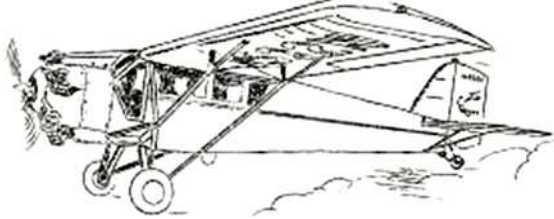


ANTIQUAIRWAYS®

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



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March-April 2020

Jim Wilson—*Editor & Publisher*

Well, not once did I ever think that I would be saying this but here goes. If you have not done so already please do not forget to cancel your room and rental car reservations for Roxboro 2020! There I said it! I could be totally wrong and this time I hope that I am but I do not see our getting back to “normal” until a vaccine for COVIT-19 has been tested, approved and made available to all of us.

(Hummm, that “normal” may be difficult for some who were never normal to begin with. Anyway, I am referring to our normal of pre-COVIT-19 days.) For us, that time frame will take us through Camden 2020 and right up to Roxboro 2021. Like I said I really do hope that I am wrong but at this time no one is completely sure of just how we are going to achieve our new normal and get our lives back to doing the things that we love to do.

Life is moving along at a much slower pace here on Falling Leaf Farm. I now mow the runway in second gear on the tractor instead of the faster third gear. I always imagined myself skidding around the turns in third gear! Like most of you, I no longer feel like a runner on the starting blocks every morning when I wake up. Finally, I now have the time to install that new Bogert battery box in the 180. Several years back I phoned Bogert Aviation about an approved battery box replacement for the 180. At the time Bogert was making FAA-PMA approved battery boxes for other make and models of aircraft. I was told then that what I was looking for was on the “drawing board”. Anyway, that replacement battery box is now FAA-PMA approved and on the market. Pricey? Yes!! But it’s worth every penny so I’ll combine my A&P and contortionist skills (This battery is not easy to access!) and get that project done.

From what I can glean from Facebook it looks like many of you are taking advantage of this “incarceration” to work on your planes/projects. We are all looking forward to seeing these completed projects in the air. My Facebook posts are typically mundane and totally uncontroversial and intentionally so. Even with that I was surprised by the response that I received from a pot of spaghetti sauce that I made, photographed and posted. I received an enormous amount of “Likes” and comments on that post. I have no idea what that signifies.

On a serious and positive note, our new and improved website should be coming on line in the near future. Many thanks to our talented and new web chairperson Lynn Dawson for taking this project on and seeing it through to fruition. It could not be happening at a more crucial time. Don’t forget to visit us on Facebook.

Blue skies to all, *Susan*



Here we are...

Trapped like rats in our quarters! This is normally the time of year we talk about all the great upcoming flying activities. This is the first time since 1918 that our fly-in and J-Lo's wedding has been scrubbed due to a pandemic. At least that is how I remember it. So...we will suck it up and press on.

If you haven't...renewed your membership for this year; please do. Not that you are going to get anything but this chincy newsletter until the fall...we would miss you. Where else could you find scintillating stories about men and women *out standing* in their field...like the photo of **Don Goodman** to your right?



In February, I was pushing hard to get the Jacobs changed on the Waco, so I could get a few hours on it before we headed off to the Chili

Feast at Triple Tree. A few hours turned out to be two, but it ran as perfectly as the engine I removed... so great happiness happened. Weather



forecast for the day called for pretty high winds, but we flew up to find a light breeze and a big crowd. Pent up cabin fever resulted in around 150 airplanes and a large herd of people. **Barb and Bob Perkins** and **Chuck and Larry Horrell** were a few of many members and friends spotted in the mix. In retrospect, I am sure glad we pushed to gitter done. It was a very successful event. It was a rough winter for the TT Aerodrome as the river rose two fathoms out of banks and severely flooded the south end campground and runway. This will be a rough year as they have subsequently cancelled all events up until the fall fly-in. We are going to that if we have to bust out our chem warfare ensemble.

Mid March was the last assembly at Cross. **Pat Packard** and his beautiful Stinson, **Todd Givens**, **Kellie Brown**, **Jay McGee**, and **Noah Johnston** all showed up. Somehow, before the day was over, Kellie picked out an airplane to buy...and all of that is on the next page!



New Plane on the Block

A little after the crowd shown in the photo, page 1 bottom dispersed, Kellie Brown drifted into my shop and announced she was looking to buy a Luscombe. Within an hour she and **Noah Johnson** had called the owner of a nice 8F. The next day **Kellie and Todd Givens** were on the way to Kosciusko, MS to look at it. By the end of the day, it was a done deal. Incoming bad



ing to fly a tailwheel airplane, going about it in this manner. Yes, she even heard that Luscombes were dangerous. So is a bottle of Pepsi.

weather necessitated a return to SC, but a little over a week later, the pair rode an empty jet back to Jackson, MS to get the airplane. In one long day, they airlined out and flew back to her new home in Walterboro, SC. From everything I have seen, this is a really great 1947 8F with a C-90. T

Kellie is one of a very small group of people that I have been involved with over the years that said, "I'm gonna.." and then actually did! I have the greatest respect for her commitment to learn-

In the Never Again Zone

We try to stay out if it...but sometimes that is just the way the cookie crumbles. Two years ago **Scott Thomas** from Woodlawn, VA and a friend had just departed the Hillsville, VA airport when the unexpected happened. The crankshaft in his '47 Bellanca Crusair decided it had had enough. Hillsville is well...in the hills, which makes a bad situation worse. Fortunately, Scott's 50 plus years of military (former Naval Aviator) and professional flying training came to the fore, and he was able to quickly find and execute a wheels up landing in a cornfield. The show was over for the Bellanca, but the people did fine. Scott's well written chronical of this event can be found in the Feb 2020 issue of *AOPA Pilot* magazine.

If you already pitched the mag...here are the take-aways: have a plan, have a plan, and expect to use that plan. Landing in corn or a crop is good for you but probably not the airplane. Shoulder restraints are a must.

Never again? Never say never. I do know people that have broken two cranks... Thanks, Scott!



Rebel with a Cause— Jimmy Dean

Talk about someone that has been around...Jimmy certainly qualifies. He has been coming to our fly-ins since the late sixties, has been restoring airplanes all along and shows no signs of slowing down.

He was born and raised in Sanford, NC and now lives with his patient wife, Connie, on a private airfield just a few miles south of Sanford that he built around 1990. During his time in captivity...or social distancing, he has dug out and published photos of several of his projects...which I freely helped myself to... Of late we see Jimmy at our fly-ins in his 65 HP J-2 Cub. A few letters past, I published a photo of the Wright



powered Waco straight wing that is his current project. His work has been well documented in the sport aviation media over the years because...he is among the very best as judged by the level of craftsmanship, historical accuracy, and comprehensive restoration skills.



All of this aviation stuff has been in his head since he was about nine. In 1958 while still in high school, he took flying lessons at the Pinehurst-Southern Pines airport. After ten years of instructing and charter work, he got on with Piedmont and flew the license built Fairchild-Hiller F-227 turboprop, the Japanese YS-11, and completed his career with US Airways flying the 737s. The best part of that career was that it paid for his real life without avionics, controllers, and commercial flying.

A few of his projects of the past 58 years included flying machine #1, a replica of the 1890 Chanute glider that he built in 1962. (top photo) Oddly, that was within just a couple of



years of my completion of the wing for a monoplane glider of similar design. My father halted that project during pre-assembly.

Jimmy next moved on to something safer....a Pitts Special for himself and a second one for a customer. After the second Pitts, it was time to move on to something safer, so he and **Randy Smith** hunted down a derelict Pietenpol in West Virginia.

The airplane was constructed from a 1931 kit. A lot needed to be replaced, but after eight years work, Jimmy restored the airplane and engine back to original.

More Jimmy...

In 1990, it was time to find something a little safer, so pretty soon a 1940 Piper J-5 Cub Cruiser (N30679) found its way into the shop for rebuild. A few (nine) years later, sporting mostly new wings, sheet metal, fuselage tubing, another award winning airplane emerged.



After the J-5, Jimmy did this very original Aeronca 7AC for a customer. Then a Super Cub followed.

Along the way here, I have left out the Jungmann, a T-craft, a J-3, Stearman, assorted work for friends and neighbors, three kids, a second job and, and, and...

The Waco ASO waited in the wings during all of the above when Jimmy decided he needed something to fly. That was simple...head to Canada to procure a Cabin Waco, (A 1933 UIC, N13072) As do most Waco's, this one almost became a career choice by the time some normal airframe issues and the Continental engine was overhauled and made to run correctly. Four years later, Jimmy brought the airplane to our Darlington fall fly-in.

Jimmy Dean's projects have all received national and CVAAF recognition. He was almost a regular story feature in Jack Cox's *Sportman Pilot* magazine. (photo left) We are proud to have him in our puddle!

OK, Jimmy, back to work on that Waco!

In your spare time...

That *brass plug* on the bottom of your carburetor... the one that is probably frozen because it is seldom taken out on periodic inspections...*maybe* because it is a pain to get out because it is blocked by the air box...that one. Please go to the trouble of taking it out and let a quart of gas surge through the bowl and wash it out. You may be very surprised as to how much "stuff" gets past the gascolator and finger screens in the fuel system. The photo is the collection found inside the bowl of a small Stromberg. This is an engine stoppage waiting for an inopportune time to happen....your chance to enter the *never again zone!*



The Gipsy Checks in

Got a nice email from **Dan Linkous** based at Miller Airpark near Mooresville, NC. Dan has always had cool fun airplanes that include a DH Moth and few years ago, a Fokker Triplane. I first set eyes on him back in the early eighties when he came to the fly-in at Clio, SC in as I remember, a W.A.R. P-47. As a side note, that was a really a wild fly-in that was held for several years by the Hanke's Clio Crop Care folks. You just had to be there for the rat racing Stearmans part of the day.



Anyway...Dan has had a stock Dehavilland DHC-1 Chipmunk for the past seven years. It was a low time airframe and 100 hour engine when he got it, and he has put 300 hours on it since then. Low compressions necessitated the joy of removing the heads from an inverted engine.

The Gipsy Major is one of the better inverted in-line engines of its time...but the end of the valve guides are always in a pot of oil that creeps up the stems and cokes them up. Additionally, they have bronze valve seats that don't like leaded gasoline. The seats don't like staying put in the heads, and...well, they just need TLC every few hundred hours. Funny, the first iteration of the engine didn't even have seat inserts, the whole head was bronze. Fortunately, they were changed to a cast aluminum head with inserts...today you would worry about them being stolen!

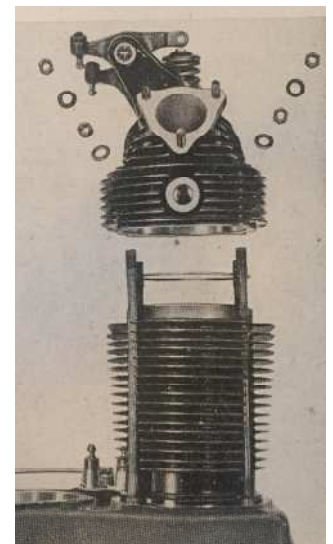


All of that cool can be a pain in the face as black oil drips all over you. Fortunately, Dan found a guy...(*Robert Still, Southern Aero*) presently of Thomasville but hopefully moving to KEXX, Davidson County. Robert has been primarily doing Franklin work, collecting all the "stuff" needed to do the Gypsy heads. Dan was very happy with his work, and that it was done in reasonable time. A few photos of the job are sprinkled around. The whole thing brings back memories of removing heads on an inverted Renault (identical design to the Gypsy) about 68 times to get them to do right.



While on the subject, many of the engines of design held the cylinder and head together and the whole assembly on the crankcase with four long studs. Horsepower per cylinder was comparable to the Jacobs, Continental, etc radials. On these engines we carefully torque the cylinder hold down hardware and keep and eye on them. Occasionally, a cylinder still departs the general area.

On many of the older design engines similar to the Gypsy Major, they didn't talk about torque wrenches. The "kit" that came with the engine had wrenches with their lengths set so that proper torque would result from the normal mechanics pull on the wrench. A Menasco cylinder is shown. (rt)



2020 Calendar of Events

Stay out of never again zone

Sep 21-27 Triple Tree Fly-In (See TT Website)
Oct 8-11 Fall Fly-In Camden, SC (KCDN)
Oct 24 (Sat) Big Food Day. Dusenbury Field Walnut Cove, NC

Chapter Event Dates are fixed-No rain dates scheduled. Event information:
Crosswindjim@homesc.com or 843-753-7138

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Your mission if you choose to accept it: ID these Stearman pilots at the 1984 Camden Fly In. This is a Robert Brackenhoff photo. You could be a big winner!...or not.