

ANTIQUAIRWAYS®

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



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*See us on the Web at: **VAA3.org & Facebook***

May-June 2019

Jim Wilson—*Editor & Publisher*

Well, this past winter was certainly one for the record books—really! Here in the Piedmont area of North Carolina we had record amounts of rain. Stokes County (where I live) was declared a disaster area. My driveway (which is about one mile long) was assaulted by heavy rain, flooding and rushing water and for the first time in 25 years my farm and driveway suffered major storm damage that required some pretty extensive (and expensive!!) repairs. Member **Mike Steele** who lives about 3 flying miles from me also had some damage on the areas surrounding his airport that required some major work. We both got everything repaired and put in place so we are back to normal. I did manage to fly a few hours in the 180 over the winter but certainly not as much as I usually fly. I probably would have flown more if I had floats on the 180 as my runway stayed under water most of the winter. That new engine heater that I installed last summer was used very little.



Anyway, that's all behind us now and it's time to move forward or onward and upward. We are only a couple of weeks away from our spring fly-in at Roxboro where we will be following the usual fun filled format. For the most fun, plan to arrive as an early bird on Thursday. Don't forget to bring a comfortable chair and a cooler filled with whatever is necessary for your survival. We'll be flying out to **Randy Smith's** for lunch on Friday. Advice: Eat a small breakfast on Friday morning!! We always have a great bunch of people and a good time over at Randy's place. Sooooo—plan to be there. Get there early. Join in on the fun!

Some colossal congratulations are in order for two of our members—**Harry Ballance** and **Jim Wilson**. Both will have their project planes in the air in the very near future. I've seen both planes and trust me, they are exquisite! Most antique planes bring with them a very interesting history and these two planes are no exception. It's not only about the plane itself. It's also about the pilots who flew them. Jim was able to locate and recover some early history on his plane from the descendants of the original owner and of course, Harry is the descendent (the son of) his Stinson's original owner. These are great stories that need to be told. I can hardly wait to see these two beautiful airplanes out and to hear their stories. Never mind the work and dedication that it took Jim and Harry to get there!!!!

Meanwhile, member **Emory Chronister** continues to work on the new interior for his very handsome Cessna 170. It will be great to see that back in the air. As to my Taylor J-2!!!! I have finally reached the conclusion that I will have to pull the engine off. I went through a whole bunch of "mental gymnastics", piles of paperwork and hours on end of computer searches trying to reach a suitable solution. The engine is coming off for repairs.

Congratulations, too, to member **Mike Edwards** who will be retiring from his paying job in June. Mike has been busy this past year setting the stage for his retirement. He installed a newly overhauled engine on his Aerona 7AC and is ready to take to the skies on a regular basis. For the past several weeks he has been out buying camping equipment. His first camping foray will be at Oshkosh this July. When you are learning to camp you may as well start at the top!! Some of you may remember that Mike was the treasurer for Greensboro EAA Chapter 8 for 6 ½ years. Those were the days when Mike was flying around in his Baby Ace and Cessna 172. **Susan Trogden** (Gleason), by the way, also had a Baby Ace at the time. Susan was a member of VAA3 then and regularly attended our fly-ins with her Dad, Wendall.

I am looking forward to seeing all of you at Roxboro along with some blue skies and calm winds. **Susan**

Roxboro—What you need to Know

Thursday 2 May to Sun 5 May

Hotel for Roxboro

Innkeeper Roxboro 1-800-741-5072 or 336-599-3800
Hampton Inn 1-800-Hampton or 336-599-8800

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 2 Early bird dinner in town 6 or 7ish

Fri May 3 1000 Fly-Out Departure time to Lake Ridge Aero (8NC8)
20mi SE of KTDF Aircraft projects & Burger Cookout!!
Lunch around Noon.

1800 Pizza at the Airport

Sat May 4

1100 Sandwich fixin's on the field.

1300-1500 Aircraft judging

1830-1930 Hospitality hour at the Homestead

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

Sun May 5 Depart for home when you have had enough

Be in the Know, now, ya' know.

About 1/2 of our membership receives this fine document via email and half of those get both the printed and emailed version. There are advantages to both. You get the emailed version minutes after Miss Eileen proofreads it, recalling with precision Sr. Mary Agatha's rules of grammar and punctuation...and occasionally a "you can't say that; are you crazy?" The emailed version also allows you to see and blow up photos...assuming you ever see one that is interesting. The emailed version is great for us...no licky de' stamp. ...but, a year ago, I opted for an emailed type club newsletter...I haven't taken the time to open and read one in nine months. With the emailed version, I also have your email, which I do use if something we think you would like to know comes up. OK, get to the point.. If you would like emailed alerts...you know...stuff like, there are two inside rooms left...from us, let me know via email and I will put you on the list. crosswindjim@homesc.com will do it.



The Cross Cotillion Cometh

It's Saturday, 25 May. Crosswinds-Wilson Pvt, (SC37) See AirNav Runway is really 3800'. Land on 27 if possible for shortest route to seating. We divide up and eat the plate you bring around noon-thirty. Our good economy will again permit us to provide drinks and fresh hot dogs. Early arrival, late departure, camping, frog giggering, and mud wrestling authorized. Questions? Call or write. Come to Cross...you get one day of Peace Corps credit and you don't need to get the shots.



Ray Ackerman Cometh Back, Too

Ray *is* back. He has been around a long time. This 1988 photo from *Vintage Airplane* with him and **Xen Motsinger** prove that. He has been involved with many projects, vintage and homebuilt over the years. When you see him, say...Look! There's Ray! Welcome back!



The Friendly & Famous Foursome pause by their restored Aeronca 7AC Champ. From the left: John Gardner, Xen Motsinger, Herrill and Ray Ackerman. (Those shirts really add a touch of class!)
20 DECEMBER 1988

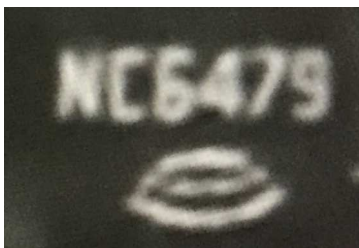


A Little of What's New and How to:

In the past couple of months, I have gone nowhere, talked to no one, flown maybe an hour, but have stayed in one of the few places I am socially acceptable...in the shop. I have passed some big milestones with the Travel Air project. This thing might actually get done...it is getting time to start channeling experts in flying Speed Wing Travel Airs. I know one...so do you...

For the first time in 78 years, the airplane is one piece. **Kurt and Maggie Von Graff** graciously flew over a set of scales yesterday. Weighing is done, and came out as expected. Empty Weight CG came out within 1/8 of an inch of the Wright powered Speed Wing done by John Barker several years ago.

One thing that held up the works for a while was finding someone to do the lettering. Yes, this is the only thing I have wimped out on. Fortunately, I found a Charleston business (Limelight Custom Sign Co.) that does hand lettering. I never saw people as excited to paint on an airplane part. The harder part of this was finding a good depiction of the Travel Air fin logo. That was a project in itself. As one side of this airplane is going to have the first owner's (Dean Banks) art on the side, and the second owner's (Floyd Bastian) on the other.



I had good photos of the airplane from the Bastian family, and some 1928 movies taken of the aircraft by the Banks family. Looking at a cleaned up version of this film frame by frame yielded some important (to me) stuff. The airplane had a logo that was different from any that I had noticed in the zillion new and old Travel Air photos I have looked at. Travel Air and all known restorations use one of about 6 common company logos depending on when the airplane was built. This one was different. Going back through 1/2 zillion old photos, I found fuzzy evidence that this had been used on about 5 other airplanes...and it was on the airplane built just prior to mine (6478). OK, cool...who knows what it

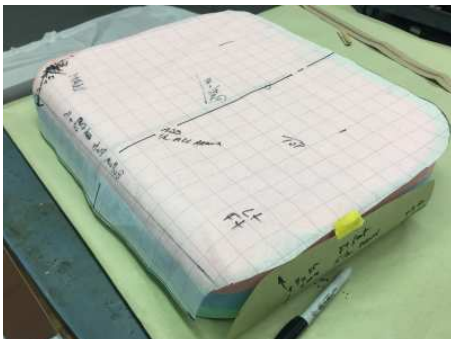
looks like? The sound of crickets was the only response from all current Travel Air historians, restorers, museums, on and on. Fortunately, N6478, a Hisso Travel Air, had been used for factory advertising photos. More plundering around, got a lead that prints of these photos were in the Beech archives at Wichita State University. Last August, I started communicating with one of the librarians.

January this year after I told them that I was going to head to Kansas to help them find the photo, it got un-missing a day later. This gave me a clear enough photo to reproduce the artwork in CorelDraw that the painter could reproduce. To the best of my knowledge, this is the only logo like this in captivity. The Banks Flying Service logo is a guess. All we could tell from the photos is there are ribbons with some lettering in them. The same logo appears on one the Travel Air 6000s owned by Banks in addition to references to his flying service in the aircraft records.

In your thirst for knowing all of this, I will also mention the painting of the “N” number. It’s not quite per the *Brimm and Boggess* template. It was done by a journeyman painter who painted the numbers like he wanted. This airplane and several other Travel Airs were obviously done by the same hand. As we talk, the airplane is all assembled and awaiting the “official viewing party.”

While I am on the subject...I did add one more skill during winter shop time...upholstery. I have already collected several stories from members who have a retired ace upholsterer living across the road who works for a bag of Oreos plus \$2 an hour. ...just not around here. ...and I didn’t really know what I wanted, so...

Last year, I bought a slightly used walking foot sewing machine. It doesn’t do zig and zags, but it will sew through a 1/2” of leather. It sewed at Mach 2. I slowed it down to Mach .13. (do the math). This was important secret #1. You can learn vascular surgery on Youtube...as you can making seat covers...if you live long enough. My first approach was open one of Lynn Dawson’s sofa covers when she was out of the room. This led to Important secret #2: *sailrite.com*. They have an outstanding set of tutorial videos on everything I needed to know except how to do cockpit combing. They also sell all the stuff you need except feder-



ale approved seat foams and materials. After slowing things down, setting up the sewing machine, learning how to make seams, how to go around corners, and generally not paint yourself into that corner, everything else was relatively easy.



Now you come to Secret step #3. If you make an accurate pattern, with seams and such thought out, you will make a good part. Final score: Parts made 7, Killed 0.

Cockpit combing is for another day...A photo I took last summer of an uninstalled combing held Secret #4. Any way...here’s a few photos.

Harry is On the Roll

For the first time in 12-1/2 years, **Harry Ballance's** Stinson SR-5 is rolling under its own power. Sure is a lot of progress in the past two months!! Those giant landing gear fairings would be a career choice if they need much work, but I suspect the rest of the sheet metal is very close. This airplane will be in the air shortly! Go Harry!



2nd Annual Young Aviators Fly-In

Looking for a good excuse to come camp out at Triple Tree for a couple of really pleasant days in June? Go to the TT website and sign up for this fly-in. It's Friday 21 June thru Sun 23 June. The good part is that this fly-in helps support young people getting the kind of experiences and exposure that sent a lot of us over the edge. Sweat equity and diligence in their training process resulted in young **Ben Templeton** soloing this J-3 on big number 16!



While it Rained...

...on **Buddy** and I, some of our friends got to do some flying during the past few months. **Walt Weaver** and **Susan** still made several Wednesday lunch trips and our friends in FL, **Carpenters, Steve and Lynn, and Terri Hull** got to attend a big gathering about every two weeks. Note that they kicked up **Gary Winter** at



a couple of these gatherings.



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
2-8 Sep	Triple Tree Fly-In See TT Website
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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Spouse's Name _____ EAA Member? EAA # _____
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"Flying Time is here, follow my smoke!" Tom Callender