



IAC Chapter 15

Monthly Newsletter

APRIL 18, 2011

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Calendar of Events

Chapter Meeting
April 18, 2011



IAC 15 Meeting Minutes: 02/21/2011 Submitted by Dave Maine

We met at Executive Beech at the Downtown airport at 7pm. Attendees included Grant Wittenborn, Lee Crites, Bill Coiner, Nan Funkhouser, John Ostmeyer, Paul Thomson, Tony Schuetz, Rod Flinn, Roy and Jan Thorton, John Blase, Brenda Lea, and Dave Maine.

Lee reported a balance of \$11,907.18.

Judges School - We agreed not to host a school this year. Schools are available in St. Louis, Colorado, and Texas (see <http://www.usnationalaerobatics.org/iacdb/JudgesSchoolListing.asp>). There is talk of a webinar offering from IAC, but no details are available yet on that. Our plans for next year depend on how well the IAC webinars work. We may decide to host a judging workshop and critique session.

IXD Box waiver renewal - Grant and Paul are still working on it. They expect it will go smoothly.

KC Aviation Expo - Aug 21-22. This is the weekend before our contest. It's not clear yet what our level of involvement will be. There won't be a "jet team" this year, but some of our members may take part in the airshow.

Barnstormer 2011 planning:

- Planned for Aug 27-28.
- Greg Shetterly will be Contest Director.
- Grant will be contacting NW Insurance regarding sponsorship.
- Brenda will be seeking other sponsors, plus working on the printed program and the T-shirt design.

IAC 119 (Wichita) is hosting their first contest this year: Aces High, at Newton, KS, Sept 10-11. It is a 5-category contest. Lori Hefel is the Contest Director.

Our next meeting will be March 21, 7pm at Executive Beech, at the Downtown airport.

IAC 15 Meeting Minutes: 3/21/2011
Submitted by Nan Funkhouser

We met at Signature (Executive Beech) at the Downtown airport at 7pm. Attendees included Brenda Lea, Kent Yohe, Drew Blase, Steve Zimmerman, Brian von Bevern, Greg Shetterly, Paul Thomsen, and Nan Funkhouser.

Lee Crites is doing basically very well after having a heart valve replacement done. He could use a phone call or a visit!

Jaden Stapleton has received a Bronze Star Medal for Valor. Congratulations to Jaden! John Ostmeyer is now working for Atlas Cargo and is currently in Florida doing 747 training.

Contest: Grant Wittenborn is working on the airspace waiver. There are 14 contests scheduled this year within 400 miles of Kansas City. We had a discussion of Contest positions that need to be filled. Please contact either Brenda Lea or Greg Shetterly if you are able to help out. We would like to get each position filled as soon as possible. Also, if you have any ideas for sponsorships, please contact Brenda.

The Confederate Air Force, based at New Century in Olathe, is having their open house July 16-17. A B-29 is scheduled to fly in for the show, so this should be one their best shows ever. If you would like to volunteer to help out or even just attend as a spectator, put the dates on your calendar. The CAF is always extremely supportive of our contest by loaning us their tents and anything else we need. Member Kim Pardon also helps run the contest, and is invaluable as a volunteer for IAC 15.

Kansas City will host another Aviaton Expo this year on August 20th & 21st. There was discussion of whether to have a tent or not and it was decided that it would be a great idea to have one. We have several members hoping to fly in the show, so it could be great publicity for us, especially as it is one week before our contest. If you would like to volunteer to help run our booth, please contact Grant Wittenborn or Nan Funkhouser.

We have scheduled a playday for April 23 at New Century.
Our next meeting is April 18, 2011 at Signature.
Respectfully submitted,
Nan Funkhouser

LOW & LOADED
One Dark Night

Governor George Wallace of Alabama during the 1960's represented the majority population there in their beliefs favoring segregation of the blacks from the white people. The majority in the Southern states absolutely adored him. When he was campaigning for governor he and his entourage were stopping traffic on the main highway between Selma and Montgomery, and he would bend down to say hello to

everyone in every passing automobile. My wife and I were passing through his check-point in our new Chevrolet Corvair, and we met him there.

Later, when he first became the governor he implemented a state law or rule that made it mandatory for the pilot of the State airplane to always have a co-pilot in the right seat during flights. Apparently, it was not an FAA law, but one of his rules, etc. I thought it was a sensible one. The only requirement for this co-pilot was that he or she must have a pilots license. It was not necessary to be rated in the airplane, nor was it required for the co-pilot to even have a multi-engine rating. His thinking was to just have someone up front that could land the airplane safely in the event the pilot became incapacitated.

The Alabama State pilot's name was Jimmy Baswell. He was an old pro, rated in nearly every flying contraption known to mankind, and he had a good sense of humor.

The airplane was an enormous Lockheed Loadstar, which was fitted with the fanciest interior I had ever seen. The engines were Pratt & Whitney radials rated over a thousand horsepower each, and the Loadstar is a 'Tail-dragger', of course.

Jimmy was close friends with Jack Gibbons, an outstanding pilot and my mentor. Whenever George Wallace, his wife Lurleen, or any state dignitary would be scheduled to fly in the Loadstar, then Jimmy would usually contact my mentor and Jack would send one of us young kids over to Dannelly Field to act as co-pilot for the state. One very stormy night it was my turn.

From the little grass strip in Selma I departed just after dark in a Global Swift, N3351Kilo. Lightning would light-up the horizon on occasion giving me a picturesque view of anvil-topped cumulus. Runway 9 was wet when I taxied up to the state hanger which was located about halfway down the runway and on the East side thereof. The controller in the tower was extremely friendly to me, and we chatted for a few moments as I taxied, and my airplane was the only one using the airport at that time. The controller had been expecting my arrival.

Jimmy explained to me that we were going up to Birmingham to pick up Lurleen. He informed me that both she and George were not comfortable flying, and were terrified when-ever ice would be ingested in one of the Pratts, causing it to backfire. Apparently, George had poked his head into the cockpit telling Jimmy "One more backfire and this airplane is history".

We arrived in Birmingham fairly late in the evening, Lurleen decided it was too dangerous to fly in the dark stormy night, and we headed back to Montgomery empty. About halfway into the flight Jimmy leaned over to me so I could hear him, and he said, "If you will excuse me, I need to make an enormous five degree correction". He then banked the star all the way to knife-edge, coming back wings level with exactly five degrees correction in our heading. It happened so fast that not even once did the ball leave center inside its instrument. He was a very funny man. He called the tower and I remember his words very well: "Dannelly Tower- Lockheed 343 Sugar- Prattville". A man of few words, and I absorbed his articulation. He taxied fast.

I was about to go to sleep on my return to Selma in the late hours, and it was dark dark dark. Suddenly, I was jolted awake when the engine changed speed of its own accord, and the flight instruments all began showing an incredible change in attitude. When I finally figured out what happened, it was nothing. I had become sloppy, the Swift had started a slight climb, causing the 'airmatic-prop' to change pitch, which had revved an increase in engine rpm's, sending us into a steep climb, speed going down, rate of climb up, altimeter climbing, etc. Heart rate increased too! SM

From Nan: My sister and I have launched a new method for reading music, which led us to a music teacher's convention in Wichita, KS last February. A woman came up to me to talk about our method who had a name tag on stating that she was Wynema Cessna. I asked her what relation she was to "The" Cessnas, and her husband was Clyde's nephew. If you remember the series of old photographs that Lee Crites sent me to publish in the newsletters last year, there is one of Clyde Cessna in 1917. I showed it to Wynema and she stated that she had never seen it before. So, I had the great pleasure of sending it to her so that she could send it on to her sons. Thank you Lee, you made the Cessnas very happy with your generous contribution to the newsletter! Wynema is an elementary and middle school music teacher in Garden City, Kansas.

NAN FUNKHOUSER and WYNEMA CESSNA



Respectfully submitted,
Nan Funkhouser