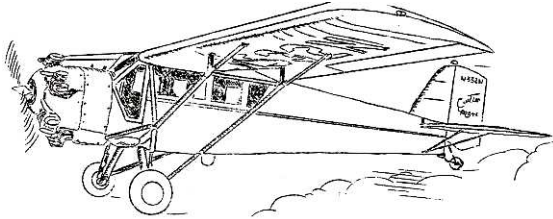


# ANTIQUAIRWAYS®

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



*This Foundation is an IRS 501(c)3 non profit Corporation.  
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See us on the Web at: [VAA3.org](http://VAA3.org)

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May -June 2012

Jim Wilson—Editor & Publisher

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Dear Friends,

We are busily preparing for our spring fly-in at Roxboro. It's just amazing how hard I work to get everything done early for the fly-in only to have "mucho things" to do that just seem to come out of nowhere at the last minute. How does that happen!??



Anyway, on Friday we have been invited to fly out for lunch to member **Randy Smith's** beautiful grass strip which is about 20 miles south of Person County. (See Jim's info on this located elsewhere in this newsletter.) It's a 10-15 minute flight and a 30 minute drive down there so we hope to have a good turnout. Amazingly, Randy has fifty-five airplanes based on his private airport which includes three Low Wing Aeroncas and a gaggle of Stearman projects. These hangars will be open for us to visit. Also, fellow member **Joe Hunt's** shop is located at Randy's field and Joe has graciously offered us a tour of his shop where he is doing quite a bit of sheet metal work for vintage airplanes. This will be a fun event so set your alarm clocks for an hour or two earlier than planned and join in on the fun!

Do you have your junk soon to be another's treasure ready to bring to Roxboro for the auction? I really want to unload (oops!—donate) that J-2 wing in my hangar but I cannot get it in the 180 no matter how hard I try! I am still looking for something! Remember it does not have to be aviation related! By the way, I have not heard from our auctioneer/VP **John Barksdale**. I seem to recall his telling me that he might be moving to Paris for a couple of years. That's as in France not Tennessee! John, if you are reading this "IDENT" so that we can locate your position!

Lastly, and on a very somber note I want to say a few words about **Butch**. There is no way to cover our thirty plus years of friendship in this short letter so I won't even attempt to do so. I'll just say that he was a solid and steadfast friend. I admired him for his talents, flying ability, patriotism and dedication to his friends, family and to aviation. Trust me when I say that aviation has lost one of its best friends.

I look forward to seeing each and every one of you at Roxboro. *Susan*

## ***Fly-In / Fly-Out***

The *fly-out* at Roxboro on Friday will be to ***Lake Ridge Aero (8NC8)*** . Look it up on Airnav. **Randy Smith, Joe Hunt, Mark Cassada**, et al, have some interesting projects for us to see and will grill burgers for us around noon. A donation adequate to defray their costs and maybe a little grass mowing will be appreciated. This is a long, wide, beautiful grass strip located right on the north side of the Raleigh Class C...and a lake...can't miss it. Join us for this opportunity to see some of our members in action!

## ***Clarksville Militia***

**Michael Denton** of Clarksville, VA has joined the unit. He owns a Corvair powered Piety. Michael is the Base Commander for Lake County Regional Airport (W63) just slightly outside of Clarksville. We RON'd there a couple of years ago...beautiful town and within (our) walking range to the airport. Welcome to the Chapter, hope to see you in Roxboro!

## ***Membership Stuff***

Our first May renewal cycle is almost upon us...look for the bill in the mail. It's a lot easier for our fly-in registrars if you mail it in...they are very busy trying to hound potential new members and sell our stock of Chapter hoodies.

When you renew, please tell us if you would prefer getting this newsletter *sooner* and *in full color PDF* by email. ...or you could let me or Gayle know by email...

**FOR SALE: 125 Warner Scarab Engine** Total rebuild including mags, carb and harness. Currently has three hours break in. Work done by Mike Connor of Preston, GA. \$25,000. Call 386-295-4887 or e-mail [ebdga15p@aol.com](mailto:ebdga15p@aol.com) (Ed Moore)



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## **Roxboro— What you need to Know**      *Thursday May 3rd to Sun May 6th*

### **Hotels** for Roxboro

|                   |                    |                                |
|-------------------|--------------------|--------------------------------|
| Innkeeper Roxboro | \$75.40 Tax incl   | 1-800-741-5072 or 336-599-3800 |
| Hampton Inn       | \$112.62 Tax Incl. | 1-800-Hampton or 336-599-8800  |

**Camping** with or without your airplane on the field. No hook ups..

**Bring:** **Tiedowns** *Please* use them when not in motion.

**Chow:** Plenty of chances to eat on and off the field. Details below.

**Mark:** your spot with a chair, a person, or something if you go fly. Our parkers are clueless as to who is coming and going until they've come and gone.

**Look:** Everywhere for props and the parts behind the prop. *Please* give assistance as needed to clear engine starts and walk the wings of airplanes blindly taxiing in and out.

**Save:** Enough to Register. It's \$5. **Also...** We are going to collect a one time \$10/head for the weekend for van transport.

**Plan:** to arrive together if you want to park together

**Don't** even think of propping an airplane without a qualified person in the seat. This is the only airfield you will find an abundance of the qualified.

**Know:** When to be where **We provide transport to everything you don't have to fly to...**

**Thurs May 3,**                      **Early bird dinner in town 6 or 7ish**

**Fri    May 4**      1000 **Fly-Out**    Departure time to Lake Ridge Aero (8NC8)  
Aircraft projects & Burger Cookout!!    Lunch around Noon.

1130      Fish Fry for those not going on the fly-out ....ride provided  
1830      Dinner at The Homestead  
(Fri and Sat, we will provide transport from the airfield both from  
the hotel and the airfield)

**Sat    May 5**

1100      Concession lunch on the field  
1300-1500 Aircraft judging  
1830-1930 Hospitality hour at the Homestead  
(You will need to buy a \$5 ticket & there will be a cash bar)  
1930      Dinner at The Homestead (Order off the menu. You can get a  
grilled cheese and glass of water or the works...)  
2000      **Auction!!**



## Sun n' Awards

A pair of our members got some due recognition at Lakeland! **Lynn Dawson**, of Madison, VA received a nice plaque for *Contemporary Outstanding in Type*. Here she is with her '57 Straight Tail, N7928B.

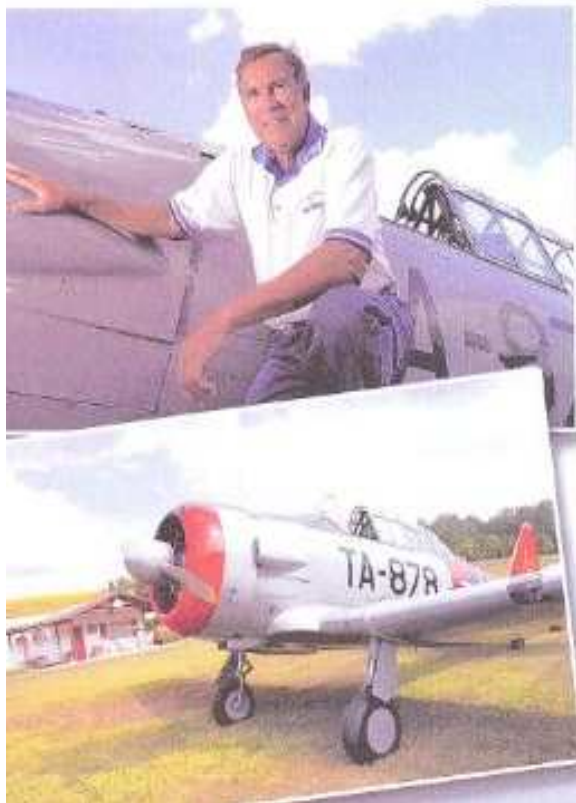


To the left, **Robert "Monte" Montedonico** and his '46 Aeronca Champ, N84851. His award was for... *Outstanding Classic*. Congratulations!

**and in Unrelated News, This story appeared a while back in The Winston Salem Journal....**

# A life of flight

Story and photos by Bruce Chapman



WALNUT COVE

## Mike Steele's life has been about planes from the start.

His father, J.W. Steele, was called "The Flying Tobacco Farmer" in a 1961 article in the *Winston-Salem Journal* about the small-plane business, Steele Aviation, that he founded in Walnut Cove in 1954.

Mike Steele, born in 1942, was introduced to flying at 10 and soloed in 1960 when he was 18. In 1962, he received a degree from Embry-Riddle Aeronautical Institute as an airframe and power-plant technician.

Soon he embarked on a career of repairing and rebuilding planes, as well as flying them.

He hired on as a mechanic at Piedmont Aviation, and he trained and flew every chance he got, eventually getting his multi-engine rating. In 1968, he left Piedmont Aviation to become a corporate pilot for the Hatteras Yacht Co.

There, he had the chance to meet and transport the rich and famous such as actor Dan Blocker of

On the Web

• More information about this topic can be found at [www.journalnow.com](http://www.journalnow.com)

See STEELE, Page A13

Trying to beat nightfall (top), pilot Mike Steele heads home for a landing at Steele Aviation, where he keeps his 1943 World War II T-6C trainer (left) and his office. Steele specializes in restoring aircraft.

## STEELE

Continued From Page A11

TV-western *Bonanza* fame, actress Rita Hayworth and Nicaragua's dictator, Anastasio "Tachito" Somoza Debayle.

Blocker, Steele recalled, took up an entire bench seat designed for three people.

"I really felt sorry for his horse on the show," Steele said.

Flying for Hatteras also brought Steele his scariest job after being thoroughly checked out by the U.S. Secret Service before transporting the then-exiled Somoza.

When Hatteras was bought out in 1972, Steele declined an offer to stay with the company because he would have had to move to Pennsylvania. Instead, he returned to Piedmont Aviation, this time as a ground-school instructor for 737s. He remained with Piedmont until he retired at age 50.

These days, when he's not flying, he enjoys buying, restoring and then selling aircraft.

In 2002, he won the Reserve Grand Champion-Classic Division award (the Lindy award) at the AirVenture-Oshkosh Airshow (the world's largest air show), for his restoration of Stephen Culler's Tri-Pacer PA-23-150.

He participates in three to four air shows a year, flying his 1943 World War II T-6C trainer.

The Steele family will maintain an interest in flying. Steele's son, David, received his driver's and pilot's licenses on his 16th birthday, and is currently a first officer/co-pilot for Continental Airlines.

Grandson Jacob, 4, was thrilled, Steele said, to take over the controls of Steele's Piper Cub J-3 during the boy's first flight.

■ Bruce Chapman can be reached at 727-7249 or at [bchapman@wsjournal.com](mailto:bchapman@wsjournal.com).

## ***Curtiss & Crew Come to Cross***

Every once in a while, you find yourself at the right place at the right time. That certainly happened to us last weekend when **Bob Coolbaugh**, Andrew King, and Mark Holliday arrived at my airfield with the 1911 Ely-Curtiss Model D. The stop was one of many to get the ship from Penacola, via Lakeland, to its new owner in Virginia Beach. It is now owned by Jerry Yagen's Fighter Factory... one of those must see flying museums.

The trip capped four and one half years of research, construction, test flying, and flying displays related to the 100th Anniversary of Naval Aviation. The Curtiss was flown to the venues east of the Mississippi by these men in 50 mile legs at 55 to 60 MPH. Flying conditions other than dead calm made each flight a continuum of upset and correction...physically and mentally demanding to say the least. A few instances in the last year added sheer terror on top of the demanding part...but the show went on.

Fortunately, the weather crashed after their arrival, so we got a little quality time with three pilots with piles of pre-1920 aircraft flight time. This project was a great accomplishment by this team and brought a significant chunk of American flying history front and center to modern day people, many in uniform. The best was yet to come for us...

Better weather led to a Sunday morning departure. Bob alerted the crew by flipping on all the lights at 0330...all but me ignored the signal... pre-flight and rollout from the hangar was at 0615. After Bob and Mark hit the road in the motor home, Andrew and I pulled the aircraft to the runway at 0700. Before sunrise, he back taxied for a runway 9 departure. Eileen and I stood on the side of the runway and watched a 1911 Curtiss take off in it's 1911 element...a pristine setting...no other sounds, people, vehicles, pavement... He made a tight pattern and flew a second pass eastward down the runway, which now had the morning sun sitting on the horizon. *It was the most moving experience we have had in aviation.* The sight, sound, and accomplishments of the early airmen had just come into clear focus! *Photos -Back Cover*

## ***Cross Cotillion Cometh***

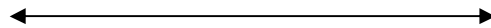
Saturday 26 May to be exact. Prepare a plate to pass and cram it into your airplane. SC37 is the airfield ID...look it up on Airnav. We eat your offering and Ms Eileen's special hot dogs around noon thirty. She has drilled and squeezed the pink slime out of most of them already. If you like a grass runway and old airplanes, this is a mandatory formation. Better luck this year....???







On March 6th, **Denny Mercer** of Apex, NC died from heart surgery complications. He was 80. In addition to being a member of our Chapter, he co-founded IAC Chapter 19 and EAA Chapter 1114. Denny got his license at age 17 and has owned and flown many sport airplanes. He is best known at our fly-ins for his arrival in his Extra 300. As a young pilot, he rented new Ercoupes from Fred Weick at the ERCO factory. Denny was a prolific Young Eagle pilot. He loved flying and made the comment that dying after living on the grass runway at Cox Field would be a lateral move. Our sympathy to his wife Rita, relatives, and many friends.



On 25 March, **Espie "Butch" Joyce** of Madison, NC. lost his battle with cancer. He was 68. Butch was a veteran of the US Army Special Forces (Green Beret). Butch was one of the early members of our organization, and served as President in 1984. He was also an active member of EAA Chapter 8. He was a Director Emeritus of EAA, our Chapter, and President of the Antique-Classic/ VAA Division from 1988 to 2004. He was the coordinator for type clubs at both Oshkosh and Lakeland.

Butch's father, Espie Sr. had an airfield (with a restaurant) near Mayodan. Butch started flying lessons at age 11 in a Piper taildragger and made his first "official" solo at age 16. He restored and owned many interesting airplanes that included a Lycoming powered Monocoupe 90A, a Waco UPF-7, and an award winning Beech Bonanza. He even owned a thing called ..well.."The Thing"...it was a chopped and channeled clipped cub, well known on the Carolinas airshow circuit.



In addition to his extended service to EAA & VAA , one of his greatest accomplishments was initiating the VAA insurance program through Norma's Aviation Underwriters company. Speaking from personal experience, it was nice to have an advocate that spoke our language.

As we have mentioned in this publication, Butch gave quiet guidance to this organization and strongly supported all of our fly-ins and activities. Our condolences to Norma, his family and many friends.



## 2012 CALENDAR OF EVENTS

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

26 May (Sat) Cross Cotillion (SC-37) All Day/Bring something to Pass

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

### CHAPTER CONTACTS

**President:** Susan Dusenbury, 1374 Brook Cove Rd., Walnut Cove, NC 27052 336-591-3931  
sr6Sue@aol.com

**V President:** John Barksdale, 4464 Village Highway, Lynchburg, VA 24504, 434-332-2722 JDBARKSDALE@AOL.COM

**Treasurer:** Don Collins, P.O. Box 190, Summerfield, NC 27358, 336-404-0063, DONALDLCOLLINS@BELLSOUTH.NET

**Secretary:** Liz Smith 4464 Village Highway, Lynchburg, VA 24505 434-942-7537 © Liz.Smith@areva.com

**Newsletter** Jim Wilson, 1862 Poplar Hill Dr. Cross, SC 29436 843-753-7138, CrosswindJim@homesc.com

**Membership:** Gayle Crowder, 631 Sutton Rd, Madison, NC 27025 336-430-5014 gaylecrowder@gmail.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  
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Looking well fed and rested, master builder and aviator, **Bob Coolbaugh** does his plane captain duties so Andrew can fly the dawn sortie,..all the way to Timmons ville.

