



# IAC Chapter 15

## Monthly Newsletter

JUNE 29, 2015

VOLUME 10, NUMBER 4

### Calendar of Events

Chapter Meeting  
June 29

KIXD Gardner  
Conference Room  
Signature Flight  
Support



### IAC 15 Meeting Minutes: 03/23/2015 Submitted by Dave Maine

We met at Signature, at the New Century airport at 7pm. Attendees included Bev Wittenborn, Grant Wittenborn, Nan Funkhouser, Paul Thomson, and Dave Maine.

Lee provided a Treasurer's Report.

The IAC Judges Currency Exam is available online as of about 3 weeks ago.

Barnstormer 2015 (August 29-30) planning:

- Grant agreed to work with Brenda Lea to line up sponsors

The first Play Day of the season will be Saturday April 4 at 9am at IXD. John Wittenborn will submit the paperwork to notify the FAA and IAC.

During the remainder of the meeting, we watched the first half of the video "Flying the Feathered Edge" starring Bob Hoover.

Our next meeting will be 7pm April 27 at IXD.

*These are corrected minutes from the February meeting:*

### IAC 15 Meeting Minutes: 02/23/2014 Submitted by Dave Maine

We met at Signature, at the New Century airport at 7pm. Attendees included John Wittenborn, Rod Flinn, Jennifer Karr, Nan Funkhouser, Greg and Micki Shetterly, Paul Thomson, John Ostmeyer, and Dave Maine.

Barnstormer 2015 (August 29-30) planning:

- John and Linda Morrissey plan to help with judging
- Lynn Bowes plans to help with judging
- John W. will be calling judges in neighboring chapters to gain participation
- We discussed the idea of asking Hooker and Aircraft Spruce for sponsorship, and then raffling off those items as a fundraiser.
- Greg will ask his airshow sponsor, Aviation Solutions (insurance) if they would sponsor our contest.
- Nan will coordinate volunteers again.
- Kim will be out of town, so we need to find someone to be Registrar.

We agreed that it would be good to have a tent and a static display aircraft at the KC Airshow Aug 26-27, and the CAF Airshow Sept 26-27.

Dates for the first part of the flying season:

- April 4 - IAC 15 Play Day at IXD
- April 11 - IAC 15 Formation Ground School at Gardner Airport
- May 9 - Aces High contest, Newton, KS

During the remainder of the meeting, John Ostmeyer and Paul Thomson helped Dave design a Sportsman Free that would be appropriate for his Pitts. Here are some highlights:

- A spin is required. You can put a one-and-a-half turn spin early in the program at the up-wind end of the box, and use it as a turn-around figure.
- The max allowed is 12 figures, and you should include that number.
- After you get the general flow established, tweak it to achieve the maximum K.
- The max K is equal to the K of the current year known program.
- Rolling on an up 45 is difficult. Rolls on down 45's will score better.
- Wedge turn-around figures tend to score better than half-cubans
- Simple figures tend to score better than complex figures.
- You will score better if you keep the judges in their comfort zone (neck angle), and give them what they expect, such as a high speed "into the wind" box entry.

Our next meeting will be 7pm March 23 at IXD.

From Dave Maine:



Attached is the image I am toying with. I'm thinking of a short sleeve cotton tee (probably white) with the image on the back of the shirt, with the words "Harold Neumann" above the image and "Barnstormer" below the image. On the front, we would have our chapter logo on

the left side of the chest.

I toyed with the image on a design site, and it looks OK in 6 colors, with the white shirt providing one of the colors. So, the image would be 5 colors, mostly shades of tan and grey, plus black.

Not sure if the front IAC 15 logo would work with any of those colors.

Thoughts?

Also note Dave Maine's new email address: [dbmdba@gmail.com](mailto:dbmdba@gmail.com)

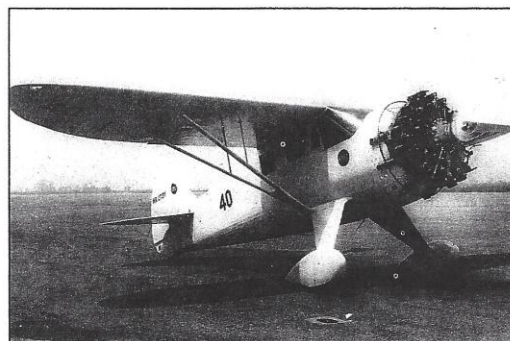
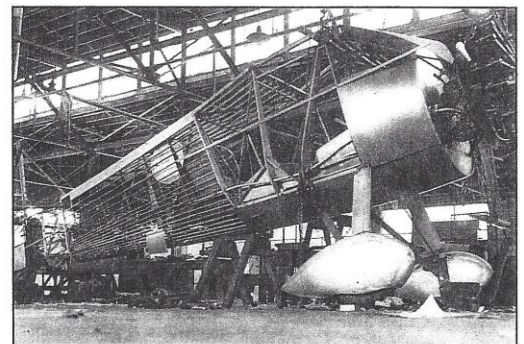
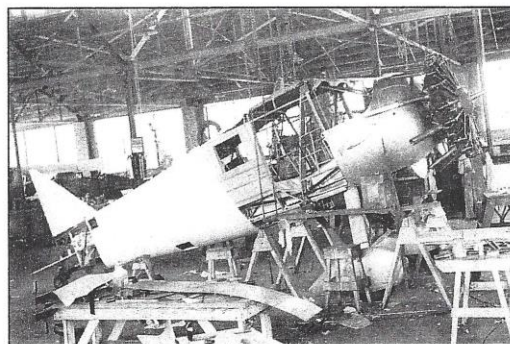
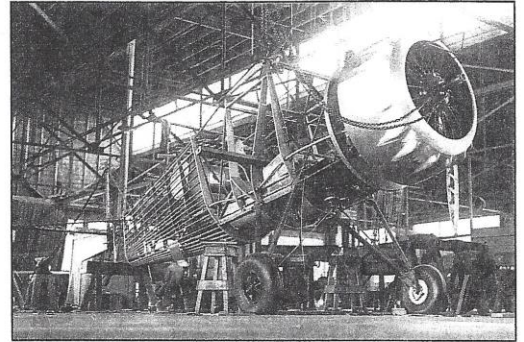
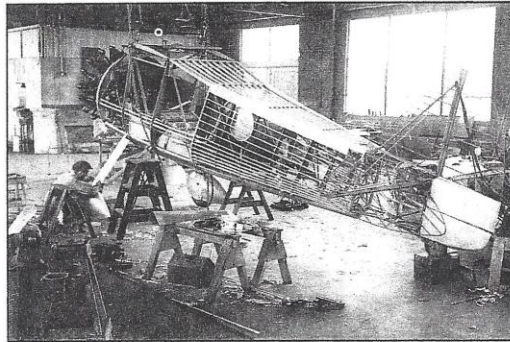
Dave also sent these pictures from the June 6 PlayDay:

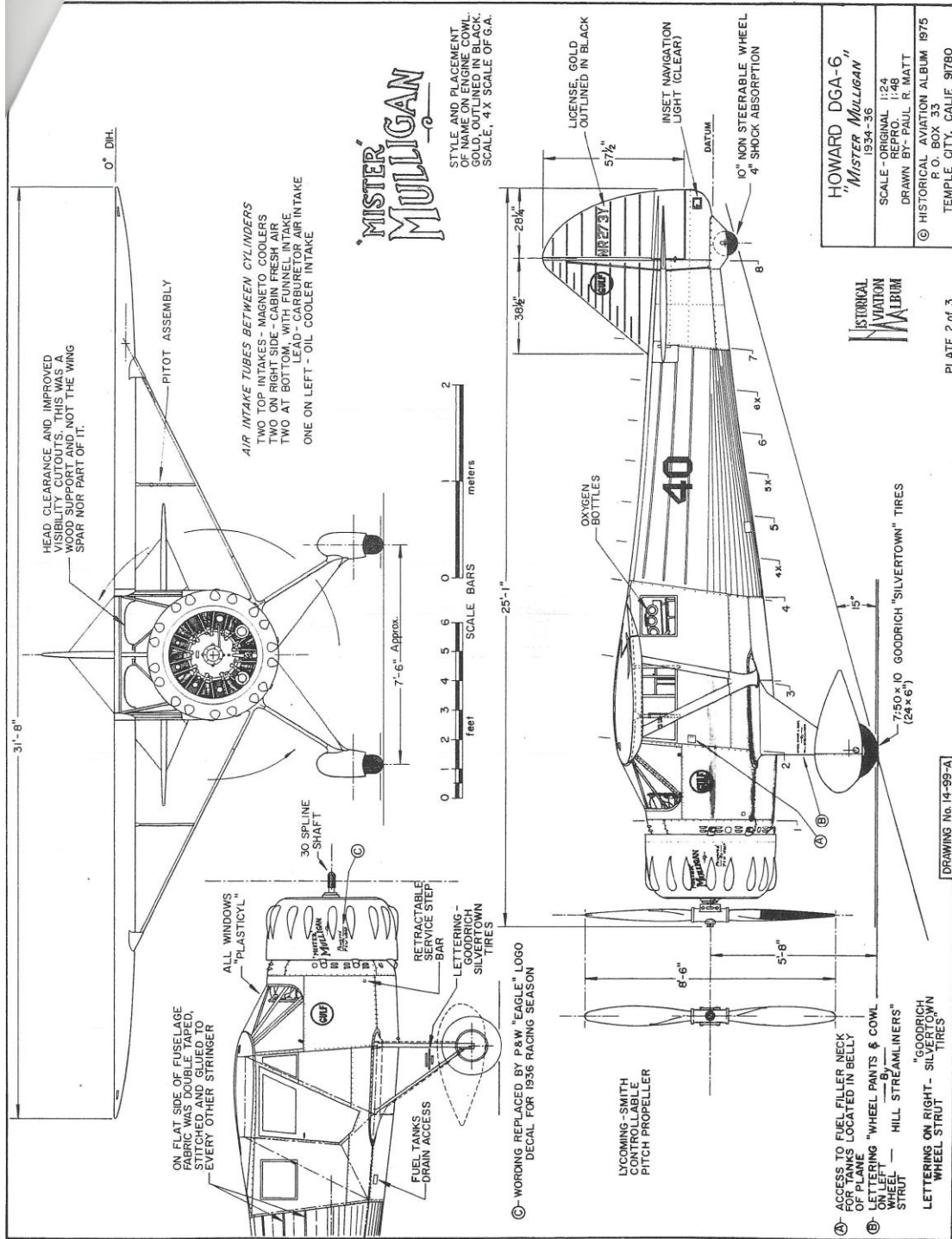




Roy and Jean Thornton are about town having fun, and Roy recently sent me these plans that Jim Younkin made Mr. Mulligan from that is in the Fayetteville Airport Museum today. Many thanks to Roy for his continuing thoughtfulness and interest in Harold Neumann and in IAC Chapter 15!!!

## Howard DGA-6 Mister Mulligan







**NORMAL  
CATEGORY**

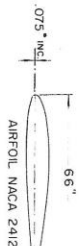
WEIGHT EMPTY	2600 lbs.	2600 lbs.
USEFUL LOAD	2700 lbs.	1500 lbs.
GROSS WEIGHT	5300 lbs.	4100 lbs.
WING AREA	150.7 sq ft.	150.7 sq ft.
WING LOADING	39 lbs/sq ft.	30.7 lbs/sq ft.
POWER LOADING		7.65 lbs/h.p.

MAXIMUM SPEED-287 mph, S.L., 830 h.p., 100 OCTANE FUEL  
(THOMPSON TROPHY RACE, 1935)  
TOP SPEED, NORMAL, 251 mph, S.L., 550 h.p., 92 OCTANE  
CRUISING SPEEDS, PULLING 550 h.p. & USING 87 OCT. FUEL  
at 17,000 ft.-283 mph

LANDING SPEED, WITH FLAPS - 64 mph  
RATE OF CLIMB, INITIAL, S.L. - 2800 ft./min.  
(5500 ft. - 92 OCTAVE ENGINE)

- 4450 ft./min.  
(830 h.p., 100 OCTANE FUEL)

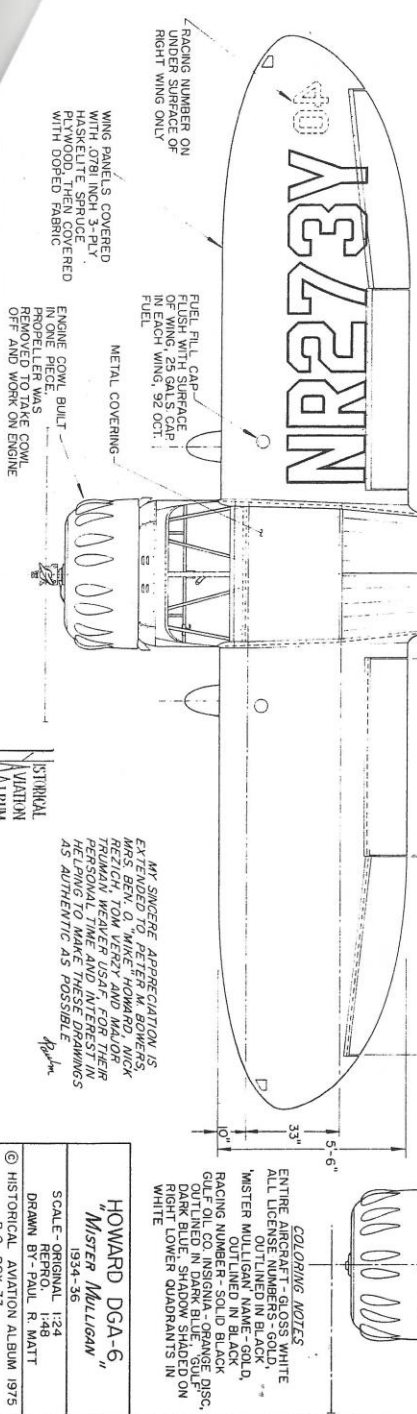
POWER - PRATT & WHITNEY WASP SE SPECIAL  
s/n 5640, COMPRESSION RATIO 6:1  
SUPERCHARGER RATIO 14:1  
NORMAL RATING -500 H.P. at 2200 R.P.M.  
USING DESIGNATED 87 OCTANE FUEL



0 1 2 3 4 5 6 feet

0 1 2 meters

SCALE BARS



MY SINCERE APPRECIATION IS  
EXTENDED TO PETER M BOWERS,  
MRS. BEN. O. "MIKE" HOWARD, NICK  
HEZICH, TOM VERZNY AND MAJOR  
TRUMAN WEAVER USAF. FOR THEIR  
PERSONAL TIME AND INTEREST IN  
HELPING TO MAKE THESE DRAWINGS  
AS AUTHENTIC AS POSSIBLE

*Stephen*

# HISTORICAL AVIATION ALBUM

PLATE 1 of 3

HOWARD DGA-6"  
"Mister Mulligan"  
1934-36

SCALE - ORIGINAL 1:24  
REPRO. 1:48  
DRAWN BY PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1975  
P.O. BOX 33  
TEMPLE CITY, CALIF. 91780

*COLORING NOTES*  
 ENTIRE AIRCRAFT - GLOSS WHITE  
 ALL LICENSE NUMBERS - GOLD,  
 OUTLINED IN BLACK. \*\*  
 MISTER MULLIGAN NAME - GOLD,  
 OUTLINED IN BLACK  
 RACING NUMBER - SOLID BLACK  
 GULF OIL CO. IN SIGNIA - ORANGE DISC  
 OUTLINED IN DARK BLUE. GULF  
 DARK BLUE, SHADOW SHADED ON  
 RIGHT LOWER QUADRANTS IN  
 WHITE

SCALE-ORIGINAL 1:24  
REPRO. 1:48  
DRAWN BY-PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1975  
P.O. BOX 33  
TEMPLE CITY, CALIF. 91780



## AM WHAT AM

Harold Neumann, winner of the '35 Thompson Trophy Race in Mr. Mulligan, lifted off the Paris Orly Field in a 707 Boeing Jet after World War II.

Harold had begun his TWA career flying the DC-2.

He checked his load, winds and weather. His racing instinct was aroused and he announced to the New York tower that he was going for the record. New York cleared him for a straight-in landing and the record went into the book.

### The Need for Speed

West of Cheyenne, Wyoming, en route to the 1983 Air Races in Reno in his "Mr. Mulligan," Jim overtook a Beech Bonanza. Jim determined it to be cruising around 190 mph. Jim took up a position above and behind in the Bonanza's blind spot.

He trimmed the Mr. Mulligan to a shadow descent and advanced the throttle passing the Bonanza at 260 mph indicated, the equivalent of passing it standing still at 70 mph. In five minutes the Bonanza was 20 miles behind us out of site.

Respectfully submitted,  
Nan Funkhouser  
Chapter 15 IAC Newsletter Editor