

**Florida Sport Aviation Antique and Classic Association
E.A.A. Vintage Division, Chapter One**

“FSAACA”

The Scud Runner

January/February 2017 Edition

Our next touchdown will be at Everglades City (X01) <http://airnav.com/airport/X01> on the weekend of February 10th through the 12th. This will be a camping weekend event.

If you're driving in, the address is: 650 E.C. AIRPARK ROAD
EVERGLADES CITY, FL 34139-0824

Flying in, it's Airport Identifier “X01”
Runway 15/33, 2,400 Ft is paved
Runway 15 is Right traffic pattern
Runway 33 is Left traffic pattern.
Monitor 123.075

Festivities begin on Friday as soon as you arrive. Fly in and camp in your tent on the North end of the runway or drive in and glamp in your coach. Coach and trailer campers can park near town for a nightly fee. Clean restrooms are available. However there are no showers available. Last year everyone took sponge baths in the restrooms. Meals are available at the seafood festival for only a small fortune. Restaurant meals are available for a slightly smaller fortune. We recommend that you bring your own food, drinks and snacks. There will be a camp stove and cooking utensils available to FSAACA members. Coffee will be served shortly after daylight each morning at the FSAACA camp headquarters.

Rental bicycles will be available on a first come, first served basis. Last year the FSAACA crowd soaked up all of the available bicycles. Bicycle rental is \$6.00 per day. We are told that there will be a shuttle available between the festival and the airport. Last year the shuttle was very unreliable and some of our members had to resort to walking back to the airport. (less than 2 miles). The airport manager has assured us that last year's problem with the shuttle has been alleviated.

Airport management has asked that we park our aircraft as close together as possible to allow the day trippers enough space to park. Y'all come and plan to arrive by noon or earlier on Friday to get the best camping spots.



CREIGHTON ISLAND

On the weekend of January 13th through 15th several members of FSAACA and several members of the R.A.F. Were invited to Creighton Island for a work party weekend. In all, over a dozen FSAACA and RAF members showed up. What is a Creighton Island, you ask? It is a privately owned 1800 acre

island off the coast of Georgia about 20 miles North of St Simon's Island. It is only accessible by boat or plane and is owned by retired Brigadier General Frank Williams.

The island is about the wildest, most primitive place that you will ever land an airplane. Electricity is brought in by boat in the form of a Honda generator. However that generator powers lights in a large cooking and eating area in the trees, four bunkhouses sleeping four people each and a hot water heater powering a large double bathroom with showers, sinks, mirrors for the ladies and real porcelain,



flushing toilets. Just a short walk from the “community center”, to the other side of the island, Frank has built, a tool barn, cabins and a tree house known as The Pentagon. In addition to living accommodations, Frank has a saw mill on the island, a 100 foot fire observation tower, a windmill pumping out of a 600 foot+ well into an elevated water tower that supplies potable water to the island, a garden area and more amenities that I can't think of right now.

The island is home to cattle, donkeys, wild hogs, deer, armadillos, opossums and the occasional coyote as well as many sea and forest birds. Most of the island is wooded and is as wild as it was when the Creek Indians lived there.



The runway is located on the Southern end of the island and is said to be 2,400 feet long and 30 to 50 feet wide. The best way to describe the runway is to include part of the safety briefing as follows:

“A 50’ tall oak tree exists 210’ from the departure end of runway 35 with branches that penetrate the area above the runway

centerline. If landing to the south, plan to touch down beyond this tree - reducing the runway length by 210’. 50’ to 70’ trees located on all sides of the runway. Use caution when departing runway 35. Tree branches between 0 and 35 feet of centerline beginning at 520’ from departure end of runway 35. Refer to strip diagram for details. Avoid crosswind takeoff or departure. Runway is narrowly constrained by 50’ - 70’ trees on all sides. Significant side drift may be encountered when crosswinds are present. Tree branches exist 520’ from departure end of runway 35 with branches 30’ west of runway centerline at a height of 50’. A 100’ tall unlit observation tower exists 730’ northwest of the departure end of runway 35. Wildlife include soaring birds, cattle, donkey, the occasional deer, and feral pigs. The runway surface may contain large holes approximately 3’ in diameter and up to 2’ deep. These have been filled in but new holes are subject to being dug at anytime by the cattle. Density altitude can exceed 3000’ with the summer heat and humidity.”



With all that being said, Eric Davis was jumping rides in his Bonanza on Sunday morning and made 4 or 5 takeoffs and landings without incident, so it's not as bad as it sounds if you pay attention to your flying.



FSAACA and RAF members started showing up shortly after having lunch at the BBQ joint at St Simon's Island. Friday afternoon was spent getting camp sights set up and getting familiar with the island. Friday night, Eric and the RAF provided a low country boil for dinner. After dinner, someone passed around a bottle of Georgia backwoods spirits to get everyone relaxed.



Saturday morning everyone broke up into two work parties. Party number one spent the day clearing trees off the South end of the runway and making room for a turnaround. Work party two spent the day repairing hurricane damage to the Island's freight offloading dock and causeway. The two parties combined in the late afternoon to police the camping area and clean up debris that hurricane Matthew left

behind.

Saturday night we enjoyed another low country boil, overnight temperatures in the low 70's and severe clear skies with lots of star-gazing. (It don't get no better than that)



Sunday morning, we hooked up the "tourist trailer" to "Old John" (the older more distinguished tractor on the island) and took a trip through the forest to the North end of the island where a beautiful meadow resides along the water, nestled among centuries old Live Oak trees.

We are hoping that Frank will invite FSAACA back sometime for a fly-in weekend or even another work weekend. A work weekend on Creighton Island is well worth the trouble to get there. A word of advice from one who has been there and experienced Creighton Island. If you ever receive an invitation to go there, don't hesitate, stop what you are doing, get in the plane and go. You won't be sorry.



MELROSE LANDING

On the weekend of January 20 through 22, our annual Melrose Landing camp out weekend was held at (FD22). Not much needs to be said about this event. If you have attended this event in the past, you know what a success it always is and how much fun people have there. Over 275 of Kim's delicious meals were served throughout the weekend. Even though the weather was “iffy” and a little windy throughout the weekend, we had over 100 runway operations during the event. Over a dozen coaches rolled in for the event. The live band played throughout the weekend and field trips to the Camp Blanding museum were provided on both Friday and Saturday. Here is a video of the weekend. Thanks goes out to Wayne Whitley for digitally immortalizing the event. <https://www.youtube.com/watch?v=kP1-JV-yuQw>



OBITUARIES

Dean Tilton passed away last month. Dean was 97 years old when he passed. He was one of 10 children raised on a farm in the Northeast U.S. He enlisted in the Air Force in 1942. He got married to his first wife in 1946 and moved to Lakeland in 1952. Aside from being a skilled pilot, Dean was a farmer in his early years and later a builder/contractor for many years while living in Lakeland. Dean was instrumental in pulling permits and assisting in the building of 26 structures on the Sun N Fun Campus during the early years when it was a regional fly-in. In 2010, Dean gave up flying, but remained active in FSAACA, the OX5 club and the local custom car clubs. Survived by Dean are his wife of 14 years, Christine, 3 sons, 3 daughters, 21 grandchildren, 23 great grandchildren and 3 great great grandchildren. Dean passed quietly with his friends and family at his bedside.

NEW MEMBERS

Andrew Chan from Eustis, Florida. Andrew flies a Piper PA-11
Robert and Kathy Pillmore. Bob and Kathy are from Austin Texas.
Tom & Claudia Thornhill are also from Austin Texas.
Welcome to the FSAACA family folks.

FSAACA CALENDAR OF EVENTS 2017

February 10, 11, 12	(X01)	Everglades City Seafood Festival -Camping http://www.evergladesseafoodfestival.org/
March 10,11,12	(X06)	RAF Rodeo weekend at Aviation City in Arcadia Camping
March 18	(15FL)	EAA 977 hosts the Shamrock Fly-in at Cannon Creek Airpark.11:30 to 2:00 P.M. Rain or shine
*April 4 th through 9 th .	(KLAL)	Sun N Fun fly-in and Expo
May 6	(42J)	Keystone Heights
May 20	(FL10)	Little River
September 22, 23, 24	(KMUL)	“Maule and All” Annual FSAACA/Maule fly- in/Camp out
**October 13, 14, 15	(KTVI)	Thomasville 50 th Anniversary and FSAACA Annual Meeting.
October 27, 28	(40J)	Perry-Foley, Florida Forest Festival
November 10, 11, 12	(8FD3)	Blackwater Camping Weekend.
December 2	(KLAL)	Vintage Building work party.

*Quarterly Board Meeting

** Annual Membership Meeting

Psst, psst. Don't tell anybody about this, but we heard that there may be another Creighton Island work party planned for this Spring. Contact Bobby Capozzi at MX180A@AOL.Com for details and to reserve your spot.

