

ANTIQUAIRWAYS®

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



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September-October 2017

Jim Wilson—*Editor & Publisher*

If you have not been thinking about Camden then you probably should be if you are planning to attend. When you receive this Camden will only be about five weeks away. I know that I must sound like the proverbial broken record but you should reserve your room at Camden now. You can always cancel if for whatever reason you decide not to attend. Remember, the Camden Blues Festival is also held during our fly-in and rooms probably will not be available at the last minute.



Speaking of Camden, our club has acquired the EAA clubhouse in Camden. Thanks to the thoughtfulness and generosity of EAA Chapter 1132 (no longer in existence) in Camden whose wishes were that VAA3 take over their clubhouse. This is really great news for our tent campers who can now make themselves a hot cup of coffee (and breakfast) in the morning after a nice hot shower in the clubhouse. We will be thinking of other uses for our “new” clubhouse during the year as we move forward.

Congratulations to Todd Givens from Walterboro, SC who has just recently taken over the vice-president’s position of our club. Todd brings with him fresh ideas, more enthusiasm than we can harness and a sincere dedication to the vintage aircraft movement. I look forward to his capable counsel and leadership. Thanks, too, to Todd’s wife, Anita, for the stupendous job that she does as our secretary and for actually smiling when Todd took the vp position. For those of you who do not know Todd and Anita as well as for those of us do, let me just say that Todd and Anita stay really busy running their two businesses.

Last Monday, Eclipse Day, a group of us met at Jim’s not only to see the eclipse but also to hold an informal roundtable discussion about our club. (Jim’s airport, Crosswinds, just happened to be in the area of eclipse totality. How’s that for one-upmanship?!) Basically, we decided to keep Camden as it is with one exception. We will now have pizza on the field on Friday night. That will give people more time to fly or just sit around and enjoy the evening. Most of the changes will be at Roxboro where we will be moving towards a less structured fly-in. We’ll have more on that in future newsletters.

I am really looking forward to seeing you all in Camden and then here at Dusenbury Field on BIG FOOD DAY, Saturday, October 21. Coffee and donuts at 9:00am.

Blue skies, *Susan*

CAMDEN - 2017 5 Oct—8 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.

Transportation: Arrange you own. We no longer rent vans.

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

Thursday 5 Oct Early Birds: Dinner at FATZ Café next to Comfort Inn

Friday 6 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 7 Oct

Lunch on the field Sat.

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

Sunday 8 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!

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

The Long, Hot, Summer

...is about over, but it's been a good one with no slowdown on the part of the folks that "do stuff." Can't believe Triple Tree and Camden are right around the corner. We have new "digs" at Camden. CVAAF has obtained the defunct EAA Chapter's table and chairs and has leased their facilities on the east side of the hangar. We have our own Party Palace! What more could we ever want...maybe new tiedowns on the ramp...make your arrangement early!

Susan survived her first Oshkosh as the President of VAA. Lots of challenges... we are sure glad she is at the helm. She did get the opportunity to meet a couple (thousand) interesting people along the way. Here she is with Lt. Col. Dick Cole, the last surviving member of the Doolittle raid. What a great honor to spend time with him. He is now 101. As Doolittle's co-pilot on ship #1, he probably had the inside track on a lot of mission details.



Along the way, we have picked up some new members. **John Landolfi**, (Up.Left) Summerville, SC was accosted by Anita at the Cross Cotillion. John moved here from Stroudsburg, PA We have crossed paths before. We won't go in to why I was flying through the Delaware water gap and not over it. He is hunting an airplane.

We also signed **George Sellers**, Lexington, SC owner of a 415C Ercoupe, and **Bob Tyler** from Great Falls, VA. He owns an Aeronca 11AC Chief. ...and last but not least...**Ross Gresley**, Catawba, NC. Ross is **Bob & Barb Perkins'** neighbor at Long Island Airpark. He is a retired GM design engineer with *many* patents and *many* more automotive technical accomplishments.



He has an Ercoupe and *many* other build/rebuild projects. He is a very skilled craftsman, who every time I have seen him, is helping someone with their project. Here he is ironing Bob's top fuselage fabric. Ross is also a long time Oshkosh volunteer. He shows up everywhere!



Glad to have all these new members on board!

Big fOOD dAy is Coming

Saturday the 21th of October to be exact. Dusenbury Field, Walnut Cove, NC The field is 13NR sorta right near Meadowbrook...but don't go there unless you are on fire.

This is a great Saturday Fly-Out. Bring a plate to make the table look there is Big Food there...which there always is... see example to the right... ³



If you had this...



...you would never want anything else. This is Dave Tyndall's 1938 Waco EGC-8. It is for sale. If you want a perfect big radial airplane you can put your whole family and part of the neighbors family in, this is it. Yes, there is another Waco project in Dave's life. Yup, it's expensive...but it is way better than new, has the big Wright, real brakes, and is an easy airplane to fly.

Contact Dave at 225-200-5224 or wacoc8@yahoo.com John Shearer..look!!

Tom's Good Deed

This past June, Tom Inman had the honor of giving WWII B-17 Pilot a ride in his PT-19.

Tom took up Bill Poland, a veteran of 34



#5 FEB 16, 1945 - CALLED AT 0635. BRIEFING AT 0730. BRIEFING FOR BELSENKIRCHEN MISSION COMPLETED. BOMBING WAS VISUAL. FLAK OVER TARGET FOR 8 MINUTES. VERY ACCURATE. WE FLEW OUR FIRST MISSION IN OUR SHIP. IT WAS HER FIRST MISSION. MAJOR BATTLE DAMAGE, 3R HOLES, #1 OIL TANK AND #2 GAS TANK HAVE TO BE CHANGED. #1 SUPERCHARGER WIRE SHOT OUT, CLOSING WASTE GATE. DURATION: 6 HOURS 40 MINUTES. CREW: BUNHAM, POLAND, SOCKRIDER, BEENE, POWERS, SCHNITMAN, BURBESS, EDGERLY, HEXT. FLAK WAS THE WORST YET.

missions over Germany as a member of the 381st BG, Ridgewell, England. A page from Bill's mission diary is shown. His group flew almost 300 missions of the 10,660 flown by the 8th Air Force. They lost 131 aircraft. After watching a video of their flight, I don't know who enjoyed it more...Thank you, Tom!

Robert's Good Deed

Robert Brackenhoff has been taking high quality photos at our fly-ins since the '70s. He has assembled these in collections of slide shows by aircraft type. He has graciously donated all of these slide shows to us. We are working on how to make these available to the membership via our web site or other means. It is a great, well organized collection! Thank you, Robert!!



Reports from the Field

Sue Wehman in the field... In front of **Mike Roe's**, Ophelia, VA, home and hangar on private airfield, VA99. **Sue and Buddy** visited Roe's to check out the finished center section repair on **Stan Sweikar's** Fleet II. Mike did an outstanding job, repairing the leaking center section tank (in the covered center section), and doing the recovery work necessary to make it invisible on the immaculate one piece upper wing. Mike is a meticulous craftsman who graciously took on this difficult job for his good friends. His equally immaculate Stinson 108 is in the hangar with the Fleet. The task remains for Mike and Sandy to find a new caretaker for one of *the* best antique biplane restorations in captivity. Mike is keeping it warmed up and exercised for you!



Midwest Report

Matt Paxton, Fairfield, VA, was spotted at the Brodhead, WI Pietenpol/Hatz Biplane fly-in. Yes, that is a long flying/camping trip in a Piet! He went on to spend the week in Oshkosh. As you can tell, he loves this stuff! In case you missed it, check out Matt and his airplane in the August addition of *AOPA Magazine!* Sans Piets, **Bob**

Coolbaugh, Joe Santana, and Ross Gresley also were spotted on the field. I know I have said this before, but a Pietenpol offers more bang for the buck than just about any other flying machine. It puts the "I can't afford" to fly clearly in the "BS" zone. If you are living under a bridge abutment, maybe you can't afford it...for everyone else...it's just a matter of the desire.



Advice to the Loveworn

Unrelated items that have come up a few times...maybe we can eliminate some grief...

1) **Plastics** ...not a career choice for Ben, but a widely used material for protecting fabric covered parts that are not immediately finished through color. Sheet poly...*don't* use it. When rubber and plastics are manufactured, they are generally first processed from materials that are mixed like peas and mashed potatoes. Lubricants are added to aid the mixing. After the final product...sheet polyethylene, rubber goods, etc, are made, these lubricants "bloom" or leach back out of the product. They will then contaminate your nice covered surface and can cause all kinds of paint problems. This stuff will not be completely washed off by prep cleaners. We have had a couple of members who had serious issues with this.

2) Get it Straight, keep it Straight

The kiss of death in a tailwheel airplane on pavement are wheels that are toed in.. i.e. pigeon toed. My KR-21 spent more time on its back during the thirties than right side up due to this. It appears toe in was designed in on Kreider Reisner airplanes as I have found it in four of them. A couple of our departed members almost got in a fight on the bus to the hotel over whether wheels were to be toed in or straight ahead. Old school stuff is not always right.

On many airplanes...Luscombes, tailwheel Cessnas, Pipers, etc, it could be the result of improper installation, some nit-wit putting in shims the wrong way, or a bent axle due to an accident. A Luscombe that has had the gear replaced is a prime candidate. The gear leg twist can be adjusted by a shear bolt in the front gear leg. So if you have a skirry tail dragger, or just bought one, my first day with the airplane would include a check of wheel alignment.

How do you check it? Get a couple 15 foot pieces of string and four cement blocks, buckets, bale of hay...whatever.

Make sure your tires are fully inflated...maybe a little over inflated. Set the blocks and string so that the string *just* touches the tire near its horizontal centerline fore and aft. Then measure across the fore and aft extremes of the string. If your forward measurement is less on the rear measurement, it is time to evaluate how bad is too bad relative to the airplane's ground handling. A third string on the airplane centerline is also helpful to check that the gear is aligned with the airplane.

While you are on the bottom side of the airplane and if your tailwheel is steered from the rudder, check that the rudder horn length is not longer than the tailwheel horn. If so, you will be constantly oversteering the tailwheel. This is no problem if you are an Olympic figure skater but is another not uncommon problem, especially on older antiques.



Exciting photo of a tire and a string...whoa!

3) Hand Proppingagain!!

After a June in which a man was cut in half by an Aeronca Champ prop, one of our members came close to suffering the same fate, not to mention two wrecked vintage airplanes. Both were tied and chocked. A sudden burst of power and both broke loose. Get the big picture?? Make sure your hand propping is preferably with someone in the cockpit or the airplane is adequately tied down and chocked. That burst of power will *snap* a pretty stout tiedown! Did I mention the nitwit we observed hand propping a Luscombe, no chocks, no tiedown, no nothing in the middle of a crowded fly-in...with flight line safety/marshalls watching him? We have to do the right thing *and watch out* for each other.

2017 Calendar of Events

6-10 Sept Triple Tree Fly-In
5-8 Oct Fall Fly-In at Camden, SC -KCDN
21 Oct (Sat) Susan's Big Food Day Dusenbury Field (13NR) Bring a plate

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!

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Spouse's Name _____ EAA Member? EAA # _____
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Look Ma! No Hands! Mike Bowen, Pendleton, SC experiencing great happiness in his PT-22. Don Fraser
Photo