

ANTIQUÉ AIRWAYS®

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



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May-June 2018

Jim Wilson—*Editor & Publisher*

Dear Friends,

Spring has finally arrived or so says our calendars! Yikes! I cannot remember any winter so cold, windy and rainy. My airplane work took a hit over the winter. It was just too cold in my hangar. I am now looking into some type of heat system for the hangar. My shop in the hangar is heated, by the way, so I was able to spend some time out there. Having given you all my “tale of woe” I am happy to report that other Carolinas Virginia members did get something done over the winter—quite a lot actually.

Both Bob Coolbaugh with his Kitty Hawk and Harry Ballance with his Stinson “Reliant” are very close to completing their restorations. Both hope to have their planes completed in time for Oshkosh this upcoming July. I’ve only seen photos of Bob’s project but as usual, he has done a masterful job. The same can be said of Harry and his team. Counting Harry there are at least three maybe four people working on his project. This does not include the specialists like the upholsterer, for instance. I’ve been down to Peach State (somewhat recently renamed “Ron Alexander Memorial Aerodrome”) and seen Harry’s Stinson. It’s a beauty, too, and like most antique airplanes, this one comes with an interesting history.

How about Jim Wilson and his Travel Air restoration?! There, too, is a real beauty. And, as expected, Jim has also done a masterful job on this plane. I did ask Jim a few months ago if he thought that he could make it to Oshkosh in 2018. He immediately started shaking his head, “No, No, No!” which I took to mean that it is very doubtful that he will be flying his Travel Air to Oshkosh this year. I keep hoping. Member Emory Chronister has been busy making upholstery improvements on his Cessna 170 while I (with the help of fellow members Walt Weaver and David Spencer and aircraft mechanic extraordinaire, Glen Lacy) replaced the engine shock mounts on my 180. That was not a fun job for us! I guess like Harry with his Reliant project, it takes a village.

I am really looking forward to Roxboro in a few weeks. This will probably be the most unstructured fly-in ever held by the Carolinas Virginia group. All at your requests, I might add. The plan is to gather together, tell tall tales, fly and eat—not necessarily in that order. We will keep repeating this over and over until it is time to fly home. Hopefully, my 180 will be out of a prop overhaul in time for all of this fun.

So as for Roxboro, bring your plane (actually, any form of transportation will work), a chair and a cooler but most important of all, bring yourself. We’ll see you there.

Susan



Roxboro—What you need to Know

Thursday 3 May to Sun 6 May

Hotel for Roxboro

Hampton Inn(I-85 Durham)

919-688-8880

Camping with or without your airplane on the field. No hook ups..

Transportation will not be provided. Enterprise Rental Cars/Roxboro 336-322-0965
If you call Enterprise...Press 4...not 2. Say again....Press 4!

Bring: Tiedowns *Please use them when not in motion.*

Chow: Plenty of chances to eat on and off the field. Details below.

Mark: your spot with a chair, a person, or something if you go fly. Our parkers won't know who is coming and going until they've come and gone.

Look: *everywhere* for props and the parts behind the prop. *Please* give assistance as needed to clear engine starts and walk the wings of airplanes blindly taxiing in and out.

Save: enough to Register. It's \$5.

Plan: to arrive together if you want to park together.

Don't even think of propping an airplane without a qualified person in the seat. This is the only airfield you will find an abundance of the qualified.

Know: When to be where:

Thurs May 3

Early bird dinner in town 6 or 7ish

Fri May 4 1000 **Fly-Out** Departure time to Lake Ridge Aero (8NC8) 20mi SE of KTDF
Aircraft projects & Burger Cookout!! Lunch around Noon.

1800 +- Lite order out at the Airport

Sat May 5

1100 Sandwich fixin's on the field.

1300-1500 Aircraft judging

1830-1930 Hospitality hour at the Homestead

(You will need to buy a \$5 ticket & there will be a cash bar)

1930 Dinner at The Homestead (order off the menu. You can get a
grilled cheese and glass of water or the works...)

Sun May 6

Depart for home when you have had enough

27th Running of the Cross Cotillion

Running from what? Usually, some rain cloud, but hopefully not this coming **Saturday, 26 May**. Round up a plate of something to pass around and head down to SC37 in the suburbs of Cross, SC. (Photo on Airnav). We attempt to eat what is on those passed around plates around noon. You can show up a couple of days early if necessary and stay until the weather clears. Actual runway length is 3900 feet of grass. Someone asked about the frequency... well, it's every year, Sat. before Memorial Day. As we talk, Ms Eileen is out getting quotes on *fresh* hot dogs. **Chris and Carol McClure** each had one last year and they have just about fully recovered and are ready to try another...Join them.



News from the Ruffin Times Picayune

(Dateline Walterboro, SC approximately)

ACE Basin Aviation Proprietor, Chief Pilot, Head Instructor, Mower of Grass, and CVAAF VP, **Todd Givens**, stands with his new acquisition, a Cessna 170B. In a rare moment, he is standing still. He recently bought this airplane in San Diego and flew it back home, transitioning two states he had never heard of...or had been to...one or the other...



He adds this airplane to his already vast fleet of tailwheel airplanes. With almost a dozen primary students, doing tailwheel transition training for people from all over the country, and fetching airplanes for people, most recently a Cessna 195 from Wisconsin, a Stearman from PA, and a Champ from Little Rock, he is a busy troop...with an expansion plan...oh my! If it has a wheel on the back, he will do it to you, with you, or both. If you need him, just Google Ace Basin Aviation.

Hot SC Aviation News

Unbelievable...a place to eat next to an airport! The 1930 Curtiss-Wright hangar at Owens Field (KCUB), Columbia, SC (now adjacent to but outside the airport fence) now has business called the Hunter Gatherer Brewery in it. A brewery next to an airport...what synergy! OK, they have tea and real food and such. It's open 11 AM Sat and Sun, and opens at 4PM, Wed-Fri. This is one of only six of these historic hangars left in this country. Sounds like a mission! **Bob Coolbaugh** worked as a line boy in this hangar...that's old *and* historic!

Tops in Blue—Lynn Dawson

Lynn Dawson was raised in New Orleans and did (most) all the things that there are to do (and that will stay in New Orleans.) She got a degree in sociology from “Harvard on the Bayou” ... University of Southwest LA. Most importantly, college included four years of Air Force Reserve Officers training and a commission in the USAF. As a young woman, she knew she did not want a traditional New Orleans female job...Queen of the Festival, etc. but instead wanted to play pro football. Somehow, active duty in the Air Force as an Intelligence Officer and her training in Intelligence and imaging became a very suitable substitute. As a side note, all branches of our military, CIA, FBI, DIA and others collect enormous amounts of information, imagery, and well...stuff. It is essential that the people who winnow all of this down to briefings for everyone from our National command authority to individuals with a need to know have the highest level of intellect, common sense, and worldwide situational awareness. This work was made for Lynn. Her first assignment was a doozy...Headquarters, Strategic Air Command (SAC), Offutt AFB, NE. Not only was the weather a little more severe, but SAC was still very much under the influence of General LeMay. These folks had no sense of humor about *anything!* That’s great, but it was a very high pressure job working for very demanding people.



Her follow-on assignment to Goodfellow AFB, TX to instruct in imagery intelligence also yielded a Squadron Command billet...very unusual for a junior Captain! This also led to attending Intelligence Post Graduate School in Washington... where she unhappily sat out the first Gulf War.

1993 brought an assignment to Yokota AB, Japan with lots of temporary duty to Riyadh, Saudi Arabia to lead intel analysis for the Iraq No Fly-Zones. Knowing this was where the action was, Lynn applied for and received an assignment to US Central Command (Centcom), Macdill AFB, FL...which got her more duty back in Saudi. If you want the details on Middle East terrorist groups, she can tell you...nothing. Now... we get to the silver lining section...

Meanwhile, back at CentCom, **Steve Roth** was serving as the CIA representative to the four star. A mutual friend introduced them and Steve brilliantly flew Lynn to lunch at Cedar Key in his Cessna 172, ultimately resulting in some of that happily ever after stuff. On her fifth flight, Lynn decided she was tired of the right seat and started taking flying lessons in Steve’s 172.

Lynn was soon off to a three year gig in the Pentagon. Steve quickly came back to Virginia...quickly in his newly acquired Swift. She bought her own 172 and obtained her private at Culpeper, VA. She sold this airplane to her sister in 2001 and bought her present straight tail 172.



After retiring from the Air Force in 2003, Lynn worked an additional nine years in intelligence analysis both as a civil servant and with a major defense contractor.

She and Steve have flown all over the country in either one or two of their four airplanes...which now includes her '40 Taylorcraft. Lynn is a regular with the summer Ohio/Indiana barnstorming gang, has travelled

with Bob Coolbaugh's 1911 Curtiss contingent, and to many of our events.

In addition to flying, Lynn is a disciplined backpacker and genealogist. With her level of skills, if she can't find your ancestor, you probably really were delivered by a stork.

Sure would be cool having this accomplished patriot playing professional football...in addition to flying. Hopefully, this little ditty will provide some insight into the best of the best in our military and government service.



A chance meeting with the Blues Brothers in Indiana.

Ladies Love Kimberly

One of the best things to come along in years that supports enjoying vintage airplanes is the group *Ladies Love Taildraggers*. They actually go fly airplanes and have a great time doing it. If you are not familiar with them, look 'em up...maybe join up. Each year they take donations and grant several scholarships for tailwheel transition training, upset training and the such. One of our newer members, **Kimberly Kanapeckas**, from Charleston, recently was awarded one of the six scholarships! Here she is, ready to hit it. Congratulations, Kimberly!

Bob's Sidewalk

...and a very expensive sidewalk it is. We have both chosen to use the original pressed aluminum, sharp pointed, step material for our wing walks. We both hated sending that much money to California...but it's the right stuff. On the right— the end of the covering and most of the painting for the Travel Air. Lots of assembly details and cowling sheet metal is next. Then the hard part...

Scholarship #3: Spin Training by Catherine Cavagnaro of Ace Aerobatic School Tennessee



Kimberly Kanapeckas

Winner: Kimberly Kanapeckas, Charleston, South Carolina
Present Employment: Assistant Scientist for SC Department of Natural Resources



Finding your Way to the Latrine

Perhaps more specifically, the brand new giant *Ladies Bath Emporium* and pilot lounge at Triple Tree, as shown here. Note the airway beacon on the top that will provide guidance on the darkest of dark nights. How did it get there prior to Matt Crain's crane? Here's the straight sticky...



In June 2014, an old aviation friend, Charlie Willwerth and his wife Laurie, visited me in Cross, SC. Charlie lived in Summerville, SC around the corner from me. He was building one of the first Rutan Long-Ezes. He became an ATC controller and had recently retired. They lived adjacent to St. Augustine, FL airport. A friend of Charlie's had given him the old St Augustine airfield beacon. He asked me if I wanted it for Crosswind. I said that I didn't, but added that I knew who might.

Charlie had been fighting leukemia for several years. It finally went into remission and started resuming his aviation activities. He was about 90% complete on an experimental Cubby, in addition to his job as a moderator on the "Flight Time" radio program. His last "aviation" event was coming to the 2014 Triple Tree Fly -In. Within a couple of months, the cancer came back and he subsequently died on December 13, 2014.

Fortunately, Laurie was there when Charlie offered the unit. She told us to come any time and pick it up. On March 14, 2015, Eileen and I borrowed a full size truck from **Buddy Wehman**, picked up the beacon in St. Augustine and delivered it to Triple Tree Aerodrome.

The "beacon" is actually a DCB-36...a 36" diameter Directional Control Beacon. This model was designed and first used in the early 1930's. They were built until 2000. This particular unit was manufactured in 1986. Beacons similar to this were originally used to mark air mail and commercial flying routes. They were used in conjunction with big yellow concrete arrows and painted rooftop arrows (see below) to aid navigation before all of those new fangled electronic aids that the Chicoms can turn off. This model was also used extensively in coastal light houses.

The beacon uses a 1000 watt bulb and two pair of Fresnel lenses to create two beams of light, 180 degrees apart and aimed a few degrees above horizontal. The light rotates so that it can be seen from all directions up to 28 miles out. The rotation makes it appear as a flashing light. This particular beacon has a green lens in one side so that it appears as a flashing white and green light. This was the "code" for a civil land airport such as St. Augustine. Therefore, it provided both visual guidance to the airport for night flight/ low visibility conditions and to identify the type of airfield. Now you know the rest of the story. Have a safe trip to the ladies latrine!



While on the subject, sorta..here's a photo taken by **Rick Clarke** of a building in Woodstock, VA. The circle and arrow show the heading and distance to the Front Royal Airport.

To the right is one of the concrete arrows 12 miles NW of Triple Tree pointing toward Spartanburg, SC. 100 years of Air Mail this year. You need to know this stuff.



2018 Calendar of Events

3-6 May	Spring Fly-In Roxboro, NC (KTDF)
26 May (Sat)	Cross Cotillion Cross, SC (SC37)
8-10 Jun	Young Aviators Fly-In Triple Tree (see website)
9 Jun (Sat)	Fabric and Tailwheel Lunch at Triple Tree
5-9 Sep	Triple Tree Fly-In
4-7 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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People that do this all winter bug me. **Steve Roth** (l) and **Dave Carpenter** (rt) have their airplanes in FL all winter. They go to nice fly-ins and island resorts and such. Photos from the Aero Estates Fly-In.