

# CONCHO VALLEY AVIATOR

## President's Invitation

EAA Concho Valley Chapter 493 meets on the third Tuesday of the month at Joe's Italian Restaurant at 1601 S. Bryant Blvd in San Angelo. Most of us arrive by 6:00 pm for dining and hangar talk. A short business meeting begins at 7:00 pm followed by an aviation-related presentation. We top it all off with dessert type refreshments. We'd be happy to see all aviation enthusiasts whether you are a pilot or not.

### NEXT MEETING

Our next meeting is coming up on **Tuesday, June 17th.** **We'll be meeting again at Joe's Italian Restaurant on South Bryant.**

### MEETING PROGRAM:

The May program is slated to be a presentation by folks from the Old Kingsbury Aerodrome near Seguin. It will feature their fleet of antique aircraft.

### Johnny's Recollections, Part 2

Johnny Williams says that he can't remember not wanting to fly. As a kid he built lots of balsa and paper models but didn't fly them. He had too much work in them to risk launching them with their rubber-band motors. One summer a barnstormer came to town in a

Luscombe and Johnny got his first aviation job as an ersatz lineman when he hauled cans of gas with his bicycle from town for the pilot.

On January third, 1944, while visiting San Angelo, Johnny signed up at Goodfellow AFB to become an Aviation Cadet. After finishing high school the following May Johnny and Richard Dillard left for Fayetteville to start college, courtesy of the Army. The first weekend he got off he got his first flying lesson. On February fourteenth, 1945 he soloed in a J-3.

## Refreshments

2014

**June - George & Martha Spinks**

July - Norm Beauchamp

August - Jerry Hatch

September - Pierce Marschall

October - Steve McDuff

November - Donald Treadwell

December - Christmas Party

Jan., 2015 - Don Smucker

### 2014 Chapter Officers

President:	Don Treadwell
Vice-President	Tony Marcum
Treasurer	David Dierker
Secretary	Pierce Marschall

### Other Volunteers

Tech Counselors:	Bob Reece and Ted Reed
Young Eagles Rep:	Don Treadwell
Flight Advisors:	??
Newsletter Editor:	Larry Wedel
Webmaster:	Bob Heiser

## MEETING MINUTES

EAA Chapter 493 Meeting, 20<sup>th</sup> of May 2014 at Joe's Italian Restaurant, 1601 S. Bryant Boulevard, San Angelo, Texas.

Donald Treadwell, President, called the meeting to order at 7:00pm.

New guest: Don Smucker introduced two new guests.

The April Meeting Minutes were discussed and approved.

The Treasurer's Report was approved.

Old business: There were three planes that visited the Brady Fly-In.

New Business: There was no new business to be discussed.

The May Meeting was adjourned at 7:07pm.

Don Baker shared his presentation over his homebuilt Skybolt, and handed out goodies.

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Not too long after that, while flying an Interstate Cadet, Johnny decided to try something he had heard about that sounded like fun. He spun it down through an overcast. One little problem ensued when the idling engine quit. He had forgotten to pull on the carb heat. After coming out the bottom and recovering from the spin he managed his first forced landing. Luck was with him and he was able to glide into the Robbins Army Aux. field.

Mary and Johnny became engaged in April of '45 and then it was off to Mississippi for basic training. The end of the war in Europe also resulted in the end of the Air Cadet Program and the end of his career in the Army Air Corps in December.

Johnny continued his flight training in 1946 under the GI bill, getting his private license in 1947. Mary was his first "legal" passenger ;- ) shortly thereafter. Also about that time while traveling across west Texas in a C140 with a three month old that needed a diaper change, the obvious solution to the stinky result was found. The window was open, and, after all, it was biodegradable. ( ;-) again. )

A stint in the Air National Guard as a parachute rigger got him some stick time in interesting birds such as the AT6, C-45, C-47 and A-26. He also got to at least taxi a P51.

By the time Johnny visited the Jim Bede factory in Kansas on May 1, 1972 he had over 1200 hours of flight time, mostly in C-172s. He had also experienced an in-flight engine failure in a 172, landed and taken off in 50mph wind and obtained his “fog” ticket.

June of '72: Johnny got a NEW engine installed in his 172 for \$6000. And that included a new prop, spinner, governor and installation. He then sold the old engine and prop for \$800. My, how times have changed. Can we all say together: INFLATION! Can't get a new Rotax 2-cycle 65 hp for that kind of money today.

In August, 73 he almost cut things too close on the fuel planning. His planned stop informed him via unicom that they were out of gas. He managed to use the “unuseable” fuel by slipping to tilt the wings and drain the tank, first on one side, then the other. They made it in all the way to the pumps at another airport. Then put 40.2 gal. in tanks listed as 37 gal useable.

1974 saw Johnny getting his seaplane rating and his commercial ticket came along in '75. From 1980 through '85 he flew mostly for two oil companies and a rancher nearly full time, accumulating about a hundred hours a month.

In '81 he started flying pipeline patrol. Got 1200 hours of experience flying at 100' agl. “When the weather was rough I would come in with blood running down my neck” from bumping his head on the ceiling light. Problem went away after he covered the light with some foam rubber.

In 1982 Johnny got his CFI rating followed the next year by his multi-engine and A&P ratings. At the end of '83 his logbooks showed 4871 TT.

When he quit flying commercially in 2000 he had over 12000 logged hour, about a tenth of which was as a CFI with twenty-five students getting their licenses.

In 2008 Mary's Alzheimer's became unmanageable at home and she was put into Sagecrest. At the suggestion of a friend, Johnny started a new project to help him cope with that situation. A year and a half later he did the first flight in his scratch-built Thatcher CX4. He got over 50 hours on it, with his last flight as PIC in it on his 85th birthday.

Currently Johnny is working on construction of a Zenith CH750 STOL with his son, Buddy.

Submissions of articles for this newsletter would be welcomed. Lengths of a few lines to a full page would be appropriate, depending on the subject matter. Photos would also be welcomed. JPEG format would be preferred for photo content.

Contact the editor at [tinkerlarry@icloud.com](mailto:tinkerlarry@icloud.com) .