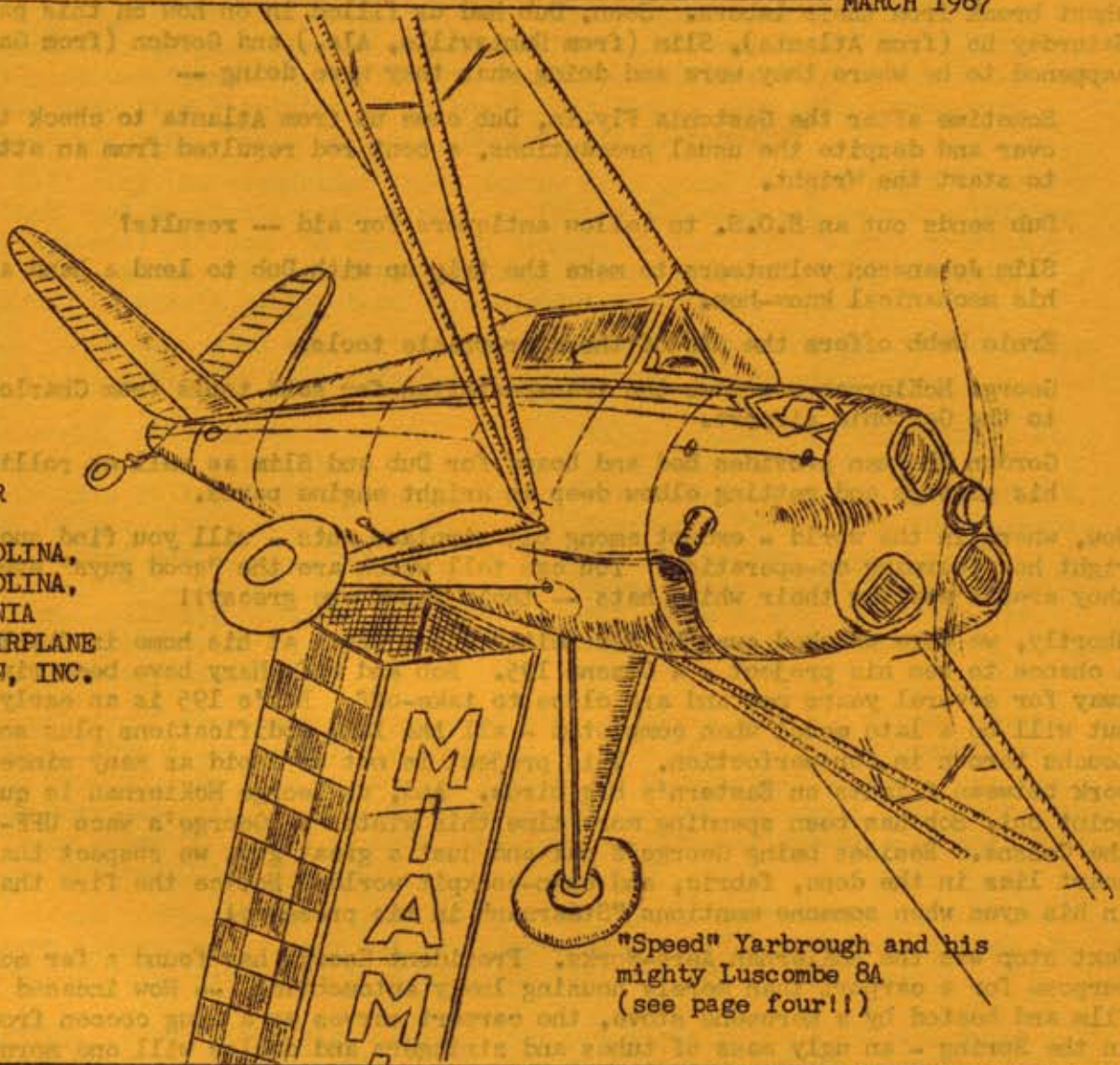


ANTIQUÉ AIRWAYS

MARCH 1967

NEWSLETTER
OF THE
NORTH CAROLINA,
SOUTH CAROLINA,
AND VIRGINIA
ANTIQUÉ AIRPLANE
FOUNDATION, INC.



"Speed" Yarbrough and his
mighty Luscombe 8A
(see page four!!)

Page One

March 1967

FLY-IN PLANS - On February 5 a planning meeting for our Burlington Fly-In was held at Gastonia, N. C. -- and the weather was beautiful all week-end! Well, what the heck did you expect? President George McKiernan and his Almanac were at work again! It seems that everytime our bunch of rowdies meets in Gastonia, the heavens roll back leaving nothing but blue skies, warm sunshine (in February yet!) and miles and miles of visibility. Golda and I roared down on Saturday in our mighty 65 hp Luscombe in response to the invitation of the McKiernans to spend the night with them. After bobbling down through the thermals to a landing (would you believe two?) at Red McCord's newly extended and landscaped operation, we taxied down to the hangar area parking our bird in front of Dub Yarbrough's "C" model Staggerwing. While still downwind, we had seen that the cowl was off the "C" and that three backs were bent to the task of replacing some bent Wright goodies. After rolling out of the 8A we were

greeted by Dub Yarbrough, Gordon Sherman and Slim Johansson - all ready to take a short break from their labors. Soon, Dub had us filled in on how on this particular Saturday he (from Atlanta), Slim (from Huntsville, Ala.) and Gordon (from Gastonia), happened to be where they were and doing what they were doing --

Sometime after the Gastonia Fly-In, Dub came up from Atlanta to check the "C" over and despite the usual precautions, a bent rod resulted from an attempt to start the Wright.

Dub sends out an S.O.S. to fellow antiquers for aid -- results?

Slim Johansson volunteers to make the trip up with Dub to lend a hand and his mechanical know-how.

Ernie Webb offers the use of the appropriate tools.

George McKiernan provides the transportation for said tools from Charlotte to the Gastonia airport.

Gordon Sherman provides bed and board for Dub and Slim as well as rolling up his sleeves and getting elbow deep in Wright engine parts.

Now, where in the world - except among old airplane nuts - will you find such downright heartwarming co-operation? You can tell which are the "good guys" even when they aren't wearing their white hats -- their hands are greasy!!

Shortly, we were whisked away by Bob Beitel for a visit at his home in Charlotte and a chance to see his project - a Cessna 195. Bob and wife Mary have been riveting away for several years now and are close to take-off. Bob's 195 is an early model but will be a late model when completed - all the late modifications plus some Beitel touches thrown in for perfection. This project is not as rapid as many since Bob must work between flights on Eastern's big birds. And, as George McKiernan is quick to point out, Bob has been spending more time this winter on George's Waco UPF-7 than on the Cessna. Besides being George's pal and just a great guy, we suspect that Bob's heart lies in the dope, fabric, and open-cockpit world. Notice the fire that appears in his eyes when someone mentions "Stearman" in his presence!

Next stop was the McKiernan Aero-Works. President George has found a far more noble purpose for a carport than merely housing lowly automobiles. -- Now incased in plastic film and heated by a kerosene stove, the carport serves as a snug cocoon from which - in the Spring - an ugly mass of tubes and stringers and cables will one morning emerge as a beautiful butterfly - one of the finest Waco's in existence. Actually, to an airplane nut George's bare fuselage is not ugly at all. The workmanship is really something. George and Bob should put some zippers in the fabric so they can be opened during fly-ins for a peek inside. Then everyone would be able to appreciate what has been going on until the wee hours out in the "cocoon"!

After delicious steaks and a round of airplane stories that lasted until 3:00 a.m., the McKiernans, Beitel, and Coxes called it a night hoping for fair skies on the morrow.

SUNDAY WAS A BEAUTIFUL DAY!

Just as we drove into the airport on Sunday morning we saw the "Big Mama" of our chapter rumbling downwind - the Waco YKS-7 from Lower Creek. Tom Whisnant, Red Prestwood, and J. T. Woods are going to have that Waco on hand no matter when or where the faithful meet. Unfortunately, Red was unable to make this trip, but the

big Waco towered over all else as it usually does.

Soon, the newly acquired PT-23 owned by member Herb Puckett roared in followed by a Super Cub piloted by Chapter Vice-President Bob Parks, Greenville, S. C. A Tri-Pacer slipped in almost unnoticed - that is until out stepped Bill and Jo Woods, Randy and Diane Williams down from Virginia. That meant that five states were represented - Virginia, North Carolina, South Carolina, Georgia and Alabama!

Then a hush fell over the gathering - unbelieving eyes gazed at the sight - Swanson and Jackie Poer taxi up to the parking area in (Oh! a thousand pitios and a burning shame!) a Cherokee!!! At home in Burlington languished the world's only remaining Travel Air 16-K - on the warmest, most beautiful day of 1967!! (Well, alright, Swanson, I guess it wasn't really that warm - but a Cherokee?)

Moments later we adjourned to the Holiday Inn - scene of some fine fly-in banquets - to plan for Burlington. The following hearty souls were in attendance:

"Dub" Yarbrough, Atlanta, Ga.	"Slim" Johansson, Huntsville, Ala.
Tom Whisnant, Granite Falls, N. C.	J. T. Woods, Lenoir, N. C.
Ed Kemp, Granite Falls, N. C.	Skip & Herb Puckett, Charlotte, N.C.
Bob Parks, Greenville, S. C.	Swanson & Jackie Poer, Greensboro
George and Geneva McKiernan, Charlotte, N. C.	Gordon Sherman, Gastonia, N. C.
Stan Sweikar, Winston-Salem, N. C.	Hanes Carter, Winston-Salem, N. C.
Randy & Diane Williams, Snowden, Va.	Bill & Jo Woods, Lynchburg, Va.
Bob Beitel, Charlotte, N. C.	Colon Ashworth, McAdenville, N. C.
Golda and Jack Cox, Ashboro, N. C.	

Under the direction of President George - and with guidance from his fabled almanac - the assembled antiquers decided on the week-end of June 10-11, 1967 for our Spring Fly-In. This meet will be held at the Burlington, N. C. Municipal Airport. As details such as motel and banquet reservations are worked out they will, of course, be printed on these pages in future issues. But for now let's all start planning to be at Burlington on June 10 and 11.

When we all return to the airport, what do we find? Gene and Pat Padgett and their Luscombe - some sleepy heads never get to enjoy that beautiful early morning smooth air! But those two are always on hand when the faithful are called out.

NEW JUNGMEISTER! If you read Trade-A-Plane then you already know that the Bucker BU-133C is in production again - and if you were at Gastonia for our planning meet, you know someone who has flown a "new" Bucker. Bob Parks, our Vice-President, told of his recent trip to Europe (some guys have all the kicks!) and his chance to fly what many professional pilots consider the best acrobatic mount of them all. Bob visited several German sport flying fields and at one chanced to express his desire to fly a Jungmeister - whereupon he was advised to stop by a few days later and perhaps one would be available. Sure enough, one day there it sat - a shiny Bucker with a 180 Lycoming ready to go. At the time Bob assumed the plane to be a nice rebuild and conversion such as has been done here in the U.S. by Frank Price and others.

After the flight, however, Bob was flabbergasted to find that he had been at the controls of a spanking-new plane that was newly in limited production. Further, the plane had been delivered to the field just for his flight by the factory!--And now the burning question: How did it handle? How does it really feel to get a hold on a

bird like that? I backed Bob into a corner after the meeting and asked just those questions. Bob just smiled that smile - you know, like Hillary after he climbed Mt. Everest - and a far away look came to his eyes. You could almost see reflected in them a set of flashing wings up there among some sun-capped clouds!

DR. JEKYLL AND MR. YARBROUGH: Would you believe that our own mild-mannered Dub Yarbrough - yep, the one who does nothing any more vicious than an occasional 200 mph pass down the runway at 25 ft. altitude behind the bellowing 450 of "Big Red" - was a racing pilot during the 30's - and in the post war period??? -- That he has polished pylons in such hairy beasts as the Brown Racers, one of the Laird Super Solutions, and that he once shoe-horned himself into the Schoenfeldt "Firecracker" - the same ship in which Tony LeVier won the 1938 Greve Trophy and came within an ace of winning the 1939 Thompson?? Well, astounded friends, it's all true!! Dub really flew all these and more. I don't know how he could have withheld such vital information from his friends for so long - but it just goes to show that you can talk to a guy for two or three years and then you will learn you don't really know him at all! My Luscombe can be thanked for bringing this much of the "other Dub Yarbrough" to the surface. After our landing at Gastonia on Saturday, Dub came over to look our bird over and offhandedly remarked, "I once won \$500 with one of these little ships." ---Er, how was that again?? Fifteen minutes later I had the story which goes something like this: In 1946 Dub and a friend decided to attend the Miami Air Races with the express purpose of buying a Staggerwing (what else?) to bring back to Georgia. Not finding anything but some tired dogs and not wanting to come home via big bird, they compromised and bought a new Luscombe 8A. It must have been about then that the tiger started to rise in Dub once again. Seems there was to be a stock plane pylon race in the light plane category - first prize was \$1000 and second place paid \$500. Hmmm!-- a new Luscombe, big money, memories of the pre-war days -- all ingredients of a witches brew of which Dub drank deeply. Shortly, he was on the field plying a few tricks of by-gone days - removing the right hand seat and all other extraneous weight, draining the oil and replacing it with light-weight stuff, taping over all the rivets and joints with masking tape, and other such fiendish ploys intended to defy the laws of aerodynamics. Then, out to the starting line and "which way to the first pylon." Dub says from here on out it was a matter of embedding the throttle in the firewall and GO! From the beginning it was all Luscombe -- but, unfortunately, not all Dub. Some fink had a Luscombe 8A with an 85 instead of the usual 65 and although Dub threatened to chew his tail off right down to the finish line, ("just a few feet behind, drat it") he could never pass on the straight-aways. Both flew right on the deck in the ground effect and sliced around the pylons so closely they left them trembling in the propwash. Far to the rear, two hapless Ercoupes collided and went in - no place for two-controllers. So, Dub won \$500 for second and missed another \$500 by a scant few feet -- but, he says he had a ball!! After collecting his loot and replacing the seats and oil, Dub and his friend were soon winging their way north in this toy tiger. Dub still remembers the license number of the Luscombe - N45452. (As of July 1, 1965 the little 8A was registered to John T. Carney, 616 Atlanta St., Marietta, Ga. and was in license - you can't put a good plane down!) As the past of that "other Dub Yarbrough" is unraveled by your reporter, the amazing truth will be divulged on these pages.

STONE MOUNTAIN CONTINUED - Definite word on the Stone Mountain sport aviation airport is now available. A corporation has been formed which will take over the field on April 1, 1967. They have a twenty year lease with the option to buy at the end of that period of time. Doug Rounds is President of the corporation; Frank Price is Vice-President; Secretary and Treasurer is Bill Jenkins; and Charlie Jenkins will be the airport manager and will live on the premises. All kinds of plans are cooking - the most important for us here in the Carolinas and Virginia being a Fly-In in June or July. We should all keep this in mind and try to arrange our schedules so as to be able to attend. As we are all aware, our Gastonia and Florence Fly-Ins have been successful to a large degree due to the support of our good friends from Georgia. When they set their date, let's roar down en masse to repay this fine group for their loyalty and support. A trip to Atlanta could serve as a really fine family trip for many of you. In addition to the antique airplanes, the airport lies adjacent to the Stone Mountain State Park which should keep your kiddies happy. A train similar to Tweetsie runs around Stone Mountain - complete with gun fights - and a cable car imported from Switzerland runs to the top of the huge hunk of rock. A new 200 room motel has been constructed near-by. -- But, back to the airport itself! This field will be mainly for antiquers and home builders. Only tail-draggers will be encouraged. We hear that most of the antiques in the area are to be based there and many new hangars are in the offing to handle them. Several P-51's are scheduled to move over to drown out the Staggerwings in the noise department. And finally, the "other Dub Yarbrough" is planning to teach acrobatics in his Waco RNF and a Citabria! Sounds like a great place for a flying week-end as well as a Fly-In.

KNIGHT FLIGHT - A recent letter from member Stuart Hitner of Greensboro, N. C. contained the following article clipped from the Feb. 12 Atlanta Journal:

OMAHA, Neb., Feb. 11 (UPI) - An antique airplane buff plans to celebrate the 46th anniversary of the first air mail flight Feb. 22 by flying the night mail on the original route in an old biplane.

H. H. Rhodes, director of the Nebraska Oil and Gas Conservation Commission, whose nickname, naturally, is "Dusty", will climb into the cockpit of his vintage Brunner-Winkle at North Platte, Neb., Airport the night of Feb. 22. Rhodes plans to follow the same route blazed by the late air pioneer Jack Knight on Feb. 21, 1921, in flying the mail to Omaha.

Like Knight, Rhodes will fly without modern navigation aids, guided by a line of bonfires in 26 communities along the way. He generally will follow the course of the Platte River.

Ham radio operators on the route will maintain a communications chain to report his progress. Rhodes' flight is part of the Nebraska centennial celebration.

Thanks, Stuart -- now if you all have purchased Page Shamburger's Tracks Across The Sky, you can read how Knight made the original flight.

TRAVEL AIR REVISITED - A few issues back we featured Swanson Poer's Travel Air 16-K. In that article it was noted that Swanson had no knowledge of his plane from the time it left the factory in 1931 until February of 1949. Well, now a piece of the puzzle has turned up. Recently Swanson received a letter from Mr. Phillip A. Lathrap, E. 1828 - 34th Ave., Spokane, Washington 99203, complete with an 8 x 10 photo of the

Travel Air when it was new. Mr. Lathrap had his first airplane ride in Swanson's pride and joy and wanted him to have the photo. This ride occurred sometime in 1931 or 1932 in Spokane - so that much is known. Who can add another tidbit?

THE FLIGHT OF MR. PEPPERONI - A recent phone conversation with Father Didacus Polk revealed plans for an adventurous antique flight sometime in May. Father Didacus (of Tulsa) and John De Marie of Irving, Texas are planning to fly from Texas to New England in John's B-W Bird, "Mr. Pepperoni". Where did a Bird get a name like "Mr. Pepperoni"? If you owned D's Fresh Pizza Co., Inc., what would you name your favorite antique? Anyway, the three of them will be winging their way eastward and just might pass through our area on the way home. We'd like to hear the Kinner pop-popping in the pattern at Asheboro!! John writes that a big antique Fly-In is in the works for May 20 and 21 at Arlington Airport, Arlington, Texas. This is a fine meet and draws quite a few old birds from the Texas-Oklahoma area. Oh, for a fast antique!

COMING EVENTS -

May 20 and 21, 1967: Fifth Annual Texas Regional Antique Fly-In, Arlington Airport, Arlington, Texas. - Contact: Hank Henry, 1020 Chestnut, Irving, Texas for details.

June 10 and 11, 1967: North Carolina, South Carolina and Virginia Antique Fly-In at Burlington Municipal Airport, Burlington, N. C. Contact Jack Cox, 1308 Keystone Rd., Asheboro, N. C. 27203 for details.

July 31-Aug. 5, 1967: E.A.A. Fly-In at Greater Rockford Airport, Rockford, Illinois. If you are going to Rockford - don't wait - make reservations now!!

NEW MEMBERS -

Lt. Col. Clement H. Armstrong, 773rd TCS., Bob 9002
APO San Francisco, Calif. 96274

Wm. Joseph Crews, Smiling Joe Aircraft,
P. O. Box 5, Thomasville, N. C. 27360

Dick McKiernan, Rt. #1, Quicksburg, Virginia

Lindon L. Monger, Box 74, Mt. Crawford, Virginia

Capt. Ted A. Hodgdon, Jr., 620 Short Ridge Rd.
Fayetteville, N. C. 28303

Doug Rounds, 4267 Palm Springs Dr., East Point, Ga. 30044

Louise Thaden, 1101 N. Main St., High Point, N. C. 27262

(Yes, this is THE Louise Thaden! - the gal who showed the men the short way across the country in 1936 to win the Bendix Trophy - in a Staggerwing.)

Welcome, new members!

CONTEST WINNER: The winner of our great Chapter Emblem Contest was member J. H. "Sandy" Sanders of 1462 Alverado Way, Decatur, Ga. 30032. Sandy's design has been forwarded to Big John Howard to have some samples made up. If everything goes well, you may see an example at Burlington. By that time Big John will be leaving the Pacific, but knowing him, he will have contacts back there to get additional patches made for anyone who wants them. Our thanks to Geneva McKiernan and Frank Hartman who

submitted excellent designs also.

FINIS: I hope you will pardon the fact that this newsletter is a few days late. My co-pilot, Golda, recently spent a week in the hospital after undergoing surgery. She is fine now and we are trying to get organized again. Hope to see many of you soon as warm weather arrives.

Jack Cox, Secretary
1308 Keystone Rd.
Asheboro, N. C. 27203