



ANTIQUÉ AIRWAYS

Newsletter of the North Carolina,

South Carolina, and Virginia

Antique Airplane Foundation, Inc. And

Chapter 395 of the Experimental Aircraft Association



HISTORIC CAMDEN HOSTS FALL FLY-IN

Did you know that Camden, South Carolina was that state's first established inland town? Her official seal dates back to 1732. And quite a historic spot, not only from the standpoint of important activities dating to the time of Lord Cornwallis during the American Revolutionary period, but through the ensuing centuries, Pine Tree Hill, as the community was first called by store owner and important figure of the time Joseph Kershaw, stands today as one of South Carolina's important centers of historical significance for the South.

Through war with the Colonial government, and again war with Federal armies of the North in the 1860's, Camden has withstood just about every type of strife you can muster. But today, she is a quiet town of distinction ready and willing to host the history buff, as well as a group of visiting airmen who have historic aviation as an avid interest and hobby. In short, the welcome mat is out in Camden. And for the first time in your editor's time in writing this newsletter, an official welcome has been issued to us from Camden's Chamber of Commerce!

The date is soon: Sept. 26-28. The place is Woodward Field in Camden, SC. And the event will be the fall fly-in for Chapter #395 of EAA. Hope you read about it in last month's edition of this newsletter. We tried to include all the general details most of us want for a fly-in, but there were a couple of things we left out.

One of these has to do with accommodations at the Holiday Inn in Camden. We mentioned that in securing rooms there, you should be sure to mention in your communication that you're coming in for the antique fly-in. This is real important! The Holiday Inn has blocked off a big group of rooms for us, but unless you tell them you are with the antique group, they may tell you they're full up. This has already been reported to us by three people. So if you call or use the Holidex reservation system where you live, be certain to mention to them the group you are accompanying—the antiquers. Their phone number again is: 803-438-9441. Everyone has to make personal reser-

vations, BUT be sure to tell them you're coming in with the antique group, and you should have no problem with a room. Don't be disappointed, reserve today.

Pictured below in a photo we will credit to Dick Austin. It shows our speaker for the evening on Saturday. That's Woody Edmondson standing beside NC36Y back in 1941. Woody was the first owner of the trim clip-wing Monocoupe many of us have seen over the years since 1965, since being flown to many fly-in's by genial John McCulloch.



The ship has seen several owners since Woody first took delivery on NC36Y back in February of 1941. But her latest driver has recently seen to it that "Little Butch", as she was named by Woody in the forties, has been restored to her original glory. A lengthy restoration of the agile ship was master-minded by ace restorer Ken Hyde, the process taking over a year. Many of us were first exposed to the latest look of 36Y last spring at Burlington, when despite rains, John flew her in for the spring fly-in. One of the main attractions of this fall's event, I hope, will be a re-appearance of 36Y, with McCulloch at the helm, and her original owner, Woody Edmondson. This reunion has already been accomplished—at Oshkosh in early August this year. But the long years since Woody made innumerable appearances at small airports in the South will be a bit more nostalgic, perhaps, for owner and former owner!

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Something different for interested folk at our fly-in will be a tour of the historic houses and areas of Camden arranged by Mrs. W. A. Boykin. A special bus will be available on Saturday afternoon at the field to tour "Historic Camden". The charge for this interesting tour will only be \$1.50 per person. The bus can accommodate 40 people.

The last item we'd like to mention at press time for this September issue is about the awards. The same classes we had last year at Gastonia will again be given this year at Camden. They are: Longest Distance Flown; Best 65 HP; Best in the following categories: Experimental Biplane, Monoplane, Classic Biplane, Classic Monoplane, Antique Biplane and Monoplane, Best Warbird, the Red McCord Award; Humble Oil Trophy; Founders Trophy; and Best in these categories: Closed Cabin Antique, Golden Age Biplane and Monoplane, the Sweepstakes Award and finally, Grand Champion.

Someone will be getting these fine trophies at Camden, so we'd like to massage your motivation a bit and urge you to come on down to Camden and join the fun. And for heaven's sake, pray for some good weather! Hope to see 'ya there.



CALENDAR

- Sept. 14 Claxton, Ga. Air Show and Fly-In, sponsored by EAA #330, for benefit of "Project Schoolflight". All welcome.
- Sept. 20 Langley AFB, Va. Annual Open House & performance by the USAF "Thunderbirds" Free admission.
- Sept. 19-21 Georgetown, South Carolina: First Annual "Spirit of '76 Fly-In". All types of Aircraft welcome to attend. Info: Herb Bailey, Box 619, Georgetown, SC. 29440
- Oct 3-5 Harrisonburg, Va. At Weyers Cave Airport, First Annual "Shenandoah Valley Aero Exhibition". EAA President Paul Poberezny will be guest of honor for this promising affair. Info: Dan Chrismer, 616 Market Ave. Waynesboro, Va. 22980.
- Oct 5 Jaffery, New Hampshire: N.H. Sport Aviation Fun Fly-In. The "Fall Foliage Fly-In". At Silver Ranch Airport, Jaffery.
- Oct 9-12 Harlingen, Texas "Airsho '75", the Confederate Air Force's fall extravaganza, featuring four days of WW II aviation, plus EAA "Red Devils", Bob Hoover, Art Scholl, Army's "Silver Eagles" and "Golden Knights". Plus lot's more. Biggest WW II get-together since '45. A must for the warbird buff.
- Oct 11-12 Williamsburg, Va. Fall Colonial Weekend, sponsored by EAA #156. Free hams, camping on field, lots of fun. Info: Tom Madre Box 2103, Poquoson, Va. 23662.

Oct 20-26 Sherman-Denison, Texas: 1975 National Aerobatic Championships & Air Show. Info: Ken Baucom, Sherman Jaycees, Sherman, Texas.

Jan 19-25 Lakeland, Florida: Second Annual Mid-winter Sport Aviation Fly-In, sponsored by Florida Sport Aviation Antique and Classic Association. As they said at Oshkosh, "Come Unfreeze Your Bird!"

of course don't forget...

Sept 26-28 Camden, SC: Fall Fly-In, sponsored by EAA #395 (Antique). Woody Edmondson will be speaker; awards for all major classes of antiques, classics and home constructed craft. All welcome to attend.

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MORE ON EAA'S BIG EVENT FOR '75

This issue of the newsletter had been planned to include a feature article on the mammoth air event at Whittman Field in Oshkosh. But plans sometime go astray, as most of us know, so we are only going to cover a bit about the antiques and classics. The photo below (we'll have more in a later edition), taken from the tower one day, shows the main portion of the classic and antique parking area. Planes as nearly as far as one could see. There were more beyond those trees at the top of the picture!



The height of the tower gave us a good opportunity we had not seen before at Oshkosh-to grasp in one continuous view the vast number of aircraft on that field at one time! Really awe-inspiring!

Registered in the Antique and Classic Category this year were, are you ready- 637 airplanes. Wow! We cannot imagine the seemingly impossible job the judges had in selecting just a few to receive trophies. That job, by the way, was in the able hands of Evander Britt, who is Chief Judge in this division. But here are some of the results:

Grand Champion- to Ed Wegner of Plymouth, Wisc. for his 1928 American Eagle.

Reserve GC- to Al Nagel & R. Gatzke for their 1938 Rearwin Sportster

Outstanding Closed Cabin- to Slim Johansson of St. Charles, Mo. for his 1931 Waco QDC.

Silver Age Award- to Chuck Weber of Barrington, Ill. for his 1935 Waco CUC.

Outstanding Closed Cabin- to Dr. Roy Wicker of Atlanta, Ga. for his 1936 Cessna C-34 Airmaster.

Pre-WW II- to George Mennen of Bernardsville, NJ for his 1940 Spartan Executive

WW II Era- Category Champion- to John Turgyan of Trenton, NJ for his (familiar) Howard DGA-15.

Outstanding Antique Aircraft- to John McCulloch of Fairfax, Va. for his 1941 Monocoupe 110 Special.

and to... Pat Hartness of Greenville, SC for his Spartan Executive.

Note that several of the above winners are from the South, and have been recent winners at our #395 fly-in's. That's just great to see these airplanes and their owners come up to Oshkosh and be thusly recognized. What could be better?

During our visit to the tower that afternoon, we made other views of the rows of endless aircraft in multiples. Thought we'd sneak this one in of the warbird area-or at least part of it. If you look closely, you'll see an unusual sight, three J2F Grumman amphibians lined up in that first row. All three flew around one day, but we missed getting a (rare) shot of these three odd aircraft in formation. Just goes to show one that you never know what to expect at Oshkosh.



We'll have more on Oshkosh '75 in the next issue.

HITHER AND YON

Bad news from West Virginia recently revealed the tragic double crash of two antique aircraft owned and flown by neighboring Potomac Antique Aero Squadron members Joe Fichera and Norman "Speedy" Larson. Both were returning from the grand Antique convention at Ottumwa, Iowa on Labor Day when they ran suddenly into low-alt-

itude cloud and fog conditions in what is ironically known as "Devil's Pass". With no instruments for blind flying in the two ships-a rare Kinner Sportster, owned since 1957 by Joe, and a beautifully restored Fairchild PT-19, owned by Larson, the seasoned pilots became temporarily lost in the mountainous terrain. Both ships crashed in trees at apparently the same time, but about a mile apart. Joe and his passenger, John Lachendro were both injured but neither badly. Joe spent a few days in hospital, but when we contacted him he was recuperating at home. Larson, the pilot of the PT, was not so fortunate, and lost his life in the crack-up of his Fairchild. His passenger, young Ed Lachendro, received injuries, none serious. No word on the aircraft, except that Joe is optimistic that he can restore the red Kinner.

The Kinner was at Gastonia last fall for our fly-in, and taking the Best Antique Monoplane trophy. Once again, irony enters the picture, as Joe told us he received the "Most Airworthy" aircraft award from Omni Aviation at Ottumwa! Joe, we wish you a rapid recovery and better days ahead for your Kinner Sportster. We bet she'll be back in the air sooner than you think! You can send Joe a get-well card at his home, 11312 Marlee Ave. Clinton, Md. 20735.

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The famous, but unseen plywood plunder, the Hughes Flying Boat, has apparently received another lease on life. At one time, there were plans to slice her up and donate her pieces to various museums. This plan has apparently been dropped, but what they plan to do with the huge ship is not exactly known.



The picture above was made on her one and only flight in 1947. Did you know the flying boat has a 320 foot wingspan? 60% longer than a 747!

* * * * *

Editor's tid-bits department: two winners thus far on the mystery plane contest we ran last month. Take a guess, you may win a year's dues for your trouble... Did'ya read about the fellow in an Aztec who had to make a forced landing north of Mexico City? After getting soaked for \$16,000 for "charges & fees" dismayed pilot returned to ship, found it sliced in 40 pieces by locals on the warpath-armed with chainsaws!...next May, there will be a Bicentennial Air Tour of Virginia (2-9th), sponsored by Va. Travel Council and the AOPA. More on this later... "Air Progress" magazine, which started as "Air Trails", sold to Challenge Publications. Latter already puts out several monthly's, including the popular "Air Classics" and "Sport Flying".... One last word: don't miss our fall fly-in at Camden. We've put in an order for superb weather! Come join us to help make it a smash success.



These warbirds are among many that will be flying at the big exhibition of WW II craft at the Ghost Squadron show in Harlingen, Texas in October. The ship in the foreground is a MK 9 Spitfire. In the background: a Spanish-built HA-1112 M-1-L, or more familiarly, an Me-109. The two ships will be performing in the "Battle of Britain" fly-by scheduled for the four-day event at Harlingen, starting on October 9th. The CAF acquired several of the Me's following completion of shooting in 1968 for the film "Battle of Britain"

(Photo: courtesy CAF)



Back again this year at Oshkosh was this authentic replica of a 1912 Bellanca, built a season or so back by teen-ager Mike Murphy. Though the ship is powered by a contemporary engine, the rest of it appears as an original. Looking very much like a flying ladder, the replica Bellanca received much attention from on-lookers. That's Mike in the center, dressed much as they did in those days, with knickers, or breeches as they were called, turned-around wool cap and long hose. Note the antique goggles:

(Photo by ed.)

ANTIQUE AIRWAYS is the newsletter of the North Carolina, South Carolina, and Virginia Antique Airplane Foundation Inc. a non-profit, educational organization chartered in the state of North Carolina, and of Chapter #395 of the EAA. Membership in the Foundation (EAA Chapter #395) is open to all who love old airplanes. Foundation membership dues are \$10 per year, payable to George McKiernan, Treasurer, 5301 Finsbury Place, Charlotte, N.C., 28211. This money goes only for newsletter publication expenses, and for trophies awarded at our annual fly-ins. Membership in EAA is welcome; dues are \$20 per twelve month period, and includes a subscription to "Sport Aviation", EAA's monthly magazine. Membership in EAA may be obtained by writing Experimental Aircraft Association, Box 229, Hales Corners, Wisconsin 53130.

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CAMDEN, S.C.
SEPTEMBER 26-28