



# IAC Chapter 15

## Monthly Newsletter

NOVEMBER 16, 2009

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### Calendar of Events

Chapter Meeting  
November 16, 2009



### October Meeting Minutes

IAC 15 Meeting Minutes: 10/19/2009  
Submitted by Dave Maine

We met at Executive Beech at the Downtown airport at 7pm. Attendees included Grant, Michelle, and baby Owen Wittenborn, Lee Crites, Paul Thomson, Bill Coiner, Ron Albertson, Mark and Brenda Lea, Rod Flynn, Tony Schuetz, Brian von Bevern, and Dave Maine.

Lee reported a treasury balance of \$8,728.28. Lee presented a comparison of our Barnstormer contest expenses from 2006-2009. It showed that our 2009 contest finished \$590 in the **BLACK**, even without considering Garmin's generous \$1,000 sponsorship!

We were well represented at the IAC National contest. Tony took second in Primary, Aaron McCartan took second in Intermediate, and John Ostmeyer took third in Intermediate.

Our Christmas Party (and December meeting) will be at Mark and Brenda's, at 6pm December 12. Bring a side dish and dessert.

We plan to develop plans for our 2010 Judges School, and hold officer elections at the next meeting (November). Anyone interested in serving as a officer should contact Grant.

We discussed the IAC proposed rule change regarding wind at contests. The current rule suspends contest flights if winds exceed 20 knots. The new rule is more flexible, and encourages the contest jury to consider the capabilities of the pilots and aircraft. But there is concern that the new rule could be used by one competitor who is uncomfortable with the wind conditions to suspend contest flights for everyone. The IAC comment period ends December 15.

We spent most of the meeting de-briefing our 2009 Barnstormer Contest. Brenda Lea plans to compile and report on those comments and suggestions.

Our next meeting will be 7pm Monday November 16, at the downtown airport.

## **Always make a good preflight**

The United States Air Force has a maintenance program that will tear-down, inspect, and re-assemble new aircraft straight from the factory, before accepting them. Referred to as an 'Acceptance-Inspection' it covers the airplane from head to toe. I was one of the mechanics assigned this task when we were to receive a hundred or so T-38 super-sonic two-seater trainers at Craig Air Force Base in Selma, Alabama, during the mid sixties. They were painted white, and the paint was as beautiful as what you would normally see on a new Rolls Royce. Not quite so beautiful when all the various mechanics finished with this so called AI. At the time I remember thinking how ridiculous to tear apart a perfectly assembled and new airplane before the normal flying time limit. In spite of every one of us trying desperately not to scratch, scrape, or nick that lovely paint, they just didn't look as good after the inspection was complete.

However, it wasn't more than a week later when I changed my mind.

After my Air Force job was finished for the day I would drive out to the little grass strip on the Out-skirts of Selma and fly charters, among other various duties. One afternoon I arrived in time to be assigned the job of delivering a brand new Beech Musketeer. Apparently, the charter pilot from the Beech factory brought the plane to us instead of making the actual delivery himself. It was the first time I had ever seen a Musketeer and soon another pilot passenger and I were in the air on our way to make the delivery. We looped the loop, we rolled left, then right, we did a couple of hammer-heads, and then flew straight to the Musketeers's new home. The doctor and his wife were waiting in front of their brand-new hanger to be on hand when we arrived with their new airplane. After exchanging our hellos we heard the twin arriving to pick us up, and mentioned our ride was on the ground, so we helped push the plane into its new home. Just as we stopped it in the correct spot the horizontal tail fell off the plane and crashed onto the floor of the hanger. Four large bolts that hold the assembly on the airplane did not have nuts attached. The two bottom bolts were still in place, one on top was missing altogether, and the other top bolt was lying on the floor under the tail assembly. My pre-flight inspection had not been as accurate as it should have been.

SM Nov 6, 09

Hope to see everyone at the meeting tonight!! Nan