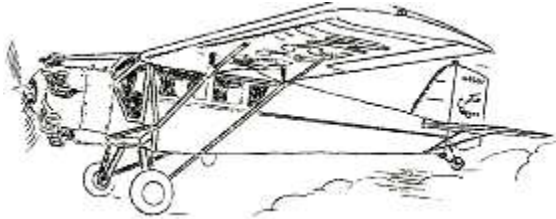


ANTIQUAIRWAYS®

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



*This Foundation is an IRS 501(c)3 non profit Corporation.
We welcome your tax deductible contributions!*

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

May-June 2014

Jim Wilson—Editor & Publisher

This year I can truly state that flying season has begun. Normally, we fly throughout our moderate winters here in the southeast. Not true for the winter of 2014!! Those beautiful flying days have really been scarce. As I see it, pilots who were “incarcerated” by the weather this past winter made a break and headed south to Sun ‘n Fun where the attendance skyrocketed to 20% over the average for the past ten years. Is this good news from Sun ‘n Fun a sign that sport aviation is making a resurgence? I think so.



At our spring board of directors meeting your board passed a measure where all VAA3 members 85 years of age and older and who have been a member of VAA3 for the past 5 consecutive years prior to turning 85 will be granted a free Lifetime Membership to our club. Congratulations to all who qualify! We really do cherish your membership. (Note: Membership Chairman Gayle will be mailing dues notices within the next week. For those who qualify for the new lifetime membership there will be a box located on the renewal form for you to check. If you forget, don't worry about it. We already know who qualifies and we'll take care of it for you!)

I have recently accepted the position of North Carolina State Liaison for the Recreational Aviation Foundation (RAF). The RAF mission: “Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide.”

The RAF compliments the missions of EAA and AOPA and adds another dimension of advocacy (protection!) to our constant endeavors to maintain our rights and way of life in the world of sport aviation. I look forward to working with this fine organization whose goals are so critical to the sport aviation movement and most certainly critical to the vintage aircraft movement.

I have been working through the annual inspection on my 180 these past few days and am looking forward to the flight to Roxboro in a few weeks. I have pulled a few things out for the auction thinking that these are things that someone cannot live without! We have some fun “stuff” planned.

See y'all at Roxboro! Happy Landings! *Susan*

It's Renewal Time!! ...and other Chapter News

'Round about this time, you should be receiving renewal notices. If you are a pilot, please turn over the notice to a spousal unit or other to write us a check....We will gladly take renewals at Roxboro unless it rains again and you can't come, which will cause you to be overdue until November or February unless you take my suggestion. Your membership is important to us. Barbara's children are hungry and she has bills to pay. Also, don't be bashful about asking for the email version...much better photo rendition, and Ms Eileen doesn't have to lick that half dollar stamp.

Our Chapter Facebook page now has 159 members...most are members and some are not but should be... Bottom line, it's a great portal into what's happening now in our organization. It is safe...but no one needs to know where you live or your correct birth date.

The Roxboro Fly-In is coming up...get a room...today! Yes! We are having another Auction! Bring Stuff, Bring Money!

Cross Cotillion is coming too...Memorial Day Weekend

Saturday, May 24th to be exact. Same drill as last year...Bring a plate to pass; we will issue drinks and nitrate laden tube steaks cooked to perfection...well, cooked. We attempt to eat somewhere around noon thirty.

You will probably notice a large blob of water on the approach end of 27. Note the displaced threshold! You can make

a nice low approach over said water and have 2800 feet in front of you. Yes, it is wet here...swamps are at full pool. Photo was taken at the first Cotillion in 1990. Left to right we have Wil Hewett's Cessna 140, Buddy Wehman's Fleet, Hal Bishop's Stampe, my Stampe, and George Farnsworth's Waco Taperwing. Of note...George just turned 90 early this year. He still flies either the Taperwing, his Straightwing, Stearman, or KR-21...when he's not towing gliders. With appropriate directional guidance, he will be attending.



Private Airports...again

Our bill to amend the South Carolina's Recreational Use Statute is still tied up in Committee. Kathy Hegenberger, Rob Traynam, from Triple Tree, and myself did get a chance to testify to a Judiciary sub-committee on the subject. Thanks very much to all the members that contacted the committee and their legislators. Hoping...Hoping to get this moving during this legislative session. Susan, as the new RAF Field Marshall in NC, will get the process started in North Carolina. Bob Epting's email also noted the loss of the Kimrey private airport near Burlington. Loss of these airports make this work even more important.

Roxboro— What you need to Know

Thursday May 1th to Sun May 4th

Don't forget the AUCTION!

Hotels for Roxboro

Innkeeper Roxboro

\$64.99+tax

1-800-741-5072 or 336-599-3800

Hampton Inn

\$99.00+tax

1-800-Hampton or 336-599-8800

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

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 are clueless as to 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. **Also...** We are going to collect a one time \$10/head for the weekend for van transport.

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: **We provide transport to everything you don't have to fly to...**

Thurs May 1,

Early bird dinner in town 6 or 7ish

Fri May 2

1000

Fly-Out Departure time to Lake Ridge Aero (8NC8)
Aircraft projects & Burger Cookout!! Lunch around Noon.

1830

Dinner at The Homestead
(Fri and Sat, we will provide transport from the airfield both from the hotel and the airfield)

Sat May 3

1100

Concession lunch 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...)

2000

Auction!! Bring lot's of cash/blank checks!!!!!!

Sun May 4

Depart for home when you have had enough

Why Winter is Good...

Trying to find something positive to say about it...after this past winter, it is very hard. While I spent most of my winter digging, cutting trees, and working on a porch, a couple of our folks are really stepping out.

I received some nice photos from Stan Sweikar of his latest-longest project. It is a 1941 Culver Cadet (LFA) project, NC34883, powered by a 100hp Franklin 4AC-199E3 with high compression pistons. It has found its way back into his shop after a few years delay of game. Seems that he bought the airplane in 1965 and did the bulk of the restoration just after moving to Winston-Salem and going to work for Piedmont. The original plan was to re-engine the airplane with a Lycoming O-235. Purchase of his Cessna 195 stopped progress for thirty years. (I know how that works.) He sold the project in 1998 when he ascertained that easily getting field approval for the engine change was a non-starter. In 2012, death of the Ohio owner gave Stan the chance to buy it back. It was basically untouched during that period, so except for a little



freshening up, the restoration work was well along. He decided to retain the original engine and overhaul it with NOS upper end (cylinders, pistons, valves, etc).



The aircraft will be covered with the Ceconite/Randolph system. Control surfaces are covered and the wings are ready for rib-stitching as I write. It may take a while, but he doesn't ever give up!

Errata from March April AA

Larry Harmacinski noted that Ilse does the flying during Ford re-position flights and he cools it. Here is the missing detail to the right...

Bob Epting's Cub was also in the photo with Harry B. and all the

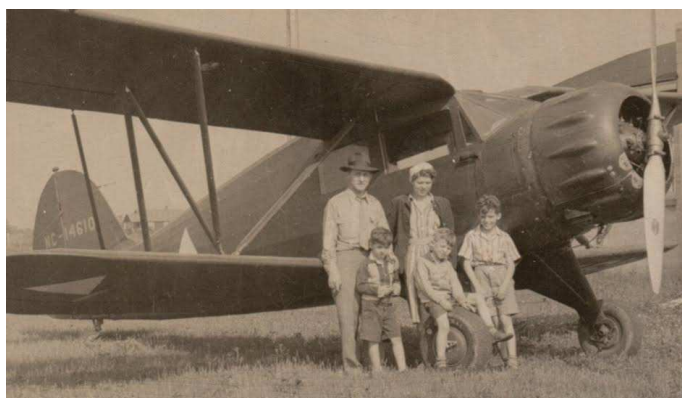


Cubs. Thank you for painting the "N" on it!



Small World Section

After getting an early morning enroute wash job, we flew up to the Chili-Chow down at Triple Tree on Feb 8th. Another grand and well attended event! One of the first people I ran into was Joe Baker and his Dad Brian. They related the story of Brian's dad, Ray Baker, flying a Cabin Waco for the CAP in Pascagoula, MS during WWII. This caught my interest as my Waco was also used by the CAP at Pascagoula. Subsequent



records check showed it was another airplane, but they were obviously kissing cousins on the ramp. The photo shows Ray and Brian with the Waco.

In one of Joe's emails, he asked if I knew Kathy Hegenberger. She and Rick had also flown up to TT; Kathy and I were going to talk to the assembled pilots about the RAF and RUS. (see Pg 2). A few more emails yielded that Joe's great Aunt Judy had married Rick's grandfather, Albert F. Hegenberger (Google him in the National Aero-

space Hall of Fame), at the time based at Hickam Field just prior to the attack on Pearl Harbor. Rick writes about them during the attack:

"My uncle Bob Hegenberger was on the roof of the house with a .22 shooting at the Japanese planes while Judy and her daughter Jerry (by a previous marriage) were under the dining room table. They went back to Washington in early 1942 when they were evacuating the dependents from Hawaii. Judy had a brother that was a flight instructor named Ray (Joe's Grandad)." And then it gets better yet...

As Rick noted, Ray was a flight instructor. Seems that in 1938, Ray Baker had given Albert C. Hegenberger (Rick's *dad*) some dual instruction in an Aeronca during 1938 prior to his entering West Point. Rick still has the log book with the entry. Unfortunately, the airplane is no longer on the registry.

That story sure got wrapped around the axle from a simple question...Hi Joe, how are you? Seems like we are not just philosophically linked, but genetically as well. That's one of the reasons we go to all these fly-ins. It just ain't about the airplanes.

On a similar subject, last summer, I got a call from a lady out west who found that I was caretaker of the KR-21 that her father owned in 1938. She was surprised that the airplane still existed and was flyable. She added volumes to the airplane's history. I received the first two missing logs, information on one of the previous owners, lots of cool stuff about a long gone airfield (Cowanesque-Photo) in the Knoxville, PA area...and most importantly some photos of the KR in between gear, center section, and wing replacements due to accidents. One of



these photos is on the back cover. There is evidence of some of that battle damage on the rudder. It is also apparent that the airplane had already received a Fleet nose bowl due to one of those mishaps. Could we be related? Oh my!

Bob's Piet:

Folks periodically ask if it is hard and takes a long time to cover an airplane. The simple answer is that if you can read, it is not hard and can be done in a very short period of time if you work at it. There are many systems to use, but in my opinion, the best documented one by far is the Poly Fiber process. If you do it exactly as they say and spend lots of time with the iron taking care of the details, you will get a very long lasting and beautiful cover job. Bpb Coolbaugh's Pietenpol project is a good example. I freely filched some of his photos from the Pietenpol group's Facebook page. Note: These owner groups on FB are great for following projects...Needless to say, they lend a lot of encouragement for people in the middle of a project and can provide almost immediate technical assistance. This is big stuff when the focus in our national magazine is about flying with your dog... Lots of great progress, Bob, in spite of the winter weather



The photo series from left to right spans approximately Mar 20 to Apr 5. Completed covering also includes the wire wheels, tail and center section. OK...he had a little help...Tom Lavery and Rick Clarke learned how to cover during this job. Won't be long!

Spark Plugs

Don't go crazy...this is actually about spark plugs... Last year I started noticing that electrical noise was creeping up in my Waco. When I first got the airplane, it was very high on the battery ignition side...even after taking care of all the obvious stuff, there was no change. One of my 3 AM thoughts was that the engine had new surplus spark plugs...with no resistors in them. Installing resistor plugs instantly solved the problem.

When the noise came back again, I suspected the plugs. Having read a good bit about excessively high resistance problems in Champion plugs, I checked 'em out. Of fourteen 500 hour plugs, none of them had an internal resistance of less than the maximum 5,000 ohms...a few were up in the infinity zone! Removing the resistor from the plugs and checking yielded the same result.

One of the selling points of the Tempest plugs, is that they have a integrally cast resistor that stays stable. I have read arguments from both manufacturers, but the bottom line is that at minimum, Champion didn't have a capable, consistent) process. Bye, Bye Champions. The new Tempests look nice in their nickel plating, but they start to rust almost immediately...hopefully they will work better. Yes, the radio noise did go away with the fresh set of plugs. The Tempest web site explains all of this in detail. A good volt ohmmeter will sort 'em out. This test is no substitute for all the other spark plug maintenance and checks, but our older magnetos, ignition systems, and hearts don't need any additional stress.

2014 Calendar of Events

- 1-4 May Roxboro Spring Fly-In
24 May (Sat) Cross Cotillion Cross, SC (SC37) Bring a Plate to Pass
7 Jun (Sat) Fabric and Tailwheel Lunch at Triple Tree.
28 Jun (Sat) Fly-Out for Lunch Gilliam-McConnell Airport (5NC3) Carthage, NC
3-7 Sep Fly-Out to Triple Tree Fly-In Woodruff, SC (SC00)
2-5 Oct Camden Fall Fly-In
18 Oct (Sat) Susan Big Food Day -Covered Dish-Walnut Cove, NC (13NR)
1 Nov (Sat) Fly-Out to Star, NC for lunch at Martha's -Montgomery County (43A)

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!

Name _____ (Nickname) _____

Spouse's Name _____ EAA Member? EAA # _____
Y N VAA # _____

Telephone/Email: _____

Address _____

Airplane(s)/Projects & N # (s)

E-Mail Full Color Newsletter or snail mail?

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Cross, SC 29436



1930 Fairchild KR-21 NC362N taken around 1937/8