

ANTIQUÉ AIRWAYS®

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



*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 2015

Jim Wilson—*Editor & Publisher*

As you all read this newsletter, I would venture to say that not many of you ever take notice of our newsletter heading section. After all, it is a little more than a few lines and drawings and except for the occasional small change, the heading section remains the same month after month. But that heading quite nicely lends itself to telling our story. Let me explain.

Firstly, the name of our newsletter is, of course, ANTIQUÉ AIRWAYS. That name was conceived by Golda Cox after Jack volunteered to become our second newsletter editor taking over from Evander Britt. Jack held the position of Newsletter Editor from the early 1960s until 1969 when Paul Poberezny whisked both he and Golda to Wisconsin and of course, to EAA. Jack went on to become Editor in Chief of EAA's Publications and Golda became the Managing Editor of EAA's Publications until their retirement. I have always thought that one of Paul's greatest personal and professional assets was his ability to recognize talented and capable individuals! (As an aside, deceased VAA3 members Tom Davis and Zeke Saunders had the same talent.) It was during Morton Lester's second tenure in office in the late 1990s that we trademarked the name ANTIQUÉ AIRWAYS.

And our name! It was originally "THE NORTH CAROLINA- SOUTH CAROLINA -VIRGINIA ANTIQUÉ AIRPLANE FOUNDATION, Inc." Descriptive but verbose. That was shortened a little to our current CAROLINAS VIRGINIA ANTIQUÉ AIRPLANE FOUNDATION, Inc. about 6 years ago.

Our logo! It is not only beautiful. It has meaning. This logo is relatively new. It was about 7-8 years ago that I mentioned to Jack Cox that we really needed a "redo" with regard to our logo. Jack, again, stepped forward and volunteered his expertise to design a new logo for us. Jack, by the way, designed the original logo for EAA's Antique Classic division and for EAA's IAC Division (International Aerobatic Club). Jack, as usual, did a magnificent job. The airplane depicted on our logo is a 1928 Travel Air 2000 with an OX-5 engine that at one time belonged to Ernie Webb from Charlotte, NC. Ernie was a staunch supporter, officer and one of the founders of our organization. Please notice the Carolina Blue sky in the background.

The drawing of the Curtiss "Robin". Jack would always place a drawing of a member's plane in the heading during the time that he served as our NL editor. The plane depicted was owned by deceased member Sid Shannon from Fredericksburg, VA. Sid would on occasion fly this plane to one of our fly-ins. At times, our fly-in was held at Sid's place. He owned both the airport and the host motel as well as an air museum. Sid's museum collection of antique planes is now part of the Virginia Aeronautical Historical Society Museum in Richmond.

We are a 501c-3 under the IRS Code as noted on the newsletter. We applied and were awarded this status about 7-8 years ago. At our core, we are educational in nature. And, yes, your contributions are tax deductible.

Our website. Apologies are in order here. We are currently reworking the site.

Facebook. We are a closed group. We are listed under our name, CAROLINAS VIRGINIA ANTIQUÉ AIRPLANE FOUNDATION Inc. This is the brainchild of current members Bob Perkins and Steve Roth. Facebook gives us the opportunity to communicate with one another at any time. Remember: Communication is at the very foundation of any successful organization.

Lastly, is our newest entry to our heading, "Recreational Aviation at its Finest", which is pretty much what we do along with our higher calling of preserving antique airplanes, their engines, and the history of aviation for future generations.

I look forward to seeing all of you at Roxboro. *Susan*



Roxboro—What you need to Know

Thursday April 30 to Sun May 3

Don't forget the AUCTION!

Hotels for Roxboro

Innkeeper Roxboro \$64.99+tax
Hampton Inn \$99.00+tax

1-800-741-5072 or 336-599-3800
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 Apr 30

Early bird dinner in town 6 or 7ish

Fri May 1

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 2

1100 CVAAF lunch on the field. Don't miss this...
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 3

Depart for home when you have had enough

March Madness...Goin' to the Big Dance

Busting my bracket to me is a crack in something that holds the cowling on... My big dance is **Phil Essey's** fly-In. Those of us south of his field had one pretty nice day...those north not so good. We saddled up the Cub and had a great day of flying, checking on Phil's collection of aviation (shown



below the Laurinburg-Maxton Air Base wind tee and airfield beacon tower), his agricultural artifacts, and enjoying a day at a great grass airstrip picnic. We hadn't been there long when **Barry Avent** in his Corsair, **Dr. Alex Newsome** in the P-51...

with Barry's daughter.. and **Wendall Hall** in his T-28 came by to cut the grass. Nothing like the sound of big iron on a quiet grass runway! I know the flyby helped Phil test his new check valve. It was a great day! On the way back, we stopped for fuel at Bennettsville and got to talk to Barry...he's the airport manager. That airport looks like a new dime! I even heard the phrase, "new hangars." Wow! Those of us in the Charleston area have long lived with local governments that seem to do everything they can to limit growth at GA airports. I'm sure that isn't going on anywhere else... Anyway...thanks Phil!!



May Lunacy-The Cross Cotillion

It will all happen again on Saturday 23 May at Crosswind-Wilson Pvt, Cross, SC (SC37) if Phil Essey gives me my hot dog cooker back. She looks very happy (photo above). We eat said hot dog (s) and the great plates of chow graciously brought by people that feel sorry for her around 1234 hours. You can come anytime...the day before, after...whatever. Hopefully it will dry up a lot of a bit by then. Runway is 2800 feet right now....meaning a displaced threshold on 27. Land on 27 if possible. This is *the* social event of the year in Cross...don't miss it... Email me if you want to really know what is going on or check on field conditions.

Give us your parts, your children, your car...

We want to *auction* them off; like this fine example to the right. This has **Olene Phillips** written all over it. A couple of times I have seen her get out of an airplane wrapped in a blanket. This small/long insulated flying suit in new condition would be a perfect Christmas gift. It was worn once by a famous fourth generation aviator. **Ray Bottom** had one just like this that he wore in the B-36. This and more good stuff you just can't be without...



The New Guys

We have some...some are documented, some not. I'd for you all to be documented...so send me a photo, story, make something up...or I will...

Anyway...**Mike Edwards** from Greensboro has joined. He is a long time pilot who flew a Baby Ace for many years until he wore it out. After a break from aviation, he re-discovered his real calling in an Aeronca 7AC. He is also now restoring the Ace. Mike is an AP mechanic/job planner for Timco. We will look for him at all the places Champs and Baby Aces can fly into...which is everywhere.

Dr. J. Doug Snowden, a dentist and pilot from Timmonsville has joined. He took us to lunch last year at our Camden Fly-Out...and brought us back.

And then...along came **Scott Martin** from Hilton Head, SC. Scott appears all over the place in his *BiG* yellow and red 450 Stearman. Scott (I) and his son Spencer-who also flies the Stearman and the airplane are shown in these Dean Wingard photos. Scott is a second generation *test pilot!* His father was a NASA test pilot for 30 years. As a young guy, Scott got in one of the first F-16 test aircraft at Edwards...this setting the direction for his life. He subsequently spent 20 years in the USAF as an F-16 pilot and then got a billet to the test pilot school at Edwards. He was involved in testing both F-16 variants and the F-22. He is now a test pilot for Gulfstream in Savannah. He was visiting a fly-in in Florida, several years ago and a guy gave him a 5 second ride in a Stearman. He then set an immediate course to find and find out how to fly one. Let's see do I know anyone else that bought a Stearman like that??? If you are going to get a Stearman, start out with the 450...if you are a test pilot ...



Dan Ward of Linwood, NC took the bait. Dan is a third generation aviator... he never even had a chance at a normal life. Dan has been around for many years operating a restoration shop based at Twin Lakes. At least one of our member, **David Byrd** is sporting around in an airplane restored by Dan. One of his recent completions is this Aeronca L-3. Here is Dan and the airplane after being accosted by **Susan** and fellow Twin Laker **Jeff Anderson**.



Dan Ward Cont. I saw on one of my favorite news sites, that Dan had restored an L-3 Aeronca with a nickname of Raggedy Ann.



That rang a bell. Immediate investigation immediately indicated that this was indeed the L-3 that was owned by a good friend of mine, Bill Shatt. Bill had a maintenance shop at my hometown Sussex, NJ airport. He owned the aircraft for over thirty years. It was featured as an article by Budd Davisson in one of the last *Air Progress* magazines (Nov 83). The airplane was trimmed in light blue with a big painting of Raggedy Ann on the side. Bill did maintenance work for some of the aerobatic greats of the seventies...Leo Loudenslager, Jim Roberts, Harry Shephard, and Larry Kingry (the canopy to canopy routine with two Waco Meteors/SF260). Every Friday afternoon, Bill shut down the shop for the Friday airport cook out. Those were some good airport days...but back to the story. Dan has restored the airplane back to the original L-3B configuration. It is about to fly... hopefully we will see it at Roxboro! Welcome aboard to all y'all!

World Renowned Doctor Visits Cross

It was a 336 prefix...so I answered the phone. Unusual in itself, but only airplane people would ever call from there. It was **Loren Buchanan** from Wilkesboro. He and Nancy were out on tour and somehow found their way to the suburbs of Cross. He used to visit me frequently back when I had a hangar at the private strip at Jedburg, SC back in the mid-seventies. At the time, he was an Air Force Reservist doing his time at Charleston. As an Air Force Veterinarian, one of his main jobs was inspecting meat for the commissary. In many parts of the world, that is a Very Important Job! We always have a good time swapping stories. After showing him the Travel Air project, I collected his entry into flying. Loren was on active duty at Homestead AFB. One of his friends was a pilot and well you know the rest. He decided it would be best to buy and airplane to learn to fly. At the time, airplanes were airplanes...any would do. He found a Swift for sale locally and snapped it up. His buddy agreed to go pick it up and give him flying lessons. The first landing was actually six or seven landings. This was followed with the suggestion that he go find some one else to give lessons in the airplane. The next instructor got the job done and Loren got his license...even in the face of the local 'experts' telling him that the airplane was a death trap...good words for a new student!?! Loren noted that the instructor had a bit of a tick. When flying lessons were done, the ticks frequency doubled. This ends one of the best learn-to-fly stories.



Better Red...

It's **Harry Ballance's** 1934 Stinson SR5. His father's airplane. Cleaning, priming, and painting that fuselage is not for the faint hearted... and getting all those stringers aligned...right Susan?



It's a Wing...

As always...a learning experience. This is the top wing of my gonna be speedwing Travel Air. The wing is shorter and thinner than the "standard" elephant ear or round tip wings. My wire fittings are all inside the wing that is barely thick enough for the spar fittings. Bottom line...everything has to be made exactly to print and the order of assembly has to be completely thought out beforehand or it just isn't going to go together. So far, so good. The only way anything is coming out of this wing is with a chain saw. It also must be built together with the center section as the butt fittings have a top and bottom bolt...as if it were a cantilever wing. The small amount of dihedral has to be built in. As the ailerons are close to full span, I chose to build them first on a flat table and match trailing edges and tip bows to them.

How to work on the bottom of these wings in comfort? Modify the office chair with a little welding and a large bolt. Probably not done with this yet, but what I have works great under wings and engines. Adjusting valves on an in-line?

Tip bows. Making cool shapes out of wood is always fun. The only not fun part of this was quickly getting resorcinol on both sides of seven flimsy pieces of wood. Clamping them side by side with a

couple of thin strips of wood for adhesive application made that doable.

Backing up a little, I made the inside form to the exact finished inside shape minus 1/4" to give just a *little* installation tension. I cut 3/16 thick laminations, soaked them in a PVC tube of hot water for 4 hours, stacked and clamped them to the form. I let them dry for a day clamped, and 1/2 a day separated. That put in enough curve so as not to break the strips when pulling to

final shape. Again, you have to get the resorcinol on quickly before the solvents dry. When clamping... note the number of clamps..., you have to also pay attention that the stack of laminations doesn't shift like a stack of dimes...more clamps and blocks. It all looks like a mess coming out of the form, but the sander cleans it up and gets it rounded quickly. Did I forget to mention to make sure that you have a piece of wax paper or mylar tape over the form before you clamp it all up?? Piece of cake...

One final hunk of wood working free advice. The dead flat surface of medium density fiberboard (MDF) is always your friend. Sticking a thin 3M adhesive sanding disk (I use 180 grit ceramic) to it makes for quick and easy flat finish or adhesive preparation on small pieces.

Still plenty to do before getting on the bottom wings...another bad winter needed.



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!

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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This was too good to pass up...our spring fly-in sometime in the seventies. The Louisburg, NC crew of Joe Ball, Vernon Dickerson (his Cub, N42959), Al Peoples, Squeak McKinne, and Larry "Kid Rock" Peoples-on the tire.