



IAC Chapter 15

Monthly Newsletter

OCTOBER 19, 2009

VOLUME 3, NUMBER 10

Calendar of Events

*Next Chapter Meeting
October 19, 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)*

**Chapter 15 Web Site
Address:**

www.iac15.org

New! IAC Online Store
IAC has teamed with
CafePress to offer IAC
merchandise online.
cafepress.com/iac_aerobatics

Hello All- we are without minutes from our last meeting, but from what I remember we discussed the success of the Barnstormer Contest, even with too many clouds to contend with. We are already looking forward to next year's event and making plans for judge's school next spring! Also, I brought up the idea of having guest speakers at our meetings to get us through the coming winter months. If you have any ideas for speakers, subjects, or field trips please let Grant know.

From Grant-

Greetings all,

Mark and Brenda Lea have graciously offered up their home again as hosts of the annual Christmas Party, and since schedules fill up quick, we thought it would be best to get the details out early.

The party will be Saturday, December 12th at 6:00pm at the Lea's residence, 6320 Hadley St. in Merriam, KS 66202. See the directions at the end of the email.

Mark and Brenda will provide the meat and drinks, and as usual, please bring a side dish or dessert. Please RSVP to Brenda at heygood@ionet.net and let her know what you intend to bring.

Best regards, and see you at the October meeting on 19th.

Grant

Prop Blast from the Past with Lee Crites



Prop Blasts from the Past -- from Lee Crites The Incredible Hank Hedge

Chapter 3 - to Helen Back with Hank Hedge

Helen Back owned a beautifully maintained Piper Warrior. In his hanger drifting, Hank met Helen and soon was assuming the role of an old friend.

He was at his friendly, genuine, low-key best when he made the un-salesman like pitch, which went something like this: “I’ve got unused space in my hanger at the farm. I don’t need it and you are welcome to it. No hanger rent, my grass strip is easier on your tires, no tower, more enjoyable and relaxed flying, not much further from your house; and maybe you might let me fly it once in awhile.”.

You are away ahead of me; you already know what happened.

Once Helen’s airplane was in his hanger/barn, Hank owned it. He flew it hard and often, not bothering Helen by asking her, or by even by telling her when he was going to use it. “She doesn’t want to be bothered with me calling her”. He once flew it to the west coast.

When she did get to fly her own airplane, the interior was covered with dog hair with scratches on the panel and door.

In spite of Hank’s very logical explanation and promise

that he would fix it better than new, Helen had more than enough. She decided to go get her airplane. By now she knew better than to depend upon Hank so she talked to a friend who would drive her car back while she flew the airplane.

It had been raining, the field was probably a little soft, and she delayed, allowing some drying time.

But the soft ground, or the high grass, or the fact that the grass was wet, was no problem to Hank. The trip he wanted to make couldn't wait, so he loaded Lucy and baggage, taxied out, and took off.

Well, almost took off.

He was running out of strip before he had flying speed, but with the fence coming up he horsed it off in ground effect, and got maybe a couple of feet in the air. He then took out the fence, the landing gear, curled the prop, severely scraped the bottom of the fuselage and wings.

Of course it wasn't Hank's fault, "that airplane always was under powered", so he had no obligation to pay the insurance deductible, don't you see. Nor for the disassembly, trucking, etc.

Fast forward a little over a year. After \$35,000 repairs (would be twice that today) with \$5,000 deductible, many "discussions" with Hank, working with the insurance company, the repair shop, Helen's Warrior

was back in her original hanger good to go.

I stopped by her hanger to talk to her and see her airplane. She said, "I haven't flown in over a year, do you know someone who would fly with me until I get my comfort level back?."

"Hummmm" I said,. I paused and then "Yeah, I think you could probably get Hank Hedge do it."

I shielded off her slaps, as I quickly back-pedaled out of her hanger. I was laughing so much that one slap got past my guard and rattled my teeth. When she cooled a little, I walked back into her hanger, dodged one last slap, as she said, "Funny man!"

More next month!

Thanks Lee for a great story!!

From Scott McGinnis



LOW & LOADED

FAILED RIGHT BRAKE

One day in the early seventies we received a call from the world famous 'Sperry Instrument Factory' which was located about fifteen miles from us and down Bell Road in North Phoenix, Arizona. We would get unusual jobs from time to time, but this one was amusing to me. It seems grasshoppers were getting inside Sperry's labs through the air-ventilators, or some such thing. The tall-boss said they were all over the entire parking lot, in the building, and all over everywhere. He wanted me to spray the entire yard, buildings, parking lot, and the whole sha-bang. He had already contacted the state pesticide dealers and the material would be delivered pronto. I was to conduct the operation at a specified time, date, etc. when there would be no-

one around the place. I needed to contact Deer Valley airport which was located pretty close, but don't remember what they had to say about it. It was a Unicom airport at the time, perhaps.

Automobiles began to accumulate along the adjacent roads when I began to fly down through Sperry's parking lots, dodging the tall poles that obviously had night-lights mounted on the top thereof. People were standing outside their vehicles watching and probably wondering what the devil was going on. After all, it was located in the city, commercial area or not. It was fun!

Upon returning to the airstrip, and when I was halfway there, my right foot went forward rapidly and ended-up against the hopper tank. I must have been stretching-out a little since I wouldn't normally have my feet up on the brake pedals. The right brake had failed completely. This, of course, is not a big deal, but just for fun I thought you might like to know what to do if such a wonderful experience is bestowed upon one of you aerobatic pilots.

I decided if I found a place to land with a pretty hefty cross-wind, all I would need to do is land with the wind coming at me from the same side as the dead brake. I figured the plane would weather-vane off to the right and I would have a good brake on the other side to keep the airplane straight down the runway. For what it's worth: It works perfectly. I not once veered from center-line. SM

Thanks Scott!

Sorry for the abbreviated newsletter this month, but I know we would all appreciate any contributions any of our members would like to make- news, stories, information, photos, etc. Think about it and send me your ideas! One fun event I had was to do some spin training with Micki Shetterly in her 1948 Aeronca Champ a couple of weeks ago. We ended up with 4 and a half spins and only lost 700 feet altitude. We were having so much fun it was hard to stop!

Respectfully submitted,
Nan Funkhouser