

# 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.  
We welcome your tax deductible contributions!*

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

---

January-February 2017

Jim Wilson—*Editor & Publisher*

---



It's about this time every year that I take a break from my normal routine to review this organization. I will share with you some of my thoughts. VAA3 is financially sound and we are diligently building a financial base to insure that we can meet future obligations. Remember, nothing gets less expensive, it's just the opposite, costs will keep rising. Our total membership in numbers remains constant although with an aging demographic. (That also holds true for both national EAA and VAA.)

Reviewing 2016, I can say that both of our fly-ins were successful even though they were somewhat impacted by the weather. The difficult decision to opt out of providing van service was the correct decision. In all honesty, liability was the biggest issue here or as I often described it- "the big gorilla in the room". Cost associated with the van was a secondary consideration.

No changes of any consequence are planned for 2017-just some minor tweaks. If any of you have some ideas for the club that you would like to discuss please phone me or fly in for a visit. The coffee is always on and I really like to listen.

I personally want to thank all of the officers, directors, and volunteers. This organization would "not be" without you. As for the membership, I am very proud of the fact that such fine individuals have found their way to this organization and have developed a culture that is the best that there is anywhere!

As most of you have heard by now, my friend and our Camden speaker, Ron Alexander, perished in his 1916 "Jenny" in late November. I am sure that you read about Ron's extraordinary accomplishments both in aviation and in business. I'm going to add a few things that you did not read anywhere. Ron was a person with high ethical standards. He was not afraid to be the only one in the room to stand up for what is right. He had plans-so many plans that I often thought that it would take him the next fifty or so years to get them done. Ron was a facilitator who helped young people realize their potential. But mostly, Ron was living his dream. We should all be so fortunate.

I wish you all the best in 2017! *Susan*

## Gone West



**Ron Alexander**, of Griffin, GA died late in the afternoon on November 17, 2016

in the crash of the meticulously restored Candler Field Museum's Curtiss Jenny. Ron was 74. His bio and life accomplishments have been widely documented in this and other sport aviation related publications. Fortunately, many of us got to know the person behind the story. I got to know Ron through several visits to the fly-ins at Peach State. I am especially happy that Ron came to our Camden Fly-In this year. The person you saw there was the "every day" Ron. His quiet but very visible leadership just drew in people who wanted to accomplish good things.

Yes, we will remember him fondly...but if I could ask just one little thing... The leadership of EAA, VAA, AOPA, and any other "A's" ...well everyone out there should look past the person and accomplishments and dig into the elements of his vision and that visible leadership thing that made it all happen,, That is really Ron's legacy to us.

While we are in the neighborhood. .. I won't go into any of the facts surrounding the accident that took two people's lives. However, it probably is a good chance to splice in a couple of items we can act on.

Winter is annual time for a lot of us. How 'bout take a special look at what would happen if you had a severe engine vibration/shaking due to a stuck valve, having a cylinder depart the area, or much worse. This isn't the time for fuel lines, P-leads, etc to be in poor condition, or too short/tied down so tightly that they won't move with the big pieces. I have known a couple of people that have had tail pipes break off or fall out.. Exhaust systems, firewall penetrations, zone 1 firewalls all deserve a *rea*/look. Every once in a while, you might find an antique that is still flying with an aluminum firewall as originally installed. Might as well be a paper towel...

Round engines are supposed to leak...right? Well...nothing was ever designed to leak; and whatever does leak can be cleaned up. Flammability ratings of carpet and seat cushions is kind of worthless if that stuff is soaked with oil.

Operationally, when bad things unexpectedly happen, the best plan is to have a plan...one with just a couple of steps that are burned into the inside of your eyelids. Your natural response to engine failure on takeoff might be something akin to "whoa horse" It needs to be the unnatural "Push Hard." Fire in flight? What few things would you do *rat now*? You are good at handling the airplane in a hard forward slip with no power, right?

While seat belt tags, compass cards, and no spins are critical to safety of flight, I would try to spend some time on thinking about a few "what would I do if "x" happened" and incorporate that into the inspection of your ship and its pilot.



## 2016-That was the Year That Was

...well, busy for all who have made the choice to actively participate. Our little vintage corner of the world continues to shrink to the point that I run outside and look up if I hear any kind of flying machine in the air. All the varied reasons for not flying/restoring/building melt down to one thing only...lack of the motivation to do it. The biggest driver of that motivation is that people want to be involved with things their friends are involved in. I have been following the construction of a Pietenpol; total investment, less than \$5000. One is also nearing completion with a hand-rubbed latex house paint finish over dacron! It is beautiful. If you want to play, you can. Most importantly ...don't be bashful about encouraging your type club friends to come to our gatherings.

Along those lines, gas has been at an all time low. However, 2017 is the year that our pals at EPA are supposed to do away with all mogas that doesn't contain ethanol. All I know is that my airplane, weed eater, and chainsaw really love the no corn variety. Hopefully, the new sheriff will put his foot...well you know.

**Susan's Big Food Day was a Breeze.** I mean it took place in a breeze...I mean the wind blew like hell all day...but it was right down her runway...thankfully. The airplane flyers were few, (Claude Burkhead & Bobby Cox flew in...and the Waco) but the eater-talkers were many. We got to view Susan's new shop, her



giant Reliant wing spars, and then to eat on cloth table cloths. It was another great event and we certainly thank Susan for having us each year.

## It's a Cover Up!

It's about time for several of us...time to hide hundreds of hours of labor under a dacron sack. Great happiness abounds when you look at **Bob Perkin's** JUST Super STOL fuselage shown here for the first time in daylight. All the rest of the pieces are covered and awaiting paint. The big hunk is already rolling around on the gear.



At the northern end of our territory, **Bob Coolbaugh** is covering his Viking B-8 Kitty Hawk biplane. Bob Perkins' work is Poly-Fiber with Poly-Tone top coat, Bob C. is going the Ceconite and dope route. Ah! I love the smell of nitrate dope in the morning!

Not wanting to get behind, I have started covering the Travel Air.

I spent a long time back and forth with deciding whether to use Poly-

Fiber or Ceconite and dope. My other airplanes all have Aerothane...and I love the maintainability and it is not that difficult to repair. I have plenty of practice there... It just isn't the right look for a 1928 airplane. Using the Poly-Tone will get me close enough to the look of dope and will not preclude someone from top coating with urethane at some point in the future. Getting gloss in the finish is a bit of a pain, but it can be done. On the down side, the Poly-Tone is a soft finish and stains easily.



A memorial service for the bluebirds that live in my hangar door track is being planned. If you are a bluebird hugger, better cut a trail here. Oh...the goal...I am only interested in a finish that shows good workmanship, but is as it was done by the factory. Maybe I will not duplicate the factory freehand cockpit labeling. (left)

## **Executing the Cover up** *things that work for me I think...*

I don't do a lot of recovering work. I did my Cub in cotton and dope almost 50 years ago, and a few airplanes plus some bits and pieces in Poly-Fiber since then. Every time seems like a new experience. I always break out the latest revision of the Poly-Fiber procedure manual and flush all the *I think you do it this way* stuff. The good part about this is, if you follow the manual exactly, it is easy work and you will get a cover job at least as good as any done by a factory...if you pay attention to the details. You also must follow the manual to make it legal.

One foot stomper in the book says you can fix any screw up relatively easily. The earlier in the process you take care of these little things, the better. Cementing the fabric on, I spend lots of time with the iron getting rid of Poly-Tak bumps and smoothing all underlying cut edges, corners... everything you can see or feel. When I tape...again, lots of time getting rid of puckers, ironing the picked edges, and getting rid of those pinked tags. The iron also takes care of splatters of Poly-Tak or Brush, runs, dirt, and all kinds of bad stuff. I go all over the piece looking for brush bristles. If one is under a tape, break out the solvent and get it out from under that tape. It is the only way it will *ever* go away.

After all that, you spray the first coat of Poly-Brush. When I look at the freshly sprayed piece, I want to go sit in a corner and cry. Everything you thought looked great now looks really bad...that first clear brings all kinds of bad stuff to light. The world is much better when it dries; but it is back to work with the iron and maybe some solvent. Plenty of new boo boos to take care of.

They say you can't sand Poly-Brush. Well, it doesn't sand *well!* But...using some *dry 400* gets rid of all kinds of rough spots, dirt, in all stages of Poly-Brush use. Just remember that it will cut a hole in a micro second! *Light* sanding with dry 400 makes a world of difference in what you get before shooting that first coat of Poly-Spray.

As far as marking for finishing tapes, I cut a minimum 4 foot piece of thin Lexan the width of the tape plus 1/16. I use a block plane to get it nice and straight, and then scribe a centerline down the middle. Now I have a good visual reference to center the tape and create a straight tape line. A chalk line might be nice in some rare places, but not on a curving wing or fuselage. After making a light pencil line with the plastic, I then use some Lowes blue masking tape to mark where the edges of the tape will be. It is then easy to see where the tape will be and make adjustments as needed for straightness and position. When the masking tape marks the border, I wipe the first light pencil mark off with some alcohol and use a sharp pencil to trace the inside of the tape. You then *remove* the masking tape before doing anything with the finishing tape bed of Poly-Brush. All you are trying to establish is the clear border and positioning of the finishing tape. Don't make the mistake of leaving the masking tape on and installing the finishing tape. *Been there...just don't.* Sounds like a lot of work, but it really makes installing finishing tapes much easier when you clearly know the tape positioning ahead of installing it. I may be/am sick, but this stuff is fun...but I really miss the smell of nitrate and butyrate.

About the iron: I have never had an iron with a thermostat that did a decent job of controlling temperature...and the candy thermometer, stack of towels routine is a pain. I did a little mod to a stock iron. I added a real thermocouple and a PID temperature controller *with* an internal 16 amp relay. Takes a little fooling around to set it up, but I love it...and actually trust the temperature. *More to come, maybe or maybe not.*



## Stuff goin' on here and there...

At Camden, we met **Michael Bowen**, of Pendleton, SC...and his Luscombe. He said he was going to sign up. Well, he did, and here is a new photo of him to freshen your memory. Another life gone wrong...I think he has tailwheels and round engines in his head...Welcome!

Meanwhile, we did get to attend a couple of end of the year aviation gatherings.

Several of us did a second tour of the Hilton Head Concourse d' elegance. This was the second year they have invited vintage airplanes that are then paired with period vintage cars. Shown below is the CVAAF crew underneath Kathy Hegenberger's O-1.



Needless to say, we had majority of the exhibitors..Below & CCW from the right are **Rick and Kathy Hegenberger, Scott Martin, Pat Hartness, Gene Strozier and Rob Traynam** from Triple Tree, **Eileen, Lynn Dawson, Pat Derrick, Jim Augspurger, David Augspurger, and Steve Roth**. One of the cars with the Waco was a giant '28 Isotta Fraschini touring car. Small world...it was restored by Roger

James at New Carlisle airport in Ohio. We have parked together a few times in the past! To the right is a good airport car with Dave Augspurger's PT-22. The car is a '38 Steyr.

The outfit was in need of an additional 20's-30's airplane, so I agreed to take the KR-21 along with the Waco.

Steve Roth graciously agreed to haul be back and forth in order to move two airplanes. This was all a good idea that I fell out of love with bringing the KR back across



60 miles of water, swamp, and pluff mud with a 25 MPH headwind. Always looking for new participants...interested? Get a hold of either me or **Scott Martin**. We really have a great time and get to talk to a pile of cool people!

In an unrelated event from the files, it seems that not everyone appreciates the Custom Cabin Wacos....or they really do and want to be able to locate them again....or this is a political statement...or...

## 2017 Calendar of Events

4 Feb (Sat) Triple Tree Chilly-Chili Fly In  
(see their website for tickets and landing procedures!!)  
4-7 May Spring Fly-In at Roxboro, NC - KTDS  
27 May (Sat) Cross Cotillion, SC37, Cross, SC Bring a plane and a plate.  
6-10 Sept Triple Tree Fly-In  
5-8 Oct Fall Fly-In at Camden, SC -KCDN

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

## 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:** Barbara Perkins, 8254 Clipper Ct., Catawba, NC 28609 828-478-2049 bap1944@embarqmail.com  
**Secretary:** Anita Givens, 13246 Low country Highway, Ruffin, SC 29475 843-893-7502 anita@lowcountry.com  
**Newsletter** Jim Wilson, 1862 Poplar Hill Dr. Cross, SC 29436 843-753-7138, crosswindjim@homesc.com  
**Membership:** Linda Weaver, 107 Larchlea Pl., Concord, NC 28025 704-960-4621, linweaver@netscape.net

**Disclaimer-Antique Airways®** is the official publication of Carolinas Virginia Antique Airplane Foundation, Inc. It is published only as a medium of communication among our members. All material herein of a technical nature or listed events are for reference only and are not recommended or approved by the publisher, editor, or authors. Foundation Officers, Directors, or Members do not project or accept responsibility or liability for participation in any fly-In, function, or event, or use of any information contained in this Newsletter.

## MEMBERSHIP INFORMATION

**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!

Name \_\_\_\_\_ (Nickname) \_\_\_\_\_

Spouse's Name \_\_\_\_\_ EAA Member? EAA # \_\_\_\_\_  
Y N VAA # \_\_\_\_\_

Telephone/Email: \_\_\_\_\_

Address \_\_\_\_\_

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

E-Mail Full Color Newsletter or snail mail?

# **ANTIQUE AIRWAYS®**

1862 Poplar Hill Drive  
Cross, SC 29436



**Kurt Von Graff making big clouds with Chuck and April Fogle on downwind to make an even bigger cloud. Cameron, SC at Monty Rast's Longview Plantation the day after Thanksgiving.**