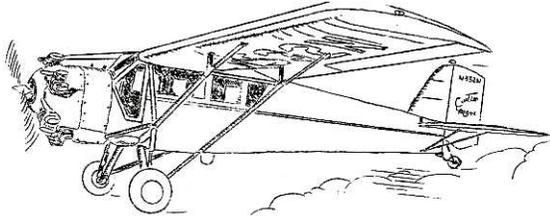


ANTIQUAIRWAYS®

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



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January-February 2012

Jim Wilson—Editor & Publisher

W

ell, these are sure busy times here at home on Brook Cove Road! Along with all of the commitments that we all have during the holidays, some of your officers, volunteers and I are working steadily to complete our 2011 club goals—mainly the redesign of our website. **Jack and Golda's** nephew, **Bryan Cox**, is our new webmaster. We are also setting up the basics for our spring fly-in at Roxboro. Now, by the way, would be a good time to mark your calendars! 2012 is certainly shaping up to be full of promise for great times spent with friends and planes!



On another note, I am very pleased at the response that we received on aligning everyone's dues to May. Thanks to all for your timely response. In the past it was somewhat of a logistical nightmare for our Treasurer, **Don Collins**; Newsletter Editor, **Jim Wilson** and Membership Chairman, **Gayle Crowder** to keep the membership roster current and correct. I want to commend each of these individuals for the great work that they do on our behalf. Great news!!! Our very own **Gayle Crowder** soloed on Wednesday, December 14 at 4:30pm! I was there along with her intrepid instructor, **Don Collins**, to witness this milestone in Gayle's aviation pursuits. Gayle soloed in Don's Aeronca Champ. She did a wonderful job! Congratulations to Gayle!

Also, on Wednesday, December 14 Parking Chairman, **Walt Weaver**, in his C-170, mutual friend, **Roger Moose**, in his C-150 and I, in my C-180 flew to Wilkesboro, NC where we were met by fellow members, **Robert and Olene Phillips**, **Dick McNeil** and **Spike**. We enjoyed a great lunch at a nearby restaurant where we helped Robert celebrate his 21st birthday for the umpteenth time. It was a perfect day for a birthday celebration and a perfect day to fly! Incidentally, Walt, Roger and I fly somewhere every Wednesday-wx permitting! - in search of the elusive \$100 hamburger. What a bargain that would be! By the way, all three of us are retired Airborne Freight pilots. Roger was senior to me at Airborne and after retirement I finally had the opportunity to tell Roger just what I thought of him and his flying abilities. The compliments were almost too much for him to handle!

In closing, I want to wish each and every one of you a very Happy, Healthy and Prosperous New Year. I look forward to seeing you all at Roxboro in May and if you wish, join us on our Wednesday flights in search of that mythical \$100 hamburger. **HAPPY NEW YEAR!** *Susan*

Are you a Hoarder?

Too much airplane stuff (TMAS) can cause structural failure of even the best overbuilt American frame home. Here's how to fix it: *Donate some of the good stuff to the Chapter,* so we can *auction* it off at

our **Roxboro Fly -In**. Arts, parts, rides, books, what have you; we'd be glad to make it part of our inaugural Roxboro fundraiser. Spouses, minor children, and pets over the age of 15 not accepted for sale. Shoot **Susan** an email or call with your tax deductible donation! Oh...don't forget to come to the fly-in dinner to engage in the open bidding feeding frenzy! It's 3-6 May...starting Thursday!! Photo above is a sample donation.



In Case You Missed It

See the nice spread in the December issue of AOPA on **Stan Sweikar's** Chesapeake Seaplanes operation? He also flew that T-Craft to Oshkosh this year... yes, on the floats and with ferry tanks. I'm seeing a repeat of the flight of the NC-4 across the big water.

How about the last article each month in *Vintage Airplane*. Sherrie ..I mean **S. Michelle Souder**, from Mathias, WV writes it. Her flying machine is based at New Market, VA.

Taylorcraft Pilot of the Quarter
David DeBerry
Mcleansville, NC



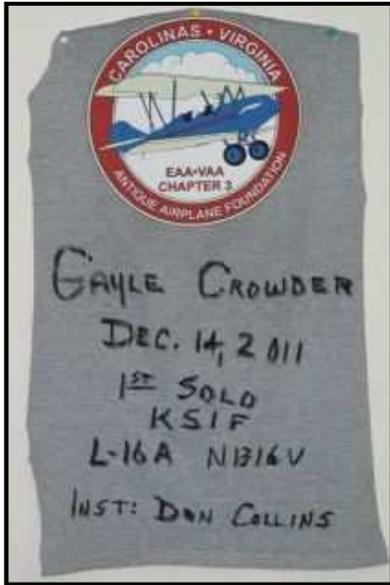
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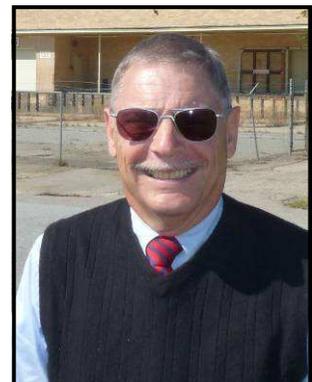
Every once in a while there is a really good reason to desecrate a Chapter 3 T-shirt. Here are the photos to go along with **Susan's** front page note about **Gayle**. Here she is all alone in **Don Collin's** L-16 about two wheel rotations away from becoming a pilot forever and ever! Gayle would not rest until she found someone who would let her do her ab initio training and solo in a taildragger. Where in the world would someone lock down on an idea like that? Hanging around usins??

A Few Good New Members

To the right we have **Thomas Barnes** from Pittsboro, NC. He flew into Camden in his Wittman Tailwind...and signed up. Tom is the brother of aviation writer Sparky Barnes Sargent. Down below is a former Apache helicopter pilot **Ron Claypoole** of Eastover, SC. That's his pretty Cessna 120 taking of from it's



home base of Camden. **Gary McCord**, (left of the co-joined twins) is a new Lifetime member. Gary is an orthodontist, the son of Red McCord and sports around in a big twin. Another recent enlistee is **Joe McGlothlin** from Advance, NC. Joe is a retired Piedmont pilot, son of a WWII pilot and son-in-law of **Tom Davis**. Any more relatives out there?? It's just two steps forward.... Welcome everyone!



Good Day at Highrock

Maybe if songwriter Ricky Martin was writing this piece, it would be called "Livin' La Vida Aviación, instead of Loca. **Robert "Bob" Armstrong** of Highrock Airfield near Rawlings, Maryland lives the aviation life every hour of every day. There is no question about how he came into our fold. His dad, **Harold "Clem" Armstrong**, was one of our early (1964) members. His knowledge of vintage airplanes, and many superb restorations are legendary. One of this Chapter's major awards carries Harold Armstrong's name.



Even though Harold was a career Air Force pilot who flew everything from WWII bombers to the C-141, his heart was with the antiques...his first airplane was an OX-5 Swallow. Harold had soloed on his father's farm just a little way down the North Branch of the Potomac from Bob's present day Highrock Airfield. Dad's last duty station put him back close to home where he could re-establish his roots and fall in with us. Bob has early memories of our fly-ins at Gastonia and later at Santee. Let's say Bob's exposure level was high...the hook was set hard.

Bob's first memory of a flying lesson took place in 1967 at Clark AB, Philippines. In 1970, he soloed in a straight tail Cessna 150 belonging to the McGuire AFB (NJ) Aero Club. Later in the day, this new 16 year old pilot flew down to Sid Shannon's airport in Fredericksburg. Big surprise...he got the youngest pilot award! In 1973, he moved back to Cumberland, MD to get a degree in economics (read professional pilot) from West Virginia University. While in college, he started doing survey flying and some glider towing. Thirteen seasons work yielded 2500 hours of Super Cub time.

Highrock from the Pitcairn...Classic cars on the ground!



Other professional aviating included working with his dad at Cumberland Air Service. This was thirteen years of flying an Aerostar 601P...successfully...no exhaust fires or rolls into a dead engine. He did a couple of years flying Navahos and the Helio Courier doing coast to coast low level mapping. How much fun would that be? For good measure, he picked up his ATP and 727 Flight engineer credentials. In 2001, his career path took him to his current employer, Allegheny Wood Products. He now flies a Beech King Air C-90B as their corporate pilot. What he really does is to somehow maneuver company trips so they have long enough layovers, so that Bob can go visit vin-

tage aviation venues...little out of the way places like the largest wooden propeller collection in Mandan, ND, or the soaring museum at Harris Hill, NY, to name a couple.

Bob and his dad were partners in all of their award winning restorations which include a Waco 10, a very rare Pitcairn PA-4 and a 7AC Champ...all of which Bob maintains and regularly operates at Highrock. The guys got started in soaring in 1993 after the restoration of a Baker-McMillan glider. It was soon joined by a Schweizer 1-19. They made many trips across the big hills in the Champ and OX-5



Addressing the next caretakers- Pitcairn and its OX5

powered airplanes en route to Oshkosh and other fly-ins; never without collecting a major award! Even the glider got to the big dance. Harold died in 2004, leaving a large block of knowledge and antiques, including a J-2 Cub project. More importantly, he left the legacy and love for the aviation life. Their Champ may even be hanging on your wall. It was the subject of the Sam Lyon's painting of the yellow Champ sitting in front of the filling station.

Highrock Airfield is situated at the base of a mountain ridge with a big (and high) rock outcropping. The field is in a bend in the river. Picturesque absolutely understates the scene. After one missed approach, Bob was able to buy the property in 1994. In addition to caretaking and flying the vintage airplanes, Bob hosts everything from the Glidden Classic Automobile Tour stops, to Scouts, to church activities....he's a one man VAA outreach program!

Bob and his mother came down last year to make the first presentation of the Harold Armstrong award at the Roxboro fly-in. Y'all probably need to be on hand this spring also!



It's obvious, the whole Armstrong family are true believers and work hard to keep our ball in the air. You can be sure about one thing, when the spring thaw is done, the sound of an OX-5 will be reverberating off the face of that high rock!

The Champ

Susan's Big Food Day



Once again, it didn't disappoint and no one went away hungry. The trip up was slow; the trip back trans-sonic. In addition to a large crowd, we got to see the new Stinson spar after the 99 clamps were removed...progress. Here's the gracious host playing in the bowl of rice. Thanks for a great Fly-out!



Pearl Harbor Redux

The attack on Pearl Harbor was a life changing event for many members of our Chapter. Bob Besal (USN RADM Ret.) recently received international attention for his address on the USS Yorktown marking the 70th anniversary of the attack. He drew many parallels between the actions of the Japanese prior to WWII and those of the present day Communist Chinese...the ones that fill up our stores... China has a rapidly expanding economy, but very limited oil and most other resources needed to support that economy. Consider their drive to construct modern aircraft carriers, develop anti-carrier missile systems, aircraft, and don't forget daily espionage and probing cyber attacks on everything we have. Consider all these things when you buy t-shirts, wall board, airplanes, and most importantly, when you vote next year. The foregoing sentence is all mine and not a reflection of Chapter 3 politics...ya just need to keep your eye on those boys...and a few others also...

When Bob isn't writing great addresses, doing defense related consulting, or teaching an A&P class, he works on his N3N restoration project. Please keep busy.

J-2 Update

The last (big) pieces are now done. After a short time out to make a planishing hammer, and some hemming rolls, my first attempt at nose bowl bumping somehow was blessed with beginner's luck. All I know is it takes a lot of big hammer work. Doing all the hems just goes on forever. The biggest challenge was finding a supplier for the button hooks that hold the whole thing together. They actually work pretty well. As soon as I establish exactly what parts are supposed to be in an A-40 NAS-2 carburetor, it will be ready for it's second run and final assembly.



2012 CALENDAR OF EVENTS

3-6 May 2012 Spring Fly-In at Roxboro (KTDF)

26 May (Sat) Cross Cotillion (SC-37)

4-7 Oct Fall Fly-In Camden, SC (KCDN)

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

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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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