



IAC Chapter 15

Monthly Newsletter

SEPTEMBER 20, 2011

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Calendar of Events

Chapter Meeting
September 19
Hangar 10
Charles B. Wheeler



IAC 15 Meeting Minutes: 08/15/2011 Submitted by Dave Maine

We met at Signature Flight Support at the Downtown airport at 7pm. Attendees included Grant Wittenborn, John and Beverly Wittenborn, Lee Crites, Rod Flinn, Brian von Bevern, Paul Thomson, Greg and Micki Shetterly, Brenda Lea, Nan Funkhouser, and Dave Maine.

Lee reported our bank balance. Recent expenditures were for trophy materials, T-shirts, and Playday breakfast expenses.

KC Aviation Expo, Aug 20-21: Setup will be Sat morning. Brian plans to help, and possibly bring his Citabria. Grant and John Wittenborn plan to help on Sunday. Nan will print up some business cards with IAC info to hand out. Brian picked up fliers from the Gardner flight school to hand out.

Barnstormer 2011, Aug 26-28:

- Contest staffing:
 - CD: Greg, assisted by Brenda
 - Chief: Lynn Bose and John Morrissey
 - Volunteers: Nan
 - Tech Inspection: John Ostmeyer
 - Starters: Rod, Mark, Dave, Brian
 - Registration: Kim
 - Scoring: Michelle
 - Safety: Micki
- Preparations:
 - T-shirts, forms, unknowns, insurance, sanction, Notams, and programs are all done.
 - Saturday morning breakfast will be prepared by Bev Wittenborn.
 - The box will be open for practice Thurs and Fri.
 - Copier and laptop are prep'd for use for registration and scoring

Our next meeting will be at 7pm Monday Sept 19 at Hangar 10 at the Downtown airport. Our room at Signature is not available that evening.

Dave Maine

KC AIR EXPO BOOTH

Submitted by Nan Funkhouser

Saturday morning Brian Von Bevern and I met at the Charles B. Wheeler downtown airport to set up the Chapter 15 IAC booth for the Expo. The Expo itself was rather poorly organized to begin with, and strong winds and thunderstorms 2 previous nights in a row put the office into a dither even more. Tents were destroyed both nights, and placement of exhibitors was up in the air (pun intended). We found Kim Pardon and crew setting up their CAF display and were invited to set up next to them, so we ran back to the office and cleared it with officials, and then staked out our spot. It proved to be a great one, as we were also next to the Red Tail Tuskegee Airmen display. They show a great short movie on the Tuskegee Airmen and on the restoration project story of their P-51 C Mustang, so we had a considerable number of people flowing past us. Unfortunately Brian wasn't able to fly his Citabria in for either day due to storms and fog, but we still were surrounded by great airplanes. The P-51 C itself sat on our right. On the other side of our tent sat a beautiful Stearman with a 650 engine belonging to Sam Gray, and we were busy both days keeping people from sitting on the wheel pants and leaning on the ailerons.

Of course the tragedy of watching Bryan Jenkins fail to recover from an inverted flat spin was very hard to take. It was fortunate that Grant and John Wittenborn helped man the booth Sunday, as Channel 5 TV interviewed them both in light of Saturday's tragedy. It gave aerobatics a voice that the public needed to hear. Sunday was a much better day, and the flying was excellent all day long. Greg Shetterly and Joe Shetterly were spectacular with their presentations! Greg demonstrated loops, rolls, hammerheads, etc. while Micki and Jeff Shetterly narrated, and it was very interesting and illuminating for the crowd as a result. The whole family rocked that weekend! I think that this now officially makes the Shetterly family a Kansas City Personality. During Greg's second flight on Sunday he spoke to the crowd as he was flying just before Joe showed us all his mighty skills with an A-10. Here are some pictures from the weekend!



2011 BARNSTORMER

This year's contest was REALLY successful! The results are in and listed on the IAC Chapter 15 website. We had near perfect weather for flying, and lots of wonderful camaraderie plus good food to go with it. The flying went smoothly and the contest was well run, thanks to the efforts of Brenda Lea and Greg Shetterly. A sincere thanks goes to Kim Pardon for helping us out again as registrar- again a great job done. A total of 28 competitors came from as far as Texas and Tennessee, and gave all of us grounded personnel some exciting flying to watch. Lynne Bowes and John Morrissey alternated serving as Chief Judge. Grant and Paul got new radios for the corners, but a transmission problem persisted with the northeast corner, which we need to work to solve before next year. Still, we had great corner judging provided by the Civil Air Patrol. Four young men manned the corners on Saturday, and on Sunday they rotated from the corners to recording on the judge's line. Many thanks to the judges who helped train them on the spot. We always have less non-flying volunteers on Sunday, so as Volunteer Coordinator I was very grateful to be able to use them for these important jobs. We took good care of them by feeding them, giving them T-shirts, AND flights! Many thanks to John Wittenborn, Greg Shetterly, Rick Nutt, and Paul Thomsen for being so generous to take them up for their first aerobatic experiences. The smiles on the cadets' faces both before and after their flights said it all. Paul also took Bob, their commander, up for a flight, and showed him what it's like to fly the Sportsman sequence with the winner of last year's Nationals and this year's Sportsman Category! Bob's comment was "You guys are working hard up here!" We were visited by Harold Neumann's son Charles again, but unfortunately he and his wife arrived after the end of the contest, therefore missed seeing the flying and being introduced to the competitors. Roy Thornton and his wife Jean were also present. Sunday, September 18 the main crew of the contest met for a debriefing, and many suggestions were made for improvements for next year- it was a great meeting!



Here are the "Scorer Divas" hard at work!



Hungry pilots and volunteers after a long day of flying on Saturday.



Lots of money sitting in this hangar!



From Scott McGinnis:

LOW & LOADED

Belt Buckles

A young thirty year-old and inexperienced Ag-pilot was sent over to us in the Colusa, California division of our company to take the place of Bob, a 65 year-old pilot that I had been working with during a rice season there in 1979. Bob had to take a few days off work due to a family emergency of some sort. The new kid was going to require a little bit of 'keeping an eye on him' since his experience was pretty limited in the business at hand. The tall-boss called me and asked if I would mind watching over him till Bob returned. I thought this is not what I wanted, but was pleasantly surprised when the new 'kid-on-the-block' turned-out to be a fairly decent pilot. He had an excellent attitude, a good sense of humor, and more importantly, listened well. I ended the season with everyone safe and sound, the rice customers all happy, so picked-up my check and headed for the cotton season down in Arizona.

A couple of months after I departed, and was busy flying the cotton in Arizona, I received word that that new kid had crashed and was hurt badly. When I finally heard he was recovering well enough to take phone calls and such, I called him. He told me that he was totally blind, had both eye balls blown- out of his head on impact, and that they were damaged beyond repair, as well as the nerves attached.

I remember very well hearing him describe the accident. He apparently became entangled in some very high power lines and his airplane smashed into the ground on its belly. He said to me how dark it was in his old body, but continued to tell me the worst was something else we never thought much about. He told me to pass the word, so, for what it's worth: Never wear a belt buckle like the ones cowboys wear, you know the ones they wear-having a big hook behind a big buckle that secures the belt adjustment by hooking one of the holes in the leather belt. The crash of 'G' force was so severe his little hook slammed completely through his intestines and even went clean through the metal pilot seatback compressing his body against the seatback. He said his stomach was causing him more pain than anything he could ever imagine.

A couple years later I heard through the vine he had committed suicide. So, remember those cute little airplane buckles we've all seen pilots wear on their belts, before you fly.
SM

Here is some inspiration for us all! Jessica Cox getting her pilot's license.



Jessica, 26 years old and 1.55 meters tall, is the first lady in history to pilot a plane without arms

See you at tonight's meeting!

Respectfully submitted,

Nan Funkhouser

