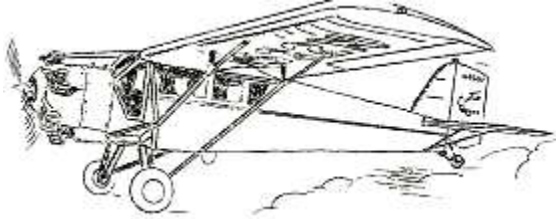


ANTIQUAIRWAYS®

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



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March - April 2017

Jim Wilson—*Editor & Publisher*

Well, it's about that time of year again. Spring is about to spring and flying season is almost here.

You are probably thinking that you flew all winter as this was the mildest winter in years with record breaking warm (relatively speaking!) temperatures. Yes, it has been a mild winter but I still had to pre-heat the engine on my 180- just another time consuming but necessary part of winter flying. So, as you, I am looking forward to no engine preheating, a dryer runway and placing my goose down jacket someplace other than on my shoulders.

The Chilly Chili Fly-in at Triple Tree was a super success this year with over 130 airplanes flying in for a delicious chili lunch. Actually, it was a great time to visit with friends and make new friends. Thanks so much to Pat Hartness for following through on his aviation dreams of Triple Tree and thanks so much to the fine bunch of volunteers at Triple Tree. They are the best of the best. I don't know how all of you feel but I frequently think just how lucky we are to have Triple Tree Aerodrome here in our "neck of the woods"!

A few of our members chose to soldier on through the winter on their projects. Jim Wilson has made great progress on his beautiful Travel Air. Harry Ballance is thinking that he will have his Stinson SR-5 at Camden this year, and Bob Coolbaugh is moving along at an amazing pace with his Viking Kittyhawk project. Jack Phillips is making steady progress on his Van's RV-10. Bob Perkins is about ready to fly his Just Highlander Super STOL. And yes, I worked on my Stinson through the winter. Congratulations to all on their progress!!

On a personal note, on February 18 the national VAA Board of Directors elected me to the position of President of VAA. I sincerely appreciate their trust in me and I am looking forward to working with everyone to move this premier organization forward.

See you all at Roxboro. *Susan*



Hot !!! Susan is the new VAA President! WoW! Congratulations!

Heads up for Roxboro

I guess I could tweet this, but my tweeter has a leak. I guess if Susan is gonna be the VAA Pres., she will need one. This year our spring fly-in, will follow the same track as past ones but with a few changes. Come Thursday...that's Quattro de Mayo down at the local Mexican place for our early bird dinner. Friday, we will fly out to Lake Ridge Aero (8NC8)or a picnic at high noon. Friday night, you can eat either a eat a real meal at the Homestead or cheese doodles on the ramp. Sandwich fixin's Saturday for lunch, and then our normal dinner at the Homestead. We will have a consignment auction after dinner.

A couple of foot stompers: We are *not* renting vans or common transportation at our Fly-ins any more. Enterprise Rent-a-Car in Roxboro will fix you up. Call them at 336-322-0965

There will be no room blocks at the hotels. They don't provide any advantage. Make reservations early...you can always cancel them. Main hotel is the *Innkeeper-Roxboro*. 336-599-3800 of the *Hampton* across the parking lot Call them at 336-599-8800.

The Makers and Shakers



B o b Perkins is just about ready for engine run in his Just **S u p e r STOL**. For some odd reason there are a bunch of wires to hook up...



I used my drone to capture this photo (L) of **Jack Phillips**

shaking the controls of his RV-10 project. It is well along...but the hard work is starts when the airframe is in one piece.

Meanwhile over at Peach State, **Harry Ballance** Is making steady progress on his Stinson Straightwing. Looks like fuselage covering is imminent after making sure everything fits. Working at ground level is a big deal with a project that large!



Gone West



moved to Neptune Beach in 1941 with her parents. During WWII she flew as an observer with the Civil Air Patrol Coast



Patrol flying out of Craig Field. In 1945, she graduated as a Registered Nurse OB/GYN specialist from St. Vincent's Hospital Jacksonville, joined the U.S. Army Air Force, where she met and married Bob, a Medical Corps doctor. While here husband served in the Korean War, Sara came back to Neptune Beach and worked in local medical facilities. Sara left active duty after her marriage but stayed in the Army Reserve until her retirement in 1985. They traveled worldwide in his medical career and after her husband's retirement, they came to Florida to live with her parents in Neptune Beach for a year. She and Bob bought a "gentleman's" farm in Cumberland County, Va. to which they moved into and stayed in their historic 100 yr. old house where they raised cattle, hogs, ducks, turkeys, exotic poultry, geese, peafowl and AKC Pekinese dogs.

We knew Sara best as a pilot. She soloed in a Piper J-3 in 1949. An assignment in Germany created a slight delay of game, but she resumed flying in a shared Stinson 108 at Ft. Knox, sold her share, moved again, and finally got her private in 1960 at Ft. Riley, KS. We know Sara by the Cessna 140 that she owned and flew for over forty years...up until last year! Sara received a *Lifetime Achievement Award* from the VA Dept. of Aviation and was appointed an *Honorary Virginia Aviation Ambassador*. She hangered her airplane in Farmville, Va. Sara was a member of the 99s and the International Flying Nurses Assn. Sara was devoted to her pets and critters, nursing, and flying. She has been a fixture at our Fly-ins for many years. She was a role model to us on many levels and we will miss her. Condolences to her family and many friends.



Patrol flying out of Craig Field. In

1945, she graduated as a Registered Nurse OB/GYN specialist from St. Vincent's Hospital Jacksonville, joined the U.S. Army Air Force, where she met and married Bob, a Medical Corps doctor. While here husband served in the Korean War, Sara came back to Neptune Beach and worked in local medical facilities. Sara left active duty after her marriage but stayed in the Army Reserve until her retirement in 1985. They traveled worldwide in his medical career and after her husband's retirement, they came to Florida to live with her parents in Neptune Beach for a year. She and Bob bought a



On Monday, 13 February, 2017, Willie Lee (Billy) Lumpkin, Jr. of Louisburg, NC died. Billy studied at North Carolina State and was a licensed land surveyor. He had his own surveying business. He was in the NC National Guard for six years.

Billy kept a J-3 Cub at Ball Airpark for 30 years. He was a former member and frequently attended our fly-ins. Our condolences to his family and friends.

Around the Pattern

OK...so **Scott Thomas** of Woodlawn, VA is obviously not a pattern pilot. Here he is sporting his \$10,000 leather jacket courtesy of the Virginia Department of Aviation "Passport" program. Seven years of flying to all of the VA airports was a pretty neat thing to do. He is now making his rounds of all North Carolina airports. Getting out to fly is what it is all about. Congratulations, Scott!



...and on a warm day last fall, **John Grinalds** of Charleston and Cashiers, NC drifted into Cross for a visit. In addition to his Jungmann, John owns this immaculate Aeronca Chief.

In the "we trade our stuff" amongst each other department, the smiling guy to the

right is **Mike Bowen** of Pendleton, SC. flying his new acquisition, a PT-22 previously owned by **David Augspurger**. David is down to only his Decathlon, which is now being recovered. If you have something cool to sell, David needs it...he just hasn't recognized that detail yet. David...two airplanes or you get kicked off the island.



Contesting Pat Hartness' title of who has the biggest dirt moving equipment is **Chuck Horrell** of Durham. He is feverishly working on his private runway. A power line on one end is being buried and earth is moving.

I understand construction of a restoration shop is next.

His father was enlisted to bring over the family dozer to work down some the high spots. Go big or go home.

Here's Pat...on the Wall!

Thomas Patterson "Pat" Hartness was born in Greenville June 13, 1941. He became involved with aviation at the early age of seven, when he flew control line aircraft and then free flight model aircraft. Aviation has deep roots in his family, with his mother and his father (Tom and Edna) flying with the Civil Air Patrol. His brother Robert Garland and his son Sean are also pilots.

Pat's first full scale homebuilt was a Volksplane he built in built in 1971. His personal aircrafts include: The Volksplane, J-3 Cub, BT-13, Stearman, Spartan Executive, and Ultralight, P-51 Mustang and an AirCam.

In 1997, Pat purchased property in Woodruff, SC and started sculpting Triple Tree Aerodrome. Triple Tree now accommodates thousands of flying enthusiasts each year, not only from South Carolina but nationally and internationally. Thousands of pilots and aircraft have been a part of the Triple Tree Flying experience. Close to 1000 aircraft and many thousands of "operations" are counted in a single year. The "Joe Nail" remote control aircraft event is held here every year and is the world's largest giant scale remote control event.

The Academy of Model Aeronautics presented Pat with the President's Award for his leadership and named Triple Tree Aerodrome an Outstanding Flying Field. Pat's dream of an education center where both children and old timers can continue learning about aviation is finished, and a restoration center is in place where aircraft will live to Fly again. Without question, Pat's goal has always been "to ignite and expand the passion for aviation," and he lives by those words today.

Can't think of anyone who has done more for SC Aviation since we kicked Chuck II to the curb in 1776. Y'all can read the plaque above that explains in more detail why **Pat Hartness** was just inducted into the *South Carolina Aviation Hall of Fame*. Congratulations!

For some reason this citation didn't mention the *chili*. Chili matters. We had great chili on a perfect day at Triple Tree the first week of February. There was a huge turnout of both airplanes and people. As usual, it was great. Below we have **Susan, Eileen, Dave Tyndall, The Augspurgers, and the Perkins** chowing down. Triple Tree folks are moving dirt on every unmoved dirt spot on the airfield. They are probably building a tunnel under the neighbors' property. They have just received their first restoration project, a Kinner Bird. This airplane was a Wings & Wheels museum mate of my KR-21. The south side ladies latrine is being super sized; the north side one behind the hangar could accommodate a family of four. Wish they would quit dragging their feet up there...



Executing the Cover Up Things that work for me...I think. Part 2

Travel Air covering continues...I am trying to get everything except wings done this winter. I will probably then put together what I have just to clear some space in the shop. I am not going to fight hot weather covering. Poly Fiber stuff really works well in colder work areas...as long as you get some heat on it after the initial solvent flashes and it has flowed out. If you don't, it will never dry and you can easily melt a cemented seam. One coat a day also...

I was getting ready to cover the rudder with a left and right piece of fabric. As I had some left over from a previous project, I cut one piece from the leftovers and one from new fabric. No workie... PolyFiber fabric is now stamped Medium 5. This has a much finer weave than the Medium 3 from four years ago. It fills much quicker and doesn't act like a sieve when you brush on that first wet coat. One other change in materials is the PolyFiber reducer. No matter what the can is labeled, it is all now 8500 reducer. It just has more retarder in it than what was sold as a lower temperature version. Retarder is my friend!

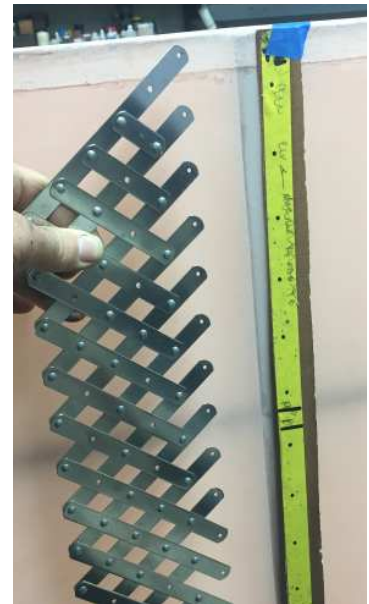
I have heard all of the talk about solids levels, etc, being different. The stuff works and looks the same to me. ...but my memory is not real great.

I can forget how to do a rib stitch knot in about the time it takes to eat a sandwich. So...I made a little simulator to use before I get the long piece of cord going on the surface. Sad, but true. Photo left.

As far as laying out the stitches, it is amazing how much you also forget about parts inside a surface that you need to avoid with stitches. I do the initial layout of spacing with the rivet spacer and then make a marked template *before* I put fabric on. A wing can take several template strips. A digital camera is always your best friend.

Over at the left is an additional access panel I added to the forward fuselage. I don't like hanging by my toes any more to get at stuff.

In order for it to really match the fabric, I covered the panel with fabric including adding a piece of finishing tape. For all the trouble that was...next time I will just shoot the PolyTone into wet primer and move on. I am using flattener in the two part urethane for all the metal parts...that process is about as precise as a summer rain shower. More learning experiences...



2017 Calendar of Events

4-7 May Spring Fly-In at Roxboro, NC - KTDS
27 May (Sat) Cross Cotillion, SC37, Cross, SC Bring a plane and a plate.
10 Jun (Sat) Fabric and Tailwheel Lunch at Triple Tree (*Read Website*)
6-10 Sept Triple Tree Fly-In (*Read Website again*)
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

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A Monocoupe, Chipmunk, and two PT-22's; "What else could I get in here?" asks *Robert Phillips*