



## IAC Chapter 15 Monthly Newsletter

MARCH 12, 2009

VOLUME 2, NUMBER 3

### **Calendar of Events**

*Next Chapter Meeting*

*-Membership Dues*

*Chapter Meeting  
March 16<sup>th</sup>, 2009*

**Grant Wittenborn**  
President

**Paul Thomson**  
Vice-President

**Lee Crites**  
Treasurer

**Dave Maine**  
Secretary

**Nan Funkhouser**  
Newsletter

**John Ostmeyer**  
Membership

*Meetings are held  
regularly at 7pm on  
the third Monday of  
each month at  
Executive Beechcraft,  
Downtown Kansas City  
(KMKC)*

## **IAC March Newsletter, 2009**

IAC 15 Meeting Minutes: 02/16/2009  
Submitted by Dave Maine

We met at Executive Beech at the Downtown airport at 7pm. Attendees included Grant Wittenborn, Lee Crites, Paul Thomson, Jeff Hotzel, Brenda Lea, Kent Yohee, Nan Funkhouser, Ron Albertson, Aaron Walker, Dave Maine, and guests Mark and Anthony Bendure, and Bill Coiner.

Lee reported a treasury balance of \$6,518.24, plus some dues that just came in. 2009 Chapter dues are \$25 per family.

### 2009 Judges School:

- March 28-29, at the New Century CAF hanger (northeast side of the field).
- Instructor - John Morrissey
- Fee: \$95 (or \$75, if only attending Day 2)
- Weather permitting, the box at IXD may be opened the afternoon of Day 2.
- Path to becoming a judge:
  - Attend the 2-day class
  - Log 40 "assists" at contests, 10 of which must be Advanced or Unlimited flights
  - Pass a written test that can be taken online

### 2009 Barnstormer:

- Planned for Labor Day weekend, at IXD
- 5-category
- Paul will be out of town, so we need a Contest Director

We discussed the TSA security proposal for airports serving aircraft greater than 12,500 lb. If implemented, the new security would require passenger background checks, physical security measures (fences and gates), and audits for compliance. See the AOPA website for more information, and write your congressmen.

- Pass an oral test with a National Judge (e.g. Lee Crites or John Morrissey)

Our next meeting will be 7pm Monday March 16 at Executive Beech at the Downtown airport. Please be sure to let me know of any personal news any of you have. The winter months are slow and restless for us all as we pass through the cold weather, and aerobatic news is at a premium!

**New! IAC Online Store**

IAC has teamed with CafePress to offer IAC merchandise online.

[cafepress.com/iac\\_aerobatics](http://cafepress.com/iac_aerobatics)

**MARK YOUR CALENDARS!!!**

**IAC CHAPTER 15 JUDGES SCHOOL March 28 & 29**  
**at**  
**CAF Hangar at New Century**  
**JOHN MORRISSEY, Instructor**  
**Preregister for a free 2009 Rule Book.**

Visit the IAC Chapter 15 web site for sign up and details!!! Many thanks to John Ostmeyer for a wonderful job of organizing this exciting event!!!

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Here is a IAC Chapter 15 membership report from Lee Crites:

	<b>Member Dues 2009</b>	
NAME	dep date	
Foreman - Honorary Member		
Johnson - Honorary Member		
Crites	12-19	25.00
Pickett	12-19	25.00
Hotzel	12-19	25.00
Nevels	1-23-09	25.00
Flinn	2-6-09	25.00
Thomson	2-17-09	25.00

Coiner	2-17-09	25.00
Walker	2-17-09	25.00
Albertson	2-17-09	25.00
Lea	2-17-09	25.00
Maine	2-17-09	25.00
Yohe	2-17-09	25.00
George	2-17-09	25.00
Funkhouser	2-17-09	25.00
Ostrmeyer	2-17-09	25.00
McCartan	2-17-09	25.00
Wittenborn, Grant	2-21-09	25.00
Reed, Dan	2-26-09	25.00
Total thru 2-26-09		450.00

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And now for a real gem from the past!!!! John Morrissey sent me an article for inclusion in the IAC Chapter 15 Newsletter and included this introduction with his much appreciated contribution:

From John-

Harold was a friend of mine. It occurred to me that even though we remember him by naming our contest in his honor, there are very few in our chapter, or indeed in KC, who have actually known him. Matt, I, Linda, Bob Gandy, and Roy Thornton do. There may be others.

I thought that a few articles about the man in our newsletter might provide some personal background about Harold, one of our original members.

I wrote this short piece about Harold for the March, 1979 issue Sport Aerobatics – 30 years ago next month. Thanks to Mike Heuer, I was able to locate an original copy of the piece (thanks Mike)

## —personality of the month—

### HAROLD

*By John Morrissey*

I heard Marion Cole call him the "humblest man I know"; his wife calls him Harold. I called him dad once, but I don't think he heard me. I met him at a country airstrip on a cold day during the third week in November of '73. He was having his annual "end of the flying season" get-together. I knew when I first met him that he was a special sort of person — quietly self-confident, at ease with himself and his environment, and in love with the sky. I found in this gentleman the unique quality of agelessness, a pleasant mixture of the old and the new with the mind and heart of a young man. This was just one of the priceless gifts that he was to pass on to me — the ability never to fear age (apparently it has nothing to do with getting old).

I left that day with an invitation to return. When I did the next spring, it was in my own ship. I had heard that he was going to be at his strip on Sunday. Since his arrival time was usually indefinite, I landed there about 10 in the morning and waited under my Starduster's wing. It can get hot in Kansas, even in May,

and this was one of those Mays when the insects never slept. He showed up about two o'clock. No, he didn't remember me but was glad I had come. The exact events of the day escape me, but I do know that I watched him fly and then began, after 17 years of flying, to try to learn to fly myself — not merely to drive an airplane, but to really fly in the sky.

I came to the "strip" often — to watch and to listen. As time passed he remembered my name. I remember too, although my memories of that magic plot of ground, an austere 1800 foot grass runway, are not as clear as I would like. I remember the day his engine quit. He was taking off South into a right quartering headwind of 20 knots and was two-thirds of the way down the strip at about 200 feet, perhaps less, when the Warner quit. I'm perfectly prepared to admit that his 360 degree turn to the left with a touch down on the runway, directly under the spot where the engine stopped is (of course) impossible. He did it, though, and acted like nothing unusual had happened.

I knew then for certain what I had always suspected — he flew a magic airplane under a very special set of rules. Rules earned and reserved for a special few by a jealous and demanding sky.

In the fall of '75 he was sick — a kind of deep cough



(Photo by Ted Koston)

Harold Neumann proudly stands with his Monocoupe, "Little Mulligan", the replica of "Mr. Mulligan" in which he won the Thompson Trophy in 1935.

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that he could not seem to shake. It did not keep him in bed, although it probably should have. We decided to go to the Nationals that year, cold and all. I flew his wing from Kansas to Texas. I don't remember the details of the contest, but I vividly recall the bad weather day when he talked to me from 10 A.M. till four in the afternoon about flight — about testing propellers by timing two-way runs over section lines at full throttle to find the most efficient blade angle — about letting down through 10,000 feet of Georgia overcast on a magnetic compass to find a strip and get some gas — about soloing, with no dual, in a Jenny (his Jenny) — about his wife, Inez, who towed his racing plane behind a car to air shows while he flew the other one — about his win in the Thompson Trophy Race in 1935 — about his landing Mr. Mulligan after the race (it was only his second landing in the plane) — about the Constellation (two engines out on one side) he landed in a Texas wheat field, at night, with a full load of passengers, with no damage to the plane or injuries to the passengers (oh yes, those special rules again).

Later that winter, in December, he took me to Florida for a contest. We flew down on the airline and drove out to Fly-For-Fun at Tamiami. I'm certain that the only reason Bill Thomas let me fly the S-2 was because of Harold. His cough and cold were still bad, but he battled it, did well in the contest, and by spring he was healthy again.

That would have been '76 (41 years after he won the Thompson). He did very well that year — won at Kansas City and placed high at Council Bluffs where he was Chief Judge. It was a hot contest, about 100 degrees on a black asphalt ramp. He was on the judging line when he wasn't flying his two Sportsman flights. As a finale, he flew in the air show. I flew once and judged that day, and by mid-afternoon I was ready for a cold shower. He flew his second flight after judging all morning, beat us all, and went to the bar that night. Come to think of it, I cannot ever remember him looking tired.

We went to the Nationals again in '76. That was the year the Warner swallowed a valve guide and destroyed the cam (kept on running, though). Casey Kay lent him his S-2, and with no practice at all, he almost won. I left him after the contest and flew home — left him with Don Ort to breathe new life into the White Ghost. (Why didn't I stay with him till the job was done?)

Since then we've gone to many contests together, and seen each other less. I've grown to feel that a contest is never a real contest without the 'Coupe tied down on the ramp and the solid drone of the Warner in the sky. Some at our contest are always aware of him, a few know that he is there but seem to be puzzled by his presence, and a very small group remain totally unaware (think what they miss)!

As for me, I'll always remember that God may have given me the sky, but it took a gentle man in a white Monocoupe to show me how to enjoy it.

(Photos by Steve Morris)

The following sequence of photographs was taken during Fond du Lac '78 when Harold gave Verne Jobst the honor of propping "Little Mulligan". Verne does, indeed, consider this a great honor. After the Monocoupe was running, Harold flew three laps around a pylon course as he had done so many years before, to the delight of the numerous spectators gathered on the Fond du Lac Airport.



SPORT AEROBATICS 17

From the editor- Many thanks to John Morrissey for this reprint. I have always been more than curious about Harold Neumann, and deeply appreciate the opportunity to read this great article- Nan Funkhouser



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