

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, October 21st**. We'll be meeting again at Joe's Italian Restaurant on South Bryant.

MEETING PROGRAM:

Will be A SURPRISE!!

Refreshments

2014

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, 16th of September 2014 at Joe's Italian Restaurant, 1601 S. Bryant Boulevard, San Angelo, Texas.

Donald Treadwell, President, called the meeting to order at 7:05pm.

Guest: Jeremy Pope, Gerry Kasprick, Gary Nussey, Gary Blair

Minutes, continued:

The August Meeting Minutes were discussed and approved.

The Treasurer's Report was approved and the balance has not changed.

Old business: There is an old 1918, World War I Hangar that needs \$5,000 by October 8th. Find out how to donate at Kick Starter online.

EAA Ford Tri-Motor is coming to San Angelo from November 17th to the 24th! Skyline has volunteered their hangar and part of the fuel. But we still need \$4,000 from various sponsors.

New Business: There is no new business.

The September Meeting was adjourned at 7:13pm.

John Boatright, who works with the FAA, shared his program over Accident Prevention

Minutes submitted by Pierce Marschall

Newsletter Editor's Notes

My apologies for being this late with the newsletter. Been "under the weather" a bit, but OK now.

Don: Thanks for the submission printed following:

An Aerial Adventure and Favor to a Veteran

Today, Oct 18, Norm Beauchamp and I spread the ashes of Al Harbin, recently deceased, over West Texas. Norm and Al were long time friends (35v years) and Al specifically requested in his last wishes that Norm spread Al's cremated ashes from an airplane while flying over West Texas. Norm enlisted my help and airplane. Norm and I brainstormed to come up with a solution to avoid the problem of the ashes reentering the airplane in flight, or coating the airplane if we managed to get the ashes to stay outside the aircraft. A number of ideas were considered and ultimately discarded as unworkable or were nixed, either by us or by my "better common sense" spouse, including a cherry bomb placed in a paper bag along with the remains ("he would go out with a bang"). The idea was to find a way to forcibly spread the ashes. Jade seemed to think lighting a fire cracker in an aircraft while flying did not seem prudent. Ultimately Norm practiced several surviving techniques with a 5 pound bag of flour utilizing a tall ladder in his hangar, until he came up with a solution that seemed to work. The projected solution was a rope long enough to drop the ashes but not long

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 tinkperlarry@icloud.com .

enough that it could wrap around the tail feathers, a paper bag with the bottom ripped open and loosely restapled, potting soil coating the bottom of the paper bag to "clog up the holes" in the bottom of the bag, as modified, (to avoid an "early exit" of ashes) and the rope tied around the neck of the paper bag. The plan was to fly to a stall, open the door and drop the paper bag/ashes/potting soil combination out the door while hanging onto the rope, with the hope that the weight of the ashes opened the bottom of the bag when the rope was fully extended. It worked well in the hangar.

On the first attempt, once airborne and the door opened we noticed that the ashes started leaking out of the bottom of the paper bag as the bag was lifted out of the 5 gallon bucket used to transport Al's ashes aloft. Calling this a "wardrobe malfunction" we elected to bail and head back to the ground. It seems the cremated ashes were much finer than the flour, and the ashes sifted out the bottom of the bag. So we removed the ashes from the bag, placed several waxed paper hamburger "patty papers" on the bottom of the bag to stop the ashes from taking an early powder (after first confirming with Norm that yes, indeed, Al liked hamburgers and would heartily approve of our efforts and improvisations), then carefully replaced the powdery ashes back in the bag. We also switched the 5 gallon bucket for a dishpan to hold the cremains and dispersing paraphernalia, as the 5 gallon bucket was "more" than a bit cumbersome to deal with in the Stinson cockpit.

So, airborne again. Climb to altitude over virgin West Texas ranch land, slow to a stall (flaps down), tie the rope to the inside handle on the airframe (a last minute suggestion I made), force open the door, remove the dispersing paraphernalia and bag from the dishpan, and out the door - success! Al went flying, the bag stayed on the rope, and the bottom of the bag dutifully opened up when the rope limit was reached. Norm then hauled in the bag (banging on the fuselage) and we exchanged High 5's and wished Al a bon voyage.

Al and his wife, Betty, lived here in San Angelo. Al's full name is Alfred Elroy Harbin. He was 85. Although Al was not a pilot, he joined the Marines at age 15 and served with distinction in WWII, and the Korean and Vietnam wars. He is survived by his wife Betty and 3 children.

Don Smucker

