



IAC Chapter 15

Monthly Newsletter

FEBRUARY 15, 2010

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Calendar of Events

Chapter Meeting
February 15, 2010



January Meeting Minutes

IAC 15 Meeting Minutes: 01/18/2010
Submitted by Dave Maine

We met at Executive Beech at the Downtown airport at 7pm. Attendees included Grant Wittenborn, Lee Crites, Ron Albertson, Jim Foreman, Bill Coiner, Tony Schuetz, Kent Yohe, John Ostmeyer, Dave Pickett, Brian von Bevern, Jeff Hotzel, and Dave Maine.

Chapter dues are due, and reduced to \$20 this year.

Judges School: John Ostmeyer is organizing this for us again this year. It will be March 27-28 at the CAF hanger at IXD. Our instructor will be John Morrissey. You can pre-register at www.iac15.org. The cost will be \$85 for one day or \$105 for both days.

Acro mini-camp: John Ostmeyer is organizing a 2 1/2 day acro camp in April at Ottawa, KS. This will patterned after John Morrissey's annual acro camp in Ashland, KS. It will include ground school on acro presentation and wind control, and flying. He is limiting enrollment to 4-6 pilots, to keep it to a manageable size.

2010 Barnstormer Contest: We discussed dates, and expect to pick the date at our Feb meeting, after we get some feedback from contestants.

John Ostmeyer walked us through the 2010 Sportsman sequence, explaining where you will want to be positioned in the box for each figure. Jeff Hotzel explained some of the judging aspects of the 2010 Sportsman sequence.

In response to a question, John explained flying "line-to-line" versus "line-to-radius".

- Line-to-line occurs when the flight path transitions from one line to another, as in a shark fin.
- Line-to-radius occurs when the flight path transitions from a line to an arc, or from an arc to a line, as in the beginning or ending of a loop.
- The rules for judges make no distinction between these. In both cases, the rules say that, once the arc begins, it should remain constant. But experience has shown that you score better when you give the judges what is pleasing to their eyes, that is, crisp line-to-line transitions, and more fluid line-to-radius transitions.
- Judges also generally appreciate the vertical aspects of a sequence. So, a benefit of a crisp pull to the vertical, as in a hammer head, is that it emphasizes the vertical aspect of the figure. In other words, from a judge's point of view, the interesting parts of a hammer head are the up line, the rotation, and the down line. So you might as well spend as little time as possible in the beginning and ending pulls.

- The g-force of a line-to-line transition is no higher than a line-to-radius transition. The difference is in how quickly you get to the target g-force (e.g. 4 g's positive in a Decathlon, from level upright flight). Getting there quickly (e.g. 4 g's in 10 degrees of arc) looks relatively crisp, and getting there more slowly (e.g. 4 g's in 30 degrees of arc) looks more fluid.
- So, to apply this technique in its most basic form, the pilot would generally make the onset and release of g's more rapid for line-to-line transitions, and more gentle for line-to-radius transitions, but with the same target g's in both cases.
- In summary, the goal is to create an illusion, giving judges what their eyes want to see, even if it is not something they are consciously watching for.

Our next meeting will be February 15 at 7pm at Executive Beech at the Downtown airport.

From Grant:

At our last meeting we started discussing dates for this years Barnstormer Contest.

We have two options, one for early September and the other for late August. IAC Nationals start the 19th of September, and Labor Day is Monday the 6th.

Some at the meeting suggested we lost a few competitors last year due to the Labor Day holiday, and others questioned whether or not people would be willing to come to a contest the weekend right before Nationals.

So, the current proposal is to hold the contest on August 28th and 29th (a Saturday and Sunday) with Friday afternoon as a practice day.

Please give me some feedback on those dates, or whether you'd like to propose a different date.

We need to have a date finalized by the next meeting, which is the 15th of February.

Best regards, Grant

From Paul:

Just a reminder that the 2010 Knowns are posted on the IAC website in the "What's New" column.

From Dave Maine:

IAC 15 Friends:

I'm shopping for a Pitts S1, and, if I find the right one, I would like to work out a hanger sharing arrangement in the south-west KC area (e.g. OJC, IXD, or Gardner). If you know of anyone who might be able to help me with that, please reply to this email, or call (913-631-4180). Thanks.

Dave Maine

From Scotty McGinnis:

LOW & LOADED TIPS CONCERNING DROOP TIPS

In the mid-seventies the owner of our Ag-Spraying company was informed that adding droop wing-tips to our Cessna Ag-Wagons would increase their performance. He was told that the planes would now be able to carry a fully loaded hopper, even when Arizona temperatures rose above 100 degrees. He was also somehow led to believe that the spray pattern behind the airplanes would do a better job of directing the pattern in a greater downward direction with the downward curled droop tips, if installed. If so, then it would indeed tend to swirl the pesticide up and under the cotton plants, where the little creatures like to hide, as they chomp away on the bolls. I forget where he received this incredible information, but we nearly came to blows because of it.

I'm almost always in favor of trying something new, especially if it leads one to believe there would be a benefit from it, but get-a-load of this:

Shortly there-after, the new black and shiny droop-tips arrived by mail. It was easy to install them, and I now had an airplane that looked somewhat like a buzzard holding its wings slightly away from its body, and pecking at fleas. I now found it difficult to get through the gate with the added distance to the wings, whereas before, I had been perfectly comfortable judging the distance from objects, like the loading truck, telephone poles, trees, barns, wires, etc. I soon had scraped some of the new black paint off the side of the left one while trying to get close to the loading truck and at the same time not drop- off the narrow blacktop runway. The results of adding the new tips were: no added load carrying performance and the spray pattern remained identical as it had always been; but the owner became irritated with me.

One lovely, dark, stifling, hot, stinking, sweaty, night I made another incorrect judgment involving my new long wings. A Farmer (whoever) was always crying about us hotshots not getting the spray in the corner of his field, the one having extremely high power-lines on the south and east side. So I was getting as close as I dared when I suddenly found the airplane wouldn't go lower. The harder I pushed the control stick forward the more right control pressure was needed. I made a lightning-quick glance to my right tip just in time to see the drooped tip draped over the top power line, break into pieces, and fly upwards and over the wing into the darkness. I had sawed off the owner's newest 'pride-&-joy'.

Many years later we laughed about the drooped tip episode, but that old rascal still believed I did it on purpose. I notice the fad is now for wing-tips curving straight upwards. Surely the airlines must know what they're doing.

I have combined the January and February Newsletters into this one, for those of you who may be looking for a missing month. Keep those articles and notices coming!

Respectfully submitted,
Nan Funkhouser

