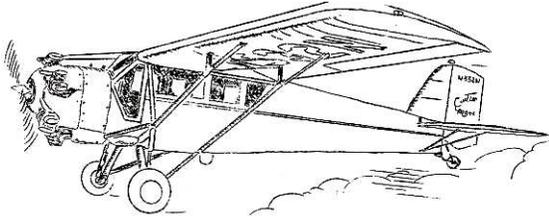


# ANTIQUAIRWAYS®

*Newsletter of the  
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July-August 2011

Jim Wilson—Editor & Publisher

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When is the last time that any one of us have heard the words, “airport hopping”? The only time that I hear them is when I am recounting my teenage flying years when airport hopping was the pilot’s flying activity of choice on Saturdays, Sundays and holidays. Basically, a group of us would meet at a small private airstrip in St. Stephen, South Carolina as close to sunrise as we could muster to decide on the destinations for the day. For me, it was a twenty minute flight from Overton Field (Dolph’s father’s airport) to St. Stephen in a Piper Colt. Our flying entourage included a Piper Colt, a Taylorcraft BC12-D, a Globe Swift, a straight tail Cessna 182 and a Tri-Traveler.



Of course, every other Sunday the destination was the SC Breakfast Club as it met every other Sunday. I am still a member of this club as once a pilot has attended one meeting he/she is thereafter designated a lifetime member. There are no dues! Sometimes in the summer we would land on the beach (at low tide) at Bull Island and take a walk in the sand. Sometimes we packed a picnic lunch and flew to Remley’s Point (no longer in existence) near Charleston to have lunch with former WWI pilot, Major North. I both shudder and smile when I think of those bitter cold winter mornings when I arrived at Overton Field to get the plane preflighted and out of the hangar for the dawn takeoff. It was brutal. I loved every minute of it! In any one years time we pretty much covered South Carolina and northern Georgia-not necessarily with grace or finesse but certainly with smiles on our faces.

How times have changed! We airport hoppers are now either regulated out or fenced out. Today we search the internet for local fly-ins. We search for airports with restaurants. We fly to EAA meetings. We have friends with private airports. There are some airports that even promote airport hopping by offering the greatest incentive a pilot ever knew-the “free” hot dog. I know for a fact that I can fly the entire southeastern US and to AirVenture with my Cessna 180 living on 100 octane and me living on “free” hot dogs. However, some things never change. The SC Breakfast Club is alive and well. In fact, I plan to take advantage of my lifetime membership and attend the next meeting at Cheraw, SC-same town-new airport. After all that is what we lifetime members are supposed to do! Note: FAA Regulations were different when I was a teenager. I earned my private pilot’s license when I was a senior in high school and before that I was able to fly all of those airport hopping cross countries on a “blanket” cross country sign off. Basically, once I had that sign off from my instructor I could fly cross country at my discretion and without supervision.

In closing, I would like to thank those individuals who have a private airport and who sponsor fly-ins to keep the dream of aviation alive for us pilot types. Club members **Jim Wilson, Mike Steele and Phil Essey** have each had a wonderful fly-in this year at their beautiful airports. It is a very magnanimous and thoughtful gesture on their part. Thank you Jim, Mike and Phil.

*Susan*

## Camden NOTAM

Details next letter, but so you have a heads up for the Fall Fly-In... plan on arriving Thursday evening and staying 'till Sunday! This year we will *attempt* to have both a fly out for lunch on Friday, and a Fly back in the same day....**Dennis**, I promise. Saturday dinner...a special guest, USAF M/G Fred Womack will speak. For now, let's just say he's been around and it will be interesting. Hotel will again be the Comfort Inn and Suites in Camden. 803-425-1010. When you read about what happened at Roxboro, that's what's gonna happen at Camden, just more of it...simple.

## Need an LSA Airplane?

*This is Jack Cox's Ercoupe. Meticulously maintained and operated is an understatement., and it was flown almost daily. Compare the value to just about anything. It's not even on the same chart with the Chicom Cessna. Ed.*

1946 Ercoupe 415 C, N99671, LSA qualified, 313.5 hrs TSMOH by Don's Dream Machines, 2313.5 hrs TTE, 2160.5 hrs tach, SN 2294, C90-12F, NDH, Outstanding mechanical/ exterior/interior, meticulously maintained, zero corrosion, all ADs complied with, lightweight starter and alternator conversions, Cleveland brakes, new shoulder+lap belt restraints by Alpha Aviation, extended baggage compartment, dual fork nose gear, metalized wings, bubble windshield, electric turn coordinator, strobe, oil filter mod, King KX125 and KT76, PM-1000 intercom, annualed 6/11, \$39,500 NC 919-663-3503 Tom Malechuck [tom@guardianaviation.net](mailto:tom@guardianaviation.net)



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## Spring Ding at Roxboro

Our weather planners are doing a little better job. They threw in enough “activity” to keep our skills up, but not limit the great event and time spent with great people.



Cinco de Mayo early birds had perfect weather for their under wing gathering followed by consumption of large quantities of celebratory Mexican food. Friday first arrivals went back to North American Aerodynamics to see the manufacture of large military cargo parachutes. Business has been good.... Meanwhile, back at the airfield, several of us were trying to decide if the weather was OK for the fly out...and importantly, back, to the Pik'n Pig at Carthage. Reported 10 kt across the runway at SOP didn't appeal to me...but nothing ventured, nothing broken...or something like that...off we went. Again, with several airplanes arriving from Roxboro, and many members already at Carthage, we filled all their tables. Everything was just fine, until **Burkhead the III** shouted “Fire!” Actually, he pointed out a black wall of water about on the airport boundary. The ensuing scramble of vintage airplanes and two Barons got us back to Roxboro before our afternoon thundershower. At least this stopped **Walt Weaver** from grabbing Eileen's sandwich. The camera catches all... More arrivals Friday, followed by a nice meal at the Homestead...see the pattern here?

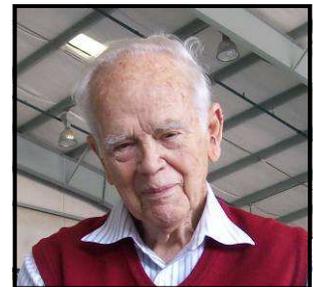


Saturday weather cut us a break; the rest of the field filled with vintage airplanes and the hangar filled with vintage people. Perhaps an example: one of our fly in regulars returned this year. Ninety year old **Joe Stillwell** and his friend **Max Coats** drove over from Fayetteville. Joe is one of the nicest people you will ever meet in aviation. He is still making “goodie” bags for the traveling airplanes. Arriving first thing from Madison, VA in a beautiful Swift,



powered Fairchild 22, is a veteran of the American Barnstormers Tour. Lynn owns a beautiful '57 Straight tail Cessna 172. Welcome to the Chapter!

were **Steve Roth** and **Lynn Dawson**. New Members!! Steve is the plane captain for **Bob Coolbaugh's** 1911 Curtiss. (Great Story in [Vintage Airplane!](#)) They're having a busy year keeping up with all the Navy Anniversary celebrations. Steve, who also owns a **Menasco**





Our not so big next generation returned this year to view the large selection of vintage airplanes that will be available to him in the not too distant future. Last year, Mom dropped **Shane Sater** off at the airfield. They both came back this year! **Stan Sweikar** has kept in contact with him and gave them a ride in the 195. That's the way to tighten the noose!

...and our efficient registrationers, got a rope on **Bobby Cox** of Apex, NC Bobby came this year in his super Super Cub, an airplane that has taken him as far west as you can go without crossing big water. He is Head Honcho of sport airplane heaven, Cox Field. Welcome aboard!



I have a vision of **Lynn Dawson's** 172 and this immaculately restored 57 belonging to **Russ Farris** of Rock Hill, SC parking next to each other at Roxboro next year. Russ joined up too! **Bruce McCall** of Colfax, NC and **Linda Weaver** (Walt's Wife) from Concord, also joined up. Bruce owns a Comanche... another vision of

multiple Comanches... Welcome All! In the free advice category for all you new members...come early to our fly-ins and stay late. This outfit ain't really about airplanes...it's about relationships with their temporary caretakers and exercising the freedom to do what we are doing. The freedom to fly can be easily lost.

Saturday went along just fine, the only improvement would have been holding off the next weather front for a day, so the troops didn't have to sweat getting home for Mother's Day. The only person with an adequate plan was **Bob Armstrong**...he brought his mother...no worries...and it was good, as they had an important function at our Saturday dinner at the Heartland.



Airplane judging was done with an eye on our newly named Chapter awards. The first three awardees did the award honorees proud!

Bob and his Mom got to present the first ever **Harold Armstrong Outstanding Aircraft Award.**, named in honor of his father and her husband. The worthy recipients were **Ed Kale** and **Jerry Langley** from Matthews, NC who again brought their 1941 Aeronca 65CA Super Chief , N33708. On the LL is their detailed documentation book; a gotta have if you are getting your airplane judged.



On the LR is **Jerry Langley, Ed Kale, Bob and Mrs. Harold Armstrong.** Jerry and Ed...your next project is??



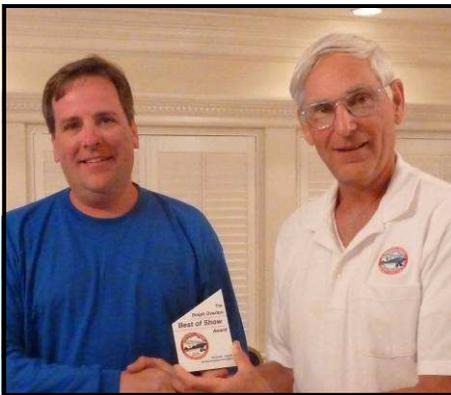
J-3 Cubs have come a long way since I walked around and looked at one for the first time around 1960 at my hometown airport. It had already been recovered a couple of times since new...and only recovered. The leading edges and boot cowl were well battered. Look like it came from the factory?? Well, it was yellow. That day is over. More and more J-3s are being restored as close as practical to how they came from the factory.



Two outstanding examples appeared on our line. Both are Sentimental Journey award winners...they were hard to judge.

**Tim Farris** of Chapel Hill, is the owner and restorer of the 1940 J-3F-50,

NC28162 (on the right & Cockpit photo)...a great airplane with a couple of custom touches...a C-85 stroker and check the floorboards! Tim was our very first recipient of the **Jack and Golda Cox Silver Award**.



The J-3 in the foreground, NC37539 is a 1941 model owned and restored by **Jeff Rich** of Burlington, NC. It's originalness and workmanship gave it the edge for our first **Dolph Overton Best of Show Award!**

It was a real treat having these beautiful restorations at our fly-in! Jeff was Tim's go to man on his restoration. Tim and Jeff both joined the Chapter! Glad to have you on the manifest. Your first assignment is to jack up **Gary Winter**..

In related news, **Eric Minnis** is again the owner of his formerly owned, but then un-owned Clipped T-Craft. He is shown here smiling, not knowing our people have noticed his delinquent membership. I can happily report he's back... and undelinquent.

Down below, **Scott Thomas** points to his '47 Bellanca 14-13-2. He and his wife **Mimi** flew down from Woodlawn, VA.



Another great event! Thanks to **Susan** and all the **volunteers** that made it happen. Thanks to **Eileen, Gail Crowder, Claude Burkhead, and Buddy Wehman** for some of the photos used.

*Mark your calendar for Camden.*

## Larry the Airport Guy

In a surprise move at the Holly Hill, SC town council, our Local Hero, **Larry Gardner**, was recently made double eponymous, joining the ranks of men like LaGuardia, O'Hare, and Reagan. Not only do we drive out of town on Gardner Boulevard, but we now fly in to Larry Gardner Field (5J5) ! In addition to the collection of classics on the field, a major attraction is the **Hewett Head**.



## Mr. Burkhead Goes To Washington

In early May, **Claude Burkhead, Jr.** took one of the North Carolina Honor flights to the WWII memorial in Washington. Here he is with Mary and Debby, after receiving the extra large return welcome at RDU. Claude joined the US Army Air Force at age 17 in 1944. The Axis decided not to face him and threw in the towel pretty quickly. Thanks for your service!



## Fly-In Paparazzi

OK, so it's **Robert Brackenhoff** caught in the act. He's been taking photos of our airplanes since the Gastonia days. He missed a few years in the middle but has *a lot* of



great photos. The back cover shot of **Robert and Olene Phillips** departing Roxboro is a good example. Above right is another taken at the Winston airshow in 1974. Appears to be **Robert Phillips** in his 220 Continental powered Ryan ST3-KR! Thanks Robert B.!

## Butch Joyce

Please put **Butch, Norma, Jeff Anderson and their families** in your thoughts and prayers. Espie (Butch) Joyce was recently diagnosed with a very serious form of brain cancer. At this writing, he is recovering from surgery. Butch is one of our senior members, was President of VAA for many years, and is an Honorary Director of our Chapter.

## 2011 CALENDAR OF EVENTS

- 20 Aug (Sat) Board of Directors Meeting Shiloh Airport All members Welcome  
Covered Dish at 12, Meeting at 1:00
- 7-11 Sept Come Bivouac with us at the Triple Tree Fly In!  
SCOO Details at [tripletreeflyin.com](http://tripletreeflyin.com)
- 6-9 Oct 2011 Fall Fly-In Camden, SC (KCDN)
- 5 Nov (Sat) Susan's All Day Big Food Fly-Out Shiloh Airport (KSIF)  
Bring a Covered Dish Coffee at 9, Dish & Susan's gumbo at 12  
(Chapter Event Dates are fixed - No rain dates scheduled)  
Chapter Event Information: 843-753-7138 or [crosswindjim@homesc.com](mailto:crosswindjim@homesc.com)

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