepers in this newsletter; view many more at www.albertwhittedairport.org. Also, mark your calendar for SunCoast AirFest 2005, October 8-9, another 2-day extravaganza!

Welcome Santa

Better watch out! Santa Claus is checking his list and coming to Albert Whitted Airport via helicopter.

He's scheduled to land at 1:00 p.m. on Sunday, December 12, and join us for a delicious spaghetti lunch. The event runs from Noon to 2:00 p.m. Tickets are \$5; call AWAPS to make a reservation at 727-822-1532.

Santa will be listening to children's wishlists (did I hear someone say, "new tower?") and posing for photos with little ones. Story-telling and other holiday activities are also planned.

Thanks to sponsors Bay Air, West Florida Helicopter and Spartan Italian Restaurant.

Santa Choppers
into SPG



Sunday
Dec. 12

12:00 to
2:00 pm

AWAPS Elections Top General Meeting Agenda

A priority for the Dec. 1 meeting is election of the AWAPS Board of Directors. Dr. Eric Whitted, *ad-hoc*

Nominations Committee Chair, will lead the AWAPS membership through the process of electing board members, and will accept committee chair nominations. According to the Albert Whitted

Airport Preservation Society Articles of Incorporation:

"...Directors shall be elected by the membership of AWAPS. Voting for the election of Directors shall be by written ballot or a show of hands. Each member shall cast one vote per candidate, and may vote for as many candidates as the number of candidates to be elected to the board.

The candidates receiving a majority of the votes of the membership attending the general meeting shall be elected to serve on the board.

Selection of candidates for office: Ad-hoc Nominating committee begins in August of each year.

Nominations shall be submitted to the Board of

Directors in November of each year.

Elections shall be held in December of each year.

Directors assume office in January of each year.

Term of office is for three years."

To submit a Board nomination, please contact Dr. Whitted prior to the Dec. 1 meeting, at 727-343-6890 or drwhitted@netscape.net. Nominations may also be submitted from the floor at the general membership meeting.

Call to Order

AWAPS General Meeting

Wed., December 1
7:00 PM

Hilton St. Petersburg Waterfront
District
333 First Street S.

On the Agenda:

Election of Board of Directors

Establish 2005 Committees

Reports on:

AirFest Success & Next Year

City Referendum #3 Results

Refreshments
(Pizza & Soft Drinks)
& Door Prizes

RSVP 727-822-1532 by 11/30 and
be eligible to win a special B&B
package; must be present to win!

City Election Results Support Airport's Future

Thanks to all airport supporters who voted change the City Charter provisions to allow leases on the airport for up to 25 years. If we ever need to secure private financing for airport improvements, it will now be easier.

The official results were 56,651-FOR and 48,524-AGAINST. I believe the large negative vote was based on a misconception that the City was trying to take back last year's overwhelming support for the airport. I received many phone calls and emails that indicated confusion. The majority of questioners asked, "Why should I vote to change the airport's life from FOREVER to 25 years?" Fortunately, we won, but any future airport ballot questions will need an education campaign.

--Jack Tunstill
AOPA Airport Support Network

AWAPS Contacts

Albert Whitted Airport Preservation Society, Inc.
Hangar 1, Albert Whitted Airport
107 8th Avenue Southeast
St. Petersburg, FL 33701
Phone 727-822-1532 Fax 727-820-0303
www.albertwhittedairport.org

Albert Whitted Airport Preservation Society
is a 501c3 non-profit corporation.
Your contribution is tax deductible.

Officers

PresidentTerri Griner
Vice PresidentSteve Tolliver
TreasurerJohn Bowman
Secretary

Board Members

Alan Brown, Scott Johni, Don Morris,
David Oliver, Tom Ostermann, Bill Shivers
Joe Vulgamore, Dr. Eric Whitted

Advisory Council Liaison

Randy York

Committees

Airport Design.....Joe Vulgamore
Communications.....Mark Bogue
EducationDon Morris
Events.....Steve Tolliver
FundraisingRick Scanlon
GovernanceTom Brew
GrantsSusan Oliver
Historic PreservationTom Ostermann
Membership.....Steven Lange

Ad Hoc Committees

NominatingDr. Eric Whitted
Building Renovation/Facility.....Bill Shivers

Airport Contacts

Rich Lesniak - Airport Manager
727-7657

Sherri Weaver - Airport Operations
727 893-7049

Ron Methot - FBO
727 822-4217

Jack Tunstill - Airport Advisory Committee
727 415-3357

Bill Buston - EAA Young Eagles
727 894-2072

Bob Adams - Flying Start Program
727 544- 8124

Gene Olson - Civil Air Patrol
727 522-0593

Join AWAPS Now!

Sign up for free AWAPS membership and receive every issue of the Albert Whitted *Flyer* by mail. It's easy to stay updated on upcoming events and current news, just log on to www.AlbertWhittedAirport.org and click on the "Membership" button. Thanks for your support of Albert Whitted Airport.

Membership Committee Forming

The AWAPS Board of Directors has graciously accepted my request to chair the newly formed Membership Committee. I wish to thank them for this opportunity. Soon I will select a core group of individuals who will assist in establishing the organizational structure of the committee. Once this is done, we will set about the task of contacting the community at large to seek out many volunteers to be committee members, who will then reach out again and again to the community for the ultimate AWAPS members we need.

If you are interested in helping to build the membership of AWAPS to this next level, give me a call at my work number, 727-823-7868, day or night, and please leave a message if I am not there.

--Steven D. Lange

AWAPS Membership Chairman



Janice Ryan (right) with Susan Oliver, both dedicated AWAPS volunteers.

Volunteer Spotlight

When the S.O.S. went out for help in the final weeks before the AirFest, volunteer Janice Ryan heeded the call. Deprived of the use of her right arm due to a stroke, Janice nevertheless found a way to fold hundreds of brochures for display tables in the AWAPS office.

Janice has been an AWAPS volunteer and vocal supporter of Albert Whitted since our group was formed in 2003, telling people about the airport's unique history and the value of small airports, everywhere she goes. And she does get around. This former teacher volunteers at the Gulfport Senior Center and St. Vincent's Episcopal Church Thrift Shop, is an active participant in

SunCoast AirFest



Climax of the air show was the "Heritage Flight" featuring an F-16 and P-51 in formation.



The extended family of Albert Whitted gathered from all over the country to attend SunCoast AirFest 2004.



AWAPS members attended the 41st Tony Jannus Award dinner honoring U.S. Secretary of Transportation Norman Mineta.

advocacy groups for people with disabilities, tutors children, writes poetry and articles, studies theosophy and takes wheelchair aerobics, among many other activities.

Thank you, Janice.



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Formation Flying for the Average Pilot

Ready to add spice to your Sunday outing? My friends Barry and Sylvia Ford did not have any formation experience, so we talked a lot about it before taking to the air. I'm an old air force pilot so I've had more than my fair share of it. (Odd how much I hated it in the air force and how much I love it now. Maybe it's because I don't have some type-A-personality instructor screaming in my headsets at me!)

The basics:

You **MUST** have a willing partner. The FAR's state airplanes in formation must be in agreement to do so.

Your airplanes should be of similar performance, and the novice should not mix high and low-wing aircraft.

Don't be a hotdog! Discretion IS the better part of valor.

Discuss all details with your formation partner **AT LENGTH** before getting in the plane. The lead looks for

traffic and handles radio communication. The wingman maintains safe separation from the lead. Start far apart, then work your way in over a period of several rides. Don't try to fly abeam--a clearly held lead position is important and the wingman should maintain his place.

Determine the references on the lead airplane to indicate the position you want to hold. Memorize the references on the ground--hand tow your airplanes into position on the ramp then sit in the wingman airplane to visualize the references. For instance, on the Ercoupes we fly, I align the nose gear and the main so that I can't see the nose wheel, then keep those in perspective on the horizon.

Formation takeoffs and landings are not recommended for the novice. We've now been doing this long enough that we routinely takeoff and land together, but, as I mentioned earlier, it's something we talked about **ALOT** before we did it.

The runway needs to be wide enough to accommodate both your wingspans. If lead has to abort the takeoff, number two can keep going without contacting the wingtips. When we're ready to roll I give Barry a thumbs up, he drops his head as he releases brakes, and we roll together, in a wide formation position.

The novice should takeoff in sequence, and that can be any interval you chose. Then, the best way to join up on lead is with a turning rejoin. The details of altitude, an airspeed, and the degree of bank must be agreed upon on the ground before flight.

When we let down into the pattern I always move to the outside of Barry's turns. It allows me a bit more altitude, and it also lets me have a little more airspeed to play with since I fly a longer-radius turn than he does. I always take brief glances ahead to check my alignment with the runway. Barry's very thoughtful to give me a healthy share of the

Mark Your Calendar !

General Membership Meeting
Wednesday, Dec. 1
7:00 pm
Hilton
St. Petersburg Waterfront District
333 First St. S.

Committees Meet at AWAPS Office:

Membership Committee Meeting
Wednesday 6:30 pm
Nov. 24

Historic Preservation & Education Committee Meeting
Monday, Nov. 29

Events Committee Meeting
Tuesday, Dec. 7

AWAPS Board Meetings
Wednesdays, Dec. 15 and Jan. 19
7:00 pm

Welcome Santa (Arriving by Helicopter!) Spaghetti Lunch
Sunday, Dec. 12
Noon - 2:00 pm

EAA Chapter 47 Meetings
Mondays 7:30 pm
Dec. 13, Jan. 17

width available since he knows I'm not watching the pavement as much as I'm watching him.

Maintain formation position throughout the landing roll and fall into a trail position as you exit the runway. Be aware of the direction lead will be exiting and be sure to provide plenty of turn space for him. On the taxiway I always follow directly behind. We usually manage to park together and a simple acknowledgement lets us shutdown simultaneously. Sylvia thinks we're a little nuts, but we always align our props too.

Now get yourself a formation partner and get with it. It's loads of fun and it makes the trip **TO** your destination as much fun (and often **MORE** fun) as being there.

Chuck Sullivan
chraven@cs.com

Remember Whitted When...

In October of 1928, the City Council authorized the construction of a field to be named in honor of James Albert Whitted and it was opened during the summer of 1929.

Being built on landfill from the port dredging, it went from "fishin' hole to landing strip." But Albert Whitted Airport was not St. Pete's first and only airport.

In 1926, pioneer entrepreneur Walter Fuller built a private airport, the Piper-Fuller Airport, in the Jungle area; it was St. Petersburg's first airport. Larger than Albert Whitted and designed as an amenity to tourist-oriented projects Fuller was involved in, it was later given up to development. During WWII, it was reactivated for use by primary trainer planes. Despite interest in developing it further after the war, the Jungle Property Owners Association defeated the proposal.

Another St. Petersburg airport lost along the way was Sky Harbor Airport on Weedon Island. It began operations in 1928. Both Eastern Air Transport and National Airlines used it in the '30s but it too was lost.

Period photos show several other air facilities that have since vanished. A seaplane base was located close to Gandy Blvd., and a war time emergency field was once located on Mullet Key, now part of Fort Desoto Park. The ramps of the Coast Guard seaplane facility close to the South end of Runway 18/36 can still be seen at the Bayboro Coast Guard station though they are no longer used.

By Glenn Anderson

Young Eagles Soar Again

Hats off to the pilots of Albert Whitted Airport for once again taking our future aviators on their first flight experience! Sixty-three Young Eagles flew with our pilots on Saturday, October 23. Young Eagles flights soar over the Sunshine Skyway bridge, cruise our Gulf beaches, then cross St. Petersburg and return to Whitted, a 30-minute thrill that is not forgotten. Young Eagles even get to take the stick and get the "feel" of flying for themselves. The entire experience is offered free to kids age 8 to 17, and gives young people an introduction to aviation.

The next Young Eagles flight date will be scheduled in January, 2005. To sign up for a free Young Eagles flight at Albert Whitted, call Bill Buston at 727-894-2072.



AWAPS T-Shirts, Polos, Hats, Pins, Airplanes and Suncoast AirFest Posters make great holiday gifts! View them on line, call AWAPS office to arrange purchase.

All AWAPS merchandise will be on sale at the General Membership meeting on December 1, and when Santa drops in on December 12, too!

**www.albertwhittedairport.org
727-822-1532**



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