

ANTIQUAIRWAYS®

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



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March-April 2015

Jim Wilson—*Editor & Publisher*

On this bitterly cold and snowy evening, it seems like an unrealistic dream for me to be finalizing the plans for our spring fly-in at Roxboro, but that's exactly what I am doing. I just spoke with Diana Chronister who will be spearheading our very own "hot dog stand" at Roxboro appropriately named "THE TALL TALES CAFÉ". Assisting Diana will be National VAA Board Member (and VAA3 member) Steve Neese from Albert Lea, Minnesota along with Deborah Steele and Norma Joyce. I find it entertaining to think of what this crew is "cooking up"! (Pardon the pun!)



For me, it's great to be flying again. Both myself and the 180 are repaired. Mine was a fractured foot. The 180 had a fractured cylinder. Many thanks to Parking Chairman Walt Weaver and Glenn Lacy who assisted me with the cylinder change while I was hobbling around on crutches. After flying the initial required time for a cylinder break-in, I flew down to Triple Tree for the Chilly Chile Fly-in which, by the way, is scheduled annually for the statistically coldest day of the year in that part of the world. I was there in the 180 along with several others from the area. Jeff Anderson flew down in his Pacer. Andre dashed down in his RV-12, and David Brown flew his Tomahawk. Pat Hartness and crew hit a home run with yet another stellar event! It was a great way to spend a Saturday.

Now that we are about to break out from the warm confines of our home and into the warm outdoors and spring, I cannot help but think of those who soldiered on with their flying and projects throughout the winter. What is it about those iconic Pietenpols!? It seems that there was a large segment of the flying population either building or flying (Amazingly!!) one over the winter. Of course, that has to be fun flying and at a reasonable cost, I might add. Then, of course, the design comes with a really interesting history as well as a solid reputation. Those Pietenpolers are hard core aviators! Jim Wilson has made great progress with his project Travel Air. Just beautiful workmanship! David Spencer should have his home-built Just "Highlander" flying this spring. According to David installing an early model Rotax 912 engine on the Highlander has proven to be a real challenge. The later 912s come equipped with the necessary wiring and plumbing to accommodate a much simpler and quicker installation on the Highlander.

In closing, I feel that I must mention with sadness that five of our most stalwart and longtime members have Gone West. I have known both Sonny Huggins and Dwight Cross since my teenage years and have many fond memories of the times spent with them as well as the times spent with Joe McGlothlin (also, a longtime friend) and the Burkheads. It is fine people like these that make our club such an outstanding organization. Their support over the years has been invaluable. *Susan*

Chapter Briefing

Let me be the harbinger of your yearly membership bill. Linda Weaver is in position and holding until March. We *really* appreciate it when you mail in the \$\$ soon after receiving that notice. Everyone gets a letter...Lifetime members and those 85 and over, all you have to do is read the notice about the **auction at Roxboro** and you are good to go. ..Done. Oh yeah...there's gonna be another fundraising **auction at Roxboro**. The people that run this auction are shameless and are the ethical equivalent of...oh well...just bring some good stuff they don't have to go too low...again.

Fly-in this year will run the same play as last year...Thursday for those that can't wait, a Friday Fly-out/Picnic at Lake Ridge Aero, and home cooking on the field Saturday. Home cooking being defined as we doin' it ourselves!

Splendor on the Grass

Well... that's what I think about operating on a grass runway. As a lot of recreational flying shifts away from bona fide, fully approved, and government safety certified pavement to private grass airfields, maybe a few operational hints may need to enter your thoughts. Here's my off the top of my the head list:

- Recognize that approach slopes, centerline slopes, clearance, drainage....all the stuff in modern airport design don't apply. You have to know where you are going and how to determine if it is safe for your intended operation.
- Don't assume windsocks are in a clear location or that they even rotate. Use multiple wind clues. Crosswinds and trees on the sides? Get ready for that downdraft!
- An old technique is *Dragging the Field*. Not a mach one beat up, but low and slow enough to judge the wind, look for ruts, dead cows, fire ant hills, large clumps of grass ...possibly covering a dead cow. Wet spots are a different color. Cows can be black and white, brown, etc.
- When departing...are there trees on the end? Going to the end and doing a run up means you can't check the approach or people on final can't see you. It is a very poor assumption that a private strip out in the middle of nowhere won't have some one landing when you are taking off. Running up facing down the runway, then taking off....Oh My!!
- Operating at a fly-in like Triple Tree? Is the airplane landing in front of you going to stop in the middle of the runway? Anticipate it. Is there someone behind you? Land long as needed. Does the fly-in have an arrival procedure? Check the web to find out. Then just do it...
- Going to OSH? Don't take that landing runway with a quartering tailwind... Just say no!



Gone West

2015 has not exactly gotten off to a real good start. It is never fun to do this newsletter when you lead off writing about one or more members who are no longer on the ramp with us. These are the people that built and participated in our organization for many, many years. I can't imagine a world without our brand of recreational aviation. We would not have any of it, if it had it not been for the work and participation of these members. Keep that in mind when you make decisions about whether you can help out CVAAF, whether or not to restore an airplane, attend an event, or go on a trip. Do it now....maintain the legacy that has been given us.

Dwight Cross, Jr., Huntersville, NC died on 7 January 2015. He was 84. After graduation from General Motors Institute, Dwight joined the US Air Force. He received his silver wings and flew F-94 air defense fighters until he returned home in 1956. He went to work for his father at Cross Chevrolet, and he subsequently assumed the business until retirement in 1999. Dwight was a second generation aviator. His father, Dwight Cross, Sr. was a well



Dwight and the "Little Rebel."

know aviator of the thirties. Among other achievements, he won the 1935 Miami Air Race 375 cu in event by beating out Steve Wittman.

One of the major events at our fly-ins until the nineteen nineties was flying. Dwight was the leader from the earliest years. He ate up the fly by pattern by the hour in his (then revolutionary) four aileron Pitts. Jimmy Dean in his Pitts hung in there with him. John Turgan, Dick Austin, Robert Phillips, and many others also kept Dwight company. At one of the last fly-ins at Darlington, there was Dwight out doing laps with Rick Hegenberger's T-28 and Jimmy Leeward in his P-51. In the traffic pattern was the only time Dwight wasn't in full aerobatic mode. In addition to his airshow work, Dwight was a chapter officer, civic leader, and coach. We will maintain fond memories of him. Our condolences to his family and many friends.

On 9 January 2015, **Mary Burkhead**, of Cary, NC died at age 86. Nine days later, on 18 January, her husband of 65 years, **Claude Burkhead, Jr.** (88) joined her. They participated in our fly-ins since its earliest days in the sixties. Everyone looked forward to the arrival of the Burkhead family. Transportation always included the 1946 polished Ercoupe (complete with its ADF loop). The airplane was purchased new in 1946 and has been in continuous service since then. The story of Mary and Claude's courtship and honeymoon trip in this airplane are legend in this group.

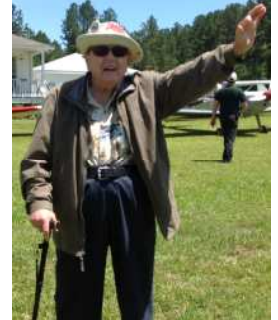


Mary and Claude *con't.*

Claude Jr. was studying electrical engineering at NC State while Mary was at UNC Greensboro. She became an elementary school teacher and he had a 43 year career as an engineer with the Department of Public Works in Fayetteville. Claude went on to receive his license while in college. He did a little crop dusting and ferried Stearmans and BTs. He subsequently attained his CFII and was designated a "Master Pilot" in 2011... and the couple kept that Ercoupe on the move.

This story is not complete without bringing attention to one of their four children, **Claude III (Burke)**, current caretaker of the Ercoupe. From my viewpoint, Burke and his wife **Debbie** easily qualify as the most loving children for the manner in which they looked after their parents.

As a World War II Veteran, they made sure, Claude.Jr got his honor flight trip to Washington ((2011). In the past few years, Burke took his father to every fly-in, meal, fly-in-meal, picnic, airport restaurant, Cox Field EAA meeting, etc, that weather and scheduling would allow. Dad was a pretty hungry guy. We will miss both of them very much. Our condolences to the Burkhead family and their many friends.



On 20 January, 2015 **Joe McGlothlin** of Winston-Salem went west. Joe was a graduate of West Virginia Tech. After college and flight school, Joe flew for Piedmont and US Airways for thirty nine years. He loved flying and owned a Carbon Cub which he kept at Twin Lakes. Photo shows him inspecting the grass. Joe was a son-in-law of **Tom Davis**. Joe helped facilitate Triple Tree Aerodrome's acquisition of their sailplane winch equipment via the Tom Davis Fund. The photo of the Triple Tree sailplane illustrates their appreciation. Our condolences to Joe's family and many friends.



On 14 February, **M.B. (Sonny) Huggins, III** of Timmonsville, SC went west. Sonny was the son of MB "Dusty" Huggins, an icon of South Carolina aviation. Sonny first soloed in an Aeronca Champ at age 11. He started his "official" flying career in a 450 HP Cessna 195 for a Kentucky Aerial survey outfit. In 1965, he came back to South Carolina and did aerial application until the death of his father in 1973. His father was the first pilot for the State Law Enforcement Division (SLED); Sonny became the second one. The majority of his 17,500 flying hours were spent doing searches, spotting liquor stills, finding marijuana growers and surveilling shrimp boat dope smuggling.

His real life, however, was holding court in his hangar at the Timmonsville airport. Stories...lots of stories! Each year, Sonny and his airport buds sponsored a Friday Fly-out for our Camden Fly-In. Sonny is shown above with his wife, Bettie. They were married in flight in a Cessna 172... He was one of the last of the old time pilots. We will really miss him! Our thoughts and condolences to Bettie, his family, and many friends.



Bobby Cox Holds On...

...to his airplane at the Pik N Pig in Carthage on 31 January. Seems that his wife and friends were sneaking around behind his back planning a fly-in in celebration of his 85th birthday. Fifty airplanes and a pile of people were either very hungry or wanted to wish him well. If the rest of this outfit got out and flew as much as Bobby, we would probably need air traffic control. Probably not... Happy Birthday, Bobby, and thanks for keeping Cox Field a haven for sport flying!



Peter Santana Grabs on...

...to this nice 65 Continental powered Pietenpol Air Camper. The Santana Air Force of Waynesboro is now up to strength with the Great Lakes, Clipped Cub, and this Piet. With all these Piets cluttering up the airways, we may need air traffic control. I think not...



Al Campbell Adds on...

...to his eclectic fleet of airplanes. One of those legacy homebuilts...an O-235 powered Midget Mustang is now in the spot formerly held by the PT-22 that is in the hands of **Dave Augspurger**. Yes, that is Al's T-28 in his John's Island, SC hangar. The Luscombe, Pacer, and 310 are somewhere in the area. From the looks of this photo, looks like a lot of maintenance going on and maybe something militaristic?? Al is the supreme commander of Interstate Turbine Management, at Charleston International. Are they all in annual, Al?



So does the Chapter...

Eddie Price of Leesville, SC...actually Pond Branch Aerodrome, is our newest member. Here he is with his Cessna 140. Eddie is current honcho of EAA Chapter 1467 -" The Tree Top Flyers" of Lexington, SC. Did I forget to say he is a Citadel grad?...and an outstanding photographer! Glad to have you on board!



Wings and Meals



A couple of photos of **Bob Armstrong's** (Rawlings, MD) progress on the family Taylor J-2. It is a '36 Taylor Cub (NC16971) with the 37 HP Continental A-40 shown ready for inspection. Wings are ready to cover. Gonna be a nice one, and very original!



When winter sets in, **Stan Sweikar** makes continual progress on his 1941 Culver Cadet. Here is the bottom of the wing ready for trim. Last year's update showed the overhauled 100 Franklin, tail feathers and the naked wing.

*...and
the
Meal...*

The February Chilly Chili Fly-in at Triple Tree was another great day...clear and cold. Great chow, big crowd. More Augspurgers were sighted. Shown are **Jim and Vanessa** now of Lake Wylie. Brother **David** was in the area. **Susan** ran up the hill in fine fashion...all was good!



2015 Calendar of Events

30 Apr -3 May	Spring Fly-In at Roxboro, NC - KTDS	Note the Dates!~!
23 May (Sat)	Cross Cotillion, SC37, Cross, SC	
9-13 Sep	Triple Tree Aerodrome Fly-In (SC00)	
1-4 Oct	Fall Fly-In at Camden, SC -KCDN	
24 Oct (Sat)	Susan's Big Food Day. Dusenbury Field (13NR)	

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 \$20.00/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 -\$150, 64-45- \$350, 44-25 - \$550 Under 25 - \$750 What a deal!

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Dwight Cross, Jr. in the "Little Rebel" Jeff Michael's SNJ-5 N4QU, and Robert Phillips in his first IO540 Chipmunk in the fly-by pattern at Camden 1981. (Rob't Brackenhoff photo)