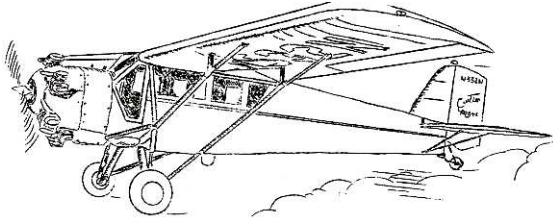


ANTIQUAIRWAYS®

Newsletter of the
Carolinias Virginia Antique Airplane Foundation, Inc.



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September- October 2012

Jim Wilson—Editor & Publisher

I am finally getting some normalcy back into my life. I have recovered from gallbladder surgery and **Zeke** is well under way to a full recovery after taking a horrific fall head first into my cement drive.

Last Friday I met with our Parking Chairman, **Walt Weaver**, to discuss aircraft parking at our upcoming fly-in at Camden. Walt flew his beautiful C-170 and I flew my C-180 to Montgomery County Airport (near Star, NC) for a working lunch at Martha's Restaurant. For your info, Martha's is about a quarter of a mile trek from the ramp through an abandoned field. Martha's at one time in its life was a very rural country store. Today Martha's is a very rural country restaurant and obviously a local favorite. The food is good and the cost of lunch is about the same as a gallon of avgas! The outside décor consists of two artificial and decorated Christmas trees that grace the entrance to the restaurant year round. By the way, we happened to run into fellow club member, **Tom Rudisill**, who drives from home (about 25 miles) every Friday for Martha's "Friday Special"-a fried seafood platter! I had grilled chicken.



Our parking committee consists of the following hard working and dedicated volunteers: **Walt** (Chairman), **Jeff Anderson**, **Emory Chronister**, **Don Collins** and **Leon Cox**. The list of things done to minimize risks to you and your airplane is really quite long. Before every fly-in the parking areas are walked by our parking committee and any potentially hazardous area is marked with orange cones, all trash and FOD is removed and plans are made for the safest way to enter and exit the parking areas. The cones that are used are mine. I usually make a couple of trips to either Camden or Roxboro the week before (and after!) the fly-in to carry the cones, my golf cart and anything else that is needed to provide an extra level of safety and convenience for our members.

I have a reason for telling you this. We have had a couple of instances where a pilot totally ignores our parking volunteers-which, by the way, is the "captain's authority"- so to speak. Any of you have the right to taxi anywhere that you want. Just remember that you are parking in areas that are used only during our fly-ins and as such offer more risk to a pilot taxiing his/her plane. Our parking volunteers are there to prevent you from hitting something-like a taxiway light or the worst possible, a person- things that you may or may not be able to see from your cockpit. Think of our parking committee volunteers as safety facilitators or maybe an extra set of eyes. If, in doubt-STOP. STOP and talk to the marshalls. And if you see them cross (make an "X") with their wands-STOP. It may prevent a prop strike! They are really a great bunch of guys, and they are there to help you! We have a great program planned for Camden and I look forward to seeing you there. *Susan*

Camden Speaker— Rear Admiral Bob Besal, USN (Ret)

We have a lot of really accomplished people in our Chapter. Every once in a while we get to have a larger slice of people like **Zeke, Dolph**, or in this case, a good friend of mine from Charleston, **Bob Besal**. If you want his official bio, call the Navy...this is what I know...

Bob got his commission via Naval ROTC from Auburn University and became a Naval Aviator shortly thereafter. This launched a thirty year career in the Navy with various shore and shipboard assignments that included Command of the Operational Test and Evaluation Force and Commander of the Naval Safety Center. He was the last commander of the aircraft carrier USS America (CVA 66). He commanded carrier-based Attack Squadron 15 while embarked on USS John F. Kennedy for Desert Storm/Desert Shield combat operations.



After retiring from the Navy, he has served in senior positions in both Homeland Security and DOT. He has done and continues extensive defense related consulting work.

As a young person, Bob got some time in a Meyers OTW...causing a soft spot for bi-planes. He has owned a Navy N3N for 18 years and is currently restoring it. To facilitate this work, he got his A/P license... In addition to his other activities, he teaches the powerplant portion at Charleston's Trident Tech.

This will be a good one...don't miss it.
No math here!!

(Photo above- As CO of VA-75, he made his 1000th Trap) (Below-Bob with his N3N)



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CAMDEN - 20112 4-7 Oct KCDN

HQ Hotel: *Comfort Inn & Suites* Call: 803-425-1010
220 Wall St, Camden, SC

or

Holiday Inn Express Call 803-424-5000
419 Sumter Hwy, Camden, SC

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

Agenda:

Thursday 4 Oct Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 5 Oct No Workie on Friday Birds

Fly out for Lunch To Timmonsville, SC 58J is 33 nm ESE of Camden. Suggested departure time is 11:15. They have 3090 ft of Grass!

Transportation from Airfield to Local Camden food will be available- all days

BBQ on the field Friday Eve.

Saturday 6 Oct Workie Birds

Breakfast for Campers on the field courtesy of Camden EAA Chapter 1132

Food on the field Sat.

Aircraft Judging 12-3 Sat

Evening Dinner At Robert Mills Courthouse (607 S. Broad, Camden)

Transportation Provided - Dinner Speaker- **RAdm Bob Besal**

Sun 7 Oct Hungry Birds

SC Breakfast Club will meet on the field Sunday Morning!

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!

Start Here...

Here we are, getting ready for our fall fly-in...spring and summer has been “eventful” on many levels...a little warm, wet, dry, windy or not...this is what I know timeline style....

Before you read any more; go make your room reservations for Camden.

One night this spring we came home from our Friday night out in downtown Holly Hill to find a silver Stearman with two guys sitting on the tires drinking a beer. Who else but **Todd Givens** and the new owner and our newest member **Chris Minatelli**. The delivery flight from Carthage to her new home at Dry Swamp (1DS) got them weathered in...in Cross.... A few weeks later, Chris performed his first out of pattern trip to the Cross Cotillion, landing under less than ideal wind conditions. It was immediately clear he had done his transition training the right way. He had gotten tailwheel training from Damian Del Gaizo up in Andover, NJ, Stearman training from Tim Preston in Winter Haven and some more duel with Todd. Chris is an engineer at the new Boeing 787 assembly plant in Charleston. **Kurt Von Graff** hangars the airplane in his museum at Dry Swamp and provides the nice grass runway. More of Todd’s students are on their way into our hands...stand by. Welcome, Chris!



This year’s Chapter Fly-Out to Cross, SC went extremely well...it rained an hour and a half later than it did last year...OK, and it was a little breezy... This didn’t stop **Jeff Anderson**, or **Jack Hill**, and many others in between them...thirty airplanes and a hundred eaters converged (not convulsed) on the field. Can’t wait to see what happens next year...

A few days after this event, **Larry Harmacinski** blasted into Concord, NC with the EAA Ford Tri-Motor. **Frank and Pat Barber** soon arrived on the scene and took a ride with him in the airplane. Frank took his first airplane ride in a Ford (for \$.50 & 50 RC Cola caps) flown by Harold Johnson. I love it when chapter members congeal like this! Here’s Frank, Larry, and Pat...



...During June, members went in all directions...

Mooreville, NC member, **Howard Miller** and his three sons, **Joe, Perry, and Tom** loaded their Cessna 140, Piper J-3, and Howard's 1934 Taylor E-2 Cub for a slow trip to the Sentimental Journey Fly-In. This Lock Haven, PA event celebrated the 75th Anniversary of the Cub. The E-2 (NC14737) was judged the **Best Antique!** Quite an accomplishment!

Meanwhile, in Zachary, LA, former Virginian, **Dave Tyndall**, was loading his two



brothers, **Tom and Dick** into his freshly restored Waco EGC-8 Custom Cabin for a trip to the National Waco Club Fly-In at Mt. Vernon, OH. Dave's multi-year restoration of this aircraft is beyond, beyond. Both the brothers had a hand in the project. Our man **Tom** is a long time volunteer at the Virginia Aviation Museum in Richmond, and the Operations Manager for the Virginia Festival of Flight at Suffolk.

Below: **Jack and Glinda Hill, Bob and Barbara Perkins**, and the **Wilson's** lined up with the **Tyndall's** at one of the Fly-In's/ Fly-Outs to Waco Field in Troy.



A couple of weeks later in July, members **Bob Coolbaugh** (1930 Monocoupe), **Joe Santana** ('28 Travel Air), **Steve Roth** ('33 Fairchild 22), and **Wilson's** Waco, gathered up with six other old airplanes for another barnstorming tour around Ohio and Indiana. The group bounced around grass strips, ice cream establishments, restoration projects, the Hagarstown, IN Fly-In and an Indiana dairy farm for a week. Some of the contingent went to the Pietenpol Fly-In at Brodhead, Steve Roth pre-positioned for his return engagement with the American Barnstormers Tour, and few got stuck in weather...but we all had a great time!

Meanwhile...**Robert Dickson** of Charlotte became a Lifetime Member and...others....

prepared for their... *Triumphant Return to Oshkosh*



In this category we have **Stan Sweikar** of Dameron, MD who this year assembled, rigged, and test flew his 1930 Fleet Model II biplane...shown here on it's first flight from Wingfield in 24 years!

Stan first brought this Fleet to Camden in 1986...sort of on his way back home from Tucson, AZ. He took it to OSH for the first time a year later where it was Silver Age Runner up. On a return trip the next year, it made an unscheduled stop in a swamp where it met a large log...time to rebuild.

process that included engine changes and training business, work, building a new house, and then the huge task of building a Fleet wing. If there is a harder wing to reconstruct, I don't know what it would be. It's thin, hard, stamped ribs sure look simple enough, until you try to get them to the same shape airfoil in this one piece wing. T'ain't easy. A Brad Ball Kinner B-5 makes it go.

There were a few delays of game during the rebuild of Stan's Cessna 195, starting a seaplane



The work paid off...it is a beautiful restoration and the trip to OSH resulted in the Big Bronze Lindy for the Best Silver Age Antique! Stan got edged out on the top award by an old friend...a Canadian Lockheed 12...the airplane formally owned by **Coke Darden!**

As I write this, the airplane is still in the Midwest for a trip to Blakesburg, Brodhead, and then to Camden. Congratulations, Stan! There are two other flying Fleets in SC...think you guys can make it???

At least three of our members flew their J-3's to OSH, for their 75th anniversary celebration. **Harry Ballance** from Atlanta, **Tim Farris**, and **Bob Epting** both from Chapel Hill made the trip. Bob brought home the *Outstanding J-3 award* for his '46 J-3-C65, N92455...in a pretty big field! Congratulations! This two year restoration was done by **Tim Farris** and **Jeff Rich**. More great work!



Jim Dukeman Photo

2012-13 CALENDAR OF EVENTS

- 4-7 Oct **Fall Fly-In** Camden, SC (KCDN)
- 3 Nov (Sat) **Susan's Big Food Day** Shiloh Airport (KSIF)
Bring a covered dish—Coffee at 9—Eat at High Noon
- 2-5 May 2013 Spring Fly-In at Roxboro
3-7 Oct 2013 Fall Fly-In at Camden

CHAPTER CONTACTS

President: Susan Dusenbury, 1374 Brook Cove Rd., Walnut Cove, NC 27052 336-591-3931
sr6Sue@ aol.com

V President: John Barksdale, 4464 Village Highway, Lynchburg, VA 24504, 434-332-2722 JDBARKSDALE@AOL.COM

Treasurer: Don Collins, P.O. Box 190, Summerfield, NC 27358, 336-404-0063, DONALDLCOLLINS@ BELLSOUTH.NET

Secretary: Liz Smith 4464 Village Highway, Lynchburg, VA 24505 434-942-7537 © Liz.Smith@areva.com

Newsletter Jim Wilson, 1862 Poplar Hill Dr. Cross, SC 29436 843-753-7138, CrosswindJim@homesc.com

Membership: Gayle Crowder, 631 Sutton Rd, Madison, NC 27025 336-430-5014 gaylecrowder@gmail.com

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To Join - Complete this Application and Send \$20.00/yr (Checks Payable to Carolinas Virginia Antique Airplane Foundation) to: Don Collins, P.O. Box 190, Summerfield, NC 27358 or **Join for a Lifetime:** Age 65/up -\$150, 64-45- \$350, 44-25 - \$550 Under 25 - \$750 What a deal!

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Jack Hill (rt) gives a ride to Dr. Packard at Nat Waco Club Fly-In Bob Coolbaugh holds another press conference at Mt. Victory, Ohio. Steve Roth (Fairchild 22) and Joe Santana taxi through the alfalfa in Winchester, IN. Barb Perkins watches her tail in Ohio. Is that airplane from North Carolina?

