

SPORT

DECEMBER 2010

Aerobatics

OFFICIAL MAGAZINE of the **INTERNATIONAL AEROBATIC CLUB**



Jeff Boerboon:
The 2010 U.S.
Unlimited Champion

Nationals Results

Flying and Non-Flying Awards



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*"This is my whole thing about teams . . .
I can't do this on my own; nobody can."*

Jeff Boerboon

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THE COVER

Jeff Boerboon doing
his thing.

Photo by Jay Tolbert



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REGGIE PAULK
COMMENTARY / EDITOR'S LOG

It's December Already?

DECEMBER IS THE NATIONALS issue.

Every month finds me amazed at how quickly the year is passing by, and this month finds me no less amazed.

One of the perks of being editor is I get to interview the Unlimited champion for the feature story. This year, I got to interview a man who's been quite successful at the Advanced level, both nationally and internationally, for several years.

Jeff Boerboon is a man who has lived competitive aviation from the outset. From flying radio-controlled airplanes as a kid, to spot landings in college, to whipping around the sky in an Extra 330SC today, Jeff is a competitor. One trait he exhibits is that of a team player. He may be the one winning, but he attributes it to all of the people in his life who helped him get there. I hope you enjoy his story as much as I do.

This year, I had the opportunity to travel to Texas to see the Nationals firsthand. What an experience! The hangar at the North Texas Regional Airport was packed with more

Pitts, Extras, Decathlons, Sukhois, Yaks, Stuardachers, and MX airplanes than I'd ever seen in one spot. In fact, one competitor even brought a Stearman. It was the first one many people had ever seen at the Nationals, and it was a special treat to watch it fly inverted spins as the engine cut out. Some unique stories came out of the Nationals, and I hope to bring them to you over the coming months as we move into the new year.

The hangar at the North Texas Regional Airport was packed with more Pitts, Extras, Decathlons, Sukhois, Yaks, Stuardachers, and MX airplanes than I'd ever seen . . .

To make sure you get the most out of your membership, I wanted to again direct your attention to *In the Loop*, the IAC's e-newsletter. A few people have told me that they haven't been receiving it, so I wanted to provide you with the link to go sign up and check out back issues. Just navigate your way to <http://EAA.org/intheloop>—it's that easy!

The November issue of *In the Loop* has a link to a PowerPoint presentation by Chapter 12's DJ Molny that's a good primer on aerobatics and the IAC. You may also vote on the airplanes you'd like to see on the cover of the magazine in the coming months.

With Christmas and the new year rapidly approaching, I would like to wish you a Merry Christmas and a very happy new year! We'll see you in January. **EAA**



DOUG BARTLETT
COMMENTARY / PRESIDENT'S PAGE

Onward and Upward

THE BOARD OF DIRECTORS finished a busy meeting at the end of October in Oshkosh. A few of the topics discussed are well worth reviewing here to ensure all members are aware of the directions being taken by your representatives. The minutes of the meeting will be posted on the International Aerobatic Club website for review by the membership as soon as they are approved by the board. Transparency of reports and actions taken by the board is important. For this reason you will find the agenda packet provided to the directors and officers attached to the minutes. For those desiring to know the details, the 196-page document will be presented in its entirety.

Rod Hightower, the new EAA president, spent an hour with the board discussing new opportunities for EAA and its divisions. Rod asked us to identify our top issues or “world changers” that would help the IAC move forward in its objectives. The directors responded by identifying the following items: recruitment and retention, chapter insurance issues, and staff coordination. The most important to the IAC is recruitment and retention of members. The IAC membership has been in a slow but steady decline over the last several years. The board recognizes that our club needs to focus on being open to all aerobatic enthusiasts and to work directly with its chapters to ensure all aerobatic enthusiasts are invited and made to feel welcome at our chapter events. Further, it needs to ensure the magazine and electronic newsletter provide valuable content to all members—from the volunteers to the recreational

aerobatic pilots and on through the competition pilots.

The second area of focus needs to be in the IAC chapter insurance arena. Currently our chapters cannot conduct aerobatic seminars with our fellow EAA chapters or divisions and then take EAA members for an aerobatic flight. This seriously limits our ability to bring value to the EAA overall and severely restricts our ability to bring aerobatic enthusiasts into the world of aerobatic flight. This will be an area of significant effort for the IAC, EAA, and the chapter insurance providers over the winter.

An additional area of focus with the EAA will be to more closely align the efforts of the mutual staffs to accomplish the common goals of the organizations. These efforts will focus on membership recruitment and retention, publications, and advancement of technology in member services. An important point to make here is that the officers and directors of the IAC fully recognize that the largest majority of our members, approximately 80 percent, are not competition pilots. We recognize the importance of bringing value to these members along with providing a platform for aerobatic learning and competition.

On the competition side there was some good discussion on the rule change proposals for the Intermediate category.

CIVA continues to raise the bar on the Advanced and Unlimited categories, while the IAC has limited the movement of the Intermediate category. This year the board decided to reject any rule that made the

Intermediate category more difficult and removed the snap roll on the 45-degree upline. While this action supports the grassroots side of aerobatic competition, it also widens the gap between Intermediate and Advanced. It has been my experience that the issue of Intermediate complexity is the hottest of

competition topics. It does not appear to be letting up anytime soon.

The IAC board also directed that the club provide a master calendar on our website for our membership. The purpose of this calendar will be to provide a central location to announce our national and chapter activities not only to our members but also to all aerobatic enthusiasts and recreational aerobatic pilots. Further, it will provide due dates for the various activities the club engages in throughout the year. This calendar will be an important step toward allowing current and potential members to enjoy our activities.

For most of us it is time to put the planes in the hangar and start the preparation for the 2011 flying season. Remember, altitude is always a friend. Get good training and fly safely! *EAA*

The most important to the IAC is recruitment and retention of members.



BY DOUGLAS LOVELL

THE 2010 U.S. NATIONAL AEROBATIC CHAMPIONSHIPS:

From the CONTEST DIRECTOR

During the third week of September, the cities of Sherman and Denison in the Lake Texoma region of north-eastern Texas at North Texas Regional Airport hosted the premier aerobatic competition of the United States—the U.S. National Aerobatic Championships—known to me simply as “the Nationals.”

The pilots flying at the Nationals form an elite group who challenge themselves to the highest level of airmanship, skill, precision, and excellence with aerobatic airplanes. As in years past for the Nationals, we selected the best of the best in the United States. We found national champions in the Sportsman, Intermediate, Advanced, and Unlimited categories of aerobatic competition. Men and women representing the United States at the highest level of aerobatics were selected to go on to the 2011 World Aerobatic Championship.

It is my pleasure to introduce to you the Americans who have achieved the highest honor in aerobatics in the United States. Jeff Boerboon is our 2010 U.S. National Aerobatic Champion. He won the Unlimited trophy sponsored by Northwest

Insurance. Jeff was Advanced National Champion in 2007, and he earned membership on the U.S. Unlimited Aerobatic Team in 2008. Last year at the World Aerobatic Championships in Silverstone, England, he placed eighth, the only member of the U.S. Team to place in the top 10. At the Nationals last year, he also came close to the championship with a second-place showing.

Jeff had a big month in September, participating first along with Michael Racy in the European Aerobatic Championship (EAC 2010) in Touzim, Czech Republic. He and Michael were “hors concours” at the EAC—not eligible for a European trophy. Jeff had 16 betters at EAC out of a field of 48. He left directly from the Czech Republic to attend training in Oklahoma for the Nationals. At the Nationals, Jeff placed first in the Known and Free flights and second to Goody Thomas in the Unknown flight.

Jeff flies for Delta Air Lines and competed at the Nationals in Klein Gilhousen’s 330SC, *Stars and Stripes*. He and his wife, Maria, live in Arizona, where he flies with IAC Chapter 69. Maria is very supportive

of Jeff and happy to have him back after a month of aerobatics on the road. The International Aerobatic Club is proud of your accomplishment, Jeff. Congratulations.

The 2010 Advanced National Champion is Michael Montgomery. Mike placed first in both the Known and Free flights, the two Advanced flights completed at the Nationals. Mike comes to us from IAC Chapter 36, the San Diego Hammerheads. He flew an Extra 300L. Extra Aircraft and Southeast Aero sponsored the Advanced trophies. Mike earned a \$500 cash prize from MT-Propeller and is the 2010 winner of the MT-Propeller Trophy on display at IAC Headquarters.

Our Intermediate trophy sponsor was Aviat Aircraft. The Intermediate Power National Champion is R. Scott Dierolf. Scott started in sixth place after the Known, but only 36.5 points out of first. He made those up on his Free flight with an 85 percent average score putting him 35.65 points ahead of Jerry Benham, who was eighth on the Known; 37 points ahead of Tom Rhodes, who was second on the

Known; and 104 points ahead of Bill Denton, who was first on the Known. Scott flies with IAC Chapter 24 in Texas and competed at the Nationals in a Sukhoi 26.

In Sportsman Power, sponsored by MX Aircraft, our National Champion is Paul Thomson. Paul started out in fourth place after the Known, flying a Decathlon 8KCAB against pilots flying Giles 202, Pitts S-2B, Yak-55M, and even an MX2. His 86 percent performance in the Free flight put him first, proving that, as one competitor put it, "It's not the arrow, but the Indian." Paul's excellent flying skills won the day for him in Sportsman and earned him the Lycoming 180-hp Trophy at the Nationals.

On the glider side of the field, we didn't have a competition in Unlimited. Only one of the three known U.S. Unlimited glider pilots was able to compete. Flying gliders in Unlimited must be very difficult, because few attempt it.

In Sportsman and Intermediate Glider, we had a collegial competition between the U.S. Air Force Academy and Eagle Sport Aviation (ESA) from Daytona Beach, Florida. Rafael Soldan and Mikhael Ponso from ESA were the highest-scoring glider pilots in Sportsman and Intermediate, respectively. Both flew hors concours as non-U.S. citizens. From the Air Force, Justin Lennon is the official National Champion for Intermediate Glider, and Charlie Meier is the official National Champion for Sportsman Glider.

We had four Primary competitors at the Nationals, including husband and wife team Mark and Regina Killian. Mark flies a Pitts S-1T and Regina a Pitts S-2A. Now that's an aerobatics couple! Robby Coats from ESA flew his first competition at the Nationals. Flying an Extra 300L, Travis Gier from Rockledge, Florida, won the category.

It's both challenging and great fun to direct the Nationals. There are times of calm—the time before the first briefing when the airport is quiet and the east-side judging line is set; the short period after each flight begins, when the judges

are in their places and the first pilots enter the box for their sequences. There are times of stress—the time when the first pilot is released to the hold and the boundary judges aren't yet in place. There are times of humor—the time when, picking up the west-side judging line, you spot the bull calmly sizing you up in the pasture. Mostly there is the tremendous pleasure of working with the people who dedicate themselves to the Nationals for 10 days in Texas. It is the finest group of people I have ever known.

The Nationals are impossible without the support of our sponsors, the discerning eyes of our judges, the dedication of our staff, and the willing spirit of our volunteers. To all of them and to the pilots who give their very best in competition, a huge thank-you. The 2010 Nationals are on the books. Enjoy the off-season and come back next year. Practice often, study well, participate at the regional level, and plan to test yourself against the best in 2011. Think about it. The Nationals await you. *EAA*

2010 NATIONALS THANKS OUR . . .

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Advanced: Charlie Harrison, Pete Eslick, Doug Bartlett, Hector Ramirez, Norm DeWitt, Mike Steveson, Mark Matticola, and Chris Rudd
Intermediate: Tony Wood, Klein Gilhausen, John Ostmeyer, Clisten Murray, Tim Baker, Mark Matticola, and Julia Wood
Sportsman and Primary: Tim Baker, Bill Denton, Julia Wood, Wayne Roberts, Tom Rhodes, Klein Gilhausen, and John Ostmeyer

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Your 2010 National Champion **Jeff Boerboon**



. . . (pronounced "bourbon," like the whiskey) began his fascination with aviation at an early age. Growing up in Brooklyn Park, just north of Minneapolis, Minnesota, in the early '70s, Jeff was close enough to EAA Oshkosh that regular trips to see the show were the norm in his family. Jeff's father, a commercial pilot, would take him to see the likes of Art Scholl and Leo Loudenslager. It was Leo who would leave an indelible impression on young Jeff.

BY REGGIE PAULK





Radio-Controlled Airplanes

“He’s always been my idol in this game,” Jeff says. “When I got my first airplane, a Pitts S-1S rebuild project in the late ’90s, I got the registration number 17NV as a tribute to Leo’s one world and seven national victories. I liked watching Leo and thought his dedication to the sport of competition aerobatics was great.”

With his fascination for aerobatics cemented, it would take Jeff 30 years to rise to the top of aerobatic competition in the United States.

“I’ve been an IAC [International Aerobatic Club] member since the ’80s,” says Jeff. “Besides getting the magazine and watching from afar, I was not able to participate until much later.”

As a kid, Jeff built and flew model airplanes. He received his first radio-controlled (RC) airplane on his 10th birthday. Before that, he flew control-line and free-flight airplanes. He did participate in competitions with his models, dreaming of the day he’d be able to fly the real thing.

“I flew model airplanes all through junior high and high school,” he says. “After graduating high school in 1987, I went into the aviation program at the University of North Dakota [UND] in Grand Forks.”

College Days

It was at UND where Jeff’s aviation talents really began to blossom. It was also where he’d meet his advisor and coach, Kent Lovelace. Kent instilled the values Jeff holds dear today.


“Kent was a great motivator,” says Jeff. “He was very much into the team concept and had the three rules of life: Never give up; never give up; never give up.”

Jeff was a team member and participated in the National Intercollegiate Flying Association (NIFA) Competition while studying at UND. The contest consisted of spot landings, a navigation event, and a 15-minute pre-flight in addition to a number of ground events.

“My team won the NIFA national championships in 1989 and 1990,” Jeff remembers. “During the ’91 and ’92 championships, I was the assistant team coach.” In addition to his championship titles, Jeff was also two-time outstanding team member in the years they won.

Jeff’s first aerobatic flight was at the controls of UND’s CAP 10-B with instructor John Caturia. “I flew through the 10-hour introductory aerobatics course,” Jeff says. “After I became a flight instructor at UND, I gave tailwheel training in the Super Cub, the CFI [certificated flight instructor] spin course, and aerobatic instruction.”

Throughout his college career and later on in his aviation career, Jeff has had a copilot in Kent. Jeff’s air show company, 3D Air Shows, represents his mentor’s 3D values: dedication, determination, and discipline. Jeff credits Kent with many of his successes both during his time at UND and since graduating.



“I heard him yell, ‘If you send him, send a body bag and a hearse, too!’”

“Kent instilled these values in me,” Jeff says. “Getting through interviews and jobs I’ve had along the way and certainly my success with aerobatics are all a credit to those values.”

With two championship rings, Jeff was motivated to pursue aerobatic competition. It would still be a few years before the dream came to fruition, but the seeds had been sewn. After graduating from UND in 1992, he worked as a flight instructor for just under a year before heading to Nevada to fly tours of the Grand Canyon.

The Lesebergs

In April of 1993, Jeff headed to Boulder City, Nevada, for an interview at Lake Mead Air. Arriving a day early, he walked into the small office. An older gentleman sitting on the couch asked point-blank, “Who are you?”

“I came down from UND, and I’ve got an interview tomorrow,” Jeff responded.

“You see that [Cessna] 206 out there?” the man replied. “Go out and preflight that thing... Let’s go fly.”

“I’m not really supposed to be here until tomorrow, and I was just checking it out,” a startled Jeff answered.

“#%&* it!” the man exclaimed. “Go out there and get in that airplane!”

That was Jeff’s introduction to Earl Leseberg, the owner of Lake Mead Air. At the time Jeff went on his evaluation flight, Earl had already been in business 30 years. Flying for Earl was 180 degrees different from flying at UND.

“When you graduate from a big school like UND,” says Jeff, “you follow every one of the rules and everything is regimented. The FAA is like God. Earl didn’t care much for the FAA.”

During the first few days he was there, Jeff overheard Earl yelling into the phone. He asked the lady working the counter who he was talking to, and she responded, “The flight standards district office [FSDO].”

“I heard him yell, ‘If you send him, send a body bag and a hearse, too!’” Jeff remembers. “I couldn’t believe it. He was talking to his primary operations inspector, who couldn’t make it for a maintenance inspection, and they were going to send somebody else out. He was an old-timer. He’d been flying planes back in World War II, and the FAA was just a nuisance to him. With this company, it was, checklist? What’s that? Weight and balance? What’s that? Weather? We’re going.”



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... the engine failed at low altitude and the accident investigators said that my fundamentals saved me. Thanks my friend. -Maynard H.

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Earl always hired young 500-hour pilots, and no one stayed more than a year. In the 43 years he was in business, Lake Mead Air never had a fatality.

“Earl had a really good sense of who was going to be a good pilot,” says Jeff. “He didn’t talk to you. He didn’t need to interview you. He just wanted to know how you operated an airplane.”

As an RC enthusiast, Jeff brought along all of his airplanes when he moved to Nevada and stored them in the office. Their mechanic was also into RC airplanes, so he and Jeff began flying them at a nearby dry lakebed. When Earl’s son Mark, a Delta pilot, came by one day and saw all of the airplanes, he asked who owned them. After a quick introduction, he asked Jeff if he would build an airplane and teach his 10-year-old son Mark Earl to fly. “I’d love to,” Jeff responded.

“Even at the age of 10, Mark Earl was a very talented full-scale pilot,” says Jeff. “I flew with him a number of times, and he flew a full-scale airplane really well. In fact, on his 16th birthday, I signed him off to fly seven different types of airplanes.”

Mark Earl was doing so well on the RC trainer, Mark Sr. asked Jeff to build something bigger for him. That eventually took off to the point where today Mark Earl is a three-time champion of the Tucson Shootout—the equivalent to U.S. National Aerobatic Championships except for large-scale RC airplanes.

“He got his start with me when I was flying for Lake Mead Air,” says Jeff. “I taught him how to fly and built all of his airplanes until about 2001. Now Mark Earl is using much of what he has learned flying models to help me with my four-minute freestyle design.”

Jeff credits the power of teamwork for where he and Mark Earl stand today.

“I’m pretty much at the top of full-scale aerobatics in the U.S. after my win at Nationals,” Jeff continues. “If you look at Mark Earl, he’s at the pinnacle of scale RC aerobatics. He and I got started together back in 1993, and we’ve been helping each other out the whole time. He and I have the same birthday, October 17. I was 22 at the time, and he was 10 but very mature for his age.”

Even though he wasn’t flying competition then, Jeff was a student of aerobatics, and



In 1995 . . . Jeff officially began his long journey toward the aerobatic championship.

coached Mark Earl on all of the International Aerobatic Club's figures and routines.

"This is my whole thing about teams," says Jeff. "I can't do this on my own; nobody can. At the time, we had Mark Sr. providing airplanes. I was doing the building and coaching, and Mark Earl was doing the flying. If you ask most people right now, he's probably the best in the country at most of the disciplines."

After his year was up with Lake Mead Air, Jeff moved on to Eagle Canyon Air, flying twins over the Grand Canyon. He continued to live in Boulder City and to coach Mark Earl on his path while keeping full-scale aerobatics in the back of his mind. After flying for Eagle Canyon Air for the summer of 1994, Jeff got a call from American Eagle and began flying for the company in the fall of that same year. For the first two years, he flew the Jetstream 32, and later the SAAB 340. In 1995, while flying for American Eagle, Jeff officially began his long journey toward the aerobatic championship.

Maria and the Pitts

"Mark Sr. had heard of a Pitts S-1S project for sale and ended up buying it," says Jeff. "It was an airplane that was flipped upside down on landing. The idea was to have me rebuild it."

After tearing the airplane down, they powdercoated the fuselage, replaced the original landing gear with spring-aluminum landing gear, sent the engine off for overhaul, and had a new set of wings built. Nearly five years later, and after a trip to Wyoming for finish and paint, the airplane was ready for its first flight since being flipped over. In the meantime, Jeff struck gold when he met his future wife Maria on a trip to Puerto Vallarta, Mexico, in 1997.

"We met at a bar called 'The Zoo,' Jeff says. "Later on, she invited me to her place in Phoenix, and I never left. She's been my biggest supporter throughout my aerobatic pursuits. It's an expensive sport, and she's made many sacrifices, giving up many of the things she wants so I can compete."

In March of 1998, Jeff had an interview with Delta Air Lines and was added to the hiring pool. In 1999, he was hired on. With the Pitts nearly finished and a real paycheck coming in, Jeff began to concentrate on competition in earnest.

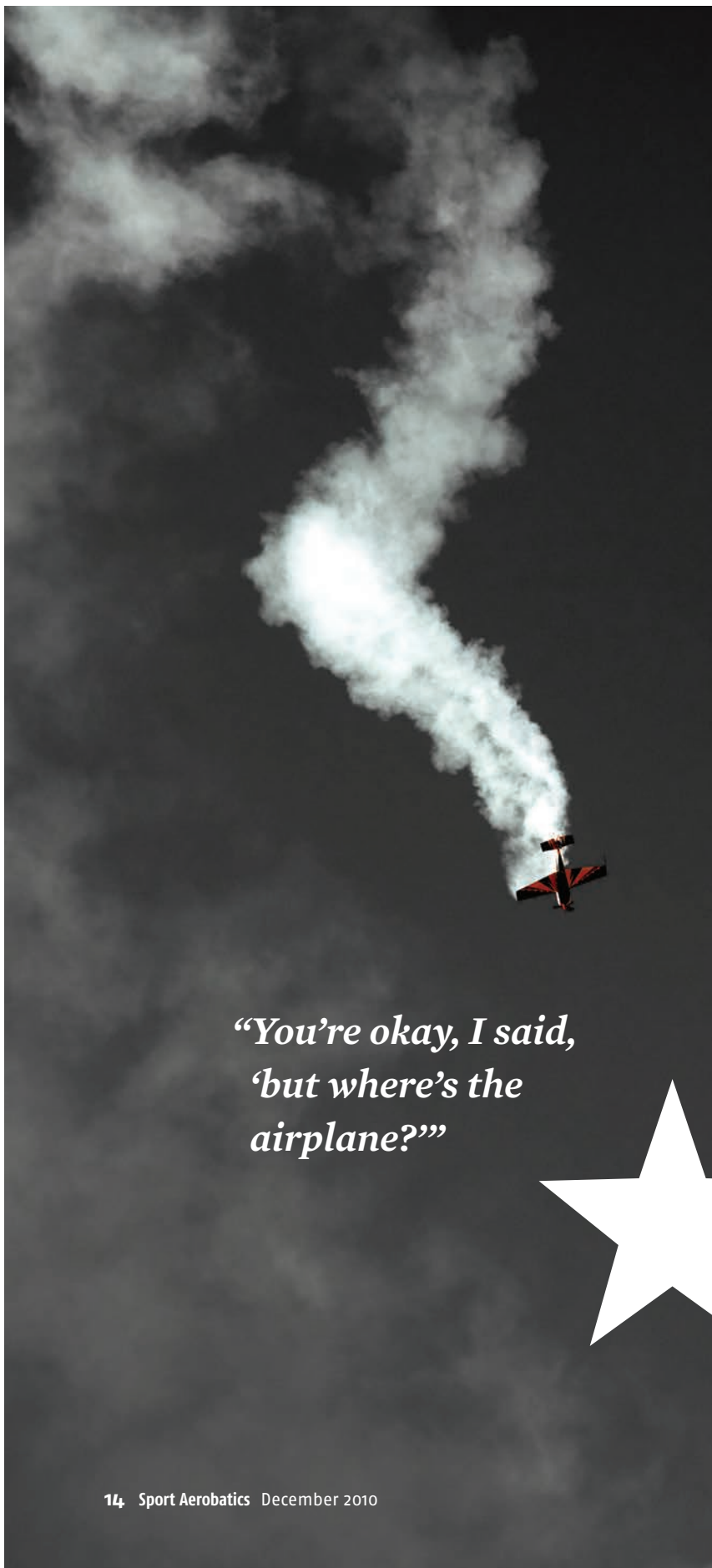
"I spent quite a bit of time in 2000 and 2001 getting the airplane fine-tuned. In 2001, I competed in two Sportsman contests and three Intermediate. In 2002, I began flying Advanced. I won my first regional contest at Casa Grande [Arizona]. I was pretty much undefeated in that airplane. Except for a loss at the 2002 Nationals, I won all the regional contests and became the 2003 Advanced National Champion. That put me on the 2004 Advanced team."

Klein Gilhausen

As his flying improved, Jeff began to think about getting a monoplane to fly in the competitions. He started looking for a Yak-55 to rent while he looked for one to buy. He put in a call



Jeff and his wife Maria stand in front of his Pitts S-1S.



*“You’re okay, I said,
‘but where’s the
airplane?’”*

to Klein Gilhausen, who he was told might have one of the few Yak-55s in the western part of the country.

“He said, ‘I’d love to let you use my airplane, but I sold it,’” Jeff says.

That call to Klein would end up being fortuitous for Jeff, because it began a relationship that continues to this day.

“Klein has been one of my biggest supporters by letting me fly his airplanes,” he says. “In 2005, I told Klein I wanted to try out for the team again, but I wanted to try to fly an Extra instead of the Yak. So I went to Montana and picked up his Extra 300L to bring back to Arizona.”

At the 2005 Nationals, Jeff finished second behind Hector Ramirez flying Advanced in the Extra 300L. In 2006, he finished fourth overall, winning a bronze medal in the free program, while Team USA took the silver medal home from the AWAC in Poland. In 2007, Jeff again took first place flying Advanced at Nationals. 2008 would prove to be his toughest year to date.

“This was it,” says Jeff. “Klein had purchased a Sukhoi 31M, so we had an unlimited airplane and everything was rolling along. I’m getting to fly the Extra 300 regularly to prep for the AWAC in Pendleton, and I’m flying the Sukhoi to get ready for team selection to the Silverstone World Championship.”

Jeff had to watch from the sidelines with an ankle he had broken while wakeboarding just weeks before the Advanced World Aerobatic Competition in Pendleton, Oregon, where Team USA won the gold and Rob Holland took the championship. Jeff put his focus on Nationals and qualifying for Worlds.

“I had two weeks, so I’m getting ready and flying,” says Jeff. “We were attending the training camp before Nationals, and a mishap put the Sukhoi permanently out of commission. The Extra was down because it needed a new propeller, so I needed to find an airplane to fly at Nationals. Mike Racy generously offered to let me use his airplane.”

Misfortune nearly struck again the night before the first flight at Nationals when, on a practice flight before sunset, Mike didn’t return to the field.

“We were all standing around wondering where in the heck Mike went,” remembers Jeff. “All of a sudden, he comes running around the hangar and says, ‘We need to get a fuel pump.’ I told him to calm down and tell me what happened. ‘You’re okay,’ I said, ‘but where’s the airplane?’ He said he’d had an engine failure and landed in a small field. The airplane was okay, but it was not running. Around two in the morning, we finally found the problem—a preservation plug had come loose and the safety wire was broken. Mike

flew the airplane out of the field, and we got back to Nationals a half hour before our briefing.” With his ankle still in recovery, Jeff was able to fly Unlimited at Nationals in 2008, finishing fifth place overall and placing himself on the U.S. Unlimited Team for the first time.

The 2009 World Unlimited Aerobatic contest was tragic for Jeff. He placed eighth overall and, flying Klein’s new Extra 330SC, took fourth place in the Q program. In addition, the team won the bronze medal and he took home the Charlie Hilliard trophy for highest-placing team member. That success was overshadowed by the devastating loss of teammate Vicki Cruse to an accident during the competition. “That’s the worst thing I’ve ever witnessed in my life,” he says. “It was a tragedy for all of us.”

For 2011, Jeff is determined to help Team USA take home the gold. His journey began at the 2010 Nationals.

“This year, there was going to be no second place,” he says. “I didn’t care how many points I won by. I worked hard with my coach, Mike

Stevenson. When you have the best flight you’ve had all year at the time, it means the most—it’s the most rewarding. I couldn’t have flown any better, and when it comes out at first place, you feel good. Goody Thomas was breathing right down my neck. He won the Unknown, but I still pulled it off, winning [the Unlimited] by about 125 points.”

Jeff credits his win to all of the people who’ve helped him along the way. “I have so many people to thank,” he says. Mostly, I have to thank my wife, Maria. She gives me support by helping out as much as she can. It’s been a huge team effort. Without all of that support, you can’t get to this level and beat guys like Goody and Rob Holland. If you took away any of that support, I don’t think I would have ever made it.” **IAC**



Jeff with Gilhausen’s Extra 300L.

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GREG KOONTZ
COLUMNS / JUST FOR STARTERS

Aerobatic stalls

MY BASIC AEROBATIC COURSE begins lesson one with about half an hour of regular flying. It's a little time for students to get familiar with an airplane that's definitely not their daddy's Skyhawk. It takes time for anyone to adjust his or her habits and get settled down. Diving straight into flipping and flopping would be doing the student an injustice.

There is nothing like steep turns, slow flight, and stalls to get your aerobatic student acclimated to the airplane. In that order, they give your student some work on scan speed, a feel for the plane's handling, and familiarity with its limits. Meanwhile, the instructor gets what's needed to evaluate the student's flying abilities. There's no use trying to add new skills until you have a good foundation to work on. This is what I use to determine just what needs work before starting those first flips or flops.

Most of my students are brand new to aerobatics and have no prior experience beyond the typical straight and level of normal flight. So what I see when those three training maneuvers are performed is the result of their training and experience so far. Not necessarily an exact presentation of what they were taught in their original training, but rather a representation of where they are now.

STALLS 101

Let's talk right now about the stalls. In this first lesson, I try my best to set the student up for a not-so-intentional stall. I usually accomplish this by asking a bit too much out of the slow flight practice. I'm looking for the student's natural reaction to a stall instead of some programmed response to a required test maneuver. I get some interesting results. For instance, if I secretly pull the stall warning circuit breaker, I often see people holding the airplane in a continuous stall while waiting for a buzzer sound to tell them to recover. Since the Super Decathlon's elevator has a nice positive authority

even when the wing is stalled, this leads to some interesting flight situations! On other occasions, recoveries from surprise stalls are dramatic nose dives to high speeds with full throttle!

I have come to the conclusion that both these responses to stalls are a result of initial training. It appears that, regardless of what might be required by the regulations, the aerodynamic recognition of full stalls and the *finesse required* to fly out of them are often not being taught. Interviews with my students often uncover that they are afraid of

. . . the whole idea is to try to avoid sudden impact with the ground.

stalls, and usually, so were their primary instructors. This answers why they have had little or no experience recognizing full stalls and why their reaction to a real stall (versus a

buzzer at near stall) is to enter a desperate dive.

The dive thing really puzzles me. It seems to me the whole idea is to try to avoid sudden impact with the ground. What good, then, is this dive-bomber reaction going to do? It's kind of like fishing for minnows with dynamite! At the top of a loop, this kind of technique will fail to give positive results (think about it!).

GETTING OUT

So before you get to the fun stuff, you need to teach your student the finesse of good stall recovery. Here's how I approach it: First talk about what a stall is. Here in a nutshell: It's an angle of attack so high it disrupts the airflow over the wing. That airflow creates that nice low pressure on the top side (lift). It is a precise angle. And since the stick is the angle-of-attack (AOA) controller, the stall happens at a given stick position (the stick's actual position will vary with the aircraft's balance). This boils stall recovery down to simply moving that stick forward of this position. Not way forward, just enough to get the AOA back to a



“flying” angle. To the straight-and-level pilot, nose attitude is a clue to approaching a stall, and airspeed is used to imply a safe distance from stalls. To the aerobatic pilot, load factor and our flight into all attitudes render both these clues near useless. To us, it’s all in the stick!

To demonstrate, slow the plane down to near stall at a power setting a little less than needed to sustain level flight. Leave the power alone and ease the plane into a simple straightforward stall. At the breaking point, relax the stick just a fraction forward until the plane returns to very-slow slow flight. You just showed the student how easy and uneventful a stall can really be. If altitude loss is an issue,

add power to this move to take care of that. Let your student practice this enough to learn good stall recognition and a soft hand at the recovery. Jerking the stick forward is self-defeating and the move of someone still nervous in a stall. Teach a smooth move with the pilot feeling for the wing regaining its airflow instead of the blow-it-away technique of jamming the stick into a nose dive!

The new stall recovery skill pays off big-time when that first stall in a loop happens. With good stall recognition, the student will feel that airflow breaking up (not that “a door is ajar” buzzer) and gently unload the wing a little to continue the loop. What was a dramatic situation causing fear and

confusion in many has now been turned into a nonevent. That control and confidence will resonate through all of your student’s flying.

Here is where aerobatics is clearly for everyone! Nowhere else will pilots get tangible proof that a plane can really stall in any attitude and at any airspeed. **IAC**

Greg Koontz has been in sport aerobatics since 1971, flies air shows, is an aerobatic competency evaluator, operates Sky Country Lodge aerobatic school, and is a NAFI Master Instructor–Aerobatics. Visit www.GKairshows.com. Please send your stories, comments, and ideas to greg@gkairshows.com.

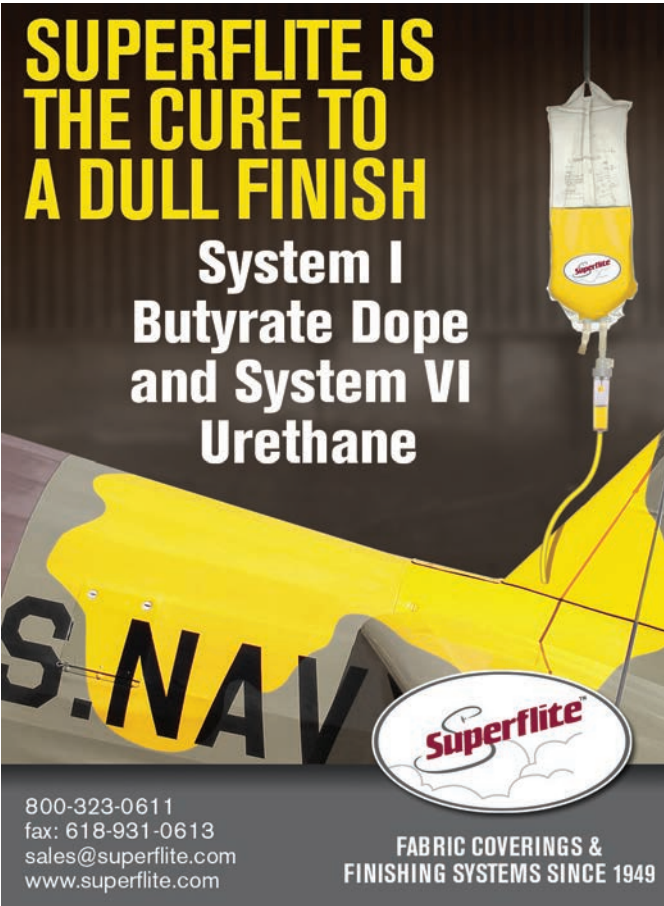


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Recognizing Excellence:

Each year at the U.S. Nationals, the IAC presents four special awards. These awards require nomination, and the winners are chosen based on their significant contribution to the sport of aerobatics and how closely their achievements parallel the criteria for the award.

Nominations for these awards should be sent to iac@eaa.org. The deadline for nominations for the year 2010 is June 15, 2011. The 2010 awards will be presented at the U.S. Nationals next year.



The 2009 Kathy Jaffe Volunteer Award winner is Ann Salcedo (center). Award is presented by IAC President Doug Bartlett (left).

Kathy Jaffe Volunteer Award

Kathy Jaffe, who passed away in 1999, was a pilot known for her enthusiasm and excitement for aerobatics. The first award was presented in 2000 and is given annually to an individual who embodies an enthusiasm for aerobatics through his or her tireless efforts in support of the sport the previous year. The award winner is one who consistently, unselfishly, and eagerly accepts more responsibilities than he or she can handle; who meets those responsibilities with tireless effort, efficiency, and a smile; and who places the needs of others above his or her own, making the sport of aerobatics more enjoyable for everyone.

The trophy is a beautiful glass sculpture consisting of a tall cylinder etched with vortices coming off the wingtips of a Pitts Special rolling vertically. It was designed by Bob and Karen Minkus, both aerobatic enthusiasts and volunteers for many years. This trophy and the master trophy on display at the IAC Pavilion in Oshkosh are made possible through the support of the Kathy Jaffe Memorial Fund. The master trophy is engraved with each annual recipient's name. Previous winners include Ray and Lois Rose, Ann Salcedo, Joanne Johnson, Maryilnn Holland, Hal Raish, Bob Buckley, Julia Wood, Gary Mack, Phil Schacht, and Kevin Campbell.

Harold E. Neumann Award

The family of Harold E. Neumann provided a permanent trophy in 1998 to recognize an outstanding chief judge and to honor the name of Neumann—a Robert J. Collier Trophy recipient, Thompson Trophy Race winner, and active IAC competitor and judge until well into his 70s. The award is given annually for outstanding contribution as a chief judge during the previous contest year. Recipients are known for leadership qualities and fairness on the judges' line. They conduct each contest flight in a professional manner and are widely respected for their knowledge of and experience with IAC rules and judging criteria.

The award, previously presented at the IAC Championships in the year following the contest year for which it is presented, is now awarded at the U.S. Nationals. The recipient receives a plaque, and the master trophy remains on display at the IAC Pavilion in Oshkosh. Previous winners include Alan Geringer, Clyde Cable, Phil Knight, Ken Larson, John Gaillard, Ray Rose, Dick Schulz, Charlie Harrison, Randy Reinhardt and Greg Dungan.

The 2009 IAC AWARDS of MERIT . . . **Non-Flying**



The 2009 Frank Price Cup award winner is Norm DeWitt. Award is presented by IAC President Doug Bartlett (left).



The 2009 Curtiss Pitts Memorial Award winner is Ben Morphew.

Robert L. Heuer Award for Judging Excellence

The Robert L. Heuer Award for Judging Excellence was conceived by Sam Burgess of San Antonio, Texas. The award is given annually for outstanding performance as an aerobatic judge. Nominees must be a national judge and must judge a minimum of three contests per year, including the U.S. Nationals. This award was first presented in 1983.

The recipient receives a plaque, and the master trophy remains on display at the IAC Pavilion in Oshkosh. Previous winners of this award include Clint McHenry, Bill Thomas, Ben Lowell, Mike Heuer, Liza Weaver, Buck Weaver, George Stock, Clyde Cable, Alan Geringer, Brian Howard (2), Bob Minkus, Marylann Holland, Gerit Vanderziel, Greg Dungan, Michael Steveson, Jim Klick, Alan Geringer, Tom Adams, Lynne Stoltenberg, and Doug Lovell.

Curtiss Pitts Memorial Trophy

This award was donated by the Pitts family in the memory of Curtis Pitts. From the first design called the "Little Stinker" in 1944 to the Model 14 designed just before his death in 2005, Curtis Pitts was one of the most prolific aircraft designers in aviation history. His designs, and their descendants, forever changed the world of aerobatics.

The Master trophy and the annual recipient trophies will be funded by the Pitts family. The recipient trophy will consist of

a plaque with the individual's name engraved on it. The Master trophy will be on display at the EAA Museum in Oshkosh, Wisconsin. It will be engraved with each annual recipient's name. For the initial year 2009, the plaque was presented at Sun 'n Fun by the Pitts family. Kevin Kimball was the award's first recipient. This year, Ben Morphew accepted the award on behalf of Herb Anderson.

All of the awards mentioned require nominations by IAC members. Nominations are welcome from either individual members or collectively from a chapter. Nominations should include a statement with justification as to why your candidate fits the criteria for the award and should be written in a way that board members who may not personally know the candidate will see the merits of the candidacy from the supporting letter. The IAC Master Trophies and Awards pages located at the IAC website at www.IAC.org/programs/index.html provide a complete history of each trophy, along with the list of recipients and a picture of the master trophy. Once the nominations are received, the IAC board of directors votes for the recipients based on a number of criteria, including number and quality of nominations and how closely the nominee meets the requirements for which the award was conceived. **EAA**

Recognizing Excellence:



The 2010 winner of the Mike Murphy Cup (presented by IAC president Doug Bartlett) is Jeff Boerboon.



The 2010 winner of the Betty Skelton Trophy is Debby Rihn-Harvey.

AEROBATIC TROPHIES

Mike Murphy Cup

This trophy was conceived and donated by Mike Murphy of Ohio, an aerobatic pioneer and leader in international aerobatics for many years. The first cup was presented in 1974. The award is presented to the winner of the powered Unlimited category. The master trophy is engraved with the recipient's name.

Previous winners of this award include Art Scholl, Leo Laudenslager (7), Henry Haigh, Kermit Weeks (2), Clint McHenry (3), Tom Jones, Pete Anderson, Patty Wagstaff (3), Phil Knight, Mike Goulian, Diane Hakala, Robert Armstrong, Steve Andelin, David Martin, Kirby Chambliss (5), Vicki Cruse, and Debby Rihn-Harvey (3).

The winner of the Mike Murphy Cup was Jeff Boerboon.

Betty Skelton Trophy

This trophy was conceived and donated by Betty Skelton Frankman, pilot of the famous Pitts *Little Stinker*, an aircraft in the collection of the National Air and Space Museum in Washington, D.C. It is presented to the top-placing woman in the powered Unlimited category at the U.S. Nationals. The award was first presented in 1988. Previous winners of this award include Patty Wagstaff (6), Elena Klimovich, Linda Meyers-Morrissey, Diane Hakala, and Vicki Cruse (2).

The winner of the Betty Skelton Trophy for the 11th time was Debby Rihn-Harvey of La Porte, Texas.

Bob Schnuerle Trophy

This trophy was conceived and donated by Florence Schnuerle, Bob's mother. Bob was a pilot on the 1970 U.S. Aerobatic Team, coached the 1972 team, and lost his life practicing for the 1973 U.S. Nationals. He was extremely popular with his fellow pilots, and the 4-Minute Free program was his favorite. The award was first presented in 1985.

Previous winners include Gene Beggs, Harold Chappell, Kermit Weeks (2), Tom Jones, Clint McHenry, Nikolai Nikitiuk, Rick Massagee (2), Phil Knight, Mike Mangold, Kirby Chambliss, Zach Heffley, David Martin (5), Rob Holland, and Zach Heffley.

Not awarded this year.



The 2010 IAC AWARDS of MERIT . . . Flying



The 2009 Fred Leidig Trophy winner is Scott Dierolf.



The 2010 MT-Propeller Trophy winner is Mike Montgomery.

Fred Leidig Trophy

This trophy was conceived and donated by Robert Wagstaff of Anchorage, Alaska, and was first awarded in 1991. Fred Leidig was an aerobatic competitor whose job transferred him to Tucson from Ohio, where he continued flying Intermediate in a Hyperbipe he built. He was an outstanding competitor who lost his life in an aerobatic accident in a Christen Eagle in 1990. The trophy is awarded to the highest-scoring Intermediate pilot at the U.S. Nationals. The trophies are funded by Ben Lowell.

Previous winners include Gerry Molidor, Bradley Vidrine, Suzanne Owen, Fred DeLacerda, John Handly, Clyde Cable, Hector Ramirez, Justin Anderson, Mike Wiskus, Larry Reynolds, Todd Whitmer, Doug Bartlett, Bud Judy (2), Kevin Campbell, Michael Montgomery, and Bill Denton.

MT-Propeller Trophy

The MT-Propeller Trophy was conceived and donated by Gerd Muehlbauer of MT-Propeller Entwicklung GmbH in Atting, Germany, in 2006 and is presented to the winner of the Advanced category. The winner receives a plaque with a photograph of the permanent trophy set in the plaque. The master trophy, chosen by Gerd and made in Dubai, consists of a gold-plated crystal eagle with diamonds and is on permanent display at the IAC Pavilion in Oshkosh. The recipient's name is engraved on the master trophy.

Previous winners include Todd Whitmer, Jeff Boerboon, Hector Ramirez, and Malcom Pond.

The winner was Mike Montgomery.



The 2009 winner of the Old Buzzard Award is Tom Rhodes.

Old Buzzard Award

The Old Buzzard Award is presented in honor of Charles “Chuck” Alley, an active competitor at age 84 who passed away in 2002. This award honors Chuck’s accomplishments as a competitor and aims to encourage the senior members of the IAC who aspire to fly like eagles. The award was first presented in 1999 and is given to the top-scoring competitor who is 65 years old or older and completed all flights in any category at the U.S. Nationals. The winner receives a plaque bearing a buzzard’s head and inscription, and the master trophy remains on display at the IAC Pavilion in Oshkosh.

Previous winners include Chuck Alley, Joe Haycraft, Bud Judy, John Watkins, D.R. Bales, Tom Adams, Klein Gilhousen, Clyde Cable, and Norm DeWitt.

The winner of the Old Buzzard Award was Tom Rhodes.



The 200 winner of the Chapter Team Trophy is Chapter 24 of Dallas, Texas, The Award was presented to Elizabeth Maynard.

Chapter Team Trophy

The Chapter Team Trophy is awarded to the IAC chapter whose top three members, regardless of category, achieve the highest average percentage based on all flight programs in that category. In the event of a tie, those chapters’ next highest-placing competitors’ scores are used.

The trophy has been awarded since 1971 at the IAC Championships and since 1982 at the U.S. Nationals. Winners receive a single plaque to take back to their chapters. There are no master trophies for this award.

Previous winners include the following chapters: 26-California, 88-Michigan (3), 59-Oklahoma, 23-Florida (4), 12-Colorado (2), 1-Illinois (2), 25-Texas, 91-New York, 69-Arizona (2), 24-Texas, and 26-Delano, California.

The winning team was Chapter 24 of Dallas, Texas.



The 2010 winner of the Lycoming 180-Horsepower Trophy is Paul Thompson.

SPECIAL RECOGNITION

Lycoming 180-Horsepower Trophy

The Lycoming 180-Horsepower Trophy was conceived by several IAC members to further the grassroots movement within the IAC. The Textron Lycoming Company first donated this trophy in May of 1999. It is awarded to the highest-scoring pilot (percentage-wise) performing in an aircraft with a limited range of horsepower—not to exceed 180 hp. A permanent master trophy is on display at IAC headquarters. The individual winner’s name is engraved on the master trophy. The winner also receives an engraved picture plaque of the master trophy.

The winner was Paul Thompson.



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The winner was Paul Thompson.



The 2010 winner of the Lycoming 180-Horsepower Trophy is Paul Thompson.



The 2008 winner of the Highest-Placing First-Time Sportsman is Burt Roy.

In addition to the category awards presented at the U.S. Nationals, a number of other flying awards are given. Some of the past winners will bring back memories, and someday you may find yourself added to one of these prestigious lists. The master trophy for each category, with the exception of the Chapter Team Trophy, American Champion Aircraft Trophy, and Highest Placing First-Time Sportsman Trophy, is on permanent display at the IAC Pavilion in Oshkosh.

Highest-Placing First-Time Sportsman

The Highest-Placing First-Time Sportsman award is presented to the Sportsman pilot, power, or glider, with the highest percentage of points possible who is flying for the first time at the U.S. Nationals.

This year's winner was Burt Roy.

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Recognizing Excellence:

ADVANCED POWER TROPHIES

(left to right) Patrick Clark (3rd), Michael Montgomery (1st), Malcolm Pond (2nd)



INTERMEDIATE GLIDER TROPHIES

(left to right) Andrew Lamb (2nd), Justin Lennon (1st), Tyler Hazel (3rd)



INTERMEDIATE POWER TROPHIES

(left to right) Tom Rhodes (2nd), R. Scott Dierolf (1st), Tom Adams (3rd)



The 2010 U.S. National **Champions**

More than 80 pilots gathered in north Texas to see who was the "Best of the Best" at the 2010 U.S. National Aerobatic Championships. For complete results and scores visit www.USNationalAerobatics.org.

1.



3.



2.



1. PRIMARY CUP WINNERS

(left to right) Mark Killian (2nd), Travis Gier (1st), Regina Killian (3rd)

2. SPORTSMAN GLIDER TROPHIES

(left to right) Timothy Miller (2nd), Charlie Meier (1st), Anthony Demma (3rd)

3. SPORTSMAN TROPHIES

1) Paul Thomson 2) Klaus Mueller 3) Rick Nutt



UNLIMITED POWER TROPHIES

(left to right) Rob Holland (3rd), Jeff Boerboon (1st), Goody Thomas (2nd)

2010 National Aerobatic Championships

CONTEST RESULTS

PRIMARY

Rank	Pilot	Aeroplane	Registration	%
1	Travis GierExtra	300L	N560DD	83.65
2	Mark Killian	Pitts S1T	N57W	82.62
3	Regina Killian	Pitts S2A	N67PN	80.60
4	Robby Coats	Pitts S2B	N260AB	78.17

SPORTSMAN POWER

Rank	Pilot	Aeroplane	Registration	%
1	Paul Thomson	Decathlon 8KCAB	N725JM	83.80
H/C	Elizabeth Maynard	Giles 202	N246SK	83.00
2	Klaus Mueller	Yak 55M	N55XC	82.84
3	Rick Nutt	MX2	N22120	81.93
4	Bart Roye Pitts	S2B	N189PR	81.77
5	Andrea Luethi	Pitts S2B	N260AB	81.17
6	Danny Duewall	Christen Eagle	N72BJ	81.14
7	John Wacker	Pitts S2C	N64LB	80.85
8	Kathleen Howell	Extra 300	N300XA	80.65
9	Glenn Maynard	Giles 202	N246SK	80.35
10	Cyrus Sigari	Pitts S2C	N2UQ	80.32
11	Jeremy Humphreys	Pitts S2B	N49LH	79.72
12	Darren Behm	Pitts S2B	N49LH	78.22
13	Adam Baker	Pitts S2B	N49LH	78.17
14	Jose Rojas	Pitts S2B	N260AB	75.79
H/C	Rafael Soldan	Pitts S2B	N260AB	74.93
15	Ben Glattstein	Pitts S2B	N260AB	74.03
16	Roy Mallow	8KCAB	N330MS	70.27
17	Terry Middaugh	Boeing Stearman	N501OV	65.04
18	Joseph Overman	Pitts S2A	N28BT	62.81
19	Curt Richmond	Pitts S2B	N58DE	39.61

SPORTSMAN GLIDER

Rank	Pilot	Aeroplane	Registration	%
H/C	Rafael Soldan	Salto H101	N711GR	83.13
1	Charlie Meier	Let L-13AC	N421BA	78.41
2	Timothy Miller	Let L-13AC	N421BA	72.73
3	Anthony Demma	Let L-13AC	N421BA	39.84
4	Lauren Fuchs	Let L-13AC	N421BA	38.14

INTERMEDIATE GLIDER

Rank	Pilot	Aeroplane	Registration	%
H/C	Mikhael Ponso	Salto H-101	N711GR	78.66
1	Justin Lennon	Let L-13AC	N424BA	77.82
2	Andrew Lamb	Let L-13AC	N421BA	73.29
3	Tyler Hazel	Let L-13AC	N421BA	71.71
4	Trevor Lockhart	Let L-13AC	N421BA	70.59
5	Skyler Villers	Let L-13AC	N421BA	59.99

INTERMEDIATE POWER

Rank	Pilot	Aeroplane	Registration	%
1	R. Scott Dierolf	Sukhoi 26	N605SU	83.12
2	Tom Rhodes	DR-107	N515PM	82.29
3	Tom Adams	Staudacher S300	N804Q	81.88
4	Bill Denton	Extra 300LP	N53EX	81.41

5	John Howell	Extra 300	N300XA	81.40
6	Phillip Gragg	Pitts S1S	N44EW	81.16
7	Matthew Tanner	Pitts S1S	N457CF	80.74
8	Jerry Benham	Pitts S2C	N121C	80.68
9	Wayne Roberts	Pitts S2C	N188PS	80.41
10	Patrick McAlee	Pitts S1S	N454TS	79.95
11	Larry Connor	MXS	N 700XT	78.78
H/C	Mikhael Ponso	Pitts S2B	N260AB	78.37
12	Jim Wells	Giles 202	N101PZ	76.85
13	Kurt Haukohl	Christen Eagle	N14RE	72.81
14	Jordan Schultz	Pitts S2B	N5327C	71.99
15	Michael Zeltkevic	Sukhoi 31X	N531RS	70.89
16	Bill Gordon	Pitts S2B	N5310S	55.17
17	Charles Benham	Yak 55M	N17YK	39.01

ADVANCED

Rank	Pilot	Aeroplane	Registration	%
1	Michael Montgomery	Extra 300L	N7XT	83.60
2	Malcolm Pond	Edge 540	N540SA	82.21
3	Patrick Clark	Pitts S1TM	N396PC	82.17
4	Doug Sowder	Extra 300L	N25AP	80.62
5	Michael Galloway	Extra 300S	N540BG	80.17
6	Bruce Ballew	Pitts S2B	N65PS	80.05
7	Steve Johnson	MX2	N487MX	79.77
8	Michael Forney	Pitts S1T	N49306	79.67
9	Marty Flournoy	Giles 202	N202GP	78.67
10	Mark Jacobson	Pitts S2XX	N52SX	77.42
11	John Ostmeyer	Pitts S1T	N230JM	76.11
12	Kirill Barsukov	Yak 55M	N521BC	74.98
13	Julia Wood	Sukhoi 26	N6211X	72.37
14	Klein Gilhausen	Extra 330SC	N73KG	66.99

UNLIMITED POWER

Rank	Pilot	Aeroplane	Registration	%
1	Jeff Boerboon	Extra 330SC	N73KG	82.62
2	Goody Thomas	Sukhoi 1	N131GT	81.55
3	Rob olland H	MX2	N540RH	80.09
4	Robert Armstrong	CAP 231	N3434F	79.11
5	Hector Ramirez	Extra 300S	N429HR	77.69
6	Michael Racy	Sukhoi 31	N310BW	77.54
7	Michael Vaknin	Extra 300L	N78EX	76.49
8	Mike Ciliberti	Sukhoi 31	N131BT	75.68
9	Tim Just	Extra 300S	N434TJ	75.65
10	Hubie Tolson	Sukhoi 1	N69SU	75.49
11	Debby Rihn-Harvey	CAP232	N232DD	74.58
12	Pete Eslick	Sukhoi 31	N31KX	73.44
13	Brett Hunter	MXS	N700XT	71.54
14	Norm Dewitt	Edge 540	N9ND	70.77
H/C	Sergey rolagaye	Sukhoi 1	N131BT	69.70
15	Tony Wood	Sukhoi 26	N6211X	64.46
16	Jim Rust	CAP 231	N231X	62.74
17	Zak Heffley	Sukhoi 31	N69SU	51.39
18	Jason Newburg	Sukhoi 26	N605SU	44.47

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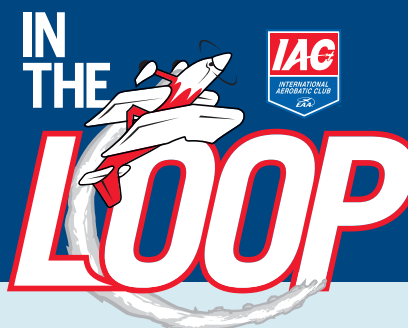
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Aircraft Use Defined

AIRCRAFT INSURANCE POLICIES ARE notorious for hooks and wrinkles; many policies have requirements, which are placed on or required by the insured in advance of flying the aircraft in order for coverage even to be valid. These “hooks” are called policy “warranties”; this simply means that the insured warrants that all requirements in the policy are complied with prior to the aircraft being started up. Generally this list consists of the following four requirements (more or less): the pilot flying the aircraft meets the pilot requirements set forth in the policy and is current to fly; the aircraft is being flown within a described territory; the aircraft is legally and physically airworthy; and the aircraft is being flown for a use as provided for in the insurance policy.

The definition of use can be easily divided in two: those operations for which no charge is made, and those operations for which a charge is made. Other than this clear distinction between aircraft uses, all subcategories of aircraft use become complex and often require nearly expert knowledge of insurance language to navigate the potential implications within the insurance contracts. Most folks don’t have an aircraft loss or accident, so they don’t have any idea of the implications of the “use” clause in their insurance policies.

I have no intent to discuss for-hire uses in this article, but they can be eliminated by naming the most obvious but not limited to: instruction or rental; sightseeing; aerial photography; banner towing; patrol of any kind, including pipeline or power line, fish or game spotting, and fire patrol; aerial chemical application; traffic watch; 135 charter; cargo; cadaver hauling or ash dispersal; and thrill rides. Additionally, there is a subcategory that we call “industrial aid use” where only professional pilots fly the aircraft on behalf of a business in a business-owned aircraft, normally considered a corporate-used aircraft.

We are left with personal or business use of the aircraft. Generally, “business” use is the incidental employment of an aircraft, meaning that it is used as a tool much like a company car; an insurance salesperson flies the aircraft to see a client. On the other hand, personal use of the aircraft is that for which the pilot flies

the aircraft strictly for pleasure, which in most cases, includes sport aerobatics.

Unfortunately, insurance policy language is riddled with conditions. Even simple “pleasure use” as defined in insurance policies is followed by exclusions or conditions for which most insureds never read or understand. An example is the common exclusion that the insured won’t operate the aircraft where waivers are required; one insurance company determines this to be specific pilot waivers, another defines as all waivers including aerobatic box waivers. In competitive aerobatics, the knowledge of this distinction is required by the policyholder. If the policy allows for aerobatics within an aerobatic box, it may not allow aerobatics below a particular altitude (above ground level) if a pilot waiver is required.

A common use problem we experience is the child, grandchild, or friend who will be or is receiving instruction in the insured aircraft. It’s certainly not uncommon for any aircraft owner to want their son or daughter to learn to fly their airplane and subsequently hire a qualified instructor (or themselves) to give the appropriate dual instruction. Even though the certificated flight instructor giving the dual instruction meets all the requirements in the insurance policy, the use of giving “dual instruc-

tion” for hire or pro-bono instruction generally isn’t covered in insurance policies. Actually, dual instruction of any kind, for hire or otherwise, is not part of the use clause in any aircraft insurance policy. Underwriters want to know when they are subjected to additional risks where a new pilot is learning to fly or transitioning into more complex or different aircraft.

The use clause in an insurance policy is seemingly straightforward, but the conditions and or the exclusionary language can give substantial additional meaning to the use clause. To make sure your policy is valid, and providing coverage for you as intended, please read your policy carefully and discuss all your aircraft operations with your insurance broker. **IAC**

... all subcategories of aircraft use become complex and often require nearly expert knowledge ...



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