

ANTIQUAIRWAYS®

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



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September-October 2016

Jim Wilson—*Editor & Publisher*

Fall is rapidly approaching and with fall comes our last two events of the year. Camden starts a mere four weeks from the time that you receive this newsletter beginning mid-afternoon on September 29. For me, Thursday afternoon and Friday morning are the best days of the fly-in. Thursday is an afternoon of doing absolutely nothing but sitting by your plane with a "Pepsi Cola" and listening/talking. It's amazing what aviators come up with in their conversations.



Friday morning we'll be flying the 40 or so miles over to Timmonsville for the fly-out hosted by Bette Huggins and my former A&P classmate, Billy Price. Billy will be cooking his famous "low country boil" for us. I'll be flying over early to help Billy peel potatoes and shuck corn, etc.

This year we have a real treat for all of you attending the Saturday evening banquet at the Robert Mills Courthouse. (Nope, you're not on trial. This courthouse was designed by "America's First Architect" Robert Mills in 1825 and built in 1827. This historic courthouse was restored and is leased for events such as ours.) Our speaker, Ron Alexander, is planning a program on the history of the DC-3. As most of you know, Ron regularly flies his DC-3 to air shows around the country. I've heard Ron speak on other subjects and am really looking forward to his talk as should you.

The last event on our clubs calendar for 2016 is BIG FOOD DAY which is held here at Dusenbury Field (13NR). So put some food in a dish, cover it up and bring it with you. Nothing fancy. Remember! Food eaten at fly-ins does not count. I'll be making lowcountry gumbo, as usual. Some notes for Dusenbury Field: Land on Runway 14 with the house and hangar on your left and TAKEOFF ON RUNWAY 32. Runway length: 2700 feet measured. Width: 93 feet. COFFEE AND DOUGHNUTS are on at 9:00 am.

Questions?????? Phone me. My number is listed in this newsletter.

This past Saturday at the semiannual Board of Directors meeting held here at Dusenbury Field your board voted to forego club van rentals at the fly-ins. This was a tough call and I personally, put many hours of thought behind it. The fundamental and most pressing issue concerning the van was to protect the organization from potential litigation. The secondary reason was cost. We had 12-18 members who used the van at a cost of \$800-\$1100. It is difficult to justify that expense when most of the members hop rides in cars anyway. Several of us will be renting cars. I have seats available in my rental car. Our policy: No pilot left behind!! ????? about this? See me at Camden.

On a sad note, we recently lost one our most stalwart members, Carolyn Baker. I vividly remember the times years ago when Carolyn and her best friend, Camille, would fly their Vagabonds to our fly-ins. Carolyn sold her Vagabond and more recently had been flying her Stinson 108. Carolyn was beautiful inside and out. She will be missed. Our hearts go out to her husband, Winn. See you all at Camden, *Susan*

CAMDEN - 2016 29 Sep—2 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

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.

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

Thursday 29 Sep Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 30 Sep 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 3090 ft of grass!

Dinner at Sam Kendalls, Broad St., Camden Friday Eve.

Saturday 1 Oct

Breakfast on the field for Campers

Lunch on the field Sat.

Evening Dinner At Robert Mills Courthouse (607 S. Broad, Camden) Cocktails at 6,
Dinner at 7.

Dinner Speaker- *Ron Alexander!*

Sun 2 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.

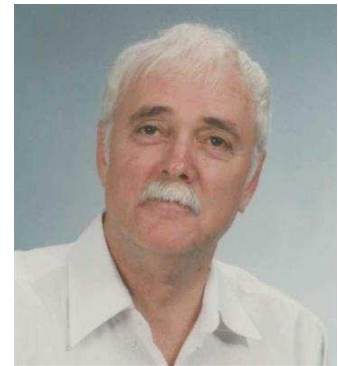
Pa Leeze follow the marshalls and taxi slowly!

Gone West



Phillip L. "Phil" Loftin, 77, of Mooresville, NC died April 12, 2016. Phil was an FAA Air Traffic Controller for 31 years. He was manager of the Charlotte tower and started the tower operation at Concord Regional airport. He was a long time pilot and recipient of the Wright Brothers Master Pilot Award. He lived and kept his Cessna 170 at Miller

Airpark. Phil was the President of this organization from 1990 to 1992. Our sincere condolences to his family and friends.



Carolyn R. Baker, 71, Darien, Georgia, passed away on August 3, 2016. Carolyn was born in Wichita, but "got around" while growing up



with her Air Force officer father. She got a degree in criminal justice, but went to work with Delta Airlines

where she spent 31 years as a flight attendant. She learned to fly in 1972. She and Winn at one time had his and hers Piper Vagabonds. She is pictured with Winn in her Stinson 108. They were total partners in all aviation activities. They flew everywhere together. Our deepest condolences to you, Winn, your family and many friends. Carolyn will be missed.



Big Food at Dusenbury!

Come early, come hungry...it's Saturday 22 Oct at Dusenbury Field (13NR) (about a mile w of N63) (Check Airnav)



Dusenbury

The plates y'all bring to be passed will be passed

about noon thirty or so. Hopefully, the Stinson wing will be a) assembled and b) off the buffet table. This is our last big hurrah of the year, so be there!



More about Camden

Our guest and dinner speaker will be **Ron Alexander**. I liked Ron before I even had a clue who he was...He was the Alexander in Alexander Aeroplane Company...as far as I am concerned *the* best aviation parts business I have ever dealt with. ...and that was a long time ago.. He sold the business; it is now Aircraft Spruce East. This is just one of several aviation related businesses Ron has owned. That is the tip of his iceberg.

Ron started flying at 16, soloed an Aeronca Champ, did some instructing, picked up some DC-3 and C-45 time and then went into the the Air Force. He flew C-130s and did a combat tour in Viet Nam supporting Marine and Army Special Forces flying the C-7 Caribou. He was awarded the Distinguished Flying Cross. He is a retired Delta Air Lines Captain and has been involved with antique airplanes for over 40 years. Ron started the Sport Air workshops and is the big daddy of the Candler Field Museum and Foundation. He still flies a lot, keeps his hands in museum projects, writes great technical articles, and is a *VAA Director*. This is in addition to keeping his fingers in numerous and assorted other aviation projects. These are just a few of the high points.... It will be a real honor to have Ron among us at Camden!



Ohio Trip #1

Our first trip “across the hill” this year took us back to the National Waco Club Fly-In in Mt. Vernon, OH. Same drill as last year...pick up the Perkins in NC, over the hill to Gallipolis, OH for ice cream and an overnight stop. The next day we flew up to Cincinnati for a visit to Sporty’s, then up to the restaurant at Grimes Field, Urbana, for lunch and pie...the best pie...period. The Urbana visit included a tour of the Grimes Lighting Museum and the B-17 reconstruction project at the Champaign Air Museum on the field. We then flew on to Wynkoop Airport to get ready for our ground field trip the next day. After knick-knack lookin’ at was accomplished in the Ohio Amish country, we made an impromptu visit to Preferred Airparts in Kidron. Their primary business is aircraft salvage. Dispense with any ideas that this is an aircraft junkyard. Everything is inside in immaculate buildings and shops. Their modern inventory control system tells them where every well protected hunk is. If you need a wing, fuselage, or small part for an airplane, they probably have it. This year, they *bought out* Jim and Dondi Miller’s dope and fabric operation, which was one of the larger Poly Fiber distributors. We checked on their envelope and fabric department...just in case we need to recover something. It’s a first class operation with first class people. The next few days were covered with Waco socializing in between an occasional shower; a very successful week. More photos on the back.



It's the Bomb!

Now that I have expanded our readership to Homeland Security...just what was is going on with this Waco showing up at Oshkosh with this funny blue and white symbol and a 100 lb. bomb?

This year is the 75th anniversary of the creation of the Civil Air Patrol. It wasn't long after our entry into the war that German subs were sinking ships right off the Atlantic and Gulf coasts. The military did not have anything immediately available to counter the threat...so the Civil Air Patrol *Coast Patrol* was started in the spring of '42 and patrolled our coasts from 20 bases for eighteen months after which time, the Navy took over the task. The basic civil defense logo of a blue circle and white triangle was used to designate these coast patrol airplanes. Hundreds of civilian airplanes and pilots flew patrol missions up to sixty miles off shore looking for subs, mines, and survivors of torpedoed ships. Aircraft had be at least 90 HP. Lots of Stinsons, Fairchild's, Wacos, Grumman Widgeons, and the like were used. Within the first couple of months, civilians were authorized to carry live ordnance, most commonly one or two 100 lb bombs or depth charges. (See the Custom Cabin Waco photo) Ordnance was dropped on suspected subs 82 times. The bad guys quickly got the message and moved out of range of these patrols making their targets



much harder to acquire and forcing them to change their tactics. My Waco, NC16598, served as a coast patrol airplane at Base 9 Grand Isle, LA. Did it carry bombs? I have no idea. Grand Isle was one of the more austere bases...they used an old road as a runway. Crews were billeted in an abandoned hotel. Pilots were paid for expenses only. As all other flying within 100 miles of the coasts was prohibited...these missions definitely kept your flying square filled and provided a vital deterrent to the deadly U-Boat threat.

So where does one obtain your basic AN-M30 100 lb. bomb? Lowes insulation styrofoam and some quick set construction adhesive is the first step. Cut up pieces in the parking lot of Lowes, spreading little hunks all over. Next...tap your overnight guest (**Chuck Horrell**) for engineering, construction advice, and extra hands. Make an absolute mess in the shop turning the thing in the lathe. Fill the holes with old latex paint thickened with micro balloons.

The fin pack is bent and riveted sheet metal...simple. Paint it OD, Stencil it, put on the TNT yellow rings, then carefully throw it in the plane and head north.



Awards and Decs - Oshkosh & Other Sightings

Oshkosh this year was more of everything...most being good things! Highlights of some of our members included award winners and participation at all levels. It was a great week!



Long time vintage marshaller, **Bob Perkins**, spent most his week in the sun at Papa3 taxiway making sure we got all got off the runway. He was *Vintage parking Volunteer of the Year!*

Pat Hartness & Pat Derrick flew one of the eight Spartan Executives that made one big shiny line of class in Vintage parking. They were met by several other Triple Tree board members and volunteers. **Pat Hartness** got one award just for getting out of the airplane..then later in the week, a *Bronze Lindy for the Best Bronze Age Vintage airplane*.

Here he is in front of his 1937 Spartan 7W N13PH. Meanwhile, down in homebuilts, **Matt Tisdale** of Greenville, SC picked up an *Outstanding Workmanship Trophy* for his work on TT's AirCam...the one at the Cross Cotillion! In the Warbirds area, **Dan Linkous**, received a *Judge's Choice Award for his deHavilland DHC-1 Chipmunk*,



N5UK. Photo was taken at his hangar at Miller Airpark, Mooresville.



Chuck Horrell made his debut at Oshkosh in his Interstate Cadet. It was the 75th anniversary of the Cadet...so a big double line of them flew in together and parked directly in front of the Spartans.



Chuck does engineering work for the Arctic Tern (a bush airplane upgrade of the Cadet design). He talked about progress on the Tern at the Interstate Forum. At the other end of the field, **Dennis Harbin** did a presentation on his Waco 9 project. In the middle of field in the new Rose Interview Circle, **Susan Dusenbury** (little dot in the golf cart) interviewing Bill Stearman, son of Lloyd Stearman.



Casa de Dusenbury, better known as the Vintage Book Store is adjacent to the interview circle. It opened this year as a place members can buy/sell vintage related books. They made a good bit of \$\$ for the organization while giving members a shot at some rare and long out of print publications. ...and lastly dignitaries from our outfit met with dignitaries of Oregon Aero...specifically **Gayle Crowder** and the owner, Mike Dillon. Gayle got the cook's tour of OSH. She is doing great!!

2016 Calendar of Events

7-11 Sept Triple Tree Fly-In
29 Sep-2 Oct Fall Fly-In at Camden, SC -KCDN **Note the Dates!!**
22 Oct (Sat) Fly Out to Dusenbury Field (Bring a Dish to Big Food Day)

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

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: Barbara Perkins, 8254 Clipper Ct., Catawba, NC 28609 828-478-2049 bap1944@embarqmail.com
Secretary: Anita Givens, 13246 Low country Highway, Ruffin, SC 29475 843-893-7502 anita@lowcountry.com
Newsletter Jim Wilson, 1862 Poplar Hill Dr. Cross, SC 29436 843-753-7138, crosswindjim@homesc.com
Membership: Linda Weaver, 107 Larchlea Pl., Concord, NC 28025 704-960-4621, linweaver@netscape.net

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MEMBERSHIP INFORMATION

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!

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Spouse's Name _____ EAA Member? EAA # _____
Y N VAA # _____

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