



# IAC Chapter 15

## Monthly Newsletter

JULY 31, 2012

VOLUME 4, NUMBER 4

### Calendar of Events

Next meeting:

July 16, 2012

**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)*



### IT'S ALMOST CONTEST TIME!!!!

Please sign up to volunteer on the IAC Chapter 15 web site or contact Nan Funkhouser at 816-589-5334 or [klartrak@earthlink.net](mailto:klartrak@earthlink.net)

IAC 15 Meeting Minutes: 05/21/2012  
Submitted by Dave Maine

We met at Hanger 10 at the Downtown airport at 7pm. Attendees included John Wittenborn, Brenda Lea, Paul Thomson, Lee Crites, and Dave Maine.

Lee presented a Treasurer's Report. Our 2012 Judges School was nearly break-even. He reported that our 2011 contest was the best attended in the nation last year. We have 12 paid members for 2012.

Paul said his Giles is in Ft. Collins CO for some construction and assembly work. He spent a week there in March and will spend another week in June.

Barnstormer contest planning:

- Nan will be volunteer coordinator again.
- Kim agreed to be registrar again, and we expect to have an office for her, versus being in the hanger.
- We discussed the idea of setting out a tip jar for the line guys.
- Brenda will meet with the IXD tower guys in June.
- Brenda hopes to get a sponsor to pay for lunch on Sat and Sun, and maybe arrange for a food truck to come in.
- Brenda is working on sponsors, and plans to call Aircraft Spruce, Air Parts, B&B, and the local flight schools.
- We will plan to set out box markers on Aug 11.
- Kynn Bowes has agreed to be Chief Judge.

The new IAC website is taking shape at <http://mockup.iac.org>

The website for Joe Shetterly's RV-8 airshow flying is <http://riflearshows.com/>

Our next meeting will be at Hanger 10 on June 18.

IAC 15 Meeting Minutes: 06/18/2012  
Submitted by Dave Maine

We met at Hanger 10 at the Downtown airport at 7pm. Attendees included Grant Wittenborn, John Wittenborn, Brenda Lea, Greg Shetterly, Tony Schuetz, Brian Von Bevern, and Dave Maine.

Barnstormer contest planning:

- IAC sanction and insurance fees are paid, and the contest is posted on our website.
- Greg will be the Contest Director.
- Grant sent a request to Garmin asking for sponsorship again this year.
- Grant talked to our T-shirt designer at Garmin about a new design. If nothing else, we can re-use last year's design.
- The Bravo taxiway at IXD is being repaved. Runway 18/36 is scheduled to be closed the week before our contest, opening on Friday, registration and practice day. The concern is that if the project runs late, we will have to postpone our contest. Brenda has talked to the project manager. We agreed to stick with the existing date and monitor progress on the project.
- We agreed to buy trophies this year. Grant will send Brenda info on an acrylic trophy we used one year at Joplin.
- Brenda will contact IAC to get individual medals for "best flight" in each category.
- Brenda will check out Spin City Pizza as a source for lunch food service.
- Brenda has 20 rooms booked. We will plan to pay for Lynn Bowes' room, as Chief Judge.
- The Sat evening banquet will be Johnnies BBQ again.
- Brenda will ask The Connor Group if they would sponsor our contest again this year.

Greg plans to attend the Seward contest this weekend.

An update on member aircraft:

- Paul went out to Ft. Collins, CO to check on his Giles.
- The Wittenborn Pitts is still in Afton, WY, but should be ready soon.
- Lee is working on the Annual Condition Inspection of his Skybolt at OJC.
- Dave's lower ailerons are still in Rick Miller's paint shop.
- Rod Flinn is assembling a Skybolt at IXD that he recently acquired as a nearly-complete project.
- Brian's Citabria and RV are both down for maintenance.
- Greg's One Design is flying. :-). He will be flying with son Joe in an airshow in Michigan this summer. Greg plans to conduct some practice flights at IXD while the CAF Open House is underway.

The CAF Open House will be July 14-15. Brian is looking for volunteers to help. Greg and Micki are planning a cook-out at Gardner Airport Aug 4, to thank everyone who helped or encouraged Greg during the construction of his One Design. IAC 15 is invited.

Our next meeting will be at Hanger 10 on July 16 at 7pm.

**An impromptu play day has been organized for this Thursday from 6pm to 8:30pm at the New Century AirCenter.**

**Come join us if you'd like to fly, critique or just watch.**

**View the entire airspace waiver by clicking [Airspace Waiver 2011-2013 Kansas City Aerobatic Club. \(4.2 mb PDF\)](#)**

**Read the entire post at**

**<http://www.iac15.org/2012/07/july-play-day/>**

**An email from Rod Flinn upon his return from Oshkosh-**



**Nan, here is the picture of Harold Neumann's hat I showed you. It is on display at the EAA museum in Osh Kosh in the airshow display, with a plaque explaining its significance, and a few words on Harold's accomplishments. Anyone visiting the museum can view it along with many aviation relics from the beginning of aviation all the way to private space travel.**

**John Wittenborn has written an excellent account of his experience recovering and overhauling his S2-B Pitts:**

**Last October I flew my Pitts S-2B back to the Aviat factory in Afton Wyoming to be completely refurbished. Afton sits on the Western border of Wyoming with Idaho; due East of Pocatello. Flying in formation with my son Grant in his father-in-laws V-tail Bonanza, we made 5 fuel stops and had to wait a day in Laramie for the weather and winds over the Tetons to cooperate, we made it to Afton. Finally, last week the work was done and it was time to bring the airplane home. We departed Kansas (in the V-tail Bonanza) early for Wyoming with a planned fuel stop in Sterling Colorado. We arrived in Afton about 10:50 MDT got some lunch and test flew the airplane in the early afternoon before the winds picked up. There were only a few minor problems that were easily fixed.**

**The next day, the 29th, again in formation with Grant in the V-tail Bonanza, we departed Afton, Wy at 06:25 MDT, to keep ahead of the high winds forecasted over the Tetons. The Pitts S2-B has a 24 gallon main tank (23gls useable) and a 5 gallon reserve tank in the upper wing spar. The IO540 burns about 12 gph at 11,500' with a true airspeed of 160kts, so the 815 nm mission was planned for a formation flight with Grant in the V-tail, and 5 fuel stops (approximately 1hr legs); Rock Springs Wy., Laramie, Sterling Colorado, McCook Nebraska, Salina Ks and New Century airport Olathe. Due to the terrain, the leg from KRKS to KJAR was flown at 12,500' msl and each leg there after was flown at 11,500' msl. The weather was CAVU except on the leg from Laramie to Sterling where we encountered dense smoke from the wild fires in Colorado which reduced the inflight visibility to about 2 miles. Sterling's visibility was good on the ground. The airplane performed flawlessly and we arrived home at KIXD in Olathe Kansas at 15:40 CDT.**

**My airplane was made at the Aviat factory in 1983. Many of the employees remembered the airplane. The idea to take it back to the factory was somewhat the result of cosmetic cracks in the lacquer on the upper and lower wings just aft of the prop tips, but more so from a gut feeling that I should take a look at what's under the fabric. As you can see from the last picture attached to this post your first gut feeling should never be ignored. That picture shows a crack in the right hand upper wing spar just outboard of the verticle I-beam attachment. Since there was absolutely no damage done to the airplane, the consensus was that the crack was the result of a pre-loaded stress fracture caused by moisture not completely evacuated from the spruce before it was placed on the jig. The spar was replaced and I'll fly it for another 30 years.....ha! My goal is to be older than Frank Doss when I give up my license. For those who don't know Frank, he taught me how to fly a DC-9 back in the late 70's. He's the oldest guy I know and I still learn a thing or two from him when I see him.**



Over all I was pleased with the work that Aviat did on the airplane. There were a couple of minor flaws in the paint and the tail wheel sits a tad bit taller which changes the landing roll dynamics slightly (that could be a personal problem). The empty airplane is about 70lbs heavier and 1" further aft on the cg. A little perplexing but some of that is due to the paint and clear coat that was added. Aviat had personnel problems so the job took over twice as long as it should have. None-the-less Danny Adams did what he said he'd do and completely refurbished the airplane including engine mounts, tubes and harnesses, new fuel valves and quantity sight gage. New shoulder harness attach points were installed making for a bit less space in the turtle deck but my tooth brush and shaving cream still fit in there.

Now it's time to go fly and get ready for an aerobatic contest in August here in Kansas City.

JW



Work in Progress



Arrive in Afton



Just Before Test Flight



New Cockpit Color



**Refueling in Afton**



**Afton to Rock Springs- Formation at 11,500'**



**Home at KIXD**



**Upper Right Hand Wing Spar Crack**

**As many of you may know, Rod Flinn is the proud new owner of a homebuilt Skybolt. It was disassembled but is now nearly in one piece and getting close to a first flight. Congratulations to Rod on acquiring this beautiful airplane!!**



**This article appeared in the Des Moines EAA Chapter newsletter:**



### **New Chapter for John Nelson's Skybolt**

As many of you know, John Nelson's Skybolt has a new owner and a new home. John Kennelley, Paul, Bob, and Carole Steingrabe along with Em Nelson met with the new owner and the shipper to disassemble the Skybolt and load it on to a trailer. After two and a half hours the Skybolt was on it's way to it's new owner's hanger in Kansas to be reassembled. The new owner is an experienced Skybolt pilot and active in aviation. Plans are to have it flying in a very short order. He has promise to bring the plane back for one of our future Chapter gatherings.



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### **The CAF's Annual July Airshow**

**The CAF Airshow was an exciting event again, with a special appearance of beautiful B-25 Mitchell, manufactured at Fairfax in 1944. I had the great pleasure of meeting a wonderful woman by the name of Mary White, who helped build these great airplanes during WWII. Her job was soldering wires together in the cockpits. Now in her late 80's, Mary was treated to a visit to the cockpit of the B-25, plus a ride in it. There is a very good chance that Mary worked on this very plane!**



**Greg Shetterly with his One-Design and Paul Thomsen with his Super-Decathlon put on a very exciting show together- the crowd was enthralled!**



**Congratluations to the CAF for another great show!**



**Here is a look at two beautiful airplanes belonging to Lee Crites and Dave Maine**



**Respectfully submitted,  
Nan Funkhouser**



**Sizing up the landing pattern in Micki Shetterly's Champ, with Micki Shetterly**