

ANTIQUAIRWAYS®

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



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January- February 2018

Jim Wilson—Editor & Publisher

When you receive this letter we will all be bidding a fond adios to 2017! For me, 2017 was a great but busy year. I do not know about you guys but I've already set some goals for 2018. My plan is to fly more. I keep thinking about a return trip to Hammondsport, NY. I have not been there in years. Honestly, I was there to celebrate the 75th anniversary of aviation for the United States Navy. At the time, I was a co-pilot at Airborne Freight flying the Nihon YS-11 and still in my probationary first year there. I am sure that a lot has changed over the years but I found Hammondsport to be one of the most charming cities that I have ever visited. Anyway, here's to more flying in 2018!!



And speaking of more flying in 2018 I cannot let this opportunity go by without mentioning that two of our members could very well have their long- time projects in the air next year. Jim Wilson is making amazing progress on his Travel Air and Bob Coolbaugh is moving right along with his Kitty Hawk. I cannot help but think that these two get things done so efficiently because they are early risers-3am or so to be exact. They do not sit around every morning drinking coffee either! They are out the door long before daylight!! Of course, their progress might also be attributed to the fact that both Jim and Bob have an extremely high skillset when it comes to antique airplane restoration. It will be great to see those two planes back in the air after so many years of just sitting around in a hangar in pieces while gathering dust. I have prioritized my projects and put my J-2 at the top of my list for 2018. Hopefully, I'll get that back in the air, too.

Meanwhile, your officers and directors are busy doing what they do for our club. Our membership chairman, Linda Weaver, just reminded me that member renewal notices will be going out soon. Let's all make Linda's life a little easier and send our dues in on the first notice. Linda, by the way, is doing great after hip replacement surgery six weeks ago. She and Walt just dropped by for coffee enroute to New Jersey for Christmas with the kids. I was impressed by how well she is doing. She told me that she goes back to her surgeon in February and hopes to be released to ride her motorcycle. Geez!!!!!!!!!!!!!!

The Carolinas Virginia (VAA3) board of directors will be meeting in January as usual. One of our topics will be the spring fly-in at Roxboro. We will probably make a small change or two at Roxboro for 2018. After conversation with many of our members we will probably have dinner on the field on Friday night. Don't get too excited about the word "dinner" here. We are thinking something simple like a catered sandwich tray! It seems that everyone is happy sitting by their plane and hanging around the airport so that's what we'll do. I'm not even going to mention the "w" word!!

As you read further through this newsletter you will see that several of our members have taken their final flight west. I knew them all but none better than Charlie Harris from Tulsa, Oklahoma. Charlie was a person of impeccable character and an icon in the vintage aircraft movement. He was serving as Director Emeritus (1998-2017) of national VAA and as Chairman of the Hall of Fame Committee for VAA at the time of his passing. Even though Charlie had retired from VAA for health reasons he was till very active in the organization. He will surely be missed by all of his many friends and by the entire aviation community.

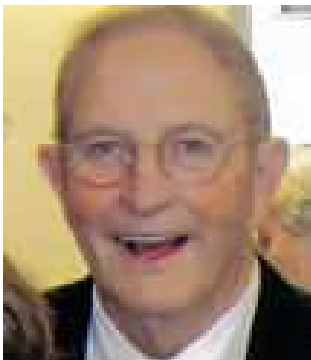
I wish each and every one of you a Merry Christmas and a Happy New Year! *Susan*

Gone West



It has taken me awhile to get started on this newsletter. It seems like a part of almost every issue the past few years is reporting members who are no longer with us. Some are well known throughout our “bubble”, some I have never seen or met. They all had a love of what we do, stayed in the fold, and were people that did some serious good stuff in their lives. Our condolences to their families and many friends. Here are some short tributes to lives well lived...

Peter H. Karalus, of Alexandria, VA died 20 September 2017. He was 86. Pete was from Buffalo, NY. He Joined the US Air Force in 1954 and retired as a Colonel in 1984. Pete was a fighter pilot, and among other assignments flew F-105s from Korat, RTAB, as part of the Rolling Thunder bombing of North Viet Nam. Prior to retirement, he served in both the Pentagon and the US State Department. After retirement, he sold real estate and did flight instruction at both Culpeper and Manassas, VA airports. He owned a Cessna 182 and a beautiful Stinson 108.



Samual C. Lawrence, Jr. of Martinsville, VA died 9 March, 2016. He was 83.

Sam was born in Danville, VA and was a teacher, builder, and retired Major in the Army National Guard where he served as an artillery officer. (photo Left)

Raymond (Ray) L. Judd, Huddleston, VA died 30 Oct, 2017. He

was 89. Ray was born in Duquesne, PA. After spending two years in the United States Navy, he got his BS in Industrial Engineering from Penn State University. Ray and Lorraine have been active participants in our fly-ins. We always looked forward to their arrival in the Mooney. He was a member of EAA Chapter 8, flew hundreds of Young Eagles, and was a member of



the Smith Mountain Lakes Pilots Club. He also supported many civic and veteran's organizations that included Honor Flight and the D-Day memorial at Bedford, VA.



Gone West



Gerald M. Ballard, Graniteville, SC, died on 4 December 2017. He was 78. Gerald was born in Fredericksburg, VA and was the airport “kid” who was working for Sid Shannon at age 10. He moved to Augusta, GA in 1951. After high school, in 1959, he en-



listed in the US Air Force and was trained in aircraft maintenance. His first assignment was a “glorious” two year tour as an F-100 Crew Chief at Wheelus AB, Libya. After a follow-on assignment to Moody AFB, he got

out in 1964. Gerald owned and operated Ballard’s Truck and Tire...and junk yard. To say he was a horse trader would be an understatement.

In 1966, he bought his Cessna 170 and took it to his first South Carolina Fly-In Breakfast Club (SCBC) a couple of years later in 1979. He became the President and was just re-elected this past October. Formal functions called for coveralls and a suit jacket; normal meetings just a white shirt.



Gerald’s Hangar at Twin Lakes (SC) Airport

Baron would splash down in the mud or whatever and generally would get to the ramp with a smoking brake. After a year or so, it either wore down or he fixed it.

Most of our members and long time fly-in attendees are lifetime members of SCBC and are well familiar with Gerald’s “presentation.” SCBC could not have had a more dedicated and colorful leader. He has long been a member of our organization, is a South Carolina aviation icon, and was inducted as a member of the *SC Aviation Hall of Fame* in 2004. We will all try to keep some fresh charts and hold down the “monkey motion” in his honor. There will be a memorial fly-in at Twin Lakes Airport, Trenton, SC (S17) on Sat 23 Jun from 11-5.

Charles W. (Charlie) Harris, of Tulsa, OK died on 9 Dec 2017. He was 90. Charlie was born in Pawhuska, OK. He spent two years in the United States Navy just after WWII, then went to University of Tulsa, where he received a BS in Business Administration. His very successful professional career was in automotive and aircraft financing, lease, and rental.



Charlie had been a long time member of our group and was the Newsletter Editor for VAA Chapter 10. He put out a giant letter packed with not only Tulsa area aviation news, but well researched writing on WWII aviation, one of his interests. He was most well known to us as a Director and subsequently the Treasurer of VAA.

He was highly thought of for the business leadership and integrity he brought to VAA.

Charlie learned to fly at age 16 and flew a two place Pitts for many years. He managed the Tulsa Regional Fly-In for 30 years and initiated and managed the National Biplane Fly-In at Bartlesville from 1986- 2000...many of which were documented on Bert Bahnson’s fabric. He was a member of both the Oklahoma and VAA Aviation Hall of Fame.

Charlie attended our fly-ins periodically. He was a great ambassador and one of the real “thinkers and doer’s” in our sport.

What's New?!?

My primary goal after returning from all of this Summer's and Fall's travels was to not go anywhere and not do anything so I could get some solid Travel Air work done... all detailed on the next page. I really wanted to get in position to recover the wings and ailerons this winter. As I have stated before,



Poly Fiber really works great on cool winter days. But let's back up a little to *Susan's Big Food Day*. It happened on 21 Oct...the day after the last newsletter went in the can, on a perfect...as in perfect weather, fall day. No wind, no cloud...no nothin' but a big crowd and BIG Food. Thank you **Susan** for another great Fly-Out!



We can call this issue Biplane Fever, as progress is being made on three fronts. **Bob**



Coolbaugh, with just a little bit of luck with the weather, will soon be finishing the covering phase of his Viking Kittihawk. We will be able to easily spot it in this bright orange and blue art deco, high gloss butyrate finish. On the left



we see Bob and **Rick Clarke** admiring the R-55 Kinner installation. This brings up a sad point. For many years, the top dog on Kinner and Menasco (among others) engines was Al Ball, Santa Paula, CA. Al went West on 2 December. In addition to being a technical encyclopedia, Al was a bit of a character. I have never met him personally and have probably bought maybe a grand worth of parts from him, but we have spent many hours on the phone. He readily shared tons of technical knowledge with me. When one of us called the other, the first action was to grab a pad of paper. I have pages of notes from our conversations, and I will always be profoundly grateful for his sharing the inner secrets of rebuilding antique aircraft engines. Fortunately, his son Brad has been working with him for years and took over the business. Bob is among many of us that have safely flown behind an Al Ball engine.

Buddy Wehman Writes...In.



the airplanes definitely qualified as beautiful works of art, but some of them like my Fleet, looked like well used working machines. It made for an interesting contrast. When I told car owners that I had flown my Fleet for about 1300 hours, they were shocked because their cars had been driven for a total of less than 10 miles since they were meticulously restored. One of the most frequent questions was, "How did you get the airplane here"? Airplanes in attendance were a 1944 Howard DGA owned by Mike and Nancy Merritt, a 1933 Waco UBF-2 owned by Andrew Hochhaus, a 1943 Tiger Moth owned by Mike Rainey, a Spartan Executive owned by **Pat Hartness** (Triple Tree Aerodrome), the Classic *Waco YMF-5F* on amphibious floats owned by Pete Bowers, a Waco YKS-6 owned by **Jim Wilson**, a 450 Stearman owned by **Scott Martin**, and my Fleet. Plus a J-3, a Vagabond, and an Ercoupe. Oh,...I almost forgot ...there was a new Cirrus Jet, some other fire breathing things and a standard Cirrus that was auctioned off and bought over the phone by a fella in Peru for \$940,000.00. One of the cars paired with my Fleet was a 1932 Packard 902 owned by Jim and Cindy Griggs - very nice folks. And the only hiccup for the weekend was the weather on Sunday morning holding up our departure. As luck would have it that was a blessing, because we got to meet more people, see more cars and have more laughs.

This is good Carpenter work...

This the first engine run on **Dave Carpenter's** Fairchild (Kreider- Reisner/ Hagarstown, MD built) KR-34B2. It looks like Dave and **Kurt Von Graff** got all the hunks in the right place...with a little parts support from **Joe Hunt**. It rolls without leaving black streaks, so I am happy.

This will soon be probably one of two flying KR-34s. There are only six on the registry. This airplane was owned for many years by Earl Pittman of Gainesville, GA and has wound its way around into Dave's hands.

The airplane originally had a Comet engine but was converted by the factory to a Continental A-70. To Dave's knowledge, this will be the only flying A-70 engine, and the airplane will be a one of its kind. There are a few engines and KR-34s in museums. The A-70 was a 165 HP/ 545 cubic inch predecessor to the prolific 220 HP W-670 series. The cylinders and case holes are different, but the bottom end looks just like the later Continental.

Dave has done a lot of work in a short period. After covering one wing, it will be assembly time. The biggest accomplishment is tackling the giant learning curve!



.When Your Number is Up ...Paint it! Travel Air Progress

Mega moons ago when I started on my Travel Air project, I decided that part of the project would be to try to get the original number back. That became much more important after finding descendants of the first two owners. This also was becoming more “impossibler.” The original number was lost when the registration and A/W certificates were cancelled in 1941. The number had been re-issued to a Pietenpol in 1975. This airplane had been sold and the new owner never re-registered it. Simple...all I have to do is find the owner and give him whatever he wants to buy the number back. Everyone has a price...right? It seems that the Piet builder had left Oregon and moved to a hilltop in Idaho where he could be with his pal the Uni-bomber or whatever. I finally found the general store where he bought his groceries and talked the store owner into calling me when this guy came into the store. One night the phone rang...I only had one question after telling him who I was...Who did you sell your airplane to? He had no clue, record, remembrance of what the fellow looked like...nothing. Have a nice life on your mountain. Bye.



Time for a new plan. Aircraft registration told me to either find the owner or go away. The new plan became paint C6479 in giant text on the wings as it would have appeared on airplanes coming out of the factory in 1928. The “N” was not used unless the airplane was going to be flying in or out of the country. Today, without that “N”, it would be just a totally legal paint design. That’s nice, but I still wanted the number back. Also, this airplane had the N on it from the factory as the first owner, Dean Banks, intended to make trips from LA Metro airport to Tijuana, Mex and back...most likely for logistics support for him and his cousin, Pancho Barnes party-hearty lifestyle.

This whole quest was a non-starter until the feds decided they really didn’t know who had what flying machines. After a five year waiting period post re-registration, the number would be purged...yours truly was waiting with a net. After about 4 months of filling out forms and sending small amounts of cash to the Aircraft Registration Branch, the approval arrived 6 days before number taping or a move to the next wing was ready to hap-



pen. That sure was a long story...by the time you read this, the left top wing should be getting color...and no number.

...and while all of the above was going on, Mr.



Wright engine quit being 78 boxes and plastic bags of parts. The fun of making up and installing the ignition harness is holding up final, final assembly.

...and then...Mike and Anne Bowman from Washington State (above Rt) spent the day in Cross reviewing the whole project. Mike is the grandson of Dean Banks, the airplane’s first owner. Mike has also given me an enhanced digital copy of 16MM movie clips taken of this airplane in 1928 by the Banks family. This included some film taken at Pancho’s Laguna Beach house and at Dutch Flats (adjoins Marine Corps -San Diego) with Dean’s Travel Air 6000!

2018 Calendar of Events

10 Feb 2018 (Sat)
tickets and arrival procedure.

3-6 May

26 May (Sat)

23 Jun (Sat)

4-7 Oct

Chilly Chili Fly-In at Triple Tree. See their Website for t

Spring Fly-In Roxboro, NC (KTDF)

Cross Cotillion Cross, SC (SC37)

Gerald Ballard Mem. Fly-In 11-5, Twin Lakes (S17)

Fall Fly-In Camden, SC KCDN)

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

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Guinness Record for most CVAAF members per square foot under a Walmart tent. Triple Tree Aerodrome 2017