

October 20, 2009

Next meeting:
 November 17, 2009
 6 p.m.
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2009 U.S. National Aerobatic Championship— A Newbie's Perspective

Trish Deimer,
Manager, International Aerobatic Club

This year's Nationals were smooth and exciting, at least from this newbie's perspective. Held in Denison, Texas, at the North Texas Regional Airport for the last millennium, this year's contest the last full week of September was subject to cold weather (yes you read that right), rain and rubber chickens.

I've been the manager of the IAC for just about 6 months and this was my first contest. Being on the administrative team that prepared for the contest gave me an appreciation for the staggering amount of work that any contest is and that it is all done by IAC members and volunteers.

The Nationals team consisted of a Contest Director (Chris Rudd), Assistant CD (Doug Lovell), Volunteer Coordinator (Ann Salcedo), Jury Chief (Debby Rihn-Harvey), Registrar (Kathleen Moore) and me. There were various other people working behind the scenes as well that I didn't meet until I arrived, such as the people from the local IAC chapter down there. So many thanks are due to these people.

This being my first contest, I wasn't sure what to expect. I've been to many air shows, but this was completely different. It was quiet and technical, paperwork oriented and not the raucous rock and roll show that I was used to.



The range in ages of all of the competitors is wide. There were young college men and women all the way up to this year's Old Buzzard Award winner, IAC Director Norm DeWitt, who just squeaked in to make the age qualification.

The competitors have a mind boggling number of programs to fly including Knowns, Freestyle, Unknowns, and for the Unlimited pilots, a 4 minute free program, that's more like the air show programs we are used to seeing. I have to say, the gilders were my favorite. Their silent gracefulness was inspiring.

Rain until the mid-afternoon on Wednesday set us back and we were worried we wouldn't be able to get in all the programs for all the competitors

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Meeting Notes

John Dorcey, Operations and Maintenance Director for Wittman Regional Airport filled in as speaker in place of airport manager Peter Moll. Unfortunately Peter had to cancel on short notice so he could present the airport impact study to the county board. John, also a chapter member, gave a very informative presentation sharing a bit about what he is responsible for at the airport, how they prepare for EAA AirVenture, and schooled the group on how airport funding works. John has agreed to share some information with us about airport funding in future newsletters.

November's meeting will not have a featured speaker. Instead we'll be finalizing the 2010 speaker line-up. We brainstormed a lot of ideas and names at the September meeting and will now sit down to fill in the blanks. If you have confirmed availability information for a possible guest speaker, please bring their information and open dates to the meeting. This is also a great meeting to bring your questions, ideas, and input about our chapter.

Announcements

- It is time to start planning for the 2010 WAI Conference in Orlando, Florida. Details on the event including hotel and registration information, a conference schedule, and speaker list are available at www.WAI.org. If you are interested in going, let Kelly know. She will connect you with other chapter members who are going so you can coordinate travel and hotel rooms if you wish. This is always an event worth attending!
- Kristy is still looking for a volunteer to collect information for the Member Spotlight column. The person would choose a new or current member each month to answer a set of questions and provide a picture. The template of questions is provided. Email Kristy if you would like to volunteer.
- The 2010 Scholarship deadline is November 20! Visit www.wai.org for a list of scholarships being offered and how you can apply.

Nationals (cont.)

and would have to take an average from what they had flown. One of the many goals of Nationals is to pick either an Advanced or Unlimited team that will go to the World Aerobatic Championships (WAC) the following year. This year we picked an Advanced team for the Advanced World Aerobatic Championships in 2010. This goal can push other categories aside if there is a time crunch because of weather. Late that night, to relieve some of the tension on the field, "someone" snuck into the hangars and rubber chickened all the pitot tubes they could. The chickens became quite popular around the field after that.

After the weather, we pushed hard to get all the categories flown before the banquet on Friday, and somehow, we managed to do it. We crowned a second time National Champion, Debby Rihn-Harvey, at that banquet, along with a host of other winners in the categories and programs.

Debby (a fellow WAI member) is, by the way, an incredibly interesting and down to earth lady. I couldn't be more proud to have her as our National Champion.

The towns of Sherman and Denison, Texas, were gracious and hospitable to all of the IAC folk. Many of the hotel/property managers and even the airport manager have created relationships over the years that reach past the one week a year.

I must say that this first contest



was for me somewhat overwhelming. The hours were long and the learning curve was high, but it was all worth it. I got to meet many of the voices I speak to on the telephone so frequently and I got real life experience of one side of what the organization I'm working for is about. I left with the same feeling I get about AirVenture, that bittersweet one. I was glad it was over even though the time flew by, but was sad it was all said and done at the same time.

Not to worry though... I already have a conference call this week with my new Nationals Team!

President's Column

This month I'm going to do a little plugging for the WAI Scholarships. I'm sure if you dug back you'd find that I plug for them quite often, but it's worth it. I've attended the conference four times now and have heard so many stories about how people's lives have been changed by winning one of these scholarships that I don't think I can do enough to promote them further.

I don't know what your goals are. Maybe you'd just like to get your certificate but don't think you've got the funds/time right now (maybe you think you're too old to learn new tricks?). Maybe you'd secretly like to make a career change and fly for the airlines or a corporate operation... Who knows. The thing is though, it's all there. Flip through the offerings online (www.wai.org) – There are scholarships for engineering, flight training, type-ratings, maintenance, dispatchers... you name it, you'll find it. And don't think you're too young or too old...there really is something for everyone!

This month I'm asking you to dare to dream. What do you want? Can a scholarship help you get it? It would for me. I want to start flying again. I need to start flying again. I've flipped through the pages and identified the two scholarships that will get me there. The essay is written, my logbook pages are copied, I've contacted a few friends for recommendation letters...by the beginning of November I should be able to say a little prayer and send my application packet off. Why should it be any different for you?

It doesn't cost anything but a bit of your time to apply, and come February you might just find out an incredible door has been opened for you. Who knows what it'll lead to.

If there's anything I can do to help you on your way, don't be afraid to ask!



AOPA Aviation Summit
November 5-7
Tampa, Florida
www.AOPA.org/summit

WAI Connect Breakfast
November 6
AOPA Aviation Summit
WAI.org/events/connect.cfm

Member Spotlight: Hal Bryan



Job Title: Online Community Manager

Aviation affiliation: I'm a pilot, aviation fanatic, history buff, and an EAA staffer. My parents met on an airplane, I was named after an airplane, and I grew up on a private airstrip. Before coming to work for EAA, I worked at Microsoft for a little over 10 years building and promoting the *Flight Simulator* series... I have flying dreams when I'm awake!

Favorite airplane: My favorite airplane is usually the one I'm flying or about to. Overall, though, the de Havilland Tiger Moth is the one airplane that manages to keep pulling me back, time and again. It's an airplane that demands and rewards attention, and every flight borders on the transcendent.

One thing most people don't know about me: I play the ukulele, I used to work in radio, I have one too many sacral vertebrae, and I don't like chocolate.

One thing I want to do before I die: Figure out how to live forever so I can make sure that, eventually, I will have flown everything.

The person I admire most: I can't possibly narrow it down to just one, so, considering the context, I'll tell you that the living woman in aviation I admire most is Canadian actor, pilot, and dear-near-sister of mine Michelle Goodeve. Michelle is a talented entertainer, an indomitable spirit, and, most importantly, one of the best

pilots I've ever seen. She's a barnstormer at heart, and she flies with a grace and precision that makes everyone around her just stop and stare.

The latest CD that I bought: "Under the Covers: Volume II"—Matthew Sweet and Susanna Hoffs.

My favorite food: Hot Tamales (the cinnamon candy, not the Mexican dish)

My favorite place to be: Up.

My least favorite place to be: Up, wishing I was down.

One person I would love to have lunch with: Pioneering British aviatrix Amy Johnson. Johnson flew de Havilland biplanes, very much like what I fly today, only she was flying them 80 years ago on trips like her record-setting 11,000 mile flight from England to Australia. She got her pilot's license and her engineer's certificate just about a year after women got the right to vote in the United Kingdom. She loved flying as I do, but she was driven by a spirit and strength of character that I find so fascinatingly humbling that it's almost alien to me.

Why I joined Women in Aviation: Because I want to hang out with the best pilots! But seriously... I joined WAI in part to acknowledge my appreciation of women like the aforementioned Amy Johnson, Pancho Barnes, Jackie Cochran, Bessie Coleman, Nicole Malachowski, Bonnie Dunbar, etc., and to lend my support to inspiring their future equivalents. Primarily, though, I joined because it's an organization that I wish wasn't necessary, because I'd like pilots to care as little about gender as airplanes do.