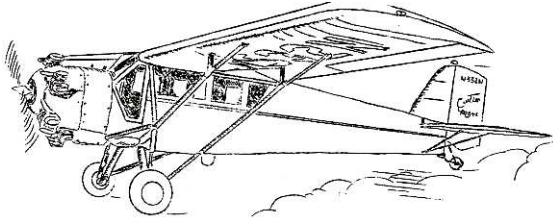


ANTIQUAIRWAYS®

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



*This Foundation is an IRS 501(c)3 non profit Corporation.
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March-April 2012

Jim Wilson—Editor & Publisher

Well, it's time again- time to mark your calendars for our club's 2012 events and for those of you who have not been flying over the winter- time to get your airplane "flying ready". So far, here in North Carolina we have had a wonderfully mild winter. I was flying every week (Remember the Wednesday fly-outs for lunch.) until getting wacked by a severe gallbladder attack which, by the way, was initiated by one of those weekly fly-outs. The key words here are bar-b-que and hush puppies! Surgery followed and all is well. I have certainly caught up on all of my reading making my way through several books on Stinsons. That includes the airplanes as well as the family. I even tackled Ulysses S. Grant's "PERSONAL MEMOIRS" which turned out to be quite the tome!



This upcoming weekend your officers, directors, committee members and volunteers are meeting to discuss and finalize the plans for our spring fly-in at Roxboro. We are looking forward to seeing **Wanda and Don Goodman** at the meeting. This will be Don's first outing since having back surgery several months ago. I am sure that I speak for everyone when I say just how happy we are to have them well and back in our world of aviation! NOTE: We have arranged discounted rooms for our members at both the INNKEEPER and the HAMPTON INN. There is a cut-off date for this discount so it would definitely be in your financial interest to forego those last minute reservations!

At Roxboro this spring we are planning to have an auction with our very own VP **John Barksdale** serving as auctioneer. You will be receiving a letter from me in the next couple of weeks with details on the auction. I am asking that you look around for something to donate to the auction. I'm thinking aviation stuff here- not that junk car in your yard or your weed eating goat! Remember that we are an IRS 501c-3 non-profit organization so your donations are tax deductible. All proceeds, of course, will go to the club with the end goal being another step forward in bringing about a more solid foundation and secure future for our club.

On a final note, I would like to congratulate **Jim and Eileen Wilson** on being the first to land on my new runway. It was done with finesse in their beautiful YKS WACO. **Walt Weaver** was the second pilot to land on my runway. Walt was in his beautiful Cessna 170. He made a perfect landing, too. Alas, while all of this was going on I was watching from my front porch still recovering from my recent hospital stay! Such is life!! I look forward to seeing every one of you at Roxboro.

HAPPY LANDINGS-ALWAYS! *Susan*

Spring Fly In At Roxboro

Before you do anything...get a room. How long has it been since you were told that?
You will need this room for Thurs May 3rd, through Sat May 5th.

The Innkeeper 906 Durham Road , Roxboro 336-599-3800 or 1-800-741-5072 (make sure you select Roxboro, NC...not Jacksonville, or Bogalusa, or whatever... it's Roxboro
Rate is \$75.40/ night with tax

Or next door at the...

Hampton Inn 336-599-8800 or 1-800-HAMPTON Room is \$111.62 with tax

Please make your reservations early. The VAA room block and rates are good until 30 days prior.

We will again have the Fly-Out to Carthage on Friday...hopefully without the thunderstorm.

When you are packing, don't forget your artifact for the auction after dinner Sat night. Books, tools, art, airplane rides, in-laws, new spark plugs, or whole airplanes gladly accepted for our first annual fund raiser. Remember, it's tax deductible.

While you're at it...note the dates for the Fall Fly In at Camden.

Plane and Pilot of the Quarter Chuck Fogle Neeses, SC



Dean Wingard photo.

Q: How do I qualify for this recognition?

A: If you are a current member and fly your airplane, you're entered.



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Gone West

Robert M. "Bobby" Graves died on Nov 8, 2011 in Tullahoma, TN. He was 84. Bobby's lifelong passion was restoring and flying vintage airplanes. He was a long time member of EAA, our Chapter and the "Tullahoma Bunch." This group put on one of the best regional fly-ins for many years in Tullahoma. Bobby was a member of the Tullahoma Airport Authority, and one of the founding members of the Beech Heritage Museum. He is shown here with our Pres and Louise Thaden's Travel Air D-4000. Bobby was the guy that put forward Susan's name as the best person to re-inact the 1929 cross country flight of this airplane. Bobby was one of the nicest people you could find...we always looked forward to seeing him and **Honey Lou** are our fly-ins. Our sincere condolences to Honey Lou, his family and many, many friends.



A former member and friend to many in the Chapter, **Joe Stanley "Snuffy" Smith** from King, NC died February 3rd. He was a member of **Zeke Saunder's** Blades of Grass blue-grass band. He is to the right of Zeke on the cover of their last CD. Snuffy and his wife **Jacque** were pilots, and he had worked for Jim Younkin. He was best known as one of the leading banjo tuners...Earl Scruggs and Dolly Parton being among his regulars. The Smith banjo bridge is known worldwide. He was a volunteer fireman, ham radio operator, dune buggy builder and inventor of a hyperdrive for RC cars. Snuffy played the banjo and was the baritone for the band.

Snuffy was a great guy. Our thoughts are with his wife Jacque, family and many friends.



Jack Hill Cited by FAA

Washington, NC resident, **Jack Hill**, right recently received Federal Aviation Administration's Wright Brothers Master Pilot Award from Robert C. Sutherlin, left, North Carolina FAAS Team Program Manager. This award recognizes pilots who have demonstrated professionalism, skill, and aviation expertise by maintaining safe operations for fifty or more years. Jack soloed in Rocky Mount, NC, on his sixteenth birthday and is still adding to his 36,000 hours of flying. GAO, however, questioned this issuance due to reports of Jack's missing several important Chapter events due to poor annual inspection timing, stopping in Marion, SC to take Glinda to dinner at Walmart, and failure to expediously find an 85 HP Aeronca Champ so he can pass on his vast flying experience. If you know of a suitable airplane for sale, let ME know... Oh yeah, congratulations on the award...See you in Roxboro.

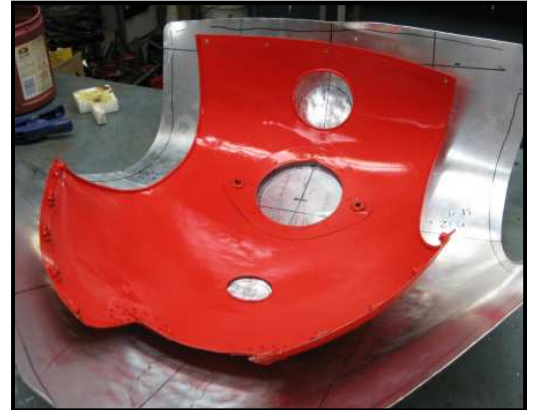


Making Stuff & a little more editorial comment

Mechanix Illustrated featured building the Baby Ace back in the early fifties. It gave fledgling EAA national exposure and showed normal people how to build an airplane. The drawings, the materials, the benefit of doing something with your head and your hands, and the economics of building a fun airplane in between the ultralight and RVs has not changed *at all*. Same same for the importance of restoring Cubs, Chiefs, T-Carts and such. One of the things that helps offset the cost of such projects is not having to start by writing big checks to shops and vendors. The legalities of whether you are repairing or making an owner produced part is between you and your AI. Bottom line is if it goes on an airplane, it must be made with the right stuff the right way.

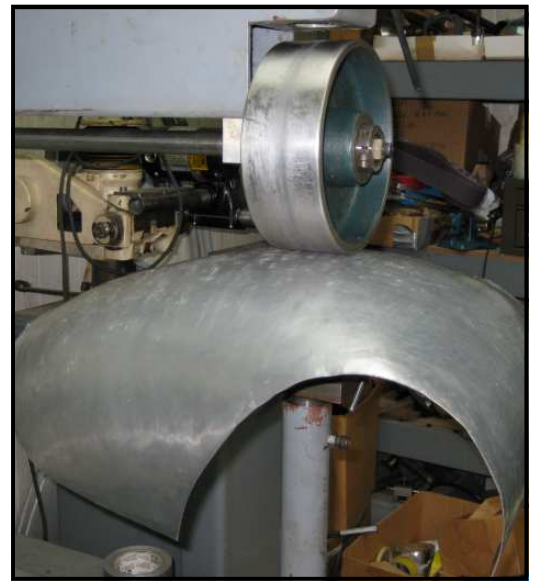
The good news is that airplanes are like George Washington's hatchet. The original hatchet still exists...but the head has been changed once and the handle three times... To say that I think our publications have forsaken the potential "I did it myself" crowd would be an understatement. I could write a small book on the *value* of dealing with a little puddle of molten metal or a piece of sheet metal. Those are the type skills we still need to get American manufacturing back from the ChiComs! Enough, Enough... Some photos from the J-2 project to encourage those on the fence of "I don't think I can do that..."

My first noseowl... a photo of the finished article was in the last issue, but I had a couple of requests for more info...so here... I thought I would have to make about six to get it right...low confidence...I started with an old one and the Piper part drawing. I should have, but didn't build a buck (a plywood inside pattern) because of sentence two. Beginners luck however, won. Start with 3003 half hard sheet, a big hammer with a round end, a shot bag, and your "framing" arm. Fram on it until it takes the shape of the part...this is low budget, physical exercise. 90% of the forming is done with the wooden mallet.



I used the planishing hammer with plastic tools to even things out and provide some local forming...Careful here, it is easy to get too much curve in a small section with it. The English wheel was used to roll the lumps out, provide a little curvature adjustment, and do a light finishing pass. Do I know how to use a wheel? not a bit...

Where did the planishing hammer and English wheel come from? I looked at photos of Kent Whites, Mittler Brothers and others, then dug through the scrap box. A local welder made a "C" from 3 x 6 steel tubing. I made the rest to accommodate a riveting gun for planishing, the wheel, and a means to hold beading/breaking/joggle rolls. The English wheel is a cast steel industrial caster bored for 1" bearings and turned true. Total investment: \$50.



...not done yet...



This was a lot of work...no question. Because I didn't know what I was doing, I opted for slower forming methods. After the basic forming, there was plenty of work left in hemming (180 deg fold over) all the holes and edges. I made form blocks for the intake cut out and rolled a slight crease to establish an even line for the long hems...time consuming.



After making some tooling to install button hooks, and the two other flat sheet pieces, a complete J-2 cowling per the original drawings was born!



Cool Project in the Shenandoah

It didn't take **Bob Coolbaugh** long to become listless and despondent after being released from active duty with the Curtiss Pusher and down to only two or three projects. He is now the proud owner of one of 32 of the Viking Flying Boat Co. Kitty Hawk B-8s. Some minor repair and clean up is needed...bow and stern maybe also.. The details of the project and the aircraft's history will be grist for a future issue. Suffice to say that a rare 1931 biplane...floats included...will be ...well exciting!



Need One Ready to Go?



Here's a great trippin' airplane you can fly up into your late eighties just like **Chet and Marjorie Phillips** from Hendersonville. This immaculate aircraft is for sale. Give Chet a call at 828-894-5077. It already knows its way to all of our fly-ins...and a lot of other places in the SE. Help carry on this great tradition.. Chet remains active with the Western NC Air Museum at Hendersonville. Best wishes to you both!

Susan: Outstanding in her Field!

Well, that's what she was doing in the AUA add in the last *Vintage Airplane*.. Building an airfield is a lot of work...especially in our super regulated land. Congratulations...another great accomplishment. **Eileen and Zeke** accompany the base commander.



Through Yesterday's Lens

As I mentioned in a NL a few months ago, **Robert Brackenhoff** of Winston- Salem has been taking photos at our fly-ins since day one and a half. He missed a few years in the seventies while maintaining Army Huey assault helicopters in colorful places like Duc Pho, RVN. (While in country, he photographed all of the unit's aircraft and their visitors.) He is putting together Power-Points of many of his slides taken at Gastonia, Santee, Burlington, Camden, Roanoke Rapids, et al. Our organization has met at all of these locations through the years. The above is a sample. The aircraft pictured I think was my ramp mate at Summerville in 1972. It belonged to an Air Force Dentist...but that is a long story... Robert will gladly put you on his mailing list . Email him at: rbrackenhoff@triad.rr.com



It's on the Internet...Period...Dot (News plus Editorial Comment)

Notwithstanding the fact that one of our members, **Jim Tobul** and his beautiful Corsair had the cover shot and a nice story in the February issue of *Sport Aviation*, the magazine has become the *Reader's Digest* of aviation. If you want content applicable to what we do, and the details, you have to go to the web. It is also imperative that you belong to the type club for your airplane or project. The National Waco Club technical forum is just the best.



Want to see what one of our members is doing? Go to nc3397.blogspot.com (Sorry I can't link it in the PDF). **Dennis Harbin** of Louisa, VA is chronicling his Waco Nine restoration in detail.

How about the details of restoring a Curtiss Jenny? Dial up curtissjennyrestoration.blogspot.com This blog covers the details of Brian Karli's (Peachtree City, GA) reconstruction of a Jenny....it has a lot of stuff applicable to airplanes built in the twenties and thirties...like Travel Airls...

Do any metal work? Sign on to Metalshapers.org. Their photos and forums while mostly not aircraft oriented, are worth a million words. For more specific aircraft related tools and techniques, read every word on Kent White's site: Tinmantech.com



Go to jellystoneairpark.blogspot.com and see what member **Bob Cottom** of Charlotte is up to. They've got a little pocket of people out flying and enjoying vintage airplanes.

....and...this may be shocking, but a lot of us are on Facebook...with excellent photos of vintage airplane stuff...

2012 CALENDAR OF EVENTS

3-6 May 2012 Spring Fly-In at Roxboro (KTDF)

26 May (Sat) Cross Cotillion (SC-37)

4-7 Oct Fall Fly-In Camden, SC (KCDN)

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

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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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*Famous criss-cross SNJ takeoff. On the left...**Jim Tobul** of Bamberg, SC.—On the right, **Bobby Jonte** of Greeleyville, SC. Photo taken by Dean Wingard at Coosaw Plantation, New Year's day.*