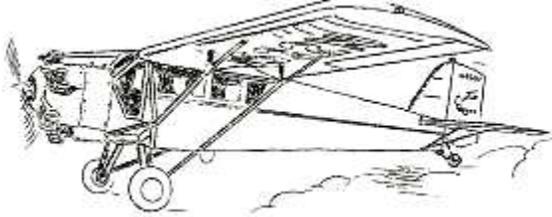


ANTIQUAIRWAYS®

**Newsletter of the
Carolinas Virginia Antique Airplane Foundation, Inc.
Recreational Aviation at its Finest**



*This Foundation is an IRS 501(c)3 non profit Corporation.
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January-February 2016

Jim Wilson—*Editor & Publisher*

As 2015 draws to a close, I am happy to report that The CAROLINAS VIRGINIA ANTIQUE AIRPLANE FOUNDATION is in a stable position with regard to both membership and finances. We owe a debt of gratitude to our volunteer Board of Directors, to all volunteer chairmen and to the many volunteers who step forward to graciously serve this organization. It is their hard work, diligent oversight and planning that make our club the premier organization that it is.



Your Board is constantly looking for ways to enhance your membership through either on site participation (fly-ins and fly-outs) or through electronic activity. We are looking forward to having our new website up and running in 2016. For those of you who have not done so, an optional way to stay in touch with fellow members and post your own aviation activities is through our Facebook group- CAROLINAS VIRGINIA ANTIQUE AIRPLANE FOUNDATION, Inc.

Since most of the events during the 1000 Year Flood at Camden 2015 were cancelled, I opted to call a Board of Directors meeting as the majority of our Board members were there happily sloshing through the weekend. We voted for a dues increase. (See the membership form on the last page of this newsletter for the new/current dues structure.) This was not done without a great deal of forethought which included a complete income/expense analysis of this organization. Every year I take time to thoroughly review all of VAA3s finances and have watched as our expenses have slowly crept up to near the breakeven point which is both good and bad at the same time. It's good that we can still "afford ourselves". It's bad that sometime in the not too distant future we would not be able to "afford ourselves" without a dues increase. An interesting note! Nineteen sixty-three was the first year that VAA3 collected dues. The dues were \$5/year. (National EAAs dues were \$6/year at that time.) Before too long the dues were raised to \$20/year and have remained at that figure for about 50 years.

Recently, two of our longtime members, David Brown and Phil Essey, went West. My thoughts and prayers are with the family and friends of these two fine gentlemen and fellow aviators.

I look forward to seeing each of you in 2016.

Happy New Year! *Susan*



Gone West

David S. Brown of Greensboro, NC, passed away on Wednesday, December 9, 2015, at the age of 71. David was born to John Henry and Juliana Brown on November 9, 1944, in Rocky Mount, NC. He grew up the youngest of three boys and graduated from North Carolina State in 1966. After graduation,

he went to work for Cone Mills Corporation. In September of 1966, he enlisted in the Marines where he repaired electronics on C-130 aircraft in Okinawa. In 1970, he returned home and married his elementary school sweetheart, Judith Anderson. David worked for Cone Mills Corporation /ITG until his retirement. David's passion, second only to Judy, was flying. He built and regularly flew the Long-Eze shown above at our Roxboro fly-in. David could normally be found at the Shiloh airport. Here he is between two of his good friends, **Andre Robert** and **Leon Cox**. We all will miss him. Our condolences to his wife Judy, his family, and many friends.



Phil Essey, Jr. Laurinburg, NC died early on 25 December 2015. He was 70 years old. Phil was born on 20 March 1945 and for the past several years, we have celebrated his birthday at his airfield near Laurinburg. Phil taught high school shop, physical science, and biology. He was interested in aviation as long as he could remember. He owned a Super Cub, restored an N2S-3 Stearman, partnered with his good friend Harry Kruppenbach in a Monocoupe and Cessa Airmaster, and had a J-3 Cub. Additionally, Phil was an aviation historian. He researched and knew the background of his aircraft and he always kept his eye open for aviation artifacts to enhance his airfield. Phil also had a large collection of antique John Deere tractors.



Most importantly, Phil never met a person he didn't like, and everyone liked him. His airfield was a regular gathering place for his many friends. Our sincere condolences to his wife, Pat, his family, and friends. Photo left: Phil, Coke Darden, and Buddy Wehman at Camden.

A Barnstormers Repair

Baling wire and chewing gum was the predecessor to duct tape as a euphemism for your basic field repair material for airplanes back in the day. One look at the unrestored Jenny hanging up at Pioneer Village in Minden, NE shows this statement was reality. Part of my small collection of original Travel Air parts included an aileron that had obviously been ripped off the upper wing of the airplane. All three mounting castings had been repaired with a piece of soft aluminum ...complete with a double drilled hole...and secured with a couple of finishing nails...as they say 'bradded over.' Original Travel Air Blue is still on the part. Sure would like to know the rest of the story...



A Barnstormer Shop



Using baling wire only where originally employed, the restoration camp of **Bob Coolbaugh** is working at fever pitch. The man in on a mission... Here he is test flying Cole Palen's 113 Monocoupe. Bob recently finished the fuselage and tail surfaces and delivered them to Old Rhinebeck. They enthusiastically accepted this huge amount of donated work and said, "Bob, go home and make us new wings!" He, in turn, went home and enthusiastically went to work on his Viking



Kitty Hawk wings. This project will be flying sooner than later.

Bob is not afraid of using interned labor to leverage his output. One poor lad had to make a stop at New Market to wait for weather. Eleven days

later, Bob let him out of the shop and told him it may have cleared enough .

Above right is **Rick Clarke** at mid morning prayer while Bob vanishes...I mean varnishes. Below is Bob's airplane on floats



with its original 125 HP Kinner engine. Photo is at Paugus Bay, NH. Bob's restoration will have wheels and a 160 HP Kinner R-56. (ready for installation)



Friends, Flying, and BIG Food

Susan's November Fly-Eat was, according to informed sources, a great success! Unfortunately, a giant black cloud positioned itself between Walnut Cove and Cross that day, so we never even had a chance of getting there. Fortunately, flying weather was much better in the northernmost Carolina. The photo shows not only the flyer/eaters, but Susan's new shop in the background. It is now complete with finished inside and outside walls, big doors, and the most necessary accessory... a 'fridge. Work on the Reliant will resume sooner than later. Thank you Susan for a great day!



Pat and Frank Barber's 68th wedding anniversary was recognized with a cake and the adoration of the assembled masses present at Susan's. Photo at left is Frank and Pat in 1944 next to a Navy Twin Beech at Danville, VA.



In 1947, they were married and went on their honeymoon in an Ercoupe! Congratulations and keep doing what you are doing...seems to be working well! ...And lest I forget...earlier this year, Pat was presented a very large gold medal by the North Carolina Wing of the Civil Air Patrol for her service to the CAP during WWII. If you are



ever looking for a patriotic couple fully engaged in both aviation and life; look no further!

Around the Pattern

Steve Hawley moves from one project to the next. After restoring a few Champs, doing some Bücker work, a couple of engines, and a Luscombe, he is well on his way on completing the restoration of the Interstate Cadet that was started by the late **Ben Oliver** at Sumter. Ben had obtained the airplane from Kent Pietsch. Steve got pushed up on the Interstate learning curve by Interstate owner **Chuck Horrell** of Durham, NC. Chuck became an Interstate owner about a year and a half ago. What I didn't know was that he also worked on the Arctic Tern project up in New Hampshire for a time. The Arctic Tern is basically the Interstate Cadet modified into a very capable light bush plane.



Are you going to put both ailerons on it, Steve?

Landing soon in a Backyard near you...

It's **Bob Perkin's** Just Aircraft Super STOL. A fit check of everything needed prior to covering the fuselage is about done. Soon there will be two new aircraft in the area with landing gear like that...story on that next time! Bob and Barb are



also on a mission...IOOkin' good! Their departure from Oshkosh this year was captured by a photographer and published in the *American Aviation Historical Society Winter 2015 Journal*.



6. A 1939 WACO AGC-8, NC20908, chn 5067, at AirVenture 2013, Oshkosh, Wisconsin. (Photo by Robert Burns)

Over our heads in Hilton Head

We did out trick or treating this year at the first ever Aero Expo, an event of the Hilton Head Island Motoring Festival & Concours d'elegance. Beautiful cars and nice people with cool stories....such as a special built pre-war Buick, shipped new to a family in France, only to have it be immediately hidden from the the Nazis in a hay mow for the duration of the war. Our flying machines were set with restored autos of the correct period. To the right is **Buddy Wehman, Vanessa Augspurger,** and "**Mrs. Miniver.**"



The bottom right view from the Waco wing shows **Buddy's Fleet, Perkin's Waco, Lynn Dawson's 172, Steve Roth's Swift, the Given's C195, Jim Augspurger's Champ, David Augspurger's PT-22, Chris Minatelli's Stearman, and Scott and Spencer Martin's 450 Stearman.** Device at left is a 1930 L'Éclair....but you probably knew that already.



Meanwhile in my shop...

The famous restorer (Bob Coolbaugh) from two pages ago, stopped by and was immediately put to work hoisting my top wings into place, so I could proceed to finish and rig the bottoms. After finishing the "N" struts, it will be time to face the music on purchase of all the external bracing wires. Oh boy?!

As I am not too far away from installing the leading edges on the lower wings, I thought it could be useful to describe how I did the uppers in a cold shop. Plywood leading edges would be nicer, but .020 Al was what was originally used on these wings...end of story. Stepping back to a couple of Decembers' ago, I was just winding up Eileen's twenty year quest to have a real garage. Lesson learned...don't install aluminum trim in cold weather. Same same for aluminum leading edge on a cold wooden wing.



The whole process went like this: Make very sure the ribs, and rib-spar joints are all sanded even...no humps or bumps in the structure! There are two pieces of .020 2024 AL for each leading edge. I made a simple press brake from framing lumber and a couple of surplus screw jacks. It was used to form the leading edge radius. The radius of the "nose" on the pressing plate is going to be the radius of the finished section. The leading edge will be nailed on at the top and bottom of the spar only. I used 18 ga x 3/4" long cement coated nails (only place I could find them was Univair) spaced at 1-1/4".



After trimming the aluminum to size, I break the edge, and use a block plane to get a straight smooth edge. That plane works great on Plexiglas too! I mark the nail locations, use an automatic center punch, then puncture the sheet for

the nail with an awl. This leaves just enough dimple so the nail head will end up flush with the aluminum.

Next is the secret step. Spray the outside of the aluminum with the cheapest flat black lacquer you can find. I used light tie down straps and a section of PVC pipe to pull the leading edge tight to the nose ribs. Heat lamps top and bottom were used to bring the leading edge section to about 100 deg. Nail it. When the sheet cools down nailed in place, it just magically sucks in very tight to the structure. In the summer, you can do it in the sunshine. After wiping off the flat black, I painted a thin stripe of epoxy primer over the nail heads. Done! The goal here is to mitigate the difference in expansion rates of the wood structure and aluminum leading edge.



2016 Calendar of Events

13 Feb (Sat) Chili (to eat) at Triple Tree (See their Website!)
5-8 May Spring Fly-In at Roxboro, NC - KTDS
28 May (Sat) Cross Cotillion, SC37, Cross, SC
7-11 Sept Triple Tree Fly-In
29 Sep-2 Oct Fall Fly-In at Camden, SC -KCDN **Note the Dates!!**

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

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To Join - Complete this Application and Send \$25.00/yr (Checks Payable to Carolinas Virginia Antique Airplane Foundation) to: Barbara Perkins, 8254 Clipper Ct., Catawba, NC 28609 or
Join for a Lifetime: Age 65/up -\$250, 64-45- \$500, Under 45- \$1000 What a deal!

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

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Cross, SC 29436



Triple Tree Aerodrome's TF-51, N151TF. Started life as a "D" with the 8th AF in the ETO. Converted to a dual control TF in '98. It is first class all the way! TT troops are doing the BT, Stearman, T-6, Mustang training path...and a little maintenance. This airplane will be no wallflower...