

ANTIQUAIRWAYS®

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



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See us on the Web at: **VAA3.org & Facebook**

November-December 2013

Jim Wilson—Editor & Publisher

Dear Friends,

Camden 2013?! It could not have been better. It was a perfect mix of friends, planes and weather. It was so very heartwarming to see all of these three key elements collide at once! A lot of plane noise, laughter and smiles!

Of course, we all owe a big “Thank you!” to our tireless and very talented volunteers. These people organize the would be chaos that is inherent to a very active and well attended fly-in and make it all look so simple and uncomplicated. Thanks, too, to Camden EAA Chapter 1132 for providing breakfast for our campers. That “special” extra was appreciated by all!

Moving forward it is time for our annual BIG FOOD DAY. I’ll make the South Carolina Lowcountry gumbo along with some hot dogs, etc. You guys and gals need to bring some sort of side dish. (For the guys, your wife or girlfriend do not qualify as a side dish. We’re talking about food here.) Not news! I’ve moved my hangar so this year for the first time our annual BFD will be held at my farm and airport in Walnut Cove. For those of you who have never been here before please phone or e-mail me for directions. For those of you flying in please google “airnav.com” and click on “Airports”. You are looking for “Dusenbury Field” or “13NR”. Dusenbury Field is on the Cincinnati Sectional about 11 nm north of Winston Salem.

All landings are on Runway 16 and all takeoffs are from Runway 34. While landing the house and hangar will be on your left side! Please tune in multi-com frequency 122.9 for traffic advisories. If you see an orange cone or orange marking paint DO NOT go there. We will have marshalls. Please follow their directions. There is parking near the hangar and across the runway. Again, please follow the marshalls.

Some notes of caution: This is a privately owned airfield. Land at your own risk and be sure that as the pilot in command you have an airplane with the performance (and as loaded!) to handle this private airport. Safety is the number one priority here. To quote our Standard Operating Manual from Airborne Express: “No spectacular flying is allowed”. i.e., no low passes, aerobatics or sharp pull-ups. We may find it entertaining but my neighbors do not-- especially the retired race horses on a neighbors farm.

Having said that, I look forward to seeing y’all next Saturday!

Happy Landings! *Susan*



Gone West - Paul H. Poberezny

Those of us who went to Oshkosh this year hopefully got to see Paul at his next to last fly-in. He died at age 91 on August 22nd. As the founder of EAA, Paul set the tone and direction of the organization and brought a great team together that made it happen. He as an active leader and participant in all divisions and chapters of EAA including ours. He read all of our newsletters and periodically attended our fly-ins. You did not have to be in Paul's presence very long to know he was truly one of us.



We can just simply say *Thank You!*

The Face of our Organization

So that we aren't the best kept secret, we have offered another face to the world...where else but Facebook! The idea of a Facebook Group was hatched by **Steve Roth** and **Bob Perkins** while sitting under a tree at Triple Tree. It is now alive! Steve, Bob, Susan, and I are the administrators. We have either found and invited you, or you can find us and ask to join the group. It is for members, friends of the organization, and people who should be members to share aviation activities. Group members are invited to post and invite those who are interested. It provides immediate information about us...better than doppler radar! You can opt out of the group, or we can opt you out for heinous crimes like talking



about politics or how cute your puppy is. The group name is Carolinas Virginia Antique Airplane Foundation, Inc....just put it in the FB search block. Facebook is not a certain path to identity theft or the ruination of society if you use your head. You can control the privacy of everything on it, and you don't even have to give them your real birth date, location or even your real name. Many use this approach to spy on their kids. If you want in, we just have to be able to clearly ID you. Any questions? Email one of us or ask your kid...if you aren't spying on him.

We feel this will compliment our web site, VAA3.Org. If you haven't been there lately, take a look. It has more great photos, all of the past six years of archived newsletters, and a lot of history on our Foundation.

All good things come to those who wait...

...even good fly-in weather. After the evacuation at Roxboro and a very wet spring and summer, it had to come... flawless local and regional weather for some of the fall fly-ins. The rains stopped just in time for Triple Tree to have their best ever. We started early and finished late. This is what we did for four days...trying to reach consensus on when we should go eat. To say we had a good time at a really nice place would be an understatement. I think they had a really big bunch of airplanes there (700)...as in everywhere. *Many* of our members practiced coming to a fly-in in good weather. Yup, we'll be there again next year.



A few calm days after Triple Tree gave me the chance to deliver the J-2 to Susan. It was a nice, but slow flight. I saw 60 MPH GS for a minute or two. The engine ran great, and I only almost died once...trying to climb through a downdraft at Star, NC. Preston Allen came out of his hangar to watch the take off...said he'd never seen an airplane crash before... Fortunately, they made a little notch in the trees on the NW end of the runway for me. The only other choice was Martha's restaurant to the right. It is evident why this was such a good trainer...you have to fly it all the time and plan about a week ahead of the airplane. The photo shows Susan's airfield. Land from lower left to upper right...that would be 16...

when you come to *Big Food Day*.

Then...still in the good bubble, it was time for Camden! Our main fall event started early for a contingent from Virginia. **Joe Santana** organized a nice fly-about with the final destination of Camden. Joe in his Bellanca, **Rick Clarke** in a Luscombe, and **Steve Roth** in Lynn's T-Craft gathered up at Williamsburg, VA. They visited Gerry Yagen's Military Aviation Museum in Norfolk, then on to First Flight (penetrating gov't restroom closure). They spent the night at Lake Ridge Aero, and then flew to Cross, SC where they ate heartily and staged for Camden. In a totally uncoordinated flight, we all arrived at Camden at precisely 1500 on Thursday. The crowd of airplanes grew to 18 by dinner time Thursday evening.



Good news also arrived that evening from **Bob Coolbaugh**...he was just issued a new airworthiness certificate for his T-Cart, was test flying it, and would head south in the morning!

Camden

Early Friday morning we arrived at the field to see enough ground fog to slow down the early early arrivals...at least most of them. At 0815 the distinctive sound of an in-line engine preceded a bright yellow biplane through a hole in the fog. It was **Ilse** and **Larry Harmacinski** in their beautiful 1929 DH60 Gipsy Moth...one of only four flying in this country. It is one of less than 200 aircraft license built in Lowell, MA between 1928-30. A few months ago, Larry bought the airplane and flew it back from Durango, CO.



Mid-morning, we all departed for our fly-out lunch at Timmonsville. Three **Sonny's & Bettie** parked at least twenty airplanes on this beautiful grass airfield and then sent us off to Young's for lunch.



Here are **Bobby Jonte's** T-6 and one he owns with partner **Brad Gibbs** warming up for the trip back to Camden. We had to get back in time to eat!!



We did eat and sleep and got up the next morning to another short period of fog...and then the flood...of airplanes. Our parking team really got a workout. Here's **Walt**, **Larry**, and **Leon** beating their paddles. Some interesting airplanes showed up some old, some new.



One of three pre-war T-Crafts at CDN.. **Andy Cotton's** BL with an up exhaust A-65. To the right is **Dan Linkous** rag wrenching the Gipsy Major in his Chipmunk...with supervision by **Bob Perkins**.

...and more

Saturday was a busy day starting with EAA Chapter 1132's great breakfast and ending with a fully booked dinner. Our dinner speaker, **Bobby Jonte** gave a great presentation that included personal stories about people at high levels of this organization, a teaser about his forthcoming book about **M.B. Huggins**, and demonstrated how to make a too short tie down rope long enough to reach the eyes on the Camden parking apron. He also talked about the story behind his book, The Wild Cajun T-6. This is an inspiring story about how he achieved his dream of owning and doing airshow work in the T-6. Unfortunately, **Todd Givens** was taking this all in with great enthusiasm. -note to Anita-I am not responsible...this time... Thank you, Bobby! ...and keep those airplanes flying!



Susan recognized the many volunteers that did the work for this fly-in. We are especially grateful to the Camden EAA Chapter 1132 for breakfasts, the tables and chairs, transportation and support to the event...and as always, **Camden Air Center** and **Dale Thompson** for their help.



We next recognized the accomplishments of several of our members for bringing some outstanding airplanes to our fly-In. Here they are: *The Harold Armstrong Award* to **George Tamvakis** of Winterville, NC and his very red 1940 Piper J-5C , N28143. The *Johnny Crowell Award* went to **Leon Cox** from Ruffin, NC for his 1947 Luscombe 8E, N2628K.



The bulk of the outstanding work on this restoration that included a new engine, modern instruments and radios, and new wheels and brakes was done by Butch Joyce. **Norma** was on hand to share in the presentation!



The *Jack and Golda Cox Award* went to **Robert Phillips**, Wilkesboro, NC for this 1941 Ryan PT-22, N47541. Robert has had several PTs...they just keep coming! Here is **Robert** and **Dick McNeil** arriving at Camden.



...not done yet...

Our goal line stand award...O.K., maybe it was the *Dolph Overton Best of Show* award was presented to **Bob Coolbaugh** of New Market, VA. Bob rescued this derelict aircraft not far from home and decided it needed another chance at aviating... the most pressing requirement being a current airworthiness certificate...it's always the paperwork. Part of the project was to convert the airplane from a 50 HP to an A-65 Continental. Simple...not simple...before it was over, the process involved a vintage DAR, approved data from a DER to cover all the hand wringers and the "you can't do that" squad. All of the squares were filled on Wednesday before the fly-in. Test flying being done the same day, Bob could leave for Camden on Friday morning. He is now back home and happily working on his other projects...a couple of Monocoupes, a Pientenpol, and the Viking Kittyhawk Biplane.



A lot of hard work and dedication got all of these airplanes to our fly-in. Congratulations to all.

Our Newest 4%

Welcome to our eleven new members, and thanks to several others who re-upped or became lifetime members. The nice ladies that signed you up have collected their signing bonus. Your benefits package however will consist only of this meager letter and many offerings of having fun with us...Don't feel like you are alone...Here they are:

Brad Gibbs Davidson, NC - **Don Nowakowski** Lexington, SC - **Brian Meadows** Advance, NC - **David Brown** Greensboro, NC - **David Augspurger** Walhalla, SC
Don Nesbitt Aiken, SC - **Jim Beall** Hollywood, SC - **Roger Jennings** Summerville, SC
David Parker Lumberton, NC - **Toy Nettles** Lake City, SC - **Rick Clarke** Royal Oaks, MD

Facts and specific information on these folks is forthcoming in future issues. The first new joiner was **Rick Clarke**... noted as part of the fly about from VA. We had a talk down by my swamp and he joined right away. This was Rick's maiden voyage with small airplane folks. I think he got a taste... Rick is a former Naval Aviator and squadron mate of **Bob Coolbaugh**, He was FAA's chief of 121 air carrier operations and is now an aviation safety consultant. He has a giant yacht, and this Luscombe 8E. You can find his photo on Pg 3 doing what Naval Aviators do. (left of Joe and Steve)

(Thanks to **Rick, Wanda Goodman, Bob Perkins, and Larry Morris** for photos in this NL.)



2013-14 Calendar of Events

26 Oct (Sat) Susan's Big Food Day (13NR- Dusenbury Field- 1/2 Mi. W of Meadowbrook- N63) Bring a plate to pass. Coffee at 09:30, eat at 12:27+ -

1-4 May Roxboro Spring Fly-In
24 May (Sat) Cross Cotillion
2-5 Oct Camden Fall Fly-In

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

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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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The Moth in front of the old Timmons-ville airport office/Frank Kea's barber-shop.

Avis Sutherland and Larry Collie
with Avis's Tiger Cub

George Harris' Culver PQ-14

