

NEWSLETTER – THIRD QUARTER 2006

This month finds me at my home in Reedley, California after a fun-filled tour with the American Barnstormers through the Midwest in my newly restored Command-Aire 5C3 biplane. So with my mind filled with experiences gathered from some of the finest people in the world I write the following newsletter, with the hope you readers will find it interesting and informative.

AMERICAN BARNSTORMERS TOUR, 2006

The American Barnstormers Tour originally began in 2000 when a group of antique airplane buffs gathered in Wichita, Kansas to celebrate the 75th Anniversary of the Travel Air biplane. At the completion of the day the group convened at a local hotel and began to discuss the possibility of gathering some historically significant airplanes to go on a tour of a specific region of the United States, just like the old days. Organizers were Rob Bach, Clay Adams, Rob Lock, and Ted Davis. The plan was discussed again in 2003 but nothing materialized. However the team decided to organize the tour to take place in 2006. Sarah Wilson joined the 2005 team to organize public relations and tour began to take

shape.



Waldo Wright's Flying Service New Standard, NC9125 in flight during the tour flown by owner Rob Lock.

The tour began in Kalamazoo, Michigan on July 15, arriving ships being welcomed by the Kalamazoo Air Zoo. A total of 16 ships were on hand to begin a flight which would carry them across 5-states with an arrival at the Experimental Aircraft Association's Air Venture 2006 on Tuesday, July 25. Head Waldette Sandy Lock drove the support van the entire trip, all 3,000 miles. The van would arrive at the next overnight stop in early morning to set up tents and signage in preparation for the arrival of tour airplanes. Josh Lee was always there to get the tents organized. Josh and Sandy did a great job and all appreciated their efforts.

There were 5 aircraft providing rides to those who wanted to fly in an open cockpit biplane. Stu MacPherson, Clay Adams, Gary Lust and David Mars provided rides in Travel Air biplanes. Rob Lock provided rides in his New Standard D-25 biplane.

During the tour the family of aviators became very close, each offering help and guidance when necessary. One stop was at Frasca Field in Champagne, Illinois. Rudy and Tom Frasca, who own a company that produces simulators for the aircraft industry, hosted us. It was at this grass field that my son Rob had his first flight in my 1929 Command-Aire 5C3 biplane.



This is the airplane that Rob grew up seeing in my shop in Reedley when he was in high school. And now he felt comfortable taking it aloft by himself.



Rob's first flight in the Command-Aire is documented here for all readers of the Waldo Wright's web site. Here is a photo of his first flight, which is as exciting as a test flight. Rob has just received a cockpit check and the "keys" to the airplane from me.



It was an exciting time as Rob is only the third person to have flown the airplane since I acquired it in 1964. The other pilot (beside me) was Joe Araldi of Lakeland, Florida.



Father and son together after Rob's flight with the only flying 1929 Command-Aire 5C3 in the world! From Frasca Field it was on with the tour with a stop in Wausau, Wisconsin where we were treated to a home-cooked dinner and dancing to the sounds of John Greiner and his "Swingshift" big band playing the music of the 1940's (www.greinerjazz.com). What a great evening it was listening to this fabulous band comprised of local musicians from the Wausau area.



A photo of the Command-Aire on the ramp in Wausau, Wisconsin taken by John Greiner. The morning of July 25 it was off to Oshkosh for EAA Air Venture 2006. We arrived on schedule for a fly-by, all 18 ships in a "trail" formation. Our announcer was Frank Rezich who described each ship as it passed by the crowd. Once on the

ground we set up shop near air show center. Sandy was already there and the display was up for all to see.



A distinguished visitor to our display is shown next photograph. The star of the "Indiana Jones" movies was out looking at many of the antique airplanes on display and just happened by!



Yes, that is Harrison Ford, surrounded from left by my grandson Josh Lee, Clay Adams, Mr. Ford, my wife Sandy and Kathy Crawley. I believe Mr. Ford liked the airplane!

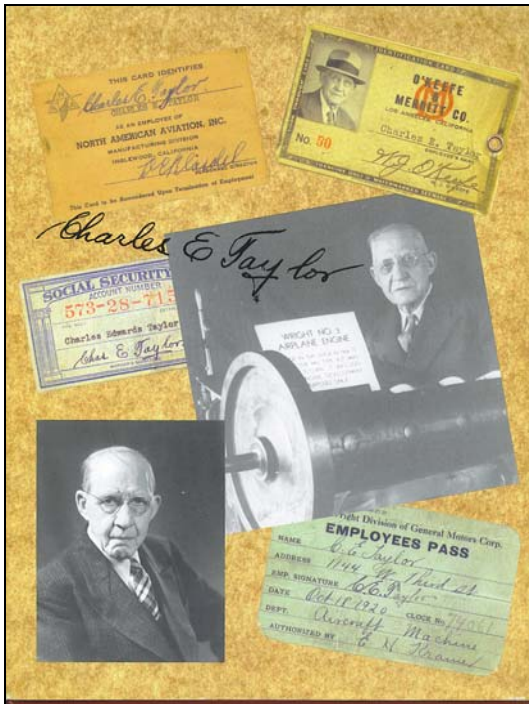
On Saturday, July 30 we all participated in a "Parade of Flight" before the many thousands of people who attended the air show. We all started engines and taxied out and at precisely 2:55 p.m launched and landed by 3:10 p.m. Our announcer, Frank Rezich again gave a brief history

of the ship and pilot as each plane flew past the crowd.

THE CHARLES TAYLOR MASTER MECHANIC AWARD

Charles Taylor was the mechanic for the Wright Brothers who created the first heavier than aircraft to fly. Mr. Taylor built the engine that powered the Wright's airplane, however he is not widely known for his achievements.

Mr. Taylor was hired by the Wright's to work in their bicycle shop in Dayton, Ohio in 1901. As the Wright's began to turn their experience in gliders to an eventual gas powered craft, Charles Taylor was asked if he could design and build a 4-cylinder gasoline engine suitable to power the 1903 flyer. He could and he did and the rest is history when the Wright Brothers made the first heavier-than-air flight on December 17, 1903.



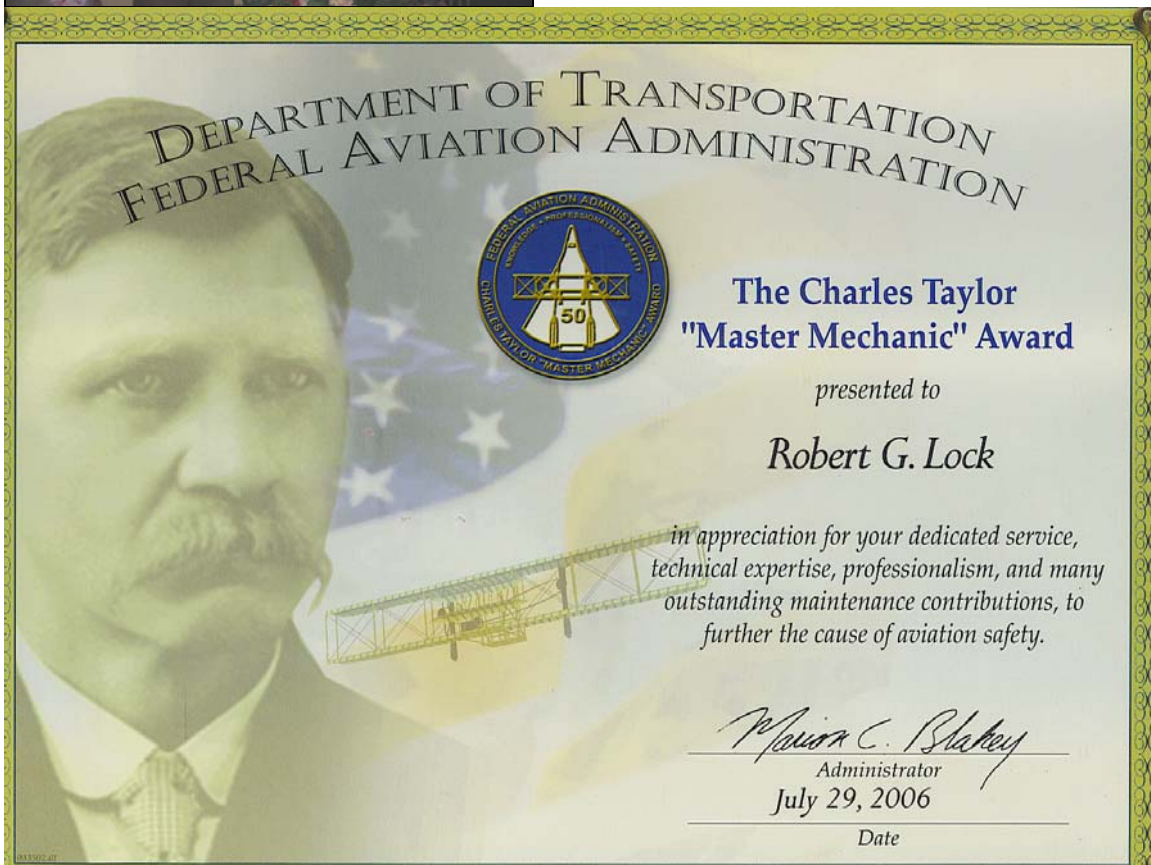
The back cover page from the publication, "Charles E. Taylor: The Wright Brothers Mechanician" by H. R. Dufour.

For those of us who enter into aircraft maintenance, this award is the ultimate because it recognizes people who have spent 50 years as an aircraft mechanic.

This year, 2006, is my 50th year. I attended Northrop Institute of Technology from May 1960 – April 1961 and obtained my Airframe and Powerplant Mechanic certificate from the FAA. I actually began my career in 1956 in Hanford, California, working for my uncle, George Baldrick. I was a mechanic's helper and worked on modified Boeing Stearman agricultural aircraft. After a few jobs in the general aviation business I spent 31 years teaching in an Airframe and Powerplant Technician program in central California for 31 years.

It was a total surprise to me as the plaque was awarded at the annual dinner of the American Waco Club. Phil Randall from FAA in Washington, D.C traveled out to Oshkosh to make the presentation. The festivities were planned and flawlessly executed by Rob, Ben Coleman from the FAA office in Orlando. It seemed everybody in the building knew except me. It was a night I'll never forget! My thanks go out to all who participated in the award and especially to those who made it happen.

Phil Coulson, President of the American Waco Club presented me with a lifetime membership to the organization. The evening was very special because my



WALDO PLANS RETURN TO FANTASY OF FLIGHT

Waldo Wright's Flying Service will resume operations at Fantasy of Flight in Polk City, Florida on October 1, 2006. The Waldo crew looks forward to returning to the manicured sod runways and friendly people in central Florida.