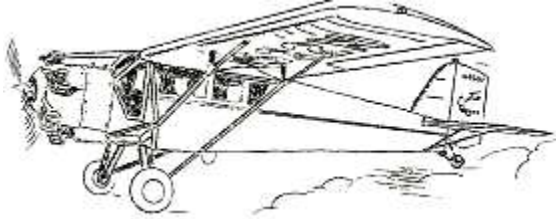


ANTIQUAIRWAYS®

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



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We welcome your tax deductible contributions!*

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

May-June 2017

Jim Wilson—Editor & Publisher

OK guys and gals—it's that time again. Sun 'n Fun has officially (Or unofficially!!) kicked off the flying season. Get to work and change the oil in your plane to a summer weight, get that bird washed and waxed and update your charts! It's time to go flying again on a regular basis and without preheating the engine on your plane. For the first time in a while I sense a level of excitement in our aviation community. I've asked myself this over the past several months: "Is there really a rekindling of the "flying flame" (passion for aviation!) or do I stand alone on thinking that?" Meaning: Could this really be happening or am I seeing something that's just not there?! There are those of us who never wavered and we all know who those flyers are. The "hard cores" as I call them. We have a few new hard cores in our group. Just to name one—There is Mike Bowen who over the winter purchased David Augspurger's Ryan PT-22 and flew this open cockpit plane all winter. That reminded me of the stories that Zeke used to tell me about instructing in the PT-19 throughout the winter in the CPT program in the early part of WWII. Zeke carried to his grave a facial scar that he received when the goggles froze to his face during one of those flights. The greatest generation? Absolutely!! Soooo—Here's a toast to rediscovering the pure joy of flight!



I spoke to member Jimmy Dean by phone a few days ago and decided that it's time for me to take the 180 over to Cameron, NC and into Jimmy's private airfield named Dean's Wings Past (8NC1). Jimmy has been hard at work on his straight wing WACO project—a plane that he has owned for many years and one that I am very familiar with. Jimmy bought this plane from Jack Austin of Timmonsville, SC. Jack had purchased this plane from the estate of M. B. "Dusty" Huggins. As you will remember, M. B. was a long time and very dedicated member of our club. (As an aside, we are on the fourth generation in that family as far as club membership is concerned. M. B.'s great grandson, Little Sonny Brown is and has been a member for many years.) M. B. used the WACO as a sprayer years before Jack bought it. M. B. got out of the spraying business when he went to work for SLED (South Carolina Law Enforcement Division) as a pilot mainly searching for moonshine stills and later for marijuana fields. It was still a sprayer in the Restricted Category when Jack bought it. It reeked of whatever not good for us poisons M. B. had used over the years. I can attest to the fact that there was not a single insect in the WACO hangar at Huggins Memorial Airpark in Timmonsville! Anyway, I helped Jack (as an Authorized Inspector) get this plane back into the Standard Category. Now Jimmy is restoring this much used and abused plane back to original. It will be great to see this plane fly again!

I am really looking forward to Roxboro. See you all there. *Susan*

P.S.: See Jim's notes on Roxboro elsewhere in this newsletter.

Roxboro—What you need to Know

Thursday 4 May to Sun 7 May

Hotels 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 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.

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 4 **Early bird dinner in town 6 or 7ish**

Fri May 5 1000 **Fly-Out** Departure time to Lake Ridge Aero (8NC8) 20mi SE of KTDF
Aircraft projects & Burger Cookout!! Lunch around Noon.

1830 Dinner at The Homestead

Sat May 6

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...)

After Dinner...a Silent auction!

Sun May 7 Depart for home when you have had enough

Cross Cotillion XXVII

It keeps coming back like a bad penny.... Last year's hot dogs even got us on the Poison Control Center watch list. So...Saturday, 27 May, whip a dish of something; take a chance and fly on down. We have already had every known weather condition except sleet, so it could be nice. Early arrivals and late departures are authorized. As always, wind permitting, land on

27 as it gets you off the runway faster. If you do use 9, the red balls are *not* on the top wire. There is a sock and two flags, so check winds first. Check out the airfield on Airnav.com. Look up SC37. Those who have been here before will note all the tree cutting that has taken place...you are at the right place. (Left-Early Arrivals)



(Breaking News)

Pat & Frank Barber picked up during FAA Surveillance Operation

On 8 April, Susan hosted an FAA maintenance seminar and lunch for EAA Chapter 8 and CVAAF members at her aerodrome. During the presentation, Tim Haley, GS) FSDO had several slides honoring the Barbers for their almost 150 years of aviation experience! ...and if you need a BFR...lower right...here's your man! Congratulations to the Barbers and thank you, Susan!



Frank has renewed his CFI which he has held since 1944. That adds up to 73 years of flight instruction which is amazing. Frank never had a private pilot license as a pilot had to be 18 years old to get one in that era. He accumulated the logged time and experience needed for a commercial license followed by the CFI, all of w which he accomplished on his k18th birthday. Congratulations to my incredible husband for his ability to keep flying and to continue as a flight instructor for so long!!



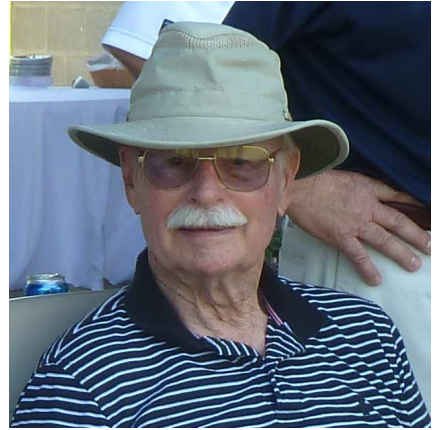
Gone West



Howell C. "Nick" Jones, Jr., passed away at home at Huspah Plantation, Sheldon, SC on 11 March, 2017. He was 89. Nick was a South Carolina low country icon. He was a gifted pilot who had to use his "gift" to get him out of

"situations" literally hundreds of times. He was never badly hurt in any of his many crashes and forced landings. I knew Nick from the early seventies and I am sure I only know parts of his story.

He was raised in Barnwell and Summerville, and after a short stint as an Aviation Cadet in both the Army and Navy, received a degree in Civil Engineering from the Citadel.



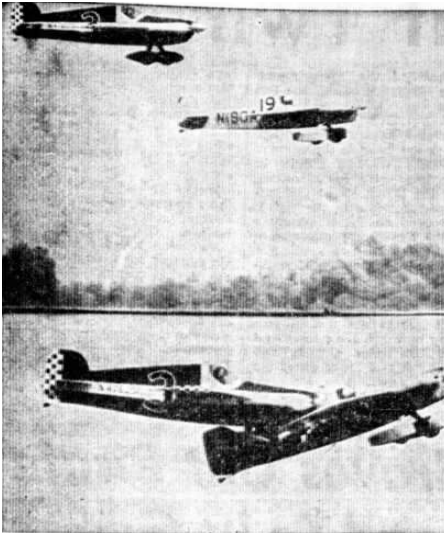
He worked as a structural engineer for approximately 15 years. He received his pilots license shortly after the end of the war... and quickly knocked the gear off a Fleet biplane buzzing a girl friend's house. It gets better exponentially. He started racing Formula 1 in 1963. He built three racers in his home in Summerville. Only one, *Mother Holliday*, (photo next Pg) is still in one piece; now owned by Eddie Saurenman. A high speed pull up at Reno took the wings from the first, and a 1966 mid-air at the Washington, DC air races held at Frederick, MD made another one generally unusable. (photo sequence at left).

Nick married Elaine DuPont Loening, who at the time was racing a Meyers 200 in Powder Puff Derby races. She was a Dupont decendent, and at the time married to Grover Loening's son. Her family also included connections to Sir Francis Chichester. When Nick entered the picture, they soon moved to Huspah Plantation, just northwest of Beaufort, SC. Nick occasionally flew the Meyers...until the propeller came off and he put it in the marsh. In the meanwhile, he slid his Lockheed 12 into a farm lot coming back from Reno. Fuel starvation in instrument conditions at night started the accident sequence....again no major injuries...not so for the airplane!

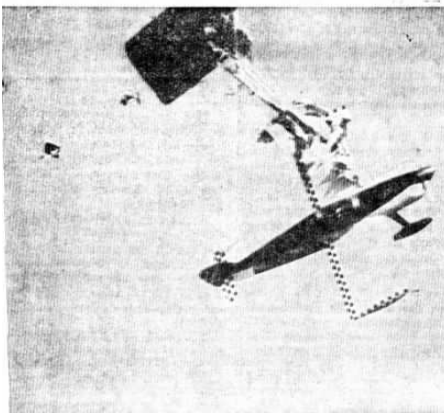
Nick either could not see or never looked at fuel gauges or timed his fuel burn. He ran out of gas twice in the same day with his Cessna 210. This airplane probably had 1/4 inch rivets, it had had the skins drilled off and replaced so many times!

I made the mistake of letting Nick fly my clipped Cub once...he didn't run it out of fuel...he ran it out of oil... doing endless slow rolls. He came back with a barber pole of oil wrapped around the fuselage.

Nick was a brilliant designer. His four place, 300 MPH *White Lightning* (photo next pg) set several world speed records.



MID AIR COLLISION — Two planes collided in mid air Monday afternoon during the Washington National Air Races in Frederick, Md. In top picture pilot H. C. (Nick) Jones Jr., of Augusta, Ga., and Jerry Quarton of Sonora, Calif., in bottom plane approach each other as they pass the grandstand. The second picture shows Jones' plane crash into the wing of Quarton's plane. (AP Wirephoto)



TUMBLING—This is part two of the sequence air collision during the Washington National Air Races. This picture shows the plane of Jerry Quarton (top) tumbling after it and the one below, piloted by H. C. (Nick) Jones collided in front of the judges' stand. Neither pilot was seriously injured. (AP Wirephoto)

More Nick...

He ran out of gas a few times with it also...including a landing on the Interstate Highway median in Wilmington, DE. He followed this with a single place go fast airplane, the *Lightening Bug*. It was fast, and was also dead stick tested at least two times. This project led Nick and his son to operate the Two-Stroke Engine Co., in Beaufort. Nick also created and managed the Lowers-Baker-Falck Oshkosh 500 contest held at Oshkosh. Somehow, his aviation accomplishments overshadowed his record of unscheduled landings, and Nick was named South Carolina Aviator of the Year in 1998. Again, I promise, I have only captured a small cross section of his aviation "happenings."

Nick and Elaine had a son and daughter, and two step children. In a sad twist of fate, Elaine, Eleanor, and Howell III were all killed in separate catastrophic accidents. Nick's powerful personality allowed him to power through this extreme misfortune and continue his aviation interests and his love of animals, especially horseback riding. The ideal place to be in Nick's world was to be one of his animals!

Whether it be Formula 1 racing, doing snap rolls in a J-3, (only three broken longerons resulted), flying relief supplies to Haiti, flying the CA-FÉ 400, arguing that the South was really the victor of the Civil War, explaining some aerodynamic point to Steve Wittman, or designing some part of an airplane on a restaurant menu, being around Nick was always interesting. He was a great guy who will forever trigger a cool story and be missed by everyone that knew him.



I Hate...

Poly Tak and Aerothane Catalyst cans!!!

No matter how carefully you clean the tops, lids, etc. you are gonna have to get the channel locks or a hammer to get it open the second time. I got really tired of that, and made a Poly Tak closure with a piece of Delrin rod with a slight taper turned on one end. So far, it works 947.5% better than the screw cap! It actually seals the can better, and you can even get it off...wow! This was my breakthrough idea of the month... I think I will now work on medical implants...



Around the Patch

The rest of the story on peel paint. Last year, a couple of days before heading north eventually winding up at Oshkosh, I painted the CAP Coast Patrol emblem on the Waco with auto parts store "peel paint"...hoping it would a) stay on for a couple of weeks flying in rain and such, and b) it would come back off as advertised. Just as they say, roll it off with your fingers and it comes right off! Need temporary artwork on your car or airplane?...this is the stuff. The finish on the Waco is Aerothane...I would definitely do a small area test before I used it on Poly Tone.



In February, I stopped in and checked on **Bob Coolbaugh's** progress on his Viking Kitty Hawk restoration. Fuselage is now in white base coat. The coat of white makes light colors and red really "pop." It also gives you a last chance to see and fix things you don't see with the flat silver. This airplane is being done with Ceconite and butyrate.



Wing panels are also covered...note the under camber. It is bonded to the ribs, and is not shrunk to full taught before rib stitching. Kinda' like doing a giant Cub aileron bay! This project is on the move!

My Travel Air project is moving ahead also. Everything is covered through color except the four wing panels. Tail surfaces are shown lower right. I will resume covering when it cools off again in the fall. Until



then, I have a pile of metal parts to be painted and lots of assembly work. I have pieces squirreled away everywhere! We will also have a small delay of game while I proceed with project "x". Come to the Cotillion and you will see...hint to the left.



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 Triple Tree (SC00) See website!
6-10 Sept Triple Tree Fly-In
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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Join for a Lifetime: Age 65/up -\$250, 64-45- \$500, Under 45- \$1000 What a deal!

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(I) Harry Ballance & Susan in the hangar with Harry's SR5. (R) The "Barrows" gang at Susan's