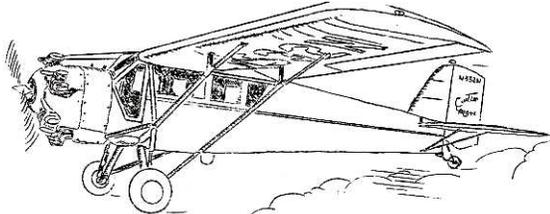


ANTIQUAIRWAYS®

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



*This Foundation is an IRS 501(c)3 non profit Corporation.
We welcome your tax deductible contributions!*

See us on the Web at: **VAA3.org**

May-June 2013

Jim Wilson—Editor & Publisher

As most of you know by now, Dolph Overton (1927-2013) made his final flight on March 25th. Dolph was an exemplary human being with many extraordinary accomplishments. (Please see Jim's article on Dolph located elsewhere in this newsletter.) Some of you may remember that Dolph was one of the founders of this organization, a past president (1967-68) and an active participant until declining health forced him to curb his aviation activities. I find it noteworthy that Dolph was the second of four generations of flyers in his immediate family to fly covering nearly a century of aviation pursuits. I knew Dolph's parents and in my teenage years I flew out of Overton Field (Mr. D.D.'s airport, as I called it. Mr. D.D. was Dolph's dad.). Overton Field consisted of two very nice grass runways and was located in Andrews, South Carolina-Dolph's hometown.



Vintage aircraft owners everywhere owe a great deal of gratitude to Dolph for his insight as to the value of preserving vintage aircraft and artifacts related to early aviation and for his preservation work in those areas.

Our spring fly-in at Roxboro is coming at us fast! Your directors and volunteers have worked tirelessly on your behalf. "Remember the Alamo!" Oops! Remember the AUCTION! The way that this works is simple. You donate your unwanted (but saleable!) junk and then buy someone else's donated treasure! In the end, you get "stuff" that you've been wanting, you divest yourself of unwanted "stuff" and get a tax write-off in the deal. Please see Anita for a donation form for you to complete for your tax records. For those of you with a really neat airplane consider donating a flight/ride in your beautiful plane. That ride could be a once in a lifetime dream come true for someone. Also, do not forget to see Anita and her troops to register for the fly-in. Look for the registration banner! Registration is only \$5 per plane, car, motor home, etc. The funds help defray the overall cost of the fly-in where the basic financial goal is to break even.

On a personal note, I am happy to report that my sledge hammer is now in retirement. My hangar is home and I will soon move the Stinson, et al back into the hangar.

I look forward to seeing each of you at Roxboro.

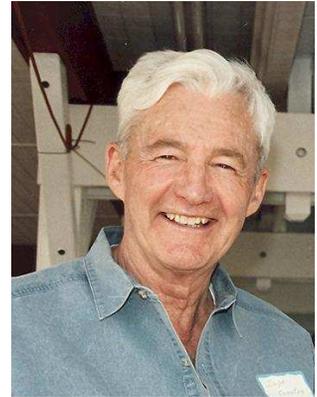
Susan

Note: Our club has two other families with four generations of flyers-the Lester family- starting with G.T. (Morton's dad), Morton, Curtis and Waid. & the Hegenbergers- Albert F., Albert C., Rick, and Ryan Truly remarkable!



Dolphin D. Overton, III
2 April 1927– 25 March 2013

Dolph Overton was one of the icons of this organization and was one of our most senior members. He collected and had restored over ninety vintage airplanes and built what was at the time the largest private collection of antique airplanes and autos in the country. Dolph had a 10,000 volume personal aviation library. Aviation and aviation history was his life.



In 1972, I flew up to Santee, SC to Dolph's Aviation and Transportation museum with Frank Kea...the flight was a story in itself,... but... when we landed, Dolph came up to the airplane and greeted us. At the time I had no clue about him and the many people that worked with him who would become friends. I certainly didn't anticipate owning one of his display aircraft. Later that year, I attended my first Chapter Fly-In. Dolph provided the fly-in venue for several years in Santee. These were all historic events. Having three Ford Tri-motors on the same small airfield in the late sixties and seventies was a pretty big deal. It was also at Wings and Wheels, that Dolph took on this Chapter's then newsletter editor, Jack Cox, as a historian, script writer, and promotor. In a few months, Jack was snapped up by EAA, where he and Golda gave us the absolute best in EAA publications and media support.



Jack Cox Photo—Santee, SC 1969

I also didn't know at the time, that Dolph was a highly decorated Korean War fighter pilot. His Air Force experience is legend. During 1952, he flew 102 interdiction missions in the F-84. On a second tour in 1953, now flying the F-86F, Dolph became an ace in four days after shooting down five MIG-15s, and most likely a couple more. Unfortunately, he was following an unofficial, but common practice of crossing the Yalu River and shooting down some of these aircraft over Chinese territory. This action was observed by a UN mission in China. The Air Force, in an attempt to deny the action, retracted some of his victories, denied recognition for his heroic efforts, and sent him back to the States. The Air Force eventually corrected this travesty and restored full credit and all of decorations in a public ceremony led by the Air Force Chief of Staff.



Dolph was an extraordinary military airman, industrialist, and vintage airplane collector. More importantly, he was a good friend to many in our organization and to this Foundation. Our sincere condolences to his wife, Sue, five children, family, and many friends.