

# THE CHESAPEAKE BULLETIN

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## First, at the Fly-In it was the airplanes . . . . .

By John Raffensparger

The Experimental Aircraft Assoc. Chapter #1384 combined with the Chesapeake Region, AACA to provide an aircraft Fly-In and antique car show at the Carroll County Regional Airport on Fathers Day weekend. The original date was Saturday, June 20<sup>th</sup>, but rain forced a postponement to Sunday. However, our first attempt at a combined aircraft and car show was still successful – 23 antique vehicles and 12 aircraft, plus a sizeable crowd of spectators.

Sunday's weather was cool and windy, with a lot of clouds, but several fly-in aircraft were able to attend. There were fly-over exhibitions during the afternoon, which pleased the crowds. Both the fly-in and locally based aircraft were parked near the antique cars. This gave everyone a chance to examine the aircraft, which included aerobatic planes, helicopters and a variety of



*One of the stars of the EAA Fly-In event was this Pitts Special – a stunt plane that had the crowd captivated by its speed and agility. The pilot put on a nice performance of the Pitts' capabilities, buzzing the field several times.*



*This EXTRA 300L was coming in from the landing strip looking for a spot to park among the planes lined up for spectators at the Fly-In. The EXTRA is also classified as a stunt plane. Even at idle, the four blade prop is formidable.*

other hobby aircraft. Some of the more common makes included Cessna, Piper, and Beechcraft.

An interesting aspect of the Fly-In was the presence of a couple of aerobatic airplanes – those with excellent climbing and maneuvering characteristics. The Pitts Special open biplane (pictured above) demonstrated some of its capabilities during the day with a fast take off where it literally seemed to jump off the runway and climb at a 45-degree angle away from the airport. The Pitts, first built in 1944, has a long history of winning performances and dominated aerobatic competitions in the 1960s and '70s. It's also interesting that most of the Pitts Specials have been homebuilt from detailed plans and kits.

Not to be outdone by the airplanes, our own Eric Hanson came to the show with his 1944 Willys Jeep MB towing his Bantam BT3-C trailer. Both of these vehicles have been restored by Eric – the Willys Jeep over a

*Continued on the next page >>*

# and then the next Sunday . . . . .

**Fly-In - continued**

number of years and the trailer in just about a month after it was acquired.

Eric bought the Jeep in the late 1990s and used it extensively in WWII reenactments and car shows. It was pressed into service as an emergency vehicle during the blizzard of February 2003 as one of the few vehicles able to navigate the roads.

In the spring of 2005, serious rust issues and engine wear signaled that it was time to restore both the body and mechanics. The restoration was helped along by friends and hobby associates who were experts in these tough little vehicles. By the fall of 2005 this Jeep was back on the road. The finishing touch for the Jeep MB was its uncommon camouflage paint, which is a multi-tone olive drab/sand that the British Army used on their Jeeps.

The Bantam BT3-C trailer was found at the Rough and Tumble Museum's annual Thresher's Reunion. It was a solid unit that just needed some refurbishing, paint and new tires. The restoration took about a month.

Eric Hanson has other military vehicles and some cars. To see his approach to the antique vehicle hobby, take a look at the Hanson Mechanical Collection: [www.hansonmechanical.com](http://www.hansonmechanical.com).

Jeanette and TW Scott brought a different kind of antique vehicle exhibit to the Fly-In. They arrived in their bright red antique car hauler, a 1953 International Harvester COE truck. The vehicle on the truck bed was Jeanette's most recent acquisition, a 1957 BMW Isetta.

When Jeanette was a child, she saw an Isetta at the Arcadia Steam Show and wanted one. Her admiration for micro cars (like the Isetta and Messerschmidt) has continued and recently she and TW found one located in West Virginia on the internet.

The Isetta is powered by a BMW 1398 cc, one cylinder, two-cycle motorcycle engine that produces a whopping 13HP. Jeanette claims that the Isetta is fun to drive, but you need to recognize its limitations – the 800 pound vehicle will ramble along at 40-45 MPH flat out on level terrain. So if it's not on the car

hauler, a three car caravan, with the Isetta in the middle, is used to take it on any extended road trips.

An interesting sidelight about the Isetta is that there weren't authorized dealers in Baltimore back in 1957. But Luskin's carried these cars for a time, showing them in front of their TV and appliance stores for \$798.

Participating at the Experimental Aircraft Association Fly-In with land-based vehicles were: Bill Dorsey, 1937 Ford; Doris Phelps, 1967 Cadillac; Mary & Ed Allen, 1959 Buick; Michael Levitas, 1966 Corvette; Jeanette & TW Scott, 1953 I-H car hauler & 1957 BMW Isetta; Bud Currey, 1965 Pontiac; Paul Blackman, 1928 Ford; John Pohlman, 1929 Ford; Ted Schneider,, 1983 Oldsmobile; Bryan Jones, 1964 Chevrolet; John Raffensparger, 1963 Studebaker; C. Felsher, 1973 Plymouth; Bruce Knott, 1963 Falcon; Chip Lorta, 1970 Ford; Bob Devin, 1950 Ford; Bob Natale, 1965 Buick; Eric Hanson, 1944 Willys Jeep; Rory McLeod, 1967 Buick; Lynn Kraus, 1966 Austin Healy; and Dennis Grue, 1970 Ford.



*Shown clockwise from the top left: The Scott's 1953 I-H car hauler; Jeanette Scott's 1957 BMW Isetta; Eric Hansen with his 1944 Willys Jeep MB; A Beechcraft parked on exhibit; and a post-WWII Focke-Wulf, which did some take off and landing maneuvers during the day.*