

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

September-October 2019

Jim Wilson—*Editor & Publisher*



It has been about 3 weeks since I returned home from AirVenture/Oshkosh and I am still playing catch-up! Hopefully, tonight I will complete all of the follow-up paperwork. And then there is the AirVenture follow-up of getting myself back in order. That has not been so easy this year due almost entirely to the rental trailer that I opted to use during the two weeks that I was up there. It seemed like a good idea to stay on the field and avoid the incoming traffic to Wittman Field every day. Notice that I said “seemed”! The no traffic thing worked but I am still feeling the pain of sleeping on a bed that was “less than comfortable” to put it mildly. Actually, I imagined that it was like sleeping on a rack even after I bought a temper foam mattress cover. Actually, I use the term sleep loosely!! And then, too, there’s the related expenses—a temper foam mattress, Tylenol and several visits to a chiropractor! I am not planning to do the trailer thing ever again at AirVenture!

On the other hand there was some really great news coming out of AirVenture 2019! Two of our very own members received major awards for their airplanes at the Vintage Saturday night awards ceremony. Jeff Smith of Asheboro, NC received an award for the Outstanding Swift for his beautiful 1948 Temco GC 1B Swift and Harry Ballance of Atlanta, GA received the Silver Age Outstanding Closed Cockpit Monoplane (1928-1936) for his stunning 1934 Stinson SR-5 “Reliant”. Congratulations to both Harry and Jeff. We look forward to seeing both of you at Camden and Roxboro.

Your officers and directors are busy making plans for Camden 2019. This week I spoke with Bettie Huggins of Timmonsville and Dale Thompson of Camden to make sure that they received the “memo” that our fall fly-in dates have been changed to October 10-13. Bettie and Billy are ramping up for our annual fly-out to Huggins Memorial where the great fellowship is matched only by Billy’s famous low country shrimp boil. For me, that fly-out is the highlight of the weekend! Dale reported that the Camden FBO will be turned over to Kershaw County on September 2, 2019. Nothing will change from our perspective and that includes Dale. Dale was offered (and he accepted!) his current position at Woodward Field (KCDN). His new employer will be Kershaw County. That’s great news for Dale and great news for us as Dale is most certainly a member of our Carolinas Virginia extended family. Congratulations, Dale! One last note!!!!!! Discounted rooms have been reserved for us at the Comfort Inn. The cutoff date for the discounted rooms is Sunday, September 8!!!!!!!!!!!!!!!!!!!!!! Get it now or pay (More) later. I’m looking forward to seeing all of you at Camden!
Blue skies!

Susan

CAMDEN - 2019 10 Oct— 13 Oct KCDN

HQ Hotel: **Comfort Inn & Suites**, 220 Wall St. Camden
803-425-1010
Rooms @ \$104 are Blocked until 8 Sep
or
Holiday Inn Express 803-424-5000
419 Sumter Hwy, Camden, SC

Car Rental

Enterprise Rental Car, Lugoff 803-438-0990

Camping: Camping with a wife, plane, or motor home provided at no cost.
Some hookups (for camper) available. First come-first served.

Transportation: Arrange you own. Sorry, we no longer rent vans.

Agenda: *When you arrive, Please come up and Register!*

Thursday 10 Oct Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 11 Oct Sonny Huggins Memorial Fly Out

Fly out for Lunch To Timmonsville, SC 58J is 33 nm ESE of Camden.

Suggested departure time is 11:15. They have 3097 ft of grass!

Pizza on the field Friday Eve.

Saturday 12 Oct

Lunch on the field Sat.

Evening Dinner at *Camden Mercantile* 1031 Broad St, Camden Cocktails at 6,
Dinner at 7.

Sunday 13 Oct

Go back....home.

Airfield Notes:

Woodward Traffic pattern altitude is 1300' msl. For noise abatement, use standard AIM procedures for arrival and departures.

Tie Downs required for fly-in aircraft. Make sure you have both tie downs *and* ropes.
Pa Leeze follow the marshallers and taxi slowly!

Hand propping...Someone must be *In* the airplane. Use a spotter for all Starts.

Gershwin Called it...!

In the second stanza of *Summertime* from *Porgy and Bess*, we find the line..."and you'll spread your wings and you'll take to the sky." This summer, a lot of taking to the sky happened in addition to not one, but two long term projects spreading their wings.

In June, an Designated Airworthiness Representative came to Cross, and issued the long gone airworthiness certificate for my Travel Air, NC6479. It is officially a 1928 Model 4000, but I converted it to the configuration of the D-4-D with the R-760 Wright engine and "Speed" wings. A couple of weeks later, it made its first flight in 79 years! **Eileen and the Givens, Anita and Todd**, were here to verify that I didn't fake this photo. As **Susan** told me, it is a *great* flying airplane. A lot of thanks go to Susan for making sure I colored between the lines, and much more. I started



out with the remains...*remain*...in 1996. I couple of years later, I had the fuselage on the gear, and I had figured out how to make a pile of Roebing ferrules for the wire bracing. This was followed by a long delay of game until after I retired. I have been just about full time on this project for the past ten years. The real time gobblers? That is easy...the learning curve on how stuff was originally made, developing working drawings for the wings, and learning how to overhaul a Wright. How could I forget a zillion

hours obtaining approved data to make the model change, getting the original "N" number back, stalking the original owners to get the history, and a few hundred things?

The hand cranked inertia starter will either keep me fit or kill me....but I love it. It was all worth the effort to save an airplane that was on a long final to nowhere. Best of all, the son and grandchildren of the first two owners seem to be happy about seeing their father's legacy reborn.



More Wing Spreading...

Here's **Harry Ballance** on the bridge of his giant Stinson SR-5, NC14572 that he is getting ready to fly. Whip on over to the back cover; it is now getting light on the wheels. Just a few short days later, here he is touching down at Oshkosh! Two days later, he is on the Vintage Interview Circle ...three more days and he is on the



Oshkosh stage receiving the top award for the *Silver Age (1928-'36) Outstanding Closed Cockpit Airplane*.

12-1/2 years work was put in to restoring this 1934 airplane to better than the new condition it was in

when purchased by his father. This is a tremendous accomplishment. The sheet metal work on the gear fairings would be a career choice for most restorers. It is both big and beautiful! We are eagerly awaiting the VAA photos and articles! Congratulations, Harry!



Not Tired of Winning...



Jeff Smith, of Asheboro, NC was recognized for his outstanding 1948 Swift CG-1B, N3849K. **Lynn Dawson** was the *People's Choice* of the Springfield, OH Barnstormers Carnival. Not sure if the award was for Lynn or her '57 C-172, N7928B. I pick both.

New Members, New Airplanes

We'll start off with the Stinson Owners: **Bill Plaster**, Washington, NC owns this '47 Stinson 108-1 that he bases at Martin County Airport, KMCZ. He has owned the airplane for almost two years and is one of 125 painted in this paint scheme. Bill is a pilot for Skydive Little Washington at Washington-Warren Airport, KOCW. Welcome, Bill!



I will now digress... While we are at KOCW, if you look out the door of Bill's employer, you see the airport terminal which now contains the **Jack Hill Conference Room**. Jack has been a long time member of the Washington-Warren Airport Advisory Board. Jack stands next to photos from his professional and sport flying life. It is a fine tribute to a great aviator. Jack is a retired United Captain, who has also been flying "we people" airplanes his whole life. We know **Jack and Glinda** via this Red Cabin and Open Waco biplanes. Jack, this is a giant step up from the latrine you claimed last time I was there!

We are very proud of you and all of your "facilities."

After spending the night in the interrogation room, **Sasha and Mike White** of Chesapeake, VA signed the papers. Here they are backed by their three sponsors in front of their beautiful Stinson 108-3, N4181C. Unfortunately, they have missed a few of this summer's fly-ins due to an arthritic joint in the Franklin. I got my first ever Stinson ride in this airplane! Look back at the May-June *Vintage Airplane*...there's the whole story. Mike started life at a country airport and is now an Atlas 747 pilot. Sasha, a trauma/ICU Registered Nurse, got happily sucked up in the whole thing. They are happy people flying a happy ship.



The *real* Jim Jones has been found! This gives veiled reference to a screw up on my part. Anyway...**Jim Jones** of Honea Path, SC is now a *Life-time Member* of this outfit. Here he is with his '42 Meyers OTW-145 which resides in a beautiful new hangar and home on Ashley Airfield/SC01. A restoration facility for the OTW is in the works at this airfield. Great news! Welcome, Jim!



It' new to them and news to us.

Rick and Kathy Hegenberger sold Kathy's L-19 and brought this 2014 American Legend Cub back to Charleston from the factory in Sulphur Springs, TX. The floats will be needed for splashing down on Lake Keowee,



and the wheels for a new home base air-field in the up-state. Itty bitty retractable

wheels make it an amphibian...and land like a shopping cart. The O-235 seems to give good performance off the water and make it go as fast as a Cub wing will go. Looks like fun!



Off to the Midwest

Stop One was spending three days at the second *Young Aviators Fly-In* at Triple Tree.

This was again a very successful gathering of young aviators and their airplanes from all over the eastern seaboard. Where do you go to meet a female high school student from New York City who wants to become an A/P and work on round engines? Almost 90 years separates **Uncle John Hartness** from the young guy flying the RC simulator; not something you see every day. It was an extremely well run and attended event...we'll be back...soon...for the Triple Tree Fly-In.



From there, we flew up to Long Island Airpark and joined up with **Barb and Bob Perkins** for our yearly trip across the hill to 60th National Waco Club Fly-In at Mt. Vernon, OH. Once again, the regional weather made things interesting, but we were there for another great reunion and daily fly-outs to cool places that included the Liberty Aviation Museum at Port Clinton, OH. This is a great museum, much of which is focused on the Ford Trimotor opera-

tions that were the primary logistics support for several island communities just off shore. **Dave and Donna Tyndall, Bob and Barb Perkins, and Eileen Wilson** stand in front of the re-skinning of a Tin Goose while our Wacos wait outside.



2019 Calendar of Events

2-8 Sep
3-6 Oct

Triple Tree Fly-In See TT Website
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!

Name _____ (Nickname) _____

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1862 Poplar Hill Drive
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Harry Ballance takes to the air for the first time in his Stinson SR-5!