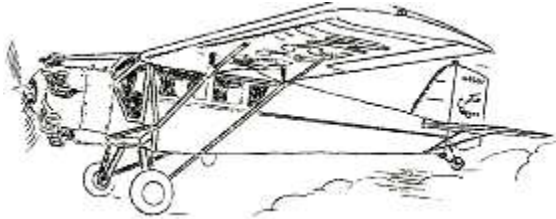


ANTIQUAIRWAYS®

**Newsletter of the
Carolinas Virginia Antique Airplane Foundation, Inc.**



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September-October 2014

Jim Wilson—Editor & Publisher

Dear Folks:

We are all home from Oshkosh and as usual, I feel that summer has been too short and that fall is “coming at us” fast. It was really an outstanding year at OSH. This year was a record breaker with regard to attendance in both people and airplanes (show and non-show). The aircraft in the Vintage area were quite simply amazing with regard to the rare types on display. There were seven Lockheed Model 12s there and all were parked in a single row during the week. That was an impressive sight! There were two Fairchild 71s, a Curtiss-Wright “Speedwing”, a Lockheed “Vega” (Detroit built and the only Vega currently flying), and of course, the big kahuna of the Vintage area, the Jim Moss Granville “QED” replica. Also, there was the usual (for Oshkosh!) line-up of beautiful vintage planes. I counted three Stinson “Voyager” 10As, a Stinson Model 105, two Funk Bs and four Interstate “Cadets” in attendance. On the flip side I felt that some manufacturers were under represented. Only a few Champs, Chiefs and J-3s showed up. We expect to see those in larger numbers. The Culvers, my favorites, of course, were absolutely absent except for one lone Dart. All in all it was a great year!



On the home front, Emory Chronister just recently purchased a beautiful 1952 Cessna 170B. Last Saturday Emory and Diana in their 170, Jeff Anderson in his Pacer, and me in my 180 flew down to Asheboro for lunch at the Motorcycle Museum and Grille. The motorcycles are Harleys, by the way. It was a perfect day to fly—a Carolina Blue sky and calm winds. For anyone interested there is a “crew” car at Asheboro.

This week I started disassembling my Continental A-65 engine to overhaul for installation in the J-2. To say that the J-2 is underpowered with the A-40 is a massive understatement even with the extra 3 hp on the A-40. (Tongue in cheek!) Explanation: When Zeke and I had Bob Barrows overhaul the A-40 (which was actually 37 hp with one magneto) we did a crankshaft change to accommodate a second magneto which supposedly added 3 hp to the engine, I have to wonder about that one! Anyway, my goal is to have the J-2 flying next summer with the A-65. Member Jimmy Dean has an A-65 on his J-2 and one would think that he is flying a pursuit—relative to the A-40 version, that is!

I look forward to seeing all of you at Camden in October. (See fly-in info elsewhere in this newsletter.) Early bird arrivals start around lunchtime on Thursday. Dell will be there with the van to take anyone to town for lunch if you arrive really early on Thursday. A gentle warning—get your discounted room early. You can always cancel. This is also the weekend of the Blues Festival at Camden.

Happy Landings! *Susan*



On July 3, 2014, Harold K. "Zeke" Saunders, 93, passed away at his home in Winston-Salem, North Carolina.

Zeke enjoyed a long and distinguished career in aviation, becoming one of the founding members of Piedmont Airlines which began operations in 1948. He learned to fly at the age of 16, in Lin-

colnton, NC. After graduating from high school, he became a General Aviation Operator in Martinsville, VA. In Martinsville, he caught the eye of Piedmont Aviation's Tom Davis, who then hired him as a flight instructor for the Civilian Pilot Training and War Training Service Programs at Smith Reynolds Airport in Winston-Salem.



In early 1944, he joined the Air Transport Command at St. Joseph, MO. He was then assigned to the China-Burma-India theatre as a check pilot for the Air Transport Command and earned the Distinguished Flying Cross, the Air Force Air Medal, as well as a personal commendation from General William Tunner for his bad weather flying over the Himalayan mountains. From the Chinese, he received the Order of the Flying Clouds and Pilot's Wings from the Chinese Air Force. By the end of World War II, Zeke flew 136 trips over "the Hump" into all parts of China, Burma, and India. One of his last memorable flights in the Far East was bringing home long-held prisoners of war from the Bataan Death March.

Returning to Piedmont as an instructor in 1946, he became chief pilot for Piedmont's General Aviation Division and soon after, for Piedmont Airlines in 1948. Saunders' title went from Chief Pilot to Director of Operations in 1953, and then Vice President of Operations in 1954. The following year he joined Piedmont's Board of Directors, and in 1958 was made Executive Senior Vice President of Operations and held both posts until his retirement in 1984.

Zeke attended the University of North Carolina at Chapel Hill, completing the executive training program; Wake Forest University's executive accounting program; and Cornell University for training in labor negotiations. He was an active member of the Piedmont Silver Eagles, National Aviation Club, QBs, and the Hump Pilots Association. His accolades include being inducted into the North Carolina Transportation Hall of Fame, and most recently, the Wright Brothers "Master Pilot" Award from the Federal Aviation Administration. Above photo was taken at the 22 Jun 2014 presentation ceremony at Sugar Valley Airport.

Music played an important role in his life. Only weeks ago, Zeke was playing guitar and singing with his Tuesday night gathering of bluegrass friends and family at his home on Hilltop Drive. His band, *The Blades of Grass*, played professionally, made several albums, and entertained people throughout the region with his unique blend of country/bluegrass/old time music.

Zeke was an early member of our organization and has served on our board for many years. In addition to his professional flying, he did everything from doing airshow work in a 450 Stearman to flying and restoring several Cubs, homebuilts, and antiques. It was a great privilege to help him finish the restoration of a J-2 Cub...the same type that got him started in aviation!



Zeke was one of the men that helped set the direction for the Nation's airlines, was a dedicated supporter of sport aviation, and a very good friend to many of us. We will miss him.

Our condolences to Susan, his family, and many friends.



CAMDEN - 2014 2-5 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

VAA Chapter 3 (group name) room rate is \$92.95 +tax. Room Block special is over on 14 Sept. Make reservations early!

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

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

Thursday 2 Oct Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 3 Oct Fly Out

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 4 Oct

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- Our own **Steve Roth!**

Sun 5 Oct

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!

Camden Speaker– Steve Roth

Who is Steve Roth? I'm not exactly sure. He could be a Dutch hippie, a Polish Army Colonel, or?? I do know this...he will be our after dinner speaker at Camden. His CIA and intelligence background should give us a good insight into a world that most of us know nothing about...and generally shouldn't. Expect some good stories and maybe the inside track on assassination plots, Area 51, and chem trails...or maybe not...

Accepted sources have yielded the following:

Steve was born in 1945 in northeast Pennsylvania. He and his dad built and flew models and often visited the historic grass airfield at Lehighton...perhaps infusing his love for barnstorming and the antiques.

In 1966, he started a four year enlistment in the US Army and almost immediately went to Vietnam with the 11th Armored Cavalry Regiment. When he returned, he was posted to Vint Hill Station in Virginia. One day, a government recruiter came to the base looking for people who could copy and send Morse code. Steve raised his hand and began a 30-year career with the Central Intelligence Agency doing ██████████

Steve's last assignment was with US Central Command in Tampa where he did ██████████ and met his wife, Lynn Dawson, an Air Force Major at the time...also an intel officer. Before long, she was working on her private pilot's license. He retired from the agency in 1998 and moved back to Virginia.

The Steve we know took the big plunge into aviation in the mid-1980's when he bought an ultralight. A few years later, he earned his private pilot's license in a straight-tail Cessna 172 he purchased as a student pilot. In 1998 he traded the 172 for a Swift. Lynn, who was still a student pilot, decided to buy her own straight tail 172.

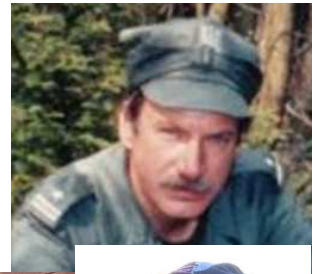
A1935 Fairchild 22 and a 1940 Taylorcraft were soon added to the mix, bringing their fleet to four airplanes. Steve spends most of his days at the airport... where he does the all the maintenance and inspections. Lynn retired last year and happily flies the T-Craft and 172.

They do get their money's worth from these airplanes, as they have been very active with the American Barnstorming Tours, the 1911 Curtiss Pusher construction and tour, and the Swift community. They just show up everywhere...we are especially happy to have them as members of the CVAAF and look forward to Steve's presentation.

Federal Aviation Administration Visits Steele Field Fly-In

For only the second time in Greensboro FSDO history, the *Charles Taylor Master Mechanic Award* and the *Wright Brothers Master Pilot Award* were awarded on the same day! Mike Steele proudly accepted both awards from FAA's Bob Southerlin at Mike's yearly EAA Chapter 8 Fly-In held at his private airfield on June 14th.

Congratulations, Mike...this is a great honor!



Updates and Other Important Stuff to Get

-Preddy Foundation-

The Preddy Memorial Foundation is funding the production of a documentary on George Preddy by Lovette Arts. As many of you know, Preddy is the top P-51 Mustang ace with 26.83 aerial victories. He ranks 7th among America's aces and is the Carolinas top ace.

Please visit the web site and make a donation to help with CAROLINA ACE! www.preddy-foundation.org. Or you may send your tax deductible donation directly to PMF, 86 Goat Island Ct., Clarksville, VA 23927.

Lovette Arts plans to have this documentary completed in time for the 70th anniversary of Preddy's death by friendly fire, Christmas Day 2014. The PMF appreciates all the help we can get from donations large and small!

-Need an Airplane?

Piper PA-12 N4026H ser. 3454 mfg. 05/13/1947 Lyc. O-235C-1AFTT 2359.5 Last Annual: 02/26/1972. Complete stock aircraft. Once owned by Louise Thaden. Contact: Tom Tyndall tatflys@aol.com / (804) 432-2199

Or... Bob Coolbaugh's recently restored 65 HP 1939 Taylorcraft BL This factory original airplane has a great history with all the logs. Picture yourself with these giant wheels and the gaint meter... Call Bob in New Market, VA USA at 540-818-0887 / 540-740-2678



Or... As seen at Oshkosh...The first Kit built version of Bob Barrow's Bearhawk LSA. If I had a brain...it goes as fast as the Waco on 1/3 the fuel! Aircraft shown here was covered with Oratex...Glue it on, shrink it, done...almost like a "wrap" for a fabric airplane. The airplane also gave a very credible performance in the "Valdez" STOL contest. Google it up...



-Seats or Headset Cushions?

Our membership chief, Gayle Crowder, is now an *Oregon Aero Distributor!* Drop her a line (contact info, pg 7) if your head or butt needs relief. Also, check out her latest writing on ladieslovetaildragers.com

-Places to fly



Keep your eye on the *Ladies Love Tail-dragners* group. Susan, Gayle, and Kathy Hegenberger attended a couple of their fly-ins this summer...one in Gaston, AR and the other at Long Island Airpark in NC. Here they are taking over the tower cab at Hickory...and a 737 at Walnut Ridge, AR. Maybe it's a restaurant...



The Long, Hot, Summer...

...on my calendar starts with Roxboro and ends with Susan's Big Food Day. Here's some stuff that has happened in the middle...

The Cross Cotillion this year enjoyed regionally good weather for the first time in years. Many people in many airplanes showed up. Among them...Jack and Glinda Hill in their new to them '37 Waco Standard Cabin...They also made it to the Waco Reunion in Mt Vernon, OH. By the time you see this, it should be on its way to OK for a new front end...275 HP Jake! That will make it go! All in all, 55 airplanes and 150 people...



If you find yourself in North Central Ohio, plan to stop to eat at The Plaza Inn Restaurant adjacent to Elliot's Landing (O74) (above). We made one stop in June and one in July with CVAAF members Joe, Peter, and Paul Santana, Bob Coolbaugh, Lynn Dawson, and Steve Roth soon to be joined by Jim Augspurger, his niece Lilly, Rick Clarke and several other friends.

While up there, we all got to be part of Barnstorming Carnival held at the Springfield-Beckley (OH) airport, then on to a Tuesday afternoon fly-in at Hagerstown, IN. We got to bring old airplanes to bunches of interested civilians! ...and Bob got checked out flying the New Standard, Joe Santana and I got to fly Bob's Piet, and Pete got to fly the '33 Rudolph Piet. Clear? All this is only part of the story...but will save it for a rainy day...



2014 Calendar of Events

- 3-7 Sep Fly-Out to Triple Tree Fly-In Woodruff, SC (SC00)
- 2-5 Oct Camden Fall Fly-In
- 18 Oct (Sat) Susan Big Food Day -Covered Dish-Walnut Cove, NC (13NR)
- 1 Nov (Sat) Fly-Out to Star, NC for lunch at Martha's -Montgomery County (43A)

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

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MEMBERSHIP INFORMATION

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 # _____

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Lynn Dawson briefing the troops. Hagerstown, IN The *only* Fly- in where they advertise water for the horses.