



CANDIDATE PROFILES

How Do I Vote for Officers and Directors?

You must vote as follows:

You need to mark and mail the enclosed ballot in the envelope provided. IAC Headquarters must receive your Official Ballot on or before April 14, 2004. You may NOT vote for Officers and Directors at the Annual meeting, you must vote via Ballot.

(Please Note: Your name, address and IAC number MUST appear in the return address of your envelope or your ballot will be considered INVALID and your vote WILL NOT be counted.)

Who May Vote?

All members (regular, introductory, student and family members) in good standing as of the label run date for this mailing (February 9, 2004) may vote.

CANDIDATE FOR SECRETARY



SCOTT POEHLMANN – AUSTIN, TX

I have been flying (I hate to say this) for over 20 years, and been a member of the IAC and an active competitor at Sportsman and Intermediate levels since 1997. I have been honored to serve as Chair of Human Factors, and have been moderately successful in encouraging some real research into the issues that affect civilian aerobatic pilots. I think I represent a “typical” mid-level competition pilot, and as such am in a position to understand and reflect the concerns of much of our membership.

Our organization remains at a crossroads. We continue to see declining membership, at a time when our sport faces numerous outside threats; the closing of airports and aerobatic boxes, noise complaints, ever increasing costs for insurance, for aircraft and for fuel. I have watched too many otherwise interested pilots leave the sport or drop to very minimal levels of activity because the sport has not managed to keep their passion alive. We need to retain our current members and keep their interest. At the same time, we need to make our sport friendlier to those outside of it: to our family members, our fellow pilots and the general public. I do not know what the solutions to these questions are, but I think that now is the time for lively debate and for action. I have attempted over the course of my current term of office to encourage that debate and those actions, and I would love the opportunity to continue.

CANDIDATE FOR TREASURER



GRAHAM BIRD – OAKLAND, CA

An enthusiastic Pitts pilot with modest ambitions, and a talent to match, I live and work in the San Francisco bay area. I'm a vigorous supporter of both grass roots aerobatic flying and the need to support a competitive national team at the world level.

As treasurer for the last two years, I have pushed for a business approach to running our organization. I believe that we are first and foremost a membership organization - with a shared interest in aerobatic flying. We must have sound fiscal policy (and this in turn must support the aims and objectives of the club), and finally we must be prepared to give back to the communities where we live, work and fly. I said two years ago, that if you elected me I would not be the quiet finance guy who sits at the back. I believe that I have lived up to that claim! If elected, I shall continue to push for programs that spread the grass roots appeal of our sport, to improve communication in the club, and to enhance the business processes and finances.

CANDIDATES FOR DIRECTOR



R. PAT ANDERSON – PORT ORANGE, FL

I would like your support in becoming a director of the International Aerobatic Club. I have been a member of IAC since 1997 when I started flying sportsman at Sebring, Florida in a Decathlon. I am now an advanced category pilot and my wife, Erica, is a sportsman pilot. We both fly contests in our factory built Pitts S-1T. I believe the future of IAC is in the creation of local clubs that allow both young and not so young pilots to learn aerobatics in a safe and supportive atmosphere.

I believe that we need changes that focus on four areas to grow IAC: 1) We need to expose large numbers of young pilots to aerobatics; 2) We need to self-police to insure reasonable insurance rates to members; 3) IAC must take the lead in helping local aerobatic pilots with airspace issues; and 4) We must increase our vigilance when it comes to aerobatic flight and aircraft training. The vehicle to achieve these goals, in my opinion, is local, aircraft-owning clubs.

I believe I am well positioned to make this case. I have founded several clubs that operate as one in Daytona Beach to support aerobatics and sport aviation. I am the founder and President of the Eagle

Sport Aviation Club and the founder and Faculty Advisor to the Embry-Riddle Aeronautical University's Sport Aviation Club. Together, these clubs operate a Pitts S-2B, a J-3 cub and two sailplanes. My work here at the University is closely related to aviation. I have a Ph.D. in Mechanical, Material and Aerospace Engineering and I am an Associate Professor at Embry-Riddle. My primary duty is research flight-testing and aircraft flight simulation. Finally, I am the chair of the Collegiate Aerobatics Program for IAC, which is a key program for the future of our sport. With your support, I will be better positioned to grow new programs and ideas within the IAC.



B.J. BOYLE – CARROLLTON, TX

I have been a pilot since 1968 and been in aerobatics since 1990. I began competing in 1995 and have flown contests at both the regional and national level in Sportsman and Intermediate. I was Technical Director for the U.S. Nationals for three years and was the Contest Director in 2002. I am currently Treasurer for IAC Chapter 24 in McKinney, Texas. Over this period I have owned a Decathlon and a Christen Eagle, I am currently rebuilding a Pitts S1S. I hold a Commercial Pilot's license for single and multi-engine land

with an instrument rating, as well as an Airframe and Powerplant license.

My professional background is in marketing and I have worked for a several telecommunications and computer companies as a manager or Director of Marketing. I hold a Bachelors Degree in Business Administration and a Master of Science in Marketing from the University of Texas at Dallas. I served in the U.S. Navy on both conventional and nuclear submarines and was a technician on the Polaris missile program.

As the son of an Air Force officer, I lived in many states while growing up, but eventually settled in Texas, where I have lived for the past thirty plus years. I am married and have three children and three grandchildren.

I believe that aerobatics is fundamental to being a good pilot and think that all pilots should have a basic understanding of how to control their aircraft in any attitude. I feel that the mission of the IAC is not only to provide a national governing body for aerobatics, but to also promote and foster the pursuit of aerobatic knowledge and growth of our sport in the United States.



VICKI CRUSE – SANTA PAULA, CA

First of all, I would like to thank you for your vote and support for my tenure as Director for the past two years and ask for your vote again this election. For those who do not know me, I have been a pilot since 1993 and began flying aerobatics in 1997. I have won several titles including Sportsman National Champion and Intermediate Champion of the Championships of the Americas, and am privileged to serve on the U.S. Unlimited Team. I attend seven to ten contests each year,

giving me the unique ability to maintain contact with fellow IAC members, not only in the area I serve, but across the United States.

Professionally, I have worked in magazine publishing, written articles for numerous aviation magazines (including Sport Aerobatics), and have owned a kit aircraft company. I am currently the only woman qualified in the Sport Class to race at the Reno Air Races. I have a strong commitment to aviation, shown not only by my focus on competition aerobatics, but through speaking engagements and magazine articles aimed at introducing people to a sport that not only promotes better flying skills, but lifelong friendships.

As Directors, we have to be visible in the aerobatic community, approachable, willing to listen to the concerns of the membership and active as Board members, using our skills to better the organization. The past two years have allowed me to voice member opinions before the IAC Board, as well as promote aerobatics through numerous magazine articles and competitions across the US. I would ask for the opportunity to continue those efforts for the next two years.



TOM HANKS – CHAPEL HILL, NC

I have been an IAC member for fourteen years and an IAC national judge for eleven of those years. During this time I have been President of North Carolina IAC Chapter 19 for seven years and a five-time contest director. As most in our organization I have filled other positions such as treasurer, newsletter editor, volunteer coordinator, and tech inspector. Perhaps my proudest accomplishment is having been selected to hold the prestigious post of BOUNDARY JUDGE. I am also currently a judges school instructor.

I have competed in 40 contests, all five competition categories and currently fly an S1T in Advanced category. I support these indiscretions through my vocation as a mechanical engineer.

My thoughts on the course of the IAC are these. There is nothing broken and we are not in need of a grand vision. I believe that regional competitions are the backbone of the organization and that the National leadership should insure the health of these. The greatest service we offer is education and the provision for learning in the safest environment we can reasonably create.



MIKE HEUER – COLLIERVILLE, TN

It has been my honor to serve the IAC membership as an officer and director for most of the past 34 years of our history and I ask for your support again in this year's election. What I can bring to the board is a wide range of experience at all levels of the sport.

For nine years, I served as your President (1981-1990) and for two years as IAC's Executive Director. Much of my experience lies in administration, finance, and other areas of non-profit association business. I believe I can make a contribution as a member of the Board.

My qualifications for office are: Former IAC President, Vice President, Treasurer, and Director; Former Chapter President of Chapter 1, National Judge, and a competition pilot through Advanced category; Contest Director, Chief Judge and Judge at Fond du Lac and US Nationals for many years, as well as head of the Contest Jury; Former editor of SPORT AEROBATICS magazine (on three different occasions in IAC history); member of the Rules Committee, the Executive Committee, and IAC's historian; President of the FAI International Aerobatics Commission (CIVA), the world governing body for aerobatics, and a Vice President of FAI. US Delegate to CIVA since 1985; Former member of the Board of Directors of the EAA, the National Aeronautic Association, and the U.S. Aerobatic Foundation; Winner of the EAA President's Award, FAI's Paul Tissandier Diploma, Frank Price Cup, L. Paul Soucy Aerobatic Award, the Robert L. Heuer Award for Judging Excellence, an NAA Certificate of Achievement, the FAI Air Sports Medal, and the IAC President's Award (three times); Inducted into the International Aerobatics Hall of Fame in 2001 for outstanding contributions to aerobatics; While President of IAC, authored the IAC "Policy & Procedures" manual which governs IAC's day to day business; Played a part in the organization of most of IAC's current programs; President of the International Jury at 12 World Aerobatic Championships.

I am also committed to a successful, thriving, and growing IAC. We have many excellent programs and a superb membership of highly skilled aviators and enthusiasts. I believe the IAC is poised for the future. I am convinced that sport aerobatics will have a role to play in aviation for many years to come.

I was the Director who introduced the new name for IAC - AEROBATICS USA - and am firmly committed to its implementation. I urge the members to support this change. At the same time, more than anyone else, I appreciate the international membership our Association enjoys as well. With members from dozens of nations, we are a very rich organization in talent and skills. I believe that the new name - AEROBATICS USA - more accurately reflects our mission and purposes. However, I will support and work hard on behalf of programs that benefit aerobatics worldwide. Our organization will continue to be one that anyone interested in aerobatics will want to join, regardless of their national origin.

As an aside, I am 54 years old, and a Captain for Northwest Airlines, based in Memphis, Tennessee. I hold a US Air Force command pilot rating, an A&P mechanics license, and currently fly the Airbus A-320 for the airline.

My personal goals are to put whatever energy is required into making IAC a financial success and an organization we can all be proud of. I enjoy the debate, the interchange of ideas, and the vitality and dynamism that characterize IAC and our sport – it's rewarding and fun for those of us who work on behalf of our sport. With my experience and background, I can also bring an historical perspective to current

deliberations as well as insights into what IAC has done over these past three decades so we do not repeat the mistakes of the past.

Sometimes a director must be a devil's advocate or must speak up strongly for what you believe. These debates and open discussions are vital to our organization's health but they must be conducted constructively with a sense of team work. My thanks to all of you who have been consistent friends and supporters for many years.



JAY MANLEY – FARGO, ND

I've been a pilot since 1997 and flying aerobatics ever since. I started my training in a Citabria in North Dakota in winter (no heater!) and had dreamed of flying a plane in "unusual attitudes". My first competition was in the Fall 2000 Sebring, FL contest. While I didn't do well, the contest environment, amazing aerobatic planes, and most of all the people convinced me that this was something that I wanted to do on a

more regular basis.

My life revolves around my aviation interests. I fly remote-controlled planes up to 1/3rd scale, launch rockets with my two kids, have recently taken up two-line kite flying, got my Private Glider rating the fall of 2003, and am the Deputy Commander of the Red River Valley Squadron of the Civil Air Patrol in Fargo, ND where I get the opportunity to fly many Cadets on their first-ever plane ride. Since earning my Glider rating, I've also had the opportunity to do some non-powered aerobatics.

In the last ten years, the quality and number of higher-performance aerobatic airplanes has increased rather dramatically with planes such as the Extra, Edge, and even the Pitts variants. I believe it's time to focus on our five levels of competition in a new light. First, the difficulty and maneuvers allowed in each category needs to be laid out with a list of maneuvers allowed in each sequence as a manner of building confidence and abilities to allow pilots to be confident of when they are able to make the jump to the next competition level.

While I won't go into specifics on the maneuvers and K totals, the general idea is that Primary would still allow the Cubs and Citabrias to compete and Sportsman would really be the proving ground for those that want to work the program and advance on a more long-term basis. While I'm fairly sure there will be some arguments and heated debate about any changes, I'm hoping that with a balanced and thoughtful review of the reasoning and ideas behind these changes that we can improve the sport for all plus ensure that it remains fun and exciting each year for all levels, regardless of the plane flown.

If elected, my focus will be on the areas that I see us needing the most improvement in; working with lenders and insurance providers to make it possible for more affordable ownership of aerobatic planes, competition levels and sequences, work on an awareness campaign - especially with the younger pilots who will continue our efforts in the future, and work on a mentor program for those pilots that instruct others in aerobatics which will lead to a safer sport for us all.

I know this is an ambitious set of items, some filled with controversy and lack of details, and some that will take a significant period of time to get in place, but I will work with the Membership and Board to help make the organization stronger and better in the long run. I hope to receive your support during the election!



BOB POST – GREENLEAF, WI

I joined IAC about six years ago after being a straight and level pilot for over 25 years. I joined for a lot of the reasons you did - to compete, learn, improve my aerobatic flying skills and camaraderie. I've flown my S2-B Pitts in intermediate the last three seasons and plan to move up. I possess a level III aerobatic card and do several air shows each year. I'm current as a regional judge and am a

member of IAC Chapter 8.

I operate an investment/financial planning practice in Green Bay where I have and continue to serve on numerous boards and committees of community organizations. My wife, Cindy, has been very supportive of my involvement in aerobatics and regularly attends regional contests with me where she usually works on the judges line or computer. We have one daughter who is a graduate student at Michigan Tech.

I believe my dedication to IAC and to the sport, along with my extensive business and non-profit board experience qualifies me to serve as one of your Directors. I accept this challenge and pledge to give my time and talent to help IAC fulfill its mission to you, its members. I respectfully ask for your vote.



DEBBY RIHN-HARVEY – LA PORTE, TX

I am asking for your support in becoming a board member. It is my desire to be a voice for all members, from grass roots to the international level. For those who may not be familiar with me, I will try to be brief on my background.

I have been involved in aviation my entire life, being the third generation of aviators in my family. However, when starting aerobatics in 1978 my family thought I had lost my mind. I guess I have, because now it is my passion. I began competition in 1980. On a regional level I currently hold and have held many offices within Chapter 25 (Houston). I have been contest director for several regional contests as well as working all positions necessary during contests. Nationally, I've been a judges' school instructor and am currently an active National Judge.

Since first qualifying for the USA Unlimited Aerobatic Team in 1983, I have had the honor of representing the US in eleven (11) World Championships over a 21-year period. Internationally, I have been the 2nd delegate representing the United States at CIVA.

My passion goes beyond just that of the IAC, it also includes teaching, coaching, encouraging, and promoting aviation. I have owned and managed a fixed base operation since 1979, with an emphasis on aerobatics and safety proficiency training. My other jobs include being an FAA Designated Examiner, an ICAS Aerobatic Competency Evaluator, and an airline pilot.

If selected I promise to be a voice for the membership. Being actively involved in all aspects and levels of the sport, I understand your concerns. Through business and competition I have had many of the problems that each of you have experienced. Together let us make this the best aerobatic club possible.



MICHAEL STEVESON – SCOTTSDALE, AZ

I am seeking a Director position on the IAC Board of Directors.

I have been an Active Competitor since 1997 and am currently competing in the Advanced Category. I first became a Regional Judge in 1999 and a National Judge in 2001. I have been the Contest Director of numerous Arizona Contests since 1998. I was an Unlimited Judge at the 2002 U.S. Nationals (Team selection year). I am a member of the Phoenix Aerobatic Club – IAC Chapter 69 where I have served as Vice President (1998-99), President (2000-01), Past President (2002-03), and Newsletter Editor (2002-Current).

My views on the sport are driven by what is good for competition. You cannot have good contest participation unless you have solid grass roots support.

I am the President of Fitch / AAD, the largest architectural design firm in Arizona from 1980 until 2001 and have been a Registered Architect since 1986. I also enjoy being a Scoutmaster for the Boy Scouts of America Troop 616.



HOWARD STOCK – WOODSTOCK, IL

I have been involved in aerobatics since a very young age. I flew competition in a homebuilt Pitts from 1981 until 1996 in Sportsman through Advanced. I am currently a National and Chief Judge, and have been judging and critiquing since the late 1970's. I was asked to serve on the Rules Committee in 1990 and then chaired this important committee from 1992-98. I have been the CIVA alternate delegate for several years and a member of the CIVA Judging Committee.

I have worn many hats for the IAC over the years. I served as IAC Vice President for five terms and have been serving the membership as an IAC Director for the past three years. I am dedicated to grass roots aerobatics and was the force behind the One Design project. I was instrumental in the Herendeen Pitts rebuild that graces the AirVenture Museum in Oshkosh today. I have an excellent working relationship with the IAC Executive Staff and the EAA staff in Oshkosh and I hope to make things work even better in the future.

I believe a strong emphasis on competition and good quality assistance from the Executive Office should be our major focus, along with continued improvements to our quality magazine. I am willing to work hard for the IAC membership to keep us going in the right direction. I feel that we need to make some changes to the method we use to bring in new Directors, and would like to see more professional people from the ranks of IAC on the Board.

I am a professional pilot for US Airways and am married with two children. I would be happy to serve the IAC membership in the capacity of Director for another term.

Thank you for your consideration.