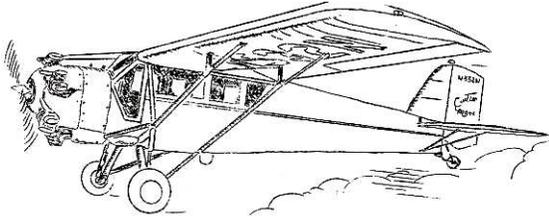


ANTIQUAIRWAYS®

*Newsletter of the
Carolinas Virginia Antique Airplane Foundation, Inc.*



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September-October 2011

Jim Wilson—Editor & Publisher

The annual pilgrimage to Oshkosh-AirVenture is behind us. Those of us who were fortunate enough to attend can now recollect fond memories of a grand week spent totally immersed in all things aviation. I am frequently asked by someone who has never attended to describe it. In all honesty, I am usually rendered speechless—for a short time, anyway—by the question. To describe Oshkosh to someone who has never been there is a daunting task! I usually start with the phrase: “Try to imagine a one hundred ring circus with an aviation theme, where 500,000 airplane groupies are there to see the star performer - the airplane (all 10,000 of them).”



Our club members were there in numbers. I ran into many during the week. **David Spencer** and I flew the 180 up; missing was **Emory Chronister** who is usually part of the 180 “Triage to OSH”. Emory and Dianna are already planning for OSH 2012! **Walt Weaver** and his grandson, **Justin**, flew up in Walt’s 170 which was loaded “to the gills” with camping gear. **Harry Ballance** flew up in Ron Alexander’s DC-3. **Nick Pierce** flew up in a Baron. **Bob Barrows** flew up in his Bearhawk. **Ray Bottom**, **Tom Inman** and friends flew up in Ray’s King Air. I saw **Dick McNeil**, **Joe Hunt**, **Bob and Barb Perkins**, **Mike Steele**, **Richard Murdock**, **Norma Joyce**, **Dave Isabelle**, **Kent Misegades**, **Jim Speer** and **John Turgyan**. John flew up in his Baron. Also, there was **Stan Sweikar** who flew his Taylorcraft floatplane (Note that I said “floatplane” and not “amphibian”.) from Maryland to Oshkosh with only one stop in Ohio. Go figure!! I am sure that a good time was had by all—as the saying goes.

I am very happy to report that **Andre’ “Frenchy” Robert** has had his ELSA RV-12 signed off by the FAA. By the time you read this the test flight will probably be done. As an ELSA requires only five hours of restricted flight time I am looking forward to seeing Andre at Camden. Andre has, as usual, done a stupendous job building this airplane. (This is his fourth!) In Camden, be sure to stop by for a visit to voice the appropriate “Oohs and Aahs!” and to congratulate Andre on the completion of his project and for a job well done.

For me personally, I am happy to report that the logger commissioned by WICKS AIRCRAFT was able to find a giant Sitka Spruce in the great northwest which has been harvested and cut into a main spar for my Stinson SR-6. I was beginning to have splicing nightmares. Can any of you imagine splicing a routed spar?! Legal but not an easy project! Anyway, the maximum length that WICKS could get was eighteen feet and three inches long. My spar is eighteen feet and two inches long. Whew! That was close! By the way, this spar was broken in January of 1936 and was never repaired as the cracks were hidden under the leading edge aluminum. The plane flew from 1936 until its last flight in 1953 with a broken spar.

I look forward to seeing you at Camden in October. We have planned a really nice fly-in for all of you.

SUSAN

Coming to Camden? Before you do Anything...

If you are coming to the Camden Fly-In... Make your room reservations today...as in today. Primary hotel is the **Comfort Inn** in Camden. Ph # is 803-425-1010 Rate for blocked rooms is \$89 + Tax...same as last year. Room block will be lifted on 8 September.

Alternate hotel is the **Holiday Inn Express** across the road. Ph # is 803-424-5000 Rate here is \$99 + Tax. Room block lifts on 20 Sept.

As always, it is good practice to reserve rooms as early as possible...you can always cancel. Competing events pop up almost as quick and often as Presidential TFRs.

Chapter Directors Meeting

Sat 20 Aug, your Board will meet in Susan's hangar at Shiloh (KSIF) All members are welcome and encouraged to come see us argue about the debt ceiling...maybe not. Your entry ticket is a pot to pass. Plan on passing said pot at noon, so we can meet at 1:00.

New Junior Member

Tom "Bo" Davis Jr. of Lewisville, NC is our newest lifetime member. Son of Piedmont founder Tom H. Davis, Bo flew for the Company for 36 years. He now enjoys more relaxed aviating in his Cessna 140. Welcome to the outfit!



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In the Winner's Circle

Our members are doing pretty well this summer! Shown in the photo is **Gary Winter** and his '48 Vagabond. He brought home an award from this year's Sentimental Journey for the Best Original Short Wing Piper.

On to Oshkosh... **Bob Coolbaugh** got special recognition for his 1911 Curtiss D built to celebrate the Naval Aviation Centennial. Congratulations to Bob and his team of supporters which includes members **Steve Roth** , **Lynn Dawson**, & **Sherrie Souder**.



Ed Kale and **Jerry Langley** and their 41 Aeronca 65-CA took the prize for Outstanding Closed Cockpit Monoplane. **Jim Tobul** not only got a *Silver Wrench award*, but his F4U-4 Corsair was picked as the *Best Fighter*. Photo shows him cutting the grass at Triple Tree. Go to Koreanwarhero.com and read the story of this historic airplane. Congratulations to all. (Al Bormuth Photo)

Membership Renewals—Important Chapter Stuff

In order to form a more perfect union, insure domestic tranquility and reduce the workload and confusion in the membership renewal process...we are going to move all renewals to May of each year.. Many of you are already May re-newers. (It's the month and year on the address label)

Here's the plan: If you have a September 2011 to May 2012 renewal date, I have enclosed a bill with this newsletter. I have looked at your specific date and figured how much \$\$ will get you to May of 2013. The bill for the four members with a September 2011 renewal will be \$33, if its April 2012, bill will be \$22. Months in between have an in between price. Once again, this will have you paid up until May 2013. Those members (twenty of you) with June, July, and Aug 2012 renewal dates will get a bill next May for \$15. That will get you to May of 2013

All very confusing, but worked out using 'rithmetic so you don't loose \$ and we don't either.

Any questions, comments, or hot tips, my contact information is in the small print on page 7. The good news; no price increase. We have held the line for over ten years.

More.. Chapter Web Site

Vaa3.Org is undergoing a major renovation in the hands of **Bryan Cox**. It will be coming on stream very shortly. CAVU is the initial sign in. Thanks very much to **Jordan and Jonathan Normark** for getting us launched into space (cyber.) Look for photos, archived newsletters, and Chapter history.

CAMDEN - 2011 6-9 Oct KCDN

HQ Hotel: *Comfort Inn & Suites Call: 803-425-1010
220 Wall St, Camden, SC*

OR

*Holiday Inn Express Call 803-424-5000
419 Sumter Hwy, Camden, SC*

Camping: Camping with a wife, plane, or motor home provided at no cost.
Some hookups (for camper) available.

Agenda:

Thursday 6 Oct Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 7 Oct No Workie on Friday Birds

Fly out for Lunch at Foodscapes Restaurant on Lake City Airport, SC. Airport is 51J and is 47 NM@ 103° from Camden. Suggested Departure time is 11:15.

Transportation from Airfield to Local Camden food will be available- all days

BBQ on the Field Friday Eve.

Saturday 8 Oct Workie Birds

Breakfast for Campers on the field courtesy of Camden EAA Chapter 1132

Food on the Field Sat.

Aircraft Judging 12-3 Sat

Evening Dinner At Robert Mills Courthouse (607 S. Broad, Camden)

Transportation Provided - Dinner Speaker- *Maj Gen Fred Womack*

Sun 9 Oct Hungry Birds

Eat before you come to the field, SC Breakfast Club Meets the Week prior..

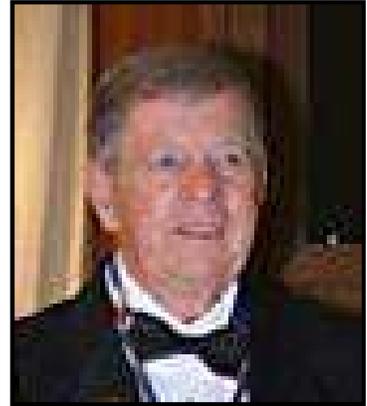
Airfield Notes:

Woodward Traffic pattern altitude is 1300' msl. For noise abatement, use standard AIM procedures for arrival and departures.

Tie Downs required for fly-in aircraft. Make sure you have both tie downs *and* ropes.

After Dinner at Camden– Maj Gen Fred Womack

Let's just say this year's Camden dinner speaker has been around the block as a military airman, commercial pilot, aviation leader, and vintage/warbird pilot. Here are a few highlights and a photo I usurped from the Tennessee Hall of Fame....yup, he's in it... Welcome to Camden! ed.



Fred received his undergraduate degree in 1963 from Tennessee Wesleyan College in Athens, Tennessee, which served as a launch pad for a dual career with both the airlines and the military. Today he holds the post of vice chairman of the board of Trustees at his alma mater.

His airline career with Piedmont Airlines began in 1967 as a first officer, attaining the rank of captain in 1974. Fred was selected to be the director of flight operations and safety in 1979 and held that position until his retirement. During his career he also served as chairman of the Air Transport Association Flight Systems Integration Committee. This prestigious committee, which required a working relationship with the FAA, dealt with cockpit design, human factors, and new and future technologies. Another highlight of his career was being named project manager for development and implementation of TCAS (Traffic Alert and Collision Avoidance System).

During his military career, Fred held many leadership positions. He started off as an Aircraft Maintenance Officer, but was picked up for undergraduate pilot training in 1966, returning home to the 134th Fighter Interceptor Group. Before being named commander of the Tennessee Air National Guard, Fred served as flying safety officer, instructor pilot, group operations officer, chief of command control post, and aircraft maintenance officer. In 1984, Fred graduated from the Air War College. He has received numerous awards and decorations through the years, including the Distinguished Service Medal and the Tactical Air Command Aircrew Achievement Award. Fred has been a command pilot with more than 20,000 hours in the T-37, T-38, KC-97, KC-135, M-404, YS-11, and Boeing 737 and 767. During his last three years he served as the assistant to the commander of the Air Education and Training Command. He retired from the Tennessee Air Guard in 1993.

In his retirement, Fred has remained active in the aviation arena. He served as a senior consultant for the National Transportation Safety Board (NTSB). As a long-time member of EAA, Fred is a Senior Director of Warbirds of America. He has restored, and enjoys flying, his T-34 and is also a former board member of the T-34 Association. Fred and his wife, Teresa, have three children and currently reside in Loudon, Tennessee.

Back Cover– Another Miracle on the Hudson

Talk about an exciting, but grueling year... **Bob Coolbaugh** overflies the USS Intrepid, CV-11. He last saw this scene from a Navy jet. He has been piling up the hours flying from one Naval Aviation birthing event to another including Floyd Bennett Field, Thunder Over Michigan, and of course, Oshkosh. As I write, he is on his way to challenge a Model T racer at Hagarstown, IN. Inset shows him getting some sim time....specifically building tolerance to bobbing up and down due to pitch instability...

Cross Cotillion and the Great Beyond

This year's annual fly-out to Cross went per plan. The weather was below minimums over most of the Carolinas; then the single thunderstorm cell arrived. At least it was 45 min later than last year. The departure scramble almost looked rehearsed. Good thing the wx was bad as we only fed a hundred people. Furthest travelers were **Bob and Barb Perkins** from Lake Norman, and **Winn and Candy Baker** from Darien, GA. Candy claimed to be Winn's daughter. Study the photo; I guess it's possible... They arrived in **Carolyn Baker's** new acquisition, a beautiful Stinson 108.



The third week in June, the **Wilson**s and **Perkins**, formed and flew across the hills to the National Waco Club Fly-In at Mt. Vernon, Ohio. Part of the collection of both open and cabin Wacos is shown below. This is a great fly-in on many levels. Every time a new Waco lands, a huge horde of people run out from the picnic grove or from around the airplanes to greet the arrival. The town is just as welcoming. A good portion of the local populace either comes to watch the flying from a parking area adjacent to the grass runway or on the field itself to talk to the owners. The public use but privately owned Wynkoop Airport is a gem from a few decades past. Super nice people, a couple of fly-outs, great meals on the field, and a hangar dinner/dance marinated in round engine noise make for a pretty full week.



Not having used all of my carbon credits, we came home for a couple of weeks and then headed back to Ohio and Indiana for more face time with another set of the hard core. The trip involved a collection of old airplanes drifting around to both private and a couple of public airfields visiting some premier restorers and aviators. Occasional rest(?) occurred wherever we got to deploy a bedroll and find running water. One stop at Hagarstown, IN, was for a fly-in that happens from 2 PM until dark...on a Tuesday. 105 deg heat did little to hold back participation...unbelievable for those of us living in the land not much goin' on.



After visiting the Model T Ford Museum in Hagarstown, we wound our way to a dairy farm in Indiana, landing in an alfalfa field. Here we socialized and flew with hundreds of little blonde headed children and parents. Eating, balloon busting, a candy drop, and hopping rides 'till dark filled that day. Chapter members **Steve Roth**, **Eileen Wilson** (photo inset), **Bob Coolbaugh**, and targeted member **Joe Santana** were all involved in this invasion of bean fields, shops, and living room floors.

2011 CALENDAR OF EVENTS

20 Aug (Sat) Board of Directors Meeting (KSIF) (Info on Pg 2)

6-9 Oct Fall Fly-In Camden, SC (KCDN)

5 Nov (Sat) Susan's Big Food Fly-Out Shiloh Airport (KSIF)
Bring a Covered dish– Coffee at 9, Eat at High Noon

(Chapter Event Dates are fixed - No rain dates scheduled)
Chapter Event Information: 843-753-7138 or Crosswindjim@homesc.com

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MEMBERSHIP INFORMATION

To Join - Complete this Application and Send \$20.00/yr (Checks Payable to Carolinas Virginia Antique Airplane Foundation) to: Don Collins, P.O. Box 190, Summerfield, NC 27358 or

Join for a Lifetime: Age 65/up - \$150, 64-45- \$350, 44-25 - \$550 Under 25 - \$750 What a deal!

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