

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***

March-April 2019

Jim Wilson—*Editor & Publisher*

Like all of you, I just know that the rain and cold weather will soon be behind us (until late fall) and that we'll all be out flying and loving every minute of it. Meanwhile, what a winter this has been! FEMA has declared the general locale where I live as a disaster area. I can certainly attest to that. My driveway (which is about a mile long) suffered some pretty extensive damage last fall from Hurricane Michael. In the 25 years or so that I have lived here, that was a first! My runway has been marginally usable all winter. OK. I could have used it more but it's a lot of work making runway repairs. Then, too, there's the part about having to wash the mud off the 180! Anyway, like the rest of you, I am really looking forward to a dry runway and some warm flying weather!

Meanwhile, CVAAF members Harry Ballance (along with his highly skilled team) and Jim Wilson have persevered throughout the winter and are both in the last phase of their restorations. Both of these magnificent restorations will soon be gracing the sky!!

Your Board of Directors met in January to discuss the spring fly-in and other upcoming chapter events for 2019. The dates for the spring fly-in at Roxboro are Thursday May 2 to Sunday May 5. As usual, Thursday is scheduled for Early Bird arrivals. That's where the real fun begins! This year we will again be flying out to Lake Ridge Aero Park (8NC8) for lunch on Friday. Thanks so much to Person County Airport Manager Bill Tougas for allowing us to invade his territory for several days in May every year. Bill also owns and operated the KTDF FBO, Red Mountain Aviation. A big thank you, too, to Randy and Judy Smith owners and operators of Lake Ridge Aero Park for hosting our fly-out for lunch on Friday. That's always the highlight of the spring fly-in! By the way, Randy is a retired Piedmont/USAir pilot who serves on the CVAAF Board of Directors.

A friendly reminder!! It's not too early to reserve your room at the Innkeeper or Hampton Inn at Roxboro. Remember. You can always cancel your reservation but if you wait until the last minute there may not be a room available for you. These two hotels are usually filled on the weekend or our fly-in.

For those of you connected to Facebook please be aware that our club is on that site. See "Carolinas Virginia Antique Airplane Foundation, Inc." for info. Blue skies to all.

Susan



Gone West



took a job with Georgia Southern University. Jim was a US Army Korean War Veteran. He



James E. "Jim" Sowell of Statesboro, GA, died on 12 February, 2019. He was 83.

Jim was born in Kentucky, lived in Virginia where he met his wife, Pat. They subsequently moved to Statesboro when he served as a radio and communications technician.



Jim and Pat shared two major interests, horses and vintage airplanes. In addition to being a lifetime member and one of the most loyal supporters of this organization, he served with the CAP in VA, several EAA Chapters, and volunteered for 24 years at the Lakeland, FL Sun n' Fun Fly-In. Jim serviced the demonstration airplanes with smoke oil. He owned and restored several vintage airplanes. Above he is pictured with Pat at Camden, and below we have two departed fly in standbys, Jim and Stan Sweikar.

We will certainly miss Jim. Our condolences to Pat, his two sons, and many friends.

Roxboro Hotel Heads Up It's 2-5 May

Better do it...ya never know when someone might have to get married...

Hotels for Roxboro

Innkeeper Roxboro 1-800-741-5072 or 336-599-3800

Hampton Inn 1-800-Hampton or 336-599-8800

Enterprise Rental Cars/Roxboro 336-322-0965

If you call Enterprise...Press 4...not 2. Say again....Press 4!

From Emory with Love

Scott Flanagan, from Eden, NC has joined our ranks. He is a structural engineer, part owner and president of Cirrus Construction, Inc. in Eden. He owns a 1947 Stinson 108-1 and a 1963 Piper PA-24 Comanche 250 shown here. Scott was raised on Flanagan Field Airport (N08), a small grass field that his dad built in the mid 80's near Farmville, NC. He loves flying which he has been doing for over 30 years, His wife and two daughters, Lynn, Holli, and Mallory, also enjoy it and the family makes frequent trips in the airplane. They are planning to fly to Oshkosh...and all of our fly-ins. Welcome!



Harry Has Wings

The wing for a '34 Stinson SR-5 is both big and heavy. The good news is there are only two of them. **Harry Ballance** shows us how to get 'em up there with a couple of ceiling sheetrock jacks. This airplane is going to be back in the air pretty soon at the rate this project is moving along! Here it is with all of the big pieces in place.



...and we have another member project on deck. From a press release this morning, we have **Bob Cottom's** just got it home and fixin' to start T-Cart!



...and another New Member



This photo says it all about **Terri Hull**. She is totally eaten up by all things aviation.

Her story is very large, so here are the headlines...Terri and her husband, Bob, are somewhere between living in NW Ohio and Love's Landing in FL. Sometimes she flies a corporate jet for one of the big jet renter outers, but I typically see her either in her immaculate Cessna 140, Hatz Biplane or her go fast RV -7. She is everywhere and now is one of us...Welcome, Terri!

It Was Chilly for Chili!

Triple Tree's Chili extravaganza on 9 Feb was a major success....well over 300 airplanes and 600 plus people! Pent up demand for a nice day to go fly to a beyond nice venue brought 'em to this table! Here's a photo of **Kimberly, Jeremy, Ross, Bo, Harry, a herd of Harvey's, a Pat,** and a few dozen I missed.



Unbusted

Fifty years of flying and not doing (read getting caught doing) something dumb in an airplane is an accomplishment. On 5 Feb, both **Rick Hegenberger** of John's Island, SC and myself were presented with the *Wright Brothers Master Pilot Award*. The photo shows Rick on the left, FAA's Lanny Cline in the middle and me with my two cousins, Orv and Wilbur. The event provided the opportunity to interrogate a good friend and one of the most professional aviators I have known. He has been around.



Rick Hegenberger is number three in four generations of pilots. DNA testing revealed the following; Daddy rabbit for this story, Granddad Albert Hegenberger (below left) with Cousin Orv), received his wings in 1918 as a recent engineering graduate of MIT. His first major assignment was to the Instrument Division of McCook Field, (now Wright-Pat).



During his time there, he was instrumental...ha!...in the development of the earth inductor compass which got Lindbergh to Paris, critical elements of our present day ILS, the radio range system, and many other navigation devices. He got to depend on this technology as the navigator of a Fokker monoplane, "Bird of Paradise". In 1927, He and Lester Maitland made the first flight from Oakland to Ha-

waii in this airplane. This was the next big step after Lindbergh's flight. Albert went on to become a WWII Bomber Wing, Division, then numbered Air Force Commander. After the war, he invented technology that was used to detect the first Soviet nuclear tests. I have left out piles of accomplishments of this highly decorated Aviation Hall of Famer. His two sons, followed in his footsteps and became accomplished USAF pilots in their own right.

Rick's father, Carl, was a US Air Force pilot assigned to Little Rock AFB, AR, so Rick was routinely taken to base open house events. At age four he had his first flight in the lap of a cropduster pilot. Sadly in 1957, his father was killed in the crash of a B-57 while doing a weapons delivery bomb toss. By this time, the hook had been firmly set for another aviator in the family. As a side note, Rick did get to spend a good bit of time with his grandfather, now retired and living in Florida. Going to breakfast with a man who was on a first name basis with all living aviation pioneers and WWII air military leaders must have been...interesting!

Back in Little Rock, Rick got his private, a degree from University of Arkansas, and headed off to Naval Flight Training. The Viet Nam drawdown allowed him to exit the Navy with lots of round engine experience and head to Memphis to enter his commodity business career.

Rick bought his first airplane, a Citabria in 1974, quickly followed by an Apache to get his multi-engine, then a series of twins used for both business flying and goin' places, his last one being a Cessna 340.

Being out and about, he got mixed up with a Houston group known as the *Hole in the Sky Gang*. One of the members was former astronaut, Gene Cernan. They started buying T-34's that were being released by the CAP, refurbishing, then reselling them. This quasi pyramid operation paid for Rick's own T-34. They not so successfully tried to do this with T-28s....but Rick did end up with his first one.

All of this put Rick squarely in the middle of the warbird community. Between his connections in Houston and folks he met after moving to Westport, CT, he had opportunities to fly a variety of high performance warbirds.

Rick con't

His proudest aviation achievement is his unlimited single and multiengine Letter of Authorization. He became heavily involved in EAA Warbirds in 1980, subsequently serving in both officer and directorship roles. Warbirds he has owned include a couple of T-28s, an AD-4N Skyraider, and two L-19s. Yup, that's the Skyraider (rt) flying into the fireball of a premature pyro explosion. ...my favorite Rickpic!

Rick is married to his personal CFII/ATP. He and Kathy attempt to share an SR-22 Cirrus. Kathy recently sold her O-1 Bird Dog and is now looking to buy an amphib.

I met Rick thirty years ago when he moved his commodity business to Charleston. We have been on many "adventures" together including the epic trip to Alaska in 2005. He was the mission planner for this combined Bird Dog/Waco venture. I have left out a lot in this story...but I was threatened to write the following...



Jimstory:

After my "didn't know I was 4 mo. pregnant" mother got me x-rayed, sectioned, and wrapped for transport, my father brought me home to a house (arrow) directly across the road from a grass country airport in Northern NJ...present KFWN (Rt). I must have been imprinted because about age 7, I knew aviation was in my future. A year later, my father built a house under the downwind of the same airport. At 11, I started bike trips to the airport that never ended...except for the bike part. The first day hanging out there, I knew these were "my people." They were all a bit crazy, but gladly took me in. I was at the airport constantly, but never worked there. I found I could make more money digging footings, painting, and throwing bales than working for flying time. About the time I was ready to start flying lessons, the airport Cub was replaced with a couple of new Piper Colts. Oh no! Delay of game while I got a drivers license, rebuilt a car, and was able to transport myself to the other side of the county to Trinca airport, so I could learn in a J-3. I used all 300 feet of the runway width for my first few takeoffs, but soloed after a grueling 4.3 hours. I completed my private a year later.



First order of business with new license was to bid on a CAP surplus Piper L-4. I won the bid, and immediately started the rebuild. To regain "status" at airport with all the people that wondered why I had bought this ratty L-4, I decided to clip it. This airplane is still and will remain my daily flier.



After getting out of hell...excuse me...a Newark, NJ engineering school, going on active duty in the Air Force as an Aircraft Maintenance Officer, I was fortunate to get an assignment to Charleston. My grand plan dictated that I marry someone who would go along with all of this. Eileen said, I do, and we did eventually move out to the suburbs of Cross, where I now enjoy doing what we most like to do...hang around with my people, work on airplanes and fly a bit.

Genesis

...of a pilot! Our newest...**Noah Johnson**, Jacksonville Beach, FL soloed this Aeronca Champ at Camden on 11 January. He is taking instruction from Kim Bevier. Noah has a planned release from Camden Military Academy this year after which he intends to pursue a career as an offshore diver. Having known several people who have put flying machines in the drink, this could be very useful to us. It should also provide funds necessary to own 3 or 4 vintage airplanes and a horse or two... Outstanding...Congratulations!



The Bücker Boys

St. Matthews, SC, in a Bücker Bunker, Bücker Buds **John Grinalds**, (L) and **Steve Hawley**, (rt) are about to break out with N131DR, a Spanish license built Jungmann. The just hung, hopped up Lycoming O-235 has just seen the light of day.

Both of these men recently sold really nice...and historic Jungmanns. Aviation induced postpartum depression sent Steve almost immediately to Green Bay, WI to truck this airplane to SC. John, in a similar state quickly joined the partnership as a willing worker.



The airplane was a 1985 Oshkosh winner restored by Woody Menear for PA airline entrepreneur, Dawson Ransome. (Remembering *Allegany Commuter Volpar* Beech 18s). The airplane was in need of some TLC, freshening up, and recover. Declarations by both of these men, especially Steve about “cutting back” was obviously “fake news.” They *are* having a good time. After the wings are covered and this airplane is reassembled, Steve’s Cessna 140 awaits.

Paid Your Dues Yet?

Please, Please, Please Mail ‘em in! Please don’t make me have to get out the Toyota, mount the .50, and round up the membership committee. Barbara needs the money.



2019 Calendar of Events

2-5 May	Spring Fly-In Roxboro, NC (KTDF)
25 May (Sat)	Cross Cotillion Cross, SC (SC37)
21-23 June	Young Aviators Fly-In Triple Tree See TT Website
2-9 Sep	13th Triple Tree Fly-In
3-6 Oct	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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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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My home away from home c. 1965. The stuff in this building would make you weak in the knees. See where you dump the oil? See the 1950 Ford airport car...available to anyone who could drive it? See the bamboo bomber, available to anyone who thought they could fly it..multi or not? See the Reliant wing laying in the grass?