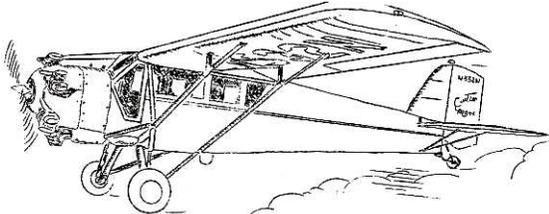


ANTIQUAIRWAYS®

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



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See us on the Web at: VAA3.org

March-April 2013

Jim Wilson—Editor & Publisher

Spring, summer, fall and winter—each of our seasons basically have the same number of days. Having said that, it has been a long winter! With all the cold and unsavory weather I am amazed at the downright determination of our members as they “plow” through the winter in their shops dreaming of the great days ahead flying their beautiful restorations. **Leon Cox** bought **Butch Joyce’s** Luscombe 8F (formerly owned by Ken Woodard from Greensboro) and is looking forward to having it back in the air this spring. **Jim Wilson** is making steady progress on his Travel Air and at this writing is completing the center section for the upper wing. Interestingly, **Stan Sweikar** bought his old Culver “Cadet” back and is now deeply embroiled in yet another restoration which I am sure will be as outstandingly beautiful as his Fleet. **John Turgyan** is making progress on his Howard “DGA”-11. John’s Howard has flown and is now being readied for the final paint and interior. **David Spencer** should be flying his ¾ scale replica Focke Wulf 190 in a few weeks after a lengthy repair due to bolt failure in the tailwheel mounting bracket.



I am so impressed by the talent and dedication of all of these members and those of you who are committed to making your flying dreams come true. And for the restorers—remember that the rest of us share your dream of flying vicariously through your restorations.

My Stinson project, you wonder! I am making progress on some component parts. Right now I am really busy moving my hangar from Shiloh to my airport—Dusenbury Field (13 NR)—located here on my farm. The key word in this move is WORK! Several weeks ago I took my sledge hammer from my garage and went to work tearing down the two story apartment that I have (had) in my hangar. I must have been feeling really good the day that I bought that sledge hammer. I just do not remember it being that heavy when I bought it! So for me right now it’s “wake up, go to Shiloh, work on the hangar, come home, take two Tylenol (Remember the sledgehammer!), go to bed” and then do it all again over and over! It’s almost done—the sledgehammer part, anyway! The good news: I am on the final pages in my “hangar project” book.

Over the winter we made some improvements to our website and will continue to do so until we are satisfied that all of you have an informative and interesting website to visit as part of your Carolinas Virginia “membership experience”. I would certainly appreciate any feedback that you may have. Your thoughts and ideas may be just what we need to have a really great website.

Roxboro, 2013 is only a couple of months away. It’s time to make those plans to attend. I look forward to seeing you there and would enjoy hearing from you anytime.

Happy Landings!

Susan

Last Supper at Shiloh

Our February flight to the Board of Directors meeting was a little cool, but one of the nicest flying days of the winter.... We even successfully transitioned Darlington County without getting shot down!

Your BOD decided to run about the same play as last year at the Roxboro fly-in. Go ahead and block your time for Thurs PM 'till Sunday Morning. Room information follows. Round up your auctionables and give us a heads up. Parts, rides, livestock, silver, are all graciously accepted!



Thanks to **Susan** for hosting these meetings and fly-outs for many years! A very short time after you read these words, this hangar will be history...its concrete pad a testament to progressive airport management practices.

Back to the subject...after our happy meal and meeting, we signed a new member...**Jack Starling**, of Columbia, SC. Maybe he wasn't planning on joining, but after being accosted by **Xen** and **Ron Shelton** and coerced into flying them to the meeting, he figured it would be a good idea. The Army Air Force gave Jack primary and advanced training, but his operational assignment was the Waco CG-4 gliders...getting ready for another invasion. Fortunately, the war ended. Jack has been an active GA pilot, longtime member of EAA 242 and now flies a Cherokee 140. Welcome aboard!

SC Historic Aviation Foundation

While at Shiloh, **Ron Shelton** gave us a briefing on plans to highlight more positive aspects of aviation in South Carolina, it's long neglected history. We are it seems, the only state to have no aviation history collection. The group that fished the B-25 (now housed in the historic Curtiss-Wright hangar at Owen's Field [KCUB]) out of Lake Greenwood a few years ago is working to change that. Plans include not only restoring this airplane, but creating a collection of other SC aviation memorabilia. This group needs B-25 parts, collectibles, money, and people that can shoot rivets and other SC relevant relics. Look at their website at SCHistoricAviation.org

Roxboro Heads Up

***Fly In Dates: Thursday 2 May until Sunday 5 May
Early bird dinner Thurs nite, Fly Out Friday,
Auction and Dinner Sat nite***

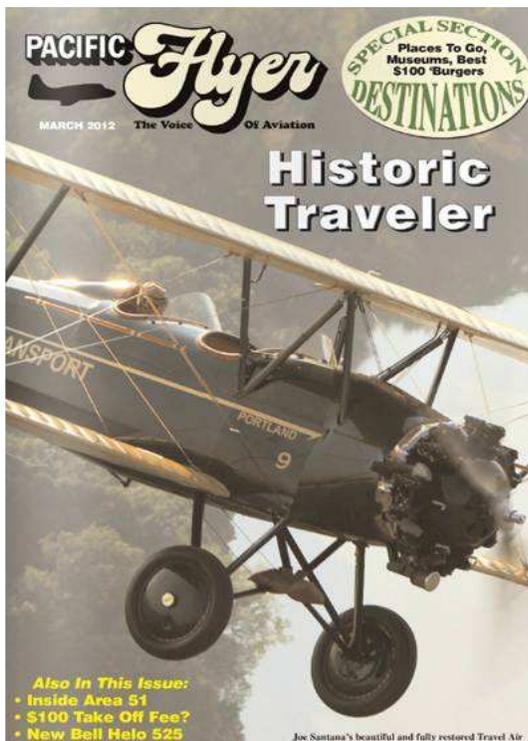
***Hotel: Innkeeper-Roxboro 336-599-3800 or Hampton Inn 336-599-8800
Make your Reservations Early!***

In the Press & on the Wing

EAA's online publication, *The Experimenter*, has the cover shot and a nice article by Budd Davison on **Bob Barrow's** LSA Bearhawk. This has got to be one of the best homebuilt LSA aircraft with regard to performance and utility. I have always been an admirer of Bob's design work. At present, the airplane is plans built only, but a quick build kit is on the way. Check out the *Experimenter*...It has useful content...



The beautiful Travel Air here and on the back cover belongs to **Joe Santana** of Waynesboro, NC. Photo came from one of two articles published in the *Pacific Flyer*. Google it and read the whole thing.



Then we have **Winn Baker** making headlines all over Georgia and the general aviation press with this headline:

“Aviation Career Lands Baker in State Aviation Hall of Fame”

Sounds like a life sentence for Winn. The official deed will be done this April, while our hero adds even more flying time to his 40,000 plus hours. By his own admission, Winn had done nothing but fly airplanes



since he was a boy. He should be starting to get the hang of it.... Winn had almost 6,400 flying hours *before* he went to work with Delta! He has owned/flown a vast and eclectic group of all types of airplanes. If Winn has ever missed one of our fly-ins, I don't remember it. He will be joining his father in The Georgia Hall of Fame! Congratulations! Here's our hero wiping bugs off of Carolyn's airplane.

Airport Restaurant News

The restaurant at Lake City, SC (51J) is open again under new management and name... *The Patio Restaurant*. The food is great. It's a rare chance to eat next to a runway in this State, so help support it. Open for lunch and Dinner, Mon–Sat.

Nudist Camp...a True Story...written by Gayle Crowder

I'm in my thirties. Over the past few years, since I started flying, some of my best pals have become men (and a couple of women) in their sixties. Other than my parents, I'd never really *talked* to people in that age group. I'm so lucky that my venture into aviation has delivered me these gifts of friendship. Otherwise, I'd have missed out on all sorts of crazy things! I've laughed more since these people accepted me into their flying circles than I have in my entire life.

Here are two examples: Shortly after I met David we went flying together for the first time. Now, I didn't know David at all. I'd met him at the store where I work and somehow he'd let it slip that he had an airplane. I'd always been fascinated by airplanes, so I was at full attention. I don't recall how, but I managed to wangle from him the promise for a ride. He said we'd go once the weather cooled down. I never expected to hear from him again.

A couple of months later he called and asked if I remembered him. "I'm the guy with the airplane," he said. Of course I remembered him! We made plans to meet at his little airport a couple of days later. I'd never heard of this airport, though it was in the same county where I live. I'd soon find out there were some *other* things I didn't know about in my county.

After a few phone calls back and forth with him, I finally found the driveway airport. The airport was not visible from the road. There were rows of really old hangars containing really old airplanes. I wondered for a minute if this was going to be safe. He seemed nice enough, near sixty, and his plane was gorgeous. He explained that it was a 1941 Taylorcraft. 1941? I wondered again if it was safe. He walked me through the preflight inspection, explaining in great detail everything he was doing. I was intensely interested. I still remember every word he said. That day turned my life upside down.

We crawled into the tiny cockpit and took off. My jaw was on the floor before we were a hundred feet up. I *loved* it!

We'd barely cleared the trees at the end of the runway when he started a little turn. He said, "Now look down there on your right, that's the nudist camp." I just about choked.

What have I gotten myself into? I thought. I don't know this guy at all and he's showing me a nudist camp? I didn't even know we had a nudist camp!

"Yeah, the old guy that runs it gets all mad when we fly over this low. He comes running out and shakes his fist at us. It's not like you can see anything but old, flabby people anyway!" he explained. Well, that cracked me up. I was beginning to enjoy this fellow.



We tooled around for a while, then I took the controls of an airplane for the very first time. It was amazing! I was still flying even after we landed. While he put the plane away he told me about the customary beer you drink after a safe landing in a taildragger. I thought he was full of baloney, but we sat outside his hangar for a while with a couple of other pilots who'd also been flying. I had my first customary taildragger beer, and was hooked on aviation from that moment forward.

I hung around David and those other guys at the airport from then on. I learned all about telling tall tales and hangar flying. "B. S.'ing" as they'd say. I didn't learn *how* to do that until I had my own flying stories, but....

...fast forward a little. My flight instructor, Don, was in his sixties. He and I were on perhaps our second flight together. I'd only met him a couple of times. I didn't know him, either.

We'd done some pattern work and decided to just go fly around a little so I could get the feel of the airplane. We were meandering about, enjoying the nice weather and smooth flight, when suddenly he tapped my shoulder.

"Look down there to your left. There's the *nudist camp*." I just about fell out of the airplane. What *was* it about strange men I didn't know pointing out that place to me?

"Yeah, sometimes you fly over on a hot day in the summer and they'll be out there on those metal boats on the lake. Looks like they'd have to put a towel down or something to keep from burning their asses," he said, and laughed. "It's not like you can see anything down there except old, flabby people!" That's when I knew Don and I were going to get along just fine.

We landed, put the plane away, then shared that customary taildragger safe landing beer.

These days, David is my best buddy. Don is one of my favorite people. I never would have believed it if you'd told me a few years ago that there isn't really a "generation gap" at all. All you have to do is fly over a nudist camp with a total stranger and suddenly you're friends for life.

Gayle's writing struck several chords with me...remembrances of similar characters on a turf runway airfield, talking about the nudist camp next to the Huguenot omni, and how people like these "Warf rats" took me in as a young boy. Setting for this story is Warf Airport (6A5) Reidsville, NC. The characters are members of CVAAF. This and more of Gayle's writing can be seen on the Tailwheeler's Journal: Tailwheelersjournal.com

Needa Project? - Here's two good ones!

A Piel Emeraude project built by **Dr. Roy Wicker** from Quitman, GA. For those not familiar with Roy, he is one of the best builder/restorers in captivity. Project is about 3/4 complete. Wing, flaps, ailerons, gear, tail, and all but the cockpit area of the fuselage is complete. FWF is not done and does not include an engine. If you are interested in a great two place airplane, give Roy a call at [229-563-1711](tel:229-563-1711).

1929 Waco GXE (N724E) project by **Jim Sowell**, Statesboro, GA. Fuselage on gear primed and painted, 2-1/2 new wings and C/S plus pattern wings with new spars and mtl. Tail complete, many other components, no engine or instruments. Call Jim at 912-682-5983.

Shop Time

Last December, we had a chance to stop and make a quick visit to **Bob Coolbaugh's** shop in New Market, VA. He had gone into shop overdrive after spending the past few years with the Ely-Curtiss project. Among other things, Bob is finishing up the fuselage recovery/assembly of Cole Palen's Monocoupe 113, finishing recovery of his T-Craft, doing fuselage repairs and making wing ribs for his Viking B-8 Kittyhawk biplane project while he walks past his Monocoupe 113 project.



Just to keep things interesting, he has obtained an orphaned Pietenpol project. Hopefully by spring, it will be ready for recovery and engine installation. The workmanship in all these airplanes is first class! I well remember what it is like to try to do covering and painting in the northern climates... All of this is just fine...just remember to keep something flyable, Bob...we need to see you out in the world once in a while!

Visiting other shops is something I have done far too little of...the chance to collect how others do things is invaluable. It also guns my little engine to get back into the shop.

...so back in my shop, I had a pretty productive couple of months. The top wing center section restoration for the Travel Air is completed, and the tank it holds is ready for welding. Here are a few



In-process shots...details on anything you see here are free for the asking..



Photos: Weed Sprayer
PVC wood steamer

C/S Jig and Spar drilling
jig



C/S Tank bay & tank template

Fuel tank bottom & baffles



2013 CALENDAR OF EVENTS

2-5 May	Spring Fly-In at Roxboro
25 May (Sat)	Cross Cotillion (SC37- Cross, SC)
4-8 Sep	Triple Tree Fly-In
3-6 Oct	Fall Fly-In at Camden
TBD	Susan BFD

(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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Spouse's Name _____ EAA Member? EAA # _____
Y N VAA # _____

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Address _____

Airplane(s)/Projects & N # (s)

Email Full Color Newsletter or snail mail?

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Joe Santana

Joe Santana's 1928 Travel Air 4000 NC5427

Gilles Auliard Photo in 3Mar12 Issue of *Pacific Flier*