



Experimental Aircraft Association - Rock Hill, SC - KUZA

EAA Chapter 961 *Flyer*

JULY 2020

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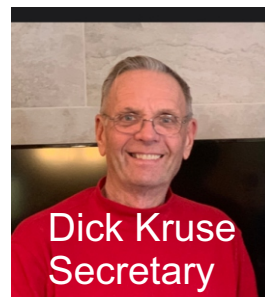
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UPCOMING MEETING JULY 13th, 6:30 PM TAXIWAY J HANGARS, ROCK HILL AIRPORT

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Dick Kruse
Secretary

PRESIDENT'S PAGE

Greetings, my fellow EAA'ers! After much worry and contemplation, your board has decided it would be prudent to postpone our "Instead-O-KOSH" further down the road. Things just don't look good now, and we are hoping for a much brighter future! The new date is Nov 13-15th. This is the weekend after the "Warbirds Over Monroe" show on Nov 7th and 8th that we all have traditionally enjoyed (and hope to participate in this year.) We are looking forward to being able to socialize, at least mostly outside and at respectable distances! A November date means cooler weather, better performing aircraft, and the possibilities of bonfires and changing colors of the season, and all that goes with a fall event! We now have more time to plan. And we will continue to watch the world and plan accordingly.

But all is not lost! We will still meet on the 13th of this month (next Monday) at John Long's hangar on the back row of the Taxiway J complex. We are hoping that his east-facing hangar will provide some relief from the summer sun. Food will be provided, as usual! The program will consist of Ed Lee talking about his return delivery of his new airplane from the west coast, and Ken Nelson discussing an innovative way to remember the late and great Chapter 961 luminary David Griffin, who clearly touched many lives—especially youth!

We will also discuss the "Aerial Parade" planned in conjunction with SC Aviation Week. The date is Aug 15th and we expect to start flying about ten am. Some of you have already signed up. And for that, thank you!

As mentioned earlier, we hope to be a participant in this year's "Warbirds Over Monroe" airshow on Nov 7th and 8th. This will be an excellent way to showcase what EAA is all about. I'd like to have a homebuilt aircraft, a classic aircraft (and a warbird if we can arrange one), to illustrate our major divisions. I would love to also display an aircraft in the stages of completion, guts and all! We will have a tent staffed by us (again, more volunteers will be needed) promoting experimental, classic and warbird aviation, as well as Young Eagles and the other things we do. We would like to have one-hour shifts, so that we can all enjoy the event as well.

Thank you all for your help, enthusiasm and willingness to help make these things happen!

See y'all soon!

Joe



Joe Baker
President

*As a side note... Joe's daughter Emma, has completed her solo flight in their classic Luscombe and is working at completing her license before she goes back to school in September. We as a chapter salute, support and encourage all young women in their quest for a pilot's license
... Editor*

Treasurer's Two Cents Worth !

Folks, it was great to see such a large turnout at our June Chapter meeting. We are glad to see that our members appreciate both the information that our presentations offer, and the social sharing opportunities that our meetings provide.

We varied from our normal pizza and soda menu to burgers, dogs, chips and soft drinks and it seemed to be well accepted. While we have never charged for any of the refreshments provided at meetings, we do gladly accept donations to help defray the costs. Often, the donation jar is not as visible as we would like, but we certainly encourage you to consider seeking it out in the spirit of donating.

Just an update on the Chapter's application for taxable deduction (501(c)(3) status. The forms have been filed and we are awaiting confirmation within the next few weeks.

To give you an idea of what types of contributions we can accept as donations (as well as \$\$), we are in the process of acquiring, by donation, both a set of aviation engine manuals and a mobile Hot Dog / Burger stand with all kinds of accessories. Les Kanna and crew are getting it tip top shape, (we'll need to elect a Chapter Chef!)

EDDIE SMITH... ARE YOU LISTENING.

So if you know of anyone who is considering "unloading" something we can use or convert to funds, keep the chapter in mind.

Paul Fischer
Treasurer



UPCOMING EVENTS AND PROGRAMS

**Next meeting planned for
July 13th. Taxiway J, John Long's hangar
pizza served at 6:30, meeting starts at 7**

**2 Programs... David Green Foundation &
Ed Lee's Yakima to SC76 on bring back an RV7**

**Josh Pusser
a presentation on Aviation Fuels and Safety**

**A presentation on AVIATION TIRES
their manufacture and upkeep
by MICHELIN AVIATION TIRES**

**VIETNAM AIR COMMANDO
presented by Ralph Griggs**

**AUGUST 15TH
SCOUT CAROLINA AVIATION WEEK
Chapter formation fly-over of Rock Hill**

**NOVEMBER 7-8
"WARBIRDS OVER MONROE"
We hope to have a booth the to promote**

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YOUNG EAGLES FLIGHTS and Programs



**This from Major Batson
Clover High School AFROTC**

**Once again, we led the nation by a large margin.
21 students selected for their private license. 900
schools competed for the 250 scholarships.
Clover earned nearly 20% of the national quota. We
are blessed to have so many supporters.**

These youngsters look familiar?
There are members of the Ardrey
Kell H.S. Aviation Club that we did
Young Eagles flights for last fall.

The handsome young man in close-
up, is the club founder and he has
taken advantage of our chapters
offer of a free membership, after
registering with EAA National,
through his 18th birthday year.
Please look for and welcome
Henry Constantino when you next
see him. He hopes to be at our
July 13th Taxiway J hangar
meeting in John Long's hangar
starting at 6:30 with PIZZA



Bob Kudwa
kude@aol.com

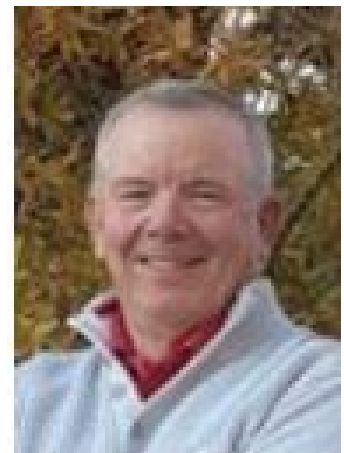
Young Eagles
Coordinator



ROCK HILL AIRPORT TRASH PICK-UP



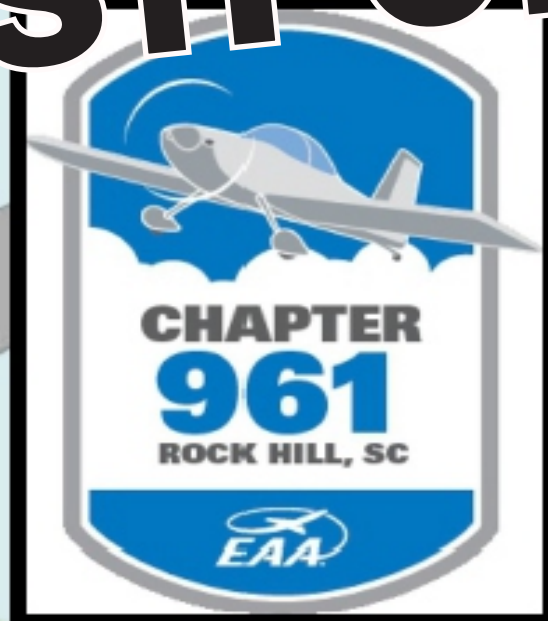
MANY THANKS to the **LARGE** crowd that showed up @KUZA on Saturday 6-13-20 to perform our first Litter Patrol since the ~~COVID-19~~ stand-down! That's the ~~second-best~~ news (the willing crowd) - the best news of all is that we collected **ONLY** 7 half-full bags of trash around the entire airport perimeter, and we had to search hard to get that. Guess all that staying at home was good for something, because a normal haul is 25-35b **FULL** bags. It was a little hard to meet afterwards at Bo's for breakfast, but a few hardy souls picnicked in the parking lot, and a good time was had by all (I think...). Anyway, thanks again and see everyone in September for the next trashy exploits



Mike Drews

mdrews531@gmail.com

INSTEAD-O-KOSH
POSTPONED



UNITY AERODROME (SC76)

Tentative Date
November 13-15
WATCH FOR UPDATES

Tom (PINKY) Funderburk

continued

as told to Angela Sells



In these uncertain times that we're facing today, it's good to reflect on the past and draw strength and understanding from it. We owe everything we are to the men and women that serve, and have served and sacrificed in our military so much for us to claim the freedoms that we enjoy as Americans today. Given an opportunity to spend time with the defenders of our freedom and share their stories with you is an honor. While this is just one story, I hope it encourages you to thank those who are currently serving when you see them, and those veterans that have served through the years to secure our future.

It is with great pleasure that I continue the story of Tom "Pinky" Funderburk this month, delving into his World War II experiences. Besides emailing with Pinky, he directed me to a few books that were written about him as well as his crew and others. It was wonderful reading these books and getting different perspectives into the same experiences. It added a depth to the stories that I wouldn't have visualized without their background.

For reference, if you are interested in pursuing a copy, *Our Heroes Are Not Forgotten 5* and *They Filled the Skies* both by Kathleen Shelby Boyett, and *A View From Above* by Carl D. Petit (Dick - Pinky's radio operator during WWII). Much of the research came from these as well as from Pinky personally.

I have added some excerpts from Dick that I found remarkable as he kept a diary of his experiences with the crew that share some added detail. Pinky is also extremely humble and doesn't necessarily express some of the same stresses that Dick obviously felt at times during their flying experiences.

After Pinky got his pilot wings in August of 1944, he was transferred to MacDill Field in Tampa, Florida for flight training in the B-17. This is where he got his crew that would stay with him for the rest of the war. I think it only fitting to list them here as they are as much a part of the story as Pinky.

Dale VanMeter from Delphos, Ohio was 23 years old and the other pilot with Pinky. Jack Egan from Chattanooga, Tennessee was 19 and the navigator. Bill Feeney from Muncie, Indiana was 22 years old and the bombardier. Frank "Pappy" Priestly from San Antonio, Texas was 29 years old and the flight engineer. Carl (Dick) Petit from Charleston, South Carolina was 20 years old and the radio operator. Victor Wisnewski from Wellington, New Jersey was 20 years old and the waist gunner and assistant bombardier. Bill Lander from Lebanon, Oregon was 22 years old and the tail gunner. David Frye from Needles, California was 20 years old and was the ball turret gunner.

Over the next couple of months, they trained together, each focusing on their specific tasks to ensure competency when they would finally put it into action.

In December 1944, they were ready to head off and would leave MacDill for Fort Dix, New Jersey. They were issued a brand new B-17, and when they signed for it, they discovered that it cost \$237,000 (\$3,358,290 in 2018). The new aircraft was equipped with a joy stick in addition to the yoke. This was a very new development to be used to help in formation flying as it was such hard work on the pilots. They would switch off between pilot and co-pilot every 15 minutes due to the demands of flying the B-17.

Pinky recalls, "On the way North, we did fly over my home town of Pageland, SC. My Dad had 5 huge pecan trees in the yard . It was pecan season and we buzzed my home pretty good. Dad reported that we did a good job of shaking the pecans out of the trees! True story!"

They took their beautiful new plane on the northern route to Europe to join their new unit, the 860th Squadron of the 493rd Bomb Group of the "Mighty Eighth" Air Force. Trusting in their nineteen-year-old navigator, they flew to Bangor, Maine then to Goose Bay, Labrador, to Greenland and then to Iceland.

In Dick Petit's book, he recalls their colonel's briefing before heading to Labrador on 'very important life-threatening events they may encounter.' The land masses they would cross were heavily wooded, affording them no safe landing should one be required. They were told if they did need to put the plane down, to do so as close to the trees as possible, otherwise the alternative was a water landing,

With the onset of winter, life expectancy after being immersed in water in this area was from 4-10 minutes, and farther north, only 1 to 4 minutes. Once they were beyond Greenland, the survival time in the water was less than 1 minute. 'In such circumstances, it would be up to the crew to decide whether or not to push the plane into a steep dive and end it all quickly.'

Dick recalls making it without incident, and while waiting to process in, he noticed a group of women dressed in 'Army flying togs and asked them what they were doing there. They replied that they were ferrying B-17's to England so that "you fellows will have other planes to fly- that is, if you are still alive." He said he didn't give it much thought until years later at a reunion in Charleston, SC and he was able to speak with them. He said he didn't think they were ever given the respect they deserved for their service.

Pinky recalls being stuck in Iceland for two weeks because the weather was so horrible. When they were finally scheduled to leave, they were taxiing out and their right wing hit a gas truck that was covered by snow, hiding it from view and damaging their wing tip. They were delayed a few more days for repairs.

Pinky shared some of the difficulties faced by crew during the war. "We had lots of enemies. Cold (minus 40-50 degrees) was huge. We wore lots of clothes including heated suits. Kinda like our electric blankets of today. They were only fairly good. We wore gloves and heavy boots. You couldn't touch metal with bare hands. Very difficult to climb around in the plane with all that gear plus walk around oxygen. Oxygen was a friendly enemy. About 3 minutes without it and you're in gaga land. Wearing oxygen masks and talking through the mike inside was not very comfy and we did it for 5-6-8 hours. The weather was also often an enemy. So, if you put all those things together at 25,000 feet and then the very talented German anti-aircraft crew started filing the air with 88 MM shells , those 2 fresh eggs we had for breakfast got worn out pretty quickly. 8 hour missions were very tiring."

The crew finally arrived at Debach, England for their new assignment but didn't get to keep their beautiful new B-17. Instead, they were given 'the oldest plane in the formation.'

Two weeks after his twentieth birthday, Pinky was sent on the first of ten missions that he would fly. The first one was to Hamburg, Germany. "We knew how to fly the airplane, we knew how to operate as a crew, but we certainly didn't know what combat was like."

In recalling this mission, Pinky says there is a point called the Initial Point or IP. This is the point to which a pilot flies, then turns the plane over to the bombardier who 'drives' the plane for about two minutes, from IP to target. Just before they got to IP, he said flak was very heavy and a piece came through the windshield and landed between both pilots. "It scared the heck out of us, of course. Our first response was to make sure our oxygen was all right. It didn't destroy enough that we had to abort the mission, so we continued. I still have a piece of the instrument panel as a souvenir of that trip. That was our introduction to German anti-aircraft, and it was very accurate."

In Dick's book, he recalls prior to this mission 'wondering just how good our pilots were and how would they perform under pressure'. He says that by the time the first mission was over, "there was no question in any of our minds as to the abilities of our pilots. We gained complete confidence in them."

On Pinky's seventh mission, his plane lost its group. They were surrounded by bad weather, and were to group over Paris at 10,000', even at 11,000' they were still in the thick of clouds. They were ordered to 17,000' and were able to clear the clouds. Dick recalls that the entire 8th Air Force must have been circling Paris counter clockwise, and yet they couldn't find even one plane from the 493rd bomb group. Dick recalls in his book, "It is inconceivable that five hundred planes could rendezvous over one city, at the same altitude and time, and through massive cloud banks, and yet avoid a major catastrophe - a hair raising spectacle."

Since they couldn't find their group and no abort mission order had come, they chose to find a Pathfinder aircraft and continue their mission. A Pathfinder was an aircraft equipped with radar and was capable of seeing through clouds while releasing its payload.

On their way back, they were flying low, around 1,000' over a river in Rotterdam, Holland and approaching the English Channel, "all hell broke loose" as they were fired upon from the ground. Pinky recalls it lasted for less than a minute, but it seemed much longer. They lost an engine. Desperate to land, the navigator located a field in Belgium.

Dick recalls his heart racing and adrenaline flowing as a shell tore through the radio room. He said, "Bullets were popping through the plane and the sound of it all was deafening and frightening."

By the time they reached the field, they lost another engine and were flying on only two engines. As they made ready to land, one of the landing gear didn't go down, so they had to hand crank the others back up and prepare for a belly landing.

They didn't know how badly the plane was damaged until they were able to land. None of the crew was injured, and when they got out to assess the damage, they stopped counting when they got to the 200th bullet hole. The tail of the plane had a gaping hole where a shell had blown a hole in the elevator about five feet from the tail gunner. Lander, the tail gunner, suffered hearing damage from the impact. Dick says, "It was indeed a miracle that VanMeter and Funderburk were able to keep control of the plane, much less bring it in for a safe landing."

Getting back to England would be their next objective after leaving the plane in Belgium. Wisnewski, the waist gunner, had brought a lot of money with him, which he didn't normally do, but was to their good fortune he did this time. He split up the money and they decided to go to Brussels. Pinky says, "They had a ball for two to three days."

Eventually they hooked up with other crew that had similar situations and were flown back to their base in a C-47 with a British sergeant as a pilot. When they got back to base, they found that their sheets had been stolen by their hut-mates. Pinky says this was traumatic as sheets were a privilege. On another occasion, Pinky recalls, "The lead ship dropped a smoke bomb to tell other planes to drop their bombs. The smoke enveloped the cockpit and we couldn't see where we were going. We slid open the side windows, made a little bitty hole, so we could land."

Toward the end of the war, German soldiers were still occupying Holland, and the people were starving to death. The Germans had blocked all of the waterways and bombed all of the railways. "The people were literally eating tulips to survive." Food supplies were loaded into B-17's bomb bays. "The deal was, we would fly at 400' with the gear and flaps down, and drop food over designated places. It was difficult keeping the people away from the areas, as it was very dangerous. We flew as slow as we could fly and dropped this food. It was packaged in sacks - potatoes, flour, whatever. I flew six of those missions."

On one mission, Pinky recalls seeing that the Dutch people had spelled out "Thank you" in tulips on the ground for the pilots to see it. "It was very touching. It made us all cry." He said the people also painted it on the roofs of buildings. "it made the whole war worthwhile."

On May 15th, Pinky flew to Linz, Austria to pick up French soldiers who had been held as prisoners of war by the Germans. "They were emaciated and pretty beat up." They loaded up the thirty one former prisoners and flew them to Paris. Once over France, the prisoners were ecstatic to see their homeland from the air. When they arrived, the men insisted that the Americans line up by the aircraft and they marched passed Pinky and his crew, saluting them as they passed. "That was a pretty traumatic moment for us - it was worth the trip."

In July 1945, the crew headed back home to America via the northern route through Iceland again. Due to weather, they were stuck in Iceland for a few extra days. Landing in America was highlighted by some good American coffee and donuts served by the Red Cross.

Pinky had thirty days of leave before reporting to Sioux Falls, South Dakota. He was to be retrained to fly the B-29 Superfortress in the Pacific Theater of War. Fortunately, the war in the pacific ended before he had to go.

Three other boys from South Carolina and Pinky decided to drive back home after they were discharged. They purchased an A-Model Ford for \$200, loaded it up and painted, "South Carolina or Bust" on the side. Ten days later, they arrived back home after having a good time on the way.

Pinky recalls his best experiences were his crew. They could trust each other with their lives, and became best buddies.

Pinky spent twenty years in the Air Force Reserve and retired as a Major. In comparing flying in the World War 2 era to today, he says, "Computer-aided flying has taken a lot of the thrill out of flying."

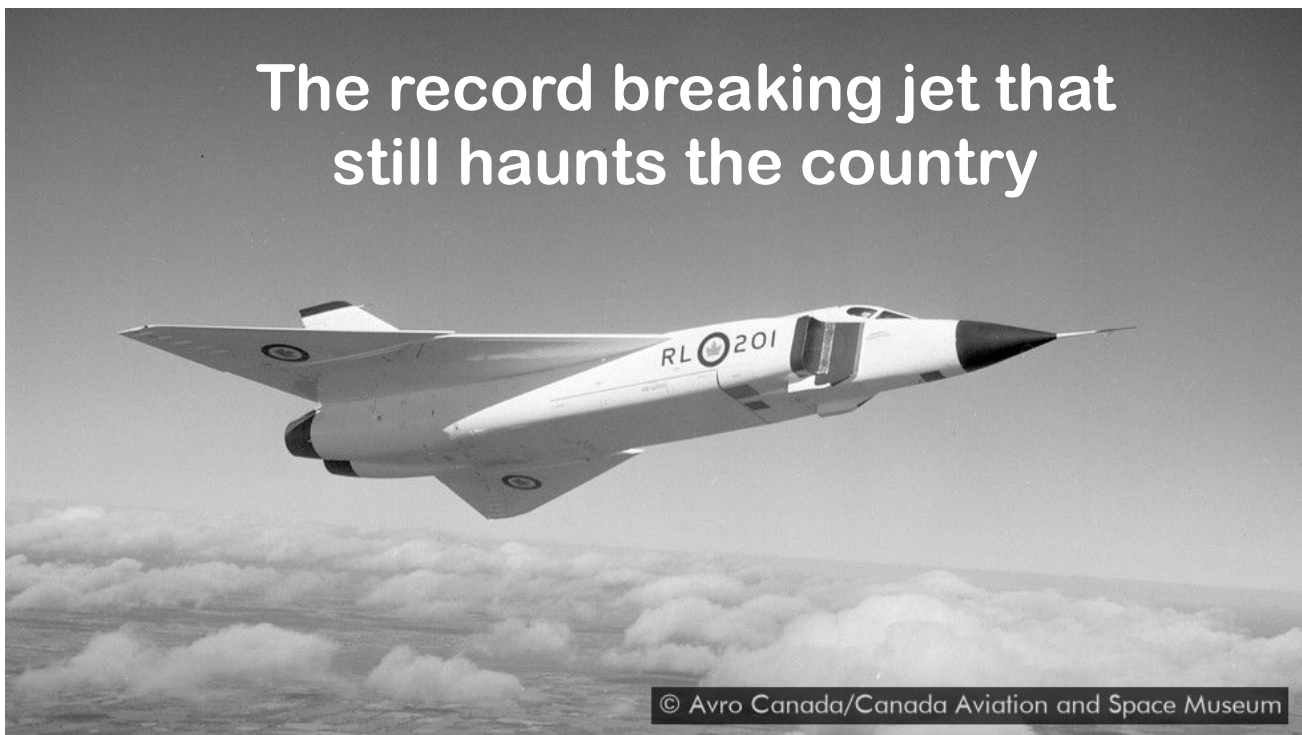
Pinky was awarded the Presidential Unit Citation, Air Medal with Oak Leaf Clusters, Good Conduct Medal, WWII Victory Medal, American Campaign Medal, Overseas Service Medal, Eroupean-African-Middle Eastern Campaign Medal, Combat Service Commemorative Medal, Army Service Commemorative Medal, American Defense Medal, Honorable Service Medal and most recently he received the Légion d'honneur -- the Legion of Honor, the highest order of merit bestowed by the government of France for his service and returning the POW's from Austria.

Again I asked that as life begins to find some normalcy, hopefully we'll be meeting together and greeting each other in person soon. Please take the time to introduce yourself to Tom, "Pinky" and let him know how much we appreciate him being amongst us.

In the next chapter, I'll talk with Pinky about his return to civilian flying after the war.

*I'm planning to live
forever.....
So Far ----- So Good*

The record breaking jet that
still haunts the country



© Avro Canada/Canada Aviation and Space Museum

Click on this link to read the complete story

<https://www.bbc.com/future/article/20200615-the-record-breaking-jet-which-still-haunts-a-country?ocid=ww.social.link.email>

A minor electrical problem in Vietnam becomes a major problem

by [Ralph Grigg](#)

I was stationed in Saigon, Vietnam, with the 19th Air Commando Squadron, flying C-123 aircraft. The missions that we flew each day were given to us on a printout, and each segment was on a separate line that we called a frag (fragment) mission. This day, our last frag mission was to fly to Can Tho to pick up a load of supplies for a Special Forces team up near the Cambodian border.

We loaded up the supplies and then took off and headed for the Special Forces team. At level off, we got out our booklets and looked up the frequency for the radio at our destination. About 15 minutes out, we made a call to the team informing them that we would be there shortly. We were informed that it would take a little bit of time for them to load up and come out to the airfield and secure it. It took about 20 minutes before we got the call that they were in position and had secured the runway. He also told us to land to the north as they had only secured the north end of the field. The runway had been cut out of a heavily forested area. It had trees on both sides of the runway, and at the south end. We landed to the north and swung around into the parking area that had been cleared at the north end of the runway.



The C-123 was a workhorse in Vietnam, delivering loads to some barely-improved landing strips.

They had a weapons carrier and trailer, as well as a Jeep and trailer, to haul the supplies back to their compound. They loaded the weapons carrier and trailer first and left with that load. We then loaded the Jeep trailer. The load that we brought up fit into the weapons carrier and trailer and the Jeep trailer.

This was our last mission for the day, so when the major with the Jeep struck up a conversation, we were eager to participate. I'm not sure how long we talked but the sun, which was setting when we arrived with our load, had gone behind the trees and it was now twilight. The major said he needed to get going because he did not want to be out on the road after dark. It was just too dangerous. He hopped in his Jeep and left. We watched him go and I said, "there goes our security."

We scrambled towards the aircraft and I headed straight for the cockpit. The flight mechanic fired up the APU (power supply). As I got into the cockpit, I hit the starter switch for the number one engine. Nothing happened. I called back to the flight mechanic and asked him if he had the APU online. He said yes he had it online. I tried the number one starter again with no results. I reached over and hit the number two engine starter. Again nothing.

I called back to the flight mechanic and told him to switch the APU offline and back on again. I tried the number one starter again with no results, so I determined that the APU was not coming online for some reason. I knew from my training that the battery would not come online if it was putting out less than 18 volts. I also knew that our security was putting distance between us and them.

We had an emergency communications switch in the console to put on one of the radios with no power to the aircraft bus. I pushed the button so I could get the radio to call our security back, but it would not depress. I tried several things to get it to move but it would not. I even took the heel of my boot and put it on the switch and tried to push it in. It would not budge. That eliminated all calls for security and for help from the Airborne Launch Control Centers or aircraft in the area.

I knew I had to locate the electrical bus relay, so I told the flight mechanic to get me the electrical wiring diagram manual. After a few minutes, he said that all of the manuals were there except for the aircraft electrical system. During my first five years in the Air Force I was in avionics (aircraft communication and navigation system repair), so I knew the avionics manuals showed parts of the electrical system. I asked the flight mechanic to get out the avionics manual.

He located the avionics manual and handed it to me. There was a large folded chart inside the manual, which I opened up and spread on the floor of the cargo compartment. It was an electrical diagram for all of the avionics equipment. As I was looking over the chart, I noticed an area that was enclosed with dashed lines and labeled "electrical power junction box." It also said that the box was located in the right wheel well.

The right wheel well area is covered with large metal panels with Dzus fasteners holding them in place. I told the flight mechanic to get some screwdrivers—we needed to remove some panels. There are numerous Dzus fasteners in each panel, so it took a little bit of time to get all of them loosened in order to remove the panel. Finally we were able to get the panel off.

When the flight mechanic removed the panel I got down and looked inside the wheel well. On the forward wall there was an electrical junction box that had slide fasteners with thin copper wire securing the fasteners. I reached inside the wheel well area and ripped the copper safety wire off of the fasteners. I then reached in and slid each of the fasteners away from the securing posts. As I pulled off the cover from the junction box, the flight mechanic and I both saw a wire drop away from the inside of the box and hung down on the outside.

I pulled the wire up and looked at the end of it. It had part of a securing fastener still on the wire. I then started to look for where it had come from and found the rest of the securing fastener inside the box. The rest of the fastener was on what appeared to be a terminal strip that had wires secured by nuts securing connectors to posts.

I started thinking about how I was going to get the wire to stay in place on the terminal strip. I then remembered the copper safety wire that I'd pulled off of the slides, holding the panel cover in place. I asked the flight mechanic to retrieve the wire and hand it to me. I doubled the wire and wrapped it around the broken post on the end of the wire that had fallen out of the junction box. I then wrapped the other end of it around the post that had the remaining part of the connector still bolted to it. I told the flight mechanic to switch the APU online and told the other pilot to try the starter switch on one of the engines.



It didn't take long until I heard the noise of an engine turning over. I yelled, "okay, let's get the hell out of here." I also told the flight mechanic not to worry about the panels; the aircraft would fly fine without them.

I then scrambled to the cockpit and hit the starter switch for number one engine as I slid into the seat. As soon as I had number one running, I started number two. We finished the checklists as rapidly as we could and I decided to take off to the south as quickly as we could. By the time we broke ground, it was definitely well into twilight time.

I don't know if we were in any danger from the Viet Cong being there with no securing force, but I do know that I was extremely relieved to be able to get out of there. If we hadn't been able to fix it, there would've been considerable time before they (the ALCC or our squadron) realized that we hadn't checked in. We may have been forced to spend the night there defending ourselves because of several factors. First, the runway had no runway lights. Second, the runway was completely surrounded with thick trees. Third, we had no radios to communicate with anyone, and no power to turn on any lights to help them locate us.

If we had been forced to defend ourselves, each of the four of us carried as sidearms .38 caliber revolvers. In addition, each flight carried a gun box consisting of M-16 rifles and 500 rounds of ammunition—certainly not enough to defend ourselves from a large attacking force.

Lesson: learn as much as you can about the aircraft that you fly. You never know when it might come in handy to keep you out of a lot of trouble

Here's Ralph "Back In The Day



***EAA 961 thanks member Ralph Griggs for allowing us to
republish his original article which appeared in
AIR FACTS JOURNAL***

Interested in becoming a regular member of this active and growing chapter?

Just fill out the form shown below and send it along with a check for \$ 25 to Paul Fischer, Treasurer, made out to EAA CHAPTER 961

(Dues paid after September 1st, of any year will cover the following year)

EAA CHAPTER 961 MEMBERSHIP ENROLLMENT FORM

Please fill in the information below.

Mail the completed form with a check for \$25.00 (payable to EAA Chapter 961)

To:

Paul Fischer / Treasurer EAA 961

11500 Glenn Abbey Way

Charlotte NC 28277



Name: _____

Address: _____

City: _____ State _____

Zip Code: _____ Preferred Phone No. _____ h,w,c.

E-mail address: _____

EAA Member Number: _____ *

Pilot Ratings: _____

Aircraft Owned or interested in: _____

Are you an Young Eagles EAA Member YES ___ NO ___ **

Do you want to order a chapter name tag YES ___ NO ___

Do you want to order a chapter shirt YES ___ NO ___

If YES, then what SIZE _____ COLOR _____

(Grey is the standard but other colors are available)

EAA is for both pilots and non -pilots who are interested in aviation. Founded in 1953 it offers activities for the entire family in local, regional and national events. EAA supports and encourages those who are building or restoring aircraft and those flying or renting any type of aircraft or interested in learning to fly or those who would like to be associated with those that do.

***You must either be, or become, an EAA National member to be a member of local Chapters. To join EAA call 800 - JOIN EAA or go online at www.eaa.org.**

****Young Eagles that have completed their registration using the code that is on the back of their Young Eagles Logbook and received their EAA membership number are exempt from paying EAA 961 dues until the end of the year they turn 18, per revised chapter bylaws of 30 Dec, 2019**



Looking For or For Sale by 961 Members

**LOOKING FOR A SMALL VERTICAL CARD
COMPASS TO MOUNT ON TOP OF PANEL**

If you know of one, please contact

Patrick Oltmanns

patrick@clickfold.com

**New member Matt VanDeventer
is interested in finding a
Bonanza and a hanger
within an hour of Lake Wylie**

Matthew.vandeventer@gmail.com

**TWO "IMPERIAL" AUXILIARY WING FUEL TANK VALVES
and PLACARDS AVAILABLE, REMOVED FROM '46 CHAMP**



**\$450 FOR BOTH PAIR
AND PLACARDS**

**\$250 FOR ONE VALVE
AND PLACARD**

DICK KRUSE KRUSSR05@GMAIL.COM

FLIGHT REVIEWS

*Here is the contact info of a few of
your Chapter 961 member "CFI"s
who are available to do FR's.*

Tail Wheel, Check out's, Aerobatic Training, etc.



Bill Vaughn vaughnclt@bellsouth.net 704-231-4352

John Connor gearupandfly@gmail.com 919-247-8115

Mitch Eudy homes@mitcheudy.com 704-634-0234

David Graham jetjockey@comporium.net 980-228-0758

John Staines john.staines@gmail.com 386-846-2956

Tyler Fisher tfisher1112@yahoo.com 704-915-1682

Dick Kruse krussr05@gmail.com 704-999-4025