



IAC Chapter 15

Monthly Newsletter

OCTOBER 26, 2011

VOLUME 6, NUMBER 10

Calendar of Events

Chapter Meeting
November 21, 2011

Signature Flight
Service
Charles B. Wheeler
Downtown KCMO



IAC 15 Meeting Minutes: 09/19/2011
Submitted by Dave Maine

We met at Hanger 10 at the Downtown airport at 7pm. Attendees included Grant Wittenborn, Ron Albertson, John Ostmeyer, Lee Crites, Rod Flinn, Paul Thomson, Greg and Micki Shetterly, Brenda Lea, Nan Funkhouser, Gary Mitchell, and Dave Maine.

Lee reported our bank balance. Our 2011 Barnstormer contest resulted in a net gain of \$2,600, including \$1,000 sponsorship by Garmin, and \$1000 sponsorship by The Connor Group. We still have lots of t-shirts in inventory.

Barnstormer 2011:

- We had 28 contestants, versus 33 last year, flying Primary through Advanced, including one glider. Our contestants came from as far away as New Mexico, Ohio, Tennessee, Minnesota, and North Dakota.
- We flew 87 flights, and averaged 8.75 minutes between flights.

We agreed to plan a breakfast and Play Day at IXD for Saturday Oct 22. We hope to give the IXD fire/rescue guys some rides.

We agreed to give Brenda and Mark a break this year and schedule a banquet room for our Christmas party. Grant will explore some options.

Paul reported on the contest in Newton, KS. The contest had about 20 competitors, and was well run. But the Wichita FAA office was out in force, ramp checking virtually every plane. Several were found to be lacking Operating Limitations, but were eventually able to fly, after appropriate accommodations were made.

Our next meeting will be at 7pm Monday Oct 17 at Hanger 10 at the Downtown airport

Dave Maine

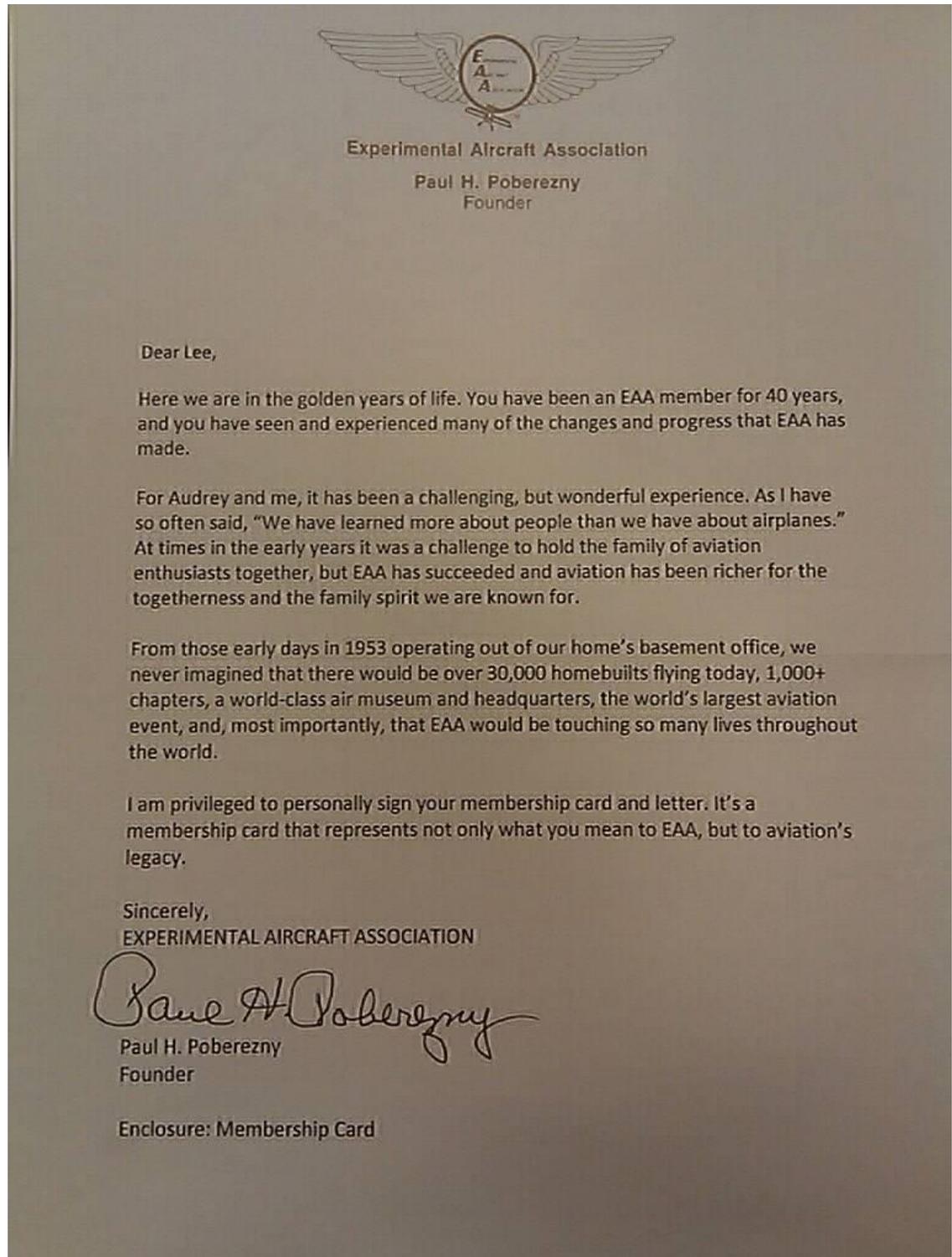
*** A special congratulations goes to Dave Maine, who was able to take his Pitts S1-A for his first solo flight!!!! Now the only problem is that we have to wait until next year's contest to watch Dave compete! Here is Dave's email announcement:

I made my first solo Pitts flight today. I left OJC at about 9am and flew at 3000 over OJC for a few laps, tried out some glides and power off stalls, then landed at IXD for a transponder check. As it turned out, the transponder is not transmitting, so I need to troubleshoot that. The flight back to OJC went well. Both landings were a little bouncy (like a rocking horse), but very passable.

What a relief! Many prayers answered today! Praise the Lord!

- Dave Maine
Pitts N95M

*** Here is a wonderful tribute to LEE CRITES!!!! Congratulations Lee- your leadership is valued by all who know you!! You are a legacy to us all!



*** Congratulations to our members Paul Thomsen and Rick Nutt for their great efforts at Nationals with a Second and Third place in the Sportsman Category, respectively. Read all about it on the chapter web site at www.iac15.org

From Greg Shetterly-

A couple of months ago the Small Airplane Directorate told me they had a certification project of an unlimited aerobatic monoplane in Germany, and wondered if I would be interested in working with them on the project. It only took me about two milliseconds to agree to assist them with it. Like all certification projects, they come with a lot of paperwork and several meetings and teleconferences. Initially the cert guys passed on to me sixteen issues papers to review. Although the airplane was already certified in Europe by EASA, their rules and our rules do not always run parallel to each other. Hence, the need for issue papers and resolution of some of the discrepancies prior to verification flights.

The original certification test pilot assigned to the team had an acro background but had not flown acro in several years. First order of business was to get him comfortable in the acro environment again. We used John Wittenborn's S-2B to get him warmed up. The first flight went well and we planned to schedule another flight or two before heading over to Germany. However, he was pulled off the team to work on another certification in Alaska.

In the meantime, IAC 15 had our contest, and I took advantage of an opportunity to fly with Steve Johnson in his MX-2. I had flown an Extra several years ago, but I thought that riding/flying in the MX would be a good primer for the SBach. The MX is an amazing machine with a blistering roll rate, as I can attest to with my head bouncing off the side of Steve's canopy! I also determined that I might just want to get in a little better shape before heading off over the North Atlantic. I started working out six days a week and made some effort to lose a little weight. I was not very successful with weight loss, but the workouts were improving my G tolerance and endurance. The good news was, I had my OneDesign to fly, and was able practice often in it, ensuring reasonable conditioning for the aerobatics that I would have to explore with the designer of the XA-42, Phillip Steinbach.

Another test pilot was assigned from air cert. A plan and a travel schedule was put together by our project manager, foreign travel clearances received, and we headed off to Germany on October 11. I arrived in Dusseldorf the following morning about 0700, caught a monorail to the train station and managed to buy a ticket on the train headed to Cochstedt about 80 kilometers SSW of Berlin. I finally arrived in Cochstedt about 1130 local time grabbed a cab to the hotel and after being up all night could not sleep, I went for a long walk to get the travel kinks out. The team met for dinner later, and set up our plan for the next day.

We arrived at Cochstedt airport at eight o'clock the next morning and after a short briefing with Extreme Air, I found myself suiting up for the first fam flight in the front seat of the SBach. The flight was uneventful and I found the airplane to be very easy to handle. No aerobatics were flown during the first flight. I simply verified normal parameters such as, stall speeds, etc. Landing was quite easy even from the front seat after having had about 100 landings in my One Design, which is more blind than any other acro plane I have flown.

My second flight in the afternoon was from the back seat. The smoke system was tested and we began verifying all the AFM limitations. Phillip Steinbach proved to be a pleasure to fly with. He was an accomplished instructor, providing clear and precise instructions. Maneuver demonstrations were extremely precise and he demonstrated a great sense of humor as you can see by the pictures. The next day we continued exploring all the figures we could think of. We did wheels up and wheels down tail slides, double hammers, 270 degree rudder pivots in a hammer to a knife edge spin, left and right. Most impressive was the airplane's ability to perform an inverted flat accelerated spin, stop rotating within moments of applying opposite rudder and fly away level inverted with application of power. The Gene Beggs and Eric Mueller emergency spin recovery technique worked equally well. Micro outside loops were a hoot. The airplane had completely effective controls at zero airspeed as long as the engine was turning.

Unfortunately for me the XA-42 is more airplane than I am pilot. I set a new G load record in

it for myself at -3 to +9 Gs. The most I have seen in my craft was 8 Gs, which was plenty for me. I learned a lot flying with Phillip. He was very generous with his advice and even gave me valuable pointers and suggested some maneuvers to add to my airshow routine. I have already attempted some of them in my airplane. Let's just say that I am glad I have a few months to practice before the next season starts.

As Lorraine Hodge used to say "Bottoms Up" and safe flying.
Greg (Still learning) Shetterly



Taxi for test flight.



Awaiting the Flop



Success!

Thanks Greg for a great report on what sounds like the next step up in exciting aerobatic airplanes new to the market! Your job is just too much fun!

LOW & LOADED by Scott McGinnis

BUGS & THINGS

During the seventies, the price of cotton was on the rise, consequently, the acreage did also. The best grade of cotton was sometimes grown in Arizona or California. The hot desert climate seemed to produce some good quality and large quantities, making it worth the effort. One down-side, of course, was the fact that whenever you grow anything in the hostile desert, it will create a haven for bugs, worms, and such, not to mention the horrible cost of water. The wells are sometimes over a thousand feet deep, while necessary to pump through a ten-inch pipe, and that gets costly. Then, bring into the picture, an airplane, pilot, and pesticide, and you will find the poor farmer barely making it pay. The thing is, once he buys all the equipment necessary to farm cotton it will keep him tied to that crop, since every crop has different equipment. And, because of the EPA's (environmental protection Agency) laws, the companies that produce pesticide had to spend a fortune testing new products before they were allowed to enter the market. Why are new products of pesticides so important? Because the insects that are immune to the old pesticides get to eat all the goodies, since their competition (bugs that are not immune) are all dead, allowing them to greatly multiply. So! When a farmer has invested thousands and thousands of dollars just to enter the business, he will also owe most of it. The reason I go into all this detail is so you will understand how it was to be an Ag-pilot, like me, became married to a hot desert of cotton day and night and often, losing the battle with the boll-weevil. When things started getting out-of-hand, the first indication of a problem was when the spraying schedule would go from a seven day to a four day of treatment. We would assign each plane and pilot the maximum number of acres based on a seven-day schedule. So, one can only imagine the calamity involved whenever a large farmer (say, one with two thousand acres of cotton) would suddenly ask us to spray every four days, until the bug-kill would allow us to return to the seven-day. Now, you should be aware of how it came about to hear of some Ag-pilot flying 120 hours a week. That was how I spent many years of my life.

The parts crib was locked by a large chain. Inside the crib was an air compressor. On the compressor was a moisture drain valve. The damn thing started leaking, which caused the noisy contraption to run continuously. I had promised to replace the valve because it was so irritating. We were pounding away at the acres one summer when halfway through the season

I finally got around to replacing the valve. I went home, slept for four hours, drove the 20 miles back to the air-strip, and only to hear that miserable valve leaking worse than ever. I was dumb-founded! There was no light in the crib, so I ran to the compressor, started to reach down to see if it was off, and something like my inner voice said, 'don't do it!' I returned to my pickup, retrieved a flashlight, and there coiled-up next to the compressor was an enormous rattlesnake, and its tail with ten buttons of rattlers hissing away less than a quarter of an inch from the new valve. Boy! I must have made the desert God mad at me. The God failed. SM

From Nan: Scotty sent me this photo after I told him that I had watched 2 ag pilots spraying in western Kansas, one flying high over the field, and one extremely low (tops of the corn stalks). He explained the difference between spraying fertilizer (flying higher) and spraying for bugs (flying lower).



IAC Chapter 15 Playday- October 22

Many many thanks go to Bev and John Wittenborn for cooking up a fabulous breakfast for us all at New Century airport in the hangar just south of the Signature building. Not much flying happened even with perfect weather, as the Wittenborn Pitts S2-A is down for an engine overhaul and fabric recovering. We will look forward to its return hopefully next spring in time for another season of aerobatics. Bev proved her artistic skills with pancake batter while John served up perfect omelets! Mark Lea graciously treated one of the local fire fighters to a flight as a thank you for the help and support the Gardner Fire Department gave the chapter at our contest in August.



Pancake Artist



Owen and Michelle



Bev's Pancake BiPlane, NC



Mark & Brenda Lea with guest firefighter and wife



Rod, Trish and Greg



Master Omelet Chef John and crew with Paul

I really enjoyed this breakfast, as it brought back the memory of my first encounter with Chapter 15 IAC several years back at Ottawa during a play day. I had just gotten my pilot's license and Micki Shetterly took me down to introduce me to aerobatics. I remember some great flying that day, but I remember even better what a great group of people I had found!

Respectfully submitted,

Nan Funkhouser

