Infinite adaptability

The all-new 2014 Ford Transit Connect Wagon drives like a car, has the flexibility of a utility and can haul the payload of a full-size pickup truck.

It’s a rolling showcase for adaptability, transporting both people and cargo with the convenience of sliding side doors, fold-flat second- and third-row seating, a 1,200-pound plus payload and choice of a rear liftgate or symmetrical, side-hinged cargo doors.

Transit Connect Wagon offers a choice between two fuel-efficient engines – a 2.5-liter and an available 1.6-liter EcoBoost® that is estimated to deliver 29 mpg on the highway.* This puts Transit Connect Wagon among the gas mileage leaders in seven-passenger vehicles. Both engines come mated to a six-speed automatic transmission, geared for around town responsiveness and efficient highway cruising.

*EPA-estimated 22 city/29 hwy/25 combined mpg.
Summer Flying
Anticipating the beauty of flight

As these cold winter months drag on here in the Rocky Mountains of Colorado, and the howling winds fill my hand-shoveled trail with snow, I’m reminded of my warm-weather flying experiences.

In the summer of 1996, I had the privilege to fly some family members to Calgary, Canada, in a 1976 Piper Aztec...

In the summer of 1996, I had the privilege to fly some family members to Calgary, Canada, in a 1976 Piper Aztec (the year of my birth) with normally aspirated Lycoming IO-540 engines of 250 horsepower each. We started our day at dawn, leaving the Front Range airport, located just southeast of Denver International Airport, on an instrument flight plan in order to transit the Denver Class B airspace (recently renamed from the Denver TCA) for a more direct route to Calgary. Our first leg of the trip would take us to Billings, Montana, for fuel and food.

Arriving in Billings mid-morning, a check of the weather showed masses of cumulonimbus over all the state, and I decided to stay in Billings to see if the weather might subside. Many hours later, there appeared to be a break in activity, and we pointed the nose to Cutbank in order to refuel and warm Canadian customs we were coming.

The flight to Cutbank was one of the more beautiful I can recall making. Under a high ceiling of cumulonimbus, we flew over the spectacular scenery of Big Sky country—the rains that summer had turned the grasses into a vibrant green, and they covered everything! By the time we arrived at Cutbank, a wild thunderstorm had developed and threatened to close the field. I landed in a gusty crosswind that challenged the limits of that wonderful Aztec, but it was great fun. The storm blew in just as we were entering the terminal. We would have to wait until well past dark to blast off to Calgary.

The flight to Calgary was one of my easiest legs. Landing at close to midnight, after a day spent waiting and dodging weather, we were directed to the customs building by the tower. I got out of the airplane, called customs on the phone, was given a number to place prominently in my windscreen, and told to enjoy my stay in Canada—no one even came out to greet us at the airplane!

Of course, I forgot to mention the Ford Fury and the skunk—but that’s another story.

Call for IAC Non-Flying Award Nominations
Each year, the membership of the IAC nominates outstanding volunteers to be recognized for their contribution to the sport of aerobatics.

This is an excellent opportunity to give recognition to an outstanding IAC member who spends their valuable time volunteering for the benefit of many. Let’s recognize our unsung heroes! Use this link https://www.iac.org/award-nomination-form to make an on-line nomination. You can nominate your fellow IAC’ers for one of the five non-flying awards listed:

• Frank Price Cup

Purpose of the award is to recognize the person who has contributed the most to the sport of aerobatics in the previous year.

• Robert L. Heuer Award for Judging Excellence

The family of Harold E. Neumann provided the permanent trophy in 1998 to recognize the outstanding chief judge.

• Kathy Jaffe Volunteer Award

This award recognizes an outstanding volunteer during the previous year.

• Harold E. Neumann Award for Outstanding Contribution as a Chief Judge

The family of Harold E. Neumann provided the permanent trophy in 1998 to recognize the outstanding chief judge.

• Curtis Pitts Memorial Trophy

The purpose of this award is to recognize an outstanding contribution to aerobatics through product design.

A detailed description of all the non-flying awards can be found here: https://www.iac.org/legacy/non-flying-awards Deadline is June 30, 2014 for nominations of volunteers who will be recognized for their efforts in the 2013 flying season.

Webinars are now available any time! IAC members have presented quite a few webinar-based seminars through EAA. You can now access these recordings when convenient through this new page: www.iac.org/webinars. (Or go to www.iac.org, then click on Pubs/Archives and Webinars.)

Thanks to Lorrie Penner for her work on setting up the web page, and organizing the original webinar themselves.
Sun N Fun Aerobatic Speakers Schedule

April 2–5

Wed. April 2
11am  Patty Wagstaff — Aerobatics – Why get into competition?
12pm  Greg Koontz — Rolls—if you have a good roll you have aerobatics figured out

Thur. April 3
11am  Johnny White — The Tail Wheel. Its design, installation, maintenance and HOW TO USE IT!
12pm  Jim Alsip — ‘Oh Shucks!’ Moments: Stall, Upset and Spin Recoveries

Friday, April 4
11am  Allen Silver — Emergency Bailout Procedures and Survival Equipment for Pilots
12pm  Greg Koontz — The five tools in the tail wheel pilot’s toolbox

Saturday, April 5
11am  Jim Alsip — Artistry of the Great Flyer: Two Fundamentals to Master
12pm  Jim Taylor — Stick and rudder exercises that will improve your flying

500+ Aviation Exhibitors
Innovative Workshops & Forums
World-Class Daily Airshows
Thousands Of Aircraft Of All Kinds
Aviation Fellowship For Everyone

Join us as we
“Build A Brighter Future Through Aviation”

APRIL 1–6

Visit sun-n-fun.org for tickets & event details
LIKE US!
The subject of midair collisions, or more accurately, the avoidance of midair collisions, is one that is always of concern to any pilot, but a recent midair suffered by a member of our local chapter, while practicing in a waivered practice area, has caused increased discussion here in the crowded Northeast.

When I moved to the Philadelphia area, after having lived all over the country, I was impressed with the level of air traffic. It was obvious that to rely on the “big sky” theory to protect you from midair collisions, if unwise in other areas, was downright nuts around here. As VFR pilots we live by “see and avoid,” and most of us work hard to maintain an effective scan, but the cold reality is that even the best of us don’t see all the traffic that is out there. At common GA speeds, the amount of time that is realistically available to see an oncoming airplane in a head-on approach is about 20 seconds.

Several years ago I bought a Christen Eagle and got back into competition after a long hiatus. I was used to using traffic collision avoidance systems (TCAS) at work, but I knew it wouldn’t be an option in my Eagle. I looked around to see what, if anything, was available that would fit into my budget—and my airplane—that might give me an assist in picking up traffic. I settled on the Zaon MRX, and while it is a system with limitations, it also has some great qualities and I am absolutely convinced it saved my life once.

The MRX is what Zaon calls a portable collision avoidance system (PCAS). It is small, about the size of a deck of cards, and can be powered by two AA batteries or connected to a 12-volt power adapter plugged into what we old geezers still call “the cigarette lighter hole.” It has gone up in price some since I bought mine but is still relatively inexpensive at under $500. It requires a small antenna that can be mounted either on the side of the unit or attached to the inside of a canopy with suction cups. And, as the name implies, it is portable and can be easily moved from plane to plane. To explain how it works, perhaps the best way to start is to say what it is not.

The MRX is not TCAS. TCAS is a totally passive system. It sends out no interrogation but “listens” for the replies that all the other transponders in the area are sending out when they are interrogated by ATC, TCAS, or any other active system. The MRX then takes all that information and, using its own powerful little computer brain, analyzes which traffic is the greatest threat and displays that information for the pilot. While it can track and remember multiple targets, it only displays the one it considers the highest threat. What the pilot sees on the display is the range of the threat aircraft, its altitude relative to the PCAS-equipped aircraft, and whether the threat aircraft is climbing or descending. It does not show azimuth, as TCAS does, so if you want to find that aircraft visually, you must look in all quadrants. If the situation changes and a different aircraft becomes the biggest threat, the PCAS will display “NEW” and then show the new threat’s information.

When I’m practicing a sequence I don’t want to spend a lot of time even glancing at a display in the cockpit, and happily, the PCAS caters to that preference by including an aural alert. The PCAS comes with audio cables that allow you to plug your headset into the system and hear beeps that notify you when there is traffic that the MRX thinks really deserves your attention. Two beeps are what Zaon calls an “advisory,” four beeps are an “alert.” I won’t go into the details here of what criteria the MRX uses to differentiate these, that would be beyond the scope and if one is interested that information can be found online. Suffice it to say, when it beeps, I look.

Now, limitations. As previously stated, no azimuth information is displayed, and sometimes that is annoying because it would be really nice to narrow your search so you can find that traffic and get back to practicing, but if you want that feature, you’re going to have to go for a much more expensive and physically larger system.

Also, the MRX, being totally passive, will not “see” any aircraft if there are no interrogations. With all of the ATC and TCAS interrogations going on around my area that probably never happens, but a couple years ago my
wife and I were flying up the California coast to Oregon in a light twin with one of my old Air Force buddies. We were 300 feet off the water all the way, and somewhere around Eureka we had a head-on pass with a Super Cub that the Zaon never picked up. I saw it in time to evade because I was doing what we are supposed to do, looking out the window, but the Super Cub never even twitched so I assume he never saw us. My wife wanted to know if my new Zaon toy had detected that Super Cub. I had only gotten started explaining to her that we were both down in a radar shadow where there were no interrogations when she stopped me to sternly admonish us both, “More looky, less talky talky!” That illustrates the “no interrogations” limited nicely.

In order to eliminate false alarms the MRX always requires two replies to be observed before it considers any target to be real. I don’t know if that is the reason, but often I will get an advisory beep and see the traffic just passing, too late to really have been of any help. That happens, and I know that is just further proof that this system is not perfect, but as the saying goes, you don’t want to let perfect be the enemy of good. There are also many more occasions when I see traffic displayed, put in an extra scan, and pick it up visually in plenty of time to be of use. And then there was that one time. Earlier I mentioned that I am convinced the Zaon MRX saved my live once. I had been practicing on a beautiful, clear day, was right in the middle of a sequence, and was just憶ing to pull the stick when I got an advisory going ahead and just look hard for this one. Sometimes I had to dead stick my Pitts in and an old timer said “Nice save. Someone taught you well.” Yes they did! Thanks, Budd.

Budd is one of the best instructors I’ve ever flown with. He has more knowledge to share about the Pitts, and flying in general, than anyone. Mike Mavill says… “I had to dead stick my Pitts in and an old timer said “Nice save. Someone taught you well.” Yes they did!”

My insurance company covered me, a low-time, low-hour/time pilot to a single-hole Pitts largely because I went to Budd for my training. Tom P… ... the engine failed at low altitude and the accident investigators said that my fundamentals saved me. Thanks my friend. -Maynard H.

Former Students Say:

- Yeah, we teach acro too.
- 39 years instructing in a Pitts.
- Specialize in low-time pilots, cross-winds and narrow, short runways.
- We Can Teach ANYONE to Land A Pitts or Skybolt, Eagle, Model 12, Extra, etc.
- “We emphasize stick and rudder basics.”
- Budd Davisson’s
- 602-971-3991 • buddairbum@cox.net • Phoenix, AZ 85028
- Accommodations Available
- Budd Davisson’s
- Complete Resort Amenities, Families Welcome.
- IAC needs your help to correct an error in the revised by-laws approved by the membership in 2013.

Those by-laws contain a clerical mistake that changes the years in which directors are elected. We’re not permitted to “just fix” this; we need membership approval to do so. Every member may vote for or against this correction, online or by mail.

We encourage you to vote via the web. Do so by logging in to www.iac.org, then click the “Members: Please Vote” link found in the right margin. If you don’t have (or have lost) login credentials, email webmaster@iac.org.

If you’re unable to vote online, you may fill out, stamp and return the ballot card insert found in this issue of Sport Aerobatics. We must receive your ballot no later than April 10, 2014.

Please find further details online and on the ballot card.
THE ARTICLE
HE COULD NOT
Write

Avoiding the pitfalls of dehydration

by Anne-Marie Lunde-Donnenfield
as told to Penny Field

[Editor’s Note: NTSB probable cause summaries—especially for light airplane accidents—leave a lot to be desired when more information might be helpful to the pilot population at large. Read the NTSB’s summary of this accident, and then read the Mrs. Lunde’s story of the days leading up to the accident. You be the judge.]

Excerpt from NTSB file number: ERA12FA345

“Several witnesses reported the pilot was conducting aerobatic maneuvers over the Gulf of Mexico. The airplane initiated a loop between 300 to 500 feet above the water. At the top of the loop, while inverted, the airplane started the descent; however, the airplane was too low to recover. The airplane collided with the water in a nose-down, left-wing-low attitude. There was no noticeable change in engine noise during the accident sequence. Examination of the airframe, flight controls, engine assembly and accessories revealed no anomalies.

According to the pilot’s wife, for the 4 days leading up to the accident, the pilot had symptoms of a cold and was prescribed Amoxicillin, an antibiotic which treats infections. On the day of the accident, the pilot did not complain of or was not known to have any issues with light headedness or dizziness. Based on this information the pilot did not appear to have a medical condition that would have contributed to the accident and witness accounts indicated the pilot was maneuvering the airplane until impact with the water.

According to the operating rules section of 14 Code of Federal Regulations Part 91, which defines the restrictions on aerobatics, no person may operate an aircraft in aerobic flight below an altitude of 1,500 feet above the surface.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s decision to conduct aerobic flight at a low altitude, which resulted in a collision with the water.”

My husband, JP, was dedicated to his family, to flying, and to staying fit. As a pilot for a major airline, he had to overcome the long cockpit hours and airline food by converting his layover hotel room to a workout facility and by packing healthy snacks. At home he would take high intensity DVD workouts, play tennis, and enjoy healthy home-cooked meals. In 2011, his two greatest wishes came true: on Father’s Day his first child, a son we named Landon Avion, was born, and in August he found and purchased his first plane, a 1986 Jimmy D Shepard Jr. Pitts Model S-1D biplane. To ensure his proficiency, he trained with the most experienced and capable instructor to be found. He built his routines in the single-seat aerobic plane from 10 minutes to around a half-hour, the better to entertain the onlookers who would come out to watch his performance whenever they heard the roar of his engine. One man nicknamed him “the Red Baron,” applauding JP’s feats in his striking bright red and white flying machine.

My husband was of a rare breed that made goals with the intention of reaching them, which he did. It was his eventual plan to complete the many hours it would take to qualify as an air show performer, and he did win the one aerobatic competition that he entered. To those who knew him and to me, his positive and assured manner made him invincible. I never could have conceived for one moment that the circumstances could exist that would contrive to so affect his piloting abilities that he would crash that plane and abruptly end his life. Had we known what I believe to know now, he would not have made that fatal flight. Now I wish for every pilot to hear his story and to heed the circumstances that might have prompted his death.

On May 12, 2012, JP returned home from work. Shortly thereafter he experienced headaches, then a sore throat, progressing to a bad cold that lasted several days. Still fighting a bad cold, on May 17 he returned to work. The next day, just prior to his final scheduled flight for the day, a pain pierced his bloodshot eye and streaming tears ensued. His crew captain suggested he go home, to which JP agreed. The next morning, Saturday, May 19, he went to an urgent care clinic and was diagnosed with acute bronchitis. He was given a prescription of AMOX TR-K CLV, 875 milligrams (mg) amoxicillin and 125 mg clavulanic acid tabs, a medication that was approved as safe for use while piloting. He took the medication and proceeded to cut the lawn in the formidable Florida heat. JP had trouble falling asleep that night, only slept for a few hours, and awoke with pajamas that were sweated through. Although JP felt unwell, he joined his family for a brunch outing and played on the beach with his son. Around 4:30 p.m. he went to work on his plane, saying it would take 15 minutes, but, in fact, working on the craft for the next five hours. The un-air-conditioned hangar was hot, and he probably did the job without food or water. He returned home at 9:30 p.m., eating a late dinner of macaroni and cheese.

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That Sunday night JP slept well and for the full night. The next morning he was feeling better, and he began the day with breakfast and coffee. He then experienced two episodes of severe diarrhea that he thought was due to the macaroni and cheese dinner; however, had he read the medication warnings, he would...
his skills up. He said if he did not fly, had been a while since he had taken him not to do it, he told me that it he mentioned that he would fly whether or not we came to watch him. I got Landon ready to go, then joined my parents, plus my uncles who was visiting from England, and we all drove to the park on the Gulf Coast where JP routinely put on his air displays. Just before JP took off, we spoke by cellphone, and he mentioned that he had to use the bathroom again.

Once JP was in the air, I immediately observed that his aerobatic manners seemed rushed and defined as they normally would be. It was as though a drunken person was at the stick, his maneuvers even slower than before, and his "aerobatic box" of safety. In the past his routines looked confident; his moves were aggressive, but in control. This day his moves seemed hurried and in control. It looked like he was rushing from move to move. Within 15 minutes into his routine a maneuver concluded at an alarming al itude below his "aerobatic box" as follows. First he pulled the plane up with a climb, leveled out, then proceeded higher with a second climb; after which he stalled and went into a spin that lasted so long the plane approached the water. His last two actions, which were done at dangerous low altitudes, were totally out of sync. In the first maneuver, he put the plane into an awkward looping motion that nearly put him in the water. He hurriedly maneuvered up and straightened, then turned and went into a steep spiral dive toward the water. Bushes prevented my view of the impact, but I saw the huge upward splash of water. My dad, who is taller, tells me that JP tried at the last second to pull up, but his effort was made too late.
Chapter 36, the San Diego Hammerheads, has been putting on a great contest in the Borrego Valley since 1975. Borrego Springs and the Borrego Valley is a beautiful setting for flying aerobatics. Descending into the valley, whether it’s in an airplane or from the mountain pass, is like descending into a time warp. Little in this desert valley has changed since 1975. When I flew my

Little in this valley changes . . . except for the competition

by Gary DeBaun, IAC 4145
first contest there in 1980, the little 180-hp Pitts S-1S was the king of the skies and dominated the Unlimited category. Smith Miniplanes, Stardusters, Aerobiners, Skybolts, Clipped Cubs, and Citabrias filled the ramp; composite monoplanes were just a figment of the imagination at the time. There was a motel/bar/pool just across the street from the FBO where we stayed for $35 a night and critiqued practice flights from the edge of the pool while we sipped some cool ones and worked on our tans. Yup, those were the days.

Today all that's left of the motel is a broken concrete slab, and the ramp is dominated by Walter Extra creations, composite monoplanes with monster AEIO-540s pumping out wild horsepower figures. The Smith Miniplanes and Stolp Starduster homebuilts are ghosts of the past relegated to the backs of dusty old hangars.

The Borrego Springs aerobatic box is known as the “World’s Greatest Aerobatic Box.” It is the only place in the country where you will find a CIVA regulation size box marked to this standard. Chapter 36 takes pride in keeping it in prime shape year-round. This year is no exception; despite the 80 mph wind gusts and sandstorm apocalypse that took out all power to the valley just a few days prior to the contest, the markers still stood out bright and unyielding against the desert floor. The weather this year was, well, typical Borrego. Light winds in the morning hours, howling dust devils in the afternoon. The temperatures remained mid-80s with sunshine for the entire contest.

Here are the contest officials:
- Contest Director and Volunteer Coordinator – Yolandi Jooste
- Registrar – Brenda Frazier
- Chief Judge – Michael Church
- Chief Technical Monitor and Starter – Gary DeBaun
- Scorer – Michelle Kole
- Program – Kate DeBaun
- Setup – Bill Hill/Gray Brandt
- Thursday was registration/practice with seasoned registrar Brenda Frazier keeping paperwork well-organized while veteran Reno air racer and aerobatic competitor Casey Erickson played the role as box master. Longtime chapter members and aerobatic instructors Bill Hill and Gray Brandt (chapter president) along with a little help from their friends ac-
proceeded to the judges line setup.

Only a few minor technical issues were found during the technical inspections, and all aircraft were given a thumbs-up by Chief Technical Monitor Gary DeBaun (oh, that would be me!). All competitors got time in the box, and everyone was happy.

Friday, after breakfast and briefing by Yolandi we started with the biannual group photo taken by Kate DeBaun who also was the program editor/designer and official photographer for the event. Michael Church, who owns and operates Sunrise Aviation out of the Orange County Airport and who played the role of chief judge for all categories, briefed the judges and volunteers, and then it was time to fly.

Advanced was up first with John Howell in the beautiful pink/white Extra 300A, followed by Primary competitors Anthony Oshinuga and Barry Faust, both flying Super D’s. Advanced continued with Randy Owens flying his awesome orange/white Velox 540, Mike Hartenstein (Extra), Mike Egel flying his Laser 200, Chelsea Engberg flying Diane Towne’s all-white (hard to see in the sky) Extra, Hiroyasu Endo (a 777 captain) flying the Sunrise Aviation Extra, and Kathy Howell (Extra). Yuishi Takagi, a flight instructor out of Redlands, flew his Pitts S-2B, while longtime competitor Dave Watson rounded out the Advanced group in his Laser 200.

Next up was the Sportsman category with Kevin Elizondo taking point in the Sunrise Aviation Pitts S-2B. Kevin was followed by Yoga Master Beth Stanton flying Dave Watson’s Super D, first-time competitor John Scoggs flying 5G Aviation’s Super D, Japan’s Miyako Kanao in Yuishi’s Pitts S-2B, Barrett Hines (Extra), Scott Simon flying the movie star (Cloud Dancer) Pitts S-2A (bad-boy Brad Randolph was not able to make it as he had an issue with his Ernst belt—ask Tom Myers about that), and finally Matt Dunfee in his new (to him) Extra 300.

Only three Intermediate pilots contested for podium spots: Andrew Slatkin flying his four-banger Skybolt, Yuhei Shiratori in Yuishi’s Pitts S-2B, and Elias McGeeney in his beautiful Extra, which was once owned by actor Gene Hackman.

Unlimited was a bit thin this contest but nevertheless exciting to watch. First-time Unlimited competitor and all-around great guy Howard Kirker stepped up this year to find the ground rush at 600 feet quite breathtaking! Howard won the Free program and is now ready to try for the Unlimited team this year! (Well, maybe not this year.) Veteran Unlimited Team Member Tim Just rounded out the two-man podium battle with Tim taking the overall spot in the end.

Here are the final results (podium finishers)
Primary:
Barry Foust
Anthony Oshinuga

Sportsman:
Matt Dunfee
Barrett Hines
John Scoggs

Intermediate:
Corey McGee
Andrew Slatkin
Yuhei Shiratori

Advanced:
John Howell
Dave Watson
Hiroyasu Endo

Unlimited:
Tim Just
Howard Kirker

It was a fun contest as usual, and we thank Yolandi, Gray, and the whole Chapter 36 team for the hard work they do twice a year at Borrego to host this contest.

SAVE over $200
L-40 Alternator & Controller
Purchase our acclaimed 40-amp Alternator (14 or 28 volt) & external Controller in March, and save! Quantities are limited.

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First-time unlimited competitor Howard Kirker strapping in.

Sportsman Anthony Oshinuga.

Hiroyasu Endo, Advanced competitor with Sunrise Extra.

Sportsman competitor Beth Stanton stretching out before competition.

Beth Stanton, Sportsman competitor.

Hiroyasu Endo, Advanced competitor with Sunrise Extra.

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SPIN ENTRY
BY SAM BURGESS

If you check the comments of judges on spins over the years of competition aerobatics, you would find that the spin entry is where the most points are lost compared with the "horizontal line, spin rotation, exit heading, downline, etc." "Flew it in, did not break, poor entry, averted it in, not fully stalled—ZERO" are some of the comments recorded by scorekeepers. Actually, this portion of the spin could be the easiest part of the whole maneuver, but why do we lose so many points on the spin entry??? It's because we get into too much of a hurry and do not apply simple rules of aerodynamics.

When the power is reduced and the aircraft slows, it must compensate for this deceleration, while holding altitude, by increasing the angle of attack. This is seen by the judge as an EVER INCREASING change in pitch attitude with the nose of the aircraft quite high until the aircraft stalls. Any hesitation or stopping the rotation of the nose before the stall, the aircraft will be observed to "mush" and a clean stall will not occur. When the spin entry is flat and the judge will look for the outside wing to rotate ABOVE the horizontal line of the aircraft indicating no stall and a judge will look for the outside wing to rotate ABOVE the horizontal line of the aircraft indicating no stall and a stall recovery, torque the Hammerhead, have a line before the horizontal line of the aircraft indicating no stall and a stall recovery, zero compensation for this deceleration, while holding altitude, by increasing the angle of attack. 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Regional Series Wrap-Up

Results are in for the 2013 IAC Regional Series. We have 27 taking gold in our five categories and six regions, 25 silver, and 20 bronze winners. Each pilot flew three contests in each region in which they qualified, or two contests in the region plus the Nationals. We don’t have space to write about all 30 of the contests (five categories times six regions), but we can print the names and identify some highlights.

Mid-America region had two close races: Mitchell Wild and Larry Ernewein, half a percentage point apart in Sportsman; Jeff Granger and David Underwood, less than one-tenth of a percentage point apart in Intermediate. In the Northeast, Ron Mann was less than a percentage point behind Sheldon Apsell, who won gold in Sportsman. Northwest has Sportsman winner Steven Bennett ahead of Larry James by about half a percentage point. Third-place Rick Peicht is less than two-tenths out of second. South-Central had three close races: Pete Setian half a point ahead of Greg Howell in Primary; Sportsman again, Paul Thomson less than half a percent before Jim Doyle; Intermediate, Craig Gifford 0.18 percent ahead of Craig Dobesh. Advanced was close in the South-east region where Marty Flournoy got ahead of Steve Johnson by less than half a percentage point.

<table>
<thead>
<tr>
<th>Category</th>
<th>Region</th>
<th>Gold (1st)</th>
<th>Silver (2nd)</th>
<th>Bronze (3rd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>Mid-America</td>
<td>Bryan Hayden (81.37%)</td>
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<tr>
<td></td>
<td></td>
<td>Pete Setian (80.66%)</td>
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<td></td>
<td></td>
<td>Marian Harris (75.55%)</td>
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<tr>
<td>Sportsman</td>
<td>Mid-America</td>
<td>Mitchell Wild (84.6%)</td>
<td>Sheldon Apsell (83.33%)</td>
<td>Steven Bennett (83.33%)</td>
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<td></td>
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<td>Paul Thomson (82.26%)</td>
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<td>David Cole (81.31%)</td>
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<tr>
<td></td>
<td></td>
<td>Matthew Dunfee (85.28%)</td>
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<tr>
<td>Intermediate</td>
<td>Northeast</td>
<td>Jeff Granger (82.04%)</td>
<td>Jason Flood (82.61%)</td>
<td>Christopher Branson (82.73%)</td>
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<td></td>
<td></td>
<td>Bill Denton (84.65%)</td>
<td></td>
<td>Foster Bachschmidt (87.62%)</td>
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<td></td>
<td></td>
<td>Chris Olmsted (82.38%)</td>
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<tr>
<td>Advanced</td>
<td>South-Central</td>
<td>Steven Johnson (85.07%)</td>
<td>Tony Zorn (75.95%)</td>
<td>John Howell (79.93%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Craig Gifford (79.18%)</td>
<td></td>
<td>Martin Flournoy (80.83%)</td>
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<tr>
<td></td>
<td></td>
<td>John Howell (80.45%)</td>
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</tr>
<tr>
<td>Unlimited</td>
<td>Northwest</td>
<td>Tony Wood (72.93%)</td>
<td>Brett Hunter (75.26%)</td>
<td>Jerry Stuczynski (75.74%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tony Wood (73.15%)</td>
<td></td>
<td>Hector Ramirez (78.58%)</td>
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<td></td>
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<td>Malcolm Pond (75.57%)</td>
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People and Cargo Mover Extraordinaire!

“My 2013 Expedition is an amazing vehicle that fills so many roles in my business, which supplies machine tool accessories across North America. Whether it’s hauling people to and from the airport or transporting materials to a trade show, it performs the job without a hitch. My overseas visitors have said that the Expedition compares favorably with their German sedans. This is my 2nd Expedition and I continue to be as pleased as I was with the first one. The purchase experience at the Ford dealership went as smooth as silk. Thank you to Ford and EAA for this great program. I actually purchased a lifetime membership to EAA with the savings.”

Allan C. EAA #LT 763995
When you are planning your contest attendance for 2014, do not neglect the two IAC Open Title contests. The contest with the most participation was the Advanced category in the Southwest, with 11 qualifying pilots. The Sportsman category in the Northeast had 10 qualifying pilots.

Several pilots qualified and placed in more than one region. Chuck Cohen took second Intermediate in both East Coast regions. Steve Johnson took first Advanced in Southeast. Craig Gifford won gold for Advanced in the South-Central, second for Unlimited in Mid-America. John Howell won Advanced in both West Coast regions. Possibly more qualified in multiple regions and did not place. It is always wonderful to have the fortune to attend many contests and the Nationals in any season.

Once again this year, Regional Series winners will receive stickers that they can place on their airplanes or elsewhere to advertise their accomplishment. We had sponsorship one year, a few years ago, for trophies in the Southwest and South-Central regions.

Our IAC manager, Trish Deimer, estimates funding for 2014, do not neglect the two IAC Open Title contests. The East will have the Ohio Open at Bellefontaine, Ohio, sponsored by IAC 34. The West will have the Happiness Is Delano, sponsored by IAC 26, in honor of its 40th anniversary.

Thank you all for a great 2013 competition season. All of the numbers reset for a fresh start in 2014. Bring on your best! IAC

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### Qualifying Pilots

<table>
<thead>
<tr>
<th>Region</th>
<th>Mid-America</th>
<th>Northeast</th>
<th>Northwest</th>
<th>South-Central</th>
<th>Southeast</th>
<th>Southwest</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary</strong></td>
<td></td>
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<tr>
<td>Sportsmen</td>
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<tr>
<td>Larry Emewein (84.10%)</td>
<td>Ronald Mann (77.55%)</td>
<td>Larry James (65.19%)</td>
<td>Jim Doyle (86.55%)</td>
<td>Rus Howard (82.29%)</td>
<td>Barrett Hines (83.71%)</td>
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<tr>
<td>Intermediate</td>
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<tr>
<td>David Underwood (81.96%)</td>
<td>Charles Cohen (76.38%)</td>
<td>Donn Richardson (75.11%)</td>
<td>Mike Pyher (83.27%)</td>
<td>Charles Cohen (78.40%)</td>
<td>Andrew Statkin (79.67%)</td>
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<tr>
<td>Advanced</td>
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<tr>
<td>Klaus Mueler (84.61%)</td>
<td>Paul Russo (72.06%)</td>
<td>Kathleen Howell (78.75%)</td>
<td>Craig Dobesh (80.00%)</td>
<td>Steven Johnson (80.11%)</td>
<td>Hiroyasu Endo (79.54%)</td>
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<td>Unlimited</td>
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<tr>
<td>Craig Gifford (68.58%)</td>
<td>Sergey Prolagayev (65.01%)</td>
<td>Ann Marie Ward (69.25%)</td>
<td>Michael Gailaway (76.27%)</td>
<td>Howard Kirker (70.42%)</td>
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### Contests Summary

<table>
<thead>
<tr>
<th>Region</th>
<th>Mid-America</th>
<th>Northeast</th>
<th>Northwest</th>
<th>South-Central</th>
<th>Southeast</th>
<th>Southwest</th>
<th>National</th>
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<tbody>
<tr>
<td><strong>Primary</strong></td>
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<tr>
<td>Sportsmen</td>
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<tr>
<td>John Lii (76.46%)</td>
<td>Blair Mahn (68.97%)</td>
<td>Rick Fecht (76.00%)</td>
<td>Doug Jenkins (86.55%)</td>
<td>William Barnard (79.06%)</td>
<td>A.J. Wilder (76.80%)</td>
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<tr>
<td>Intermediate</td>
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<td>Thomas Hartvengen (75.32%)</td>
<td>Sarah Tobin (75.95%)</td>
<td>Robert Buckley (80.82%)</td>
<td>Alain Agaya (73.44%)</td>
<td>Mitchell Robinson (79.63%)</td>
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<tr>
<td>Advanced</td>
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<tr>
<td>Hella Comat (79.81%)</td>
<td>Eric Sandler (60.49%)</td>
<td>Douglas Snyder (77.86%)</td>
<td>Julia Wood (77.42%)</td>
<td>Stanley Myer (67.75%)</td>
<td>David Watson (71.61%)</td>
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<tr>
<td>Unlimited</td>
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<tr>
<td>John Fellenzer (84.46%)</td>
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Sponsors who sign on now will get coverage and access at each of our approximately 40 contests during the year as well as in this national magazine. We wouldn’t want to go back to pay-to-play, but tagging a few bucks onto the per-pilot sanction fee, earmarked for the series, might guarantee a trophy year to talk with your regional director if you have ideas. Thanks to Randy Owens for recording, posting, and tabulating IAC contest results these many years. Congratulations to all of our 2013 IAC Regional Series qualifiers and winners. The only thing better than attending one contest is attending two. The only thing better than attending three contests is placing in the Regional Series.

When you are planning your contest attendance for 2014, do not neglect the two IAC Open Title contests. The West will have the Ohio Open at Bellefontaine, Ohio, sponsored by IAC 34. The East will have the Happiness Is Delano, sponsored by IAC 26, in honor of its 40th anniversary.

Thank you all for a great 2013 competition season. All of the numbers reset for a fresh start in 2014. Bring on your best! IAC
Dusting off the cobwebs

For those of you who have a life other than flying, it may be time to start thinking about putting away the skis or returning from your winter home in a more warm exotic place. Flying season will soon be here for all you fair-weather pilots. So now is the time to start thinking about dusting the cobwebs off your parachute and aircraft and changing the oil (not on your parachute).

Now is also the time to start thinking about your emergency procedures. This applies not just to your bailout procedures, but all your emergency procedures. In my experience most emergencies that come up could be avoided with proper preventive procedures. The one I specialize in is bailout training and the use of survival equipment like your Nomex flying clothing and your helmet. How about organizing or attending a bailout/survival equipment seminar in your area? I have many openings still available. Can your IAC, EAA, XYZ (or other lettered organization) afford a seminar from me or someone else in your area?

Now is a good time for me to discuss some of the ongoing problems popping up that could affect your safety. I’m constantly receiving parachutes, especially from new customers, that are so far out of adjustment that during a bailout you and your parachute may become separated, kind of like an ugly divorce. My customers, for the most part, have replacement rubber bands? They don’t last more than 30 years. I’ve had many articles published over the years addressing many of the issues you might like to know more about, such as how to properly take care of your parachute, putting it on, and of course how to pull that shiny silver rip cord handle properly. I may sound like a broken record, or is it now a broken CD, but I constantly receive parachutes in my shop that are in need of a generous helping of TLC. Having your parachute packed every once in a while at the closest place may be cost-effective and may save you time, but will it save your life in an emergency? There are areas where you can save, but not getting proper parachute care is not one of them. You need to start thinking about dusting the cobwebs off your parachute and aircraft and changing the oil (not on your parachute).

Let me first start off with proper adjustment and fit. Put your parachute on and tighten the straps as you normally would, but remain standing. You should not be able to lift up the portion of the harness that goes over your shoulders by more than about an inch. You need to make sure your parachute stays with you when it’s deploying. Does your parachute (see photo) look like this? If yes, you need to have your rigger adjust it right away before you go flying again. If you ship your parachute to your rigger, call and give your height and weight, and maybe send a photo with it or e-mail on so your rigger can better understand what’s going on. Many riggers, like myself, hand tack the webbing in place after adjusting it so it does not slip between repacks. In an emergency bailout if your parachute is out of adjustment, I have a webinar on the EAA website that is free and goes down quite well with a nice glass of wine or a cold beer. Go to www.SilverParachutes.com and click on the link (about halfway down middle)

Now that winter is almost over I hope to see you at Sun ’n Fun. My bailout seminar is scheduled for April 4 at 11 a.m. in the Central Florida Aerospace Academy Building.

Sport Aerobatics

www.silverparachutes.com

IAC Wants Your Email Address

Update your member information!

The IAC would love to collect your email address. If we don’t have it, you are missing out on a valuable part of your membership benefits. In the Loop is our monthly eNewsletter which is emailed to you with the latest information and interests. You can also update your address, telephone and other information all at the same place. Do it all right here: https://secure.eaa.org/apps/joinrenew/address.aspx
CONTEST CALENDAR

Mark your calendars for these upcoming contests. For a complete list of contests and for the most up-to-date contest calendar, visit www.iac.org. If your chapter is hosting a contest, be sure to let the world know by posting your event on the IAC website.

Midwest Collegiate Challenge
Friday, April 25 – Sunday, April 27, 2014
Practice/Registration: Friday, April 25
Power Categories: Primary Sportsman
Location: Seward Municipal (SWD), Seward, NE
Region: Mid-America
Contact Information: DJ Molny
E-Mail: djmolny@gmail.com
Website:

Wildwoods Acroblist
Friday, May 30 – Sunday, June 1, 2014
Practice/Registration: Thursday, May 29
Power: Primary through Unlimited
Location: Cape May County (WWD), Lower Township, NJ
Region: Northeast
Contact Director: Dave Crescenzo
Contact Information: 609-571-0922
E-Mail: dmolor@comcast.net
Website: www.ioc58.org

Coalinga Western Showdown
Friday, May 30 – Saturday, May 31, 2014
Practice/Registration: Thursday, May 29
Power: Primary through Unlimited
Location: Coalinga Municipal Airport (CGA): Coalinga, CA
Region: Southwest
Contact Director: Martin Price, Tom Myers
Contact Information: 510-579-3407
E-Mail: martin@pull.gs
Website: http://www.ioc38.org

IAC Open East Championship – Ohio Aerobatic Open 2014
Friday, June 13 – Sunday, June 15, 2014
Practice/Registration: Thursday, June 12
Rain/Weather: Sunday, June 15
Power: Primary through Unlimited
Location: Bellefontaine Regional Airport (EID), Bellefontaine, OH
Region: Mid-America
Contact Director: Chris Keegan
Contact Information: 614-890-9711
E-Mail: sdivis_1985@yahoo.com
Website: www.ioc34.org

Lone Star Aerobatic Championships
Friday, June 20 – Sunday, June 22, 2014
Practice/Registration: Thursday, June 19 – Friday, June 20
Power: Primary through Unlimited
Location: North Texas Regional (GY1), Sherman, TX
Region: Mid-America
Contact Director: Kathleen Yer
Contact Information: 972-356-8767
Alternate Phone: 903-278-1827
E-Mail: katelifies@iol.com

Midwest Aerobatic Championship
Friday, June 20 – Sunday, June 22, 2014
Practice/Registration: Friday, June 20
Power: Primary through Unlimited
Location: Seward Municipal (SWD), Seward, NE
Region: Mid-America
Contact Director: David Moll
Contact Information: 762-607-5422
E-Mail: dovidmoll66@gmail.com

Apple Cup (Northwest)
Friday, June 27 – Saturday, June 28, 2014
Practice/Registration: Wednesday, June 25 – Thursday, June 26
Power: Primary through Unlimited
Location: Ephrata Municipal Airport (EPH), Ephrata, WA
Region: Northwest
Contact Director: Jerry Riedinger and Larry James
Contact Information: 565-985-949
E-Mail: Jrie9nder@perkinscoie.com
Website: www.applecup.org

Michigan Aerobatic Open
Saturday, June 28 – Sunday, June 29, 2014
Practice/Registration: Friday, June 27
Power: Primary through Unlimited
Location: Jackson County Airport–Reynolds Field (JXN), Jackson, MI
Region: Mid-America
Contact Director: Brian Roovers
Contact Information: 810-667-0642
E-Mail: redfoot@usol.com
Website: iac68.eaachapter.org

Green Mountain Aerobatics Contest (GMAC)
Friday, July 11 – Sunday, July 13, 2014
Practice/Registration: Thursday, July 10 – Friday, July 11
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: Springfield Hardness Airport (VSF), Springfield VT
Region: Northeast
Contact Director: Bill Gordon
Contact Information: 820-585-1066
E-Mail: wsgordon@earthlink.net

Dough Yost Challenge
Saturday, July 19 – Sunday, July 20, 2014
Practice/Registration: Thursday, July 17 – Friday, July 18
Power: Primary through Unlimited
Location: Spencer Muni (SPW), Spencer, Iowa
Region: Midwest
Contact Director: Dan Pichelman
Contact Information: 515-378-0352
E-Mail: don.pichelman@swivy.com

CanAm Challenge
Friday, July 25 – Saturday, July 26, 2014
Practice/Registration: Thursday, July 24
Power: Primary through Unlimited
Location: Cut Bank International (CTB), Cut Bank, MT
Region: Northwest
Contact Director: Christopher Branson
Contact Information: 503-501-1496
E-Mail: flyhran@aol.com

Hoosier Hoedown
Saturday, August 9 – Sunday, August 10, 2014
Practice/Registration: Friday, August 8
Power: Primary through Unlimited
Location: Kokomo Municipal Airport (OKK), Kokomo, IN
Region: Mid-America
Contact Director: Mike Wild
Contact Information: 765-860-3377
E-Mail: mike.wild@hotmail.com
Website: www.hoosierhammerheads.com

Beaver State Regional
Friday, August 15 – Saturday, August 16, 2014
Practice/Registration: Thursday, August 14
Power: Primary through Unlimited
Location: Eastern Oregon Regional (PDT), Pendleton, OR
Region: Northwest
Contact Director: Christopher Branson
Contact Information: 503-803-7167
E-Mail: christopher.branson@comcast.net

2014 Oshkosh Air Maneuvers Challenge
Friday, August 22 – Sunday, August 24, 2014
Practice/Registration: Thursday, August 21 – Friday, August 22
Power: Primary through Unlimited
Location: Wittman Regional Airport (OSH), Oshkosh, WI
Region: Mid-America
Contact Director: Audra Hoy
Contact Information: 920-203-9000
E-Mail: audra_hoy@yahoo.com
Website: www.iac68.eaachapter.org

AC Open West – 40th Annual Happiness Is Delano Contest
Saturday, August 30, 2014
Practice/Registration: Friday, August 29
Power: Primary through Unlimited
Location: Delano Municipal Airport (DLO), Delano, CA
Region: Southwest
Contact Director: Steve De La Cruz
Contact Information: 760-955-6246
E-Mail: DelanoDLO@iacchapter26.org
Website: www.IACChapter26.org

2014 Sport Aerobatics March 2014

Website: www.iac.org 29

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Contact Sue Anderson
at 920-426-5107 or sanderson@eaa.org
GD: Judy, tell us how you got started in aerobatics.
JP: In July of 2001 I signed up for the Emergency Maneuver Training course with Rich Stowell. Flying with Rich taught me that airplanes don’t fall out of the sky when you stall and that you can have a whole lot of fun in just 0.6 on the Hobbs meter.

GD: How did CP Aviation come about?
JP: In 1987 Clay (my husband) purchased the flight school from his cousin Mike Dewey, then Michael Dewey Aviation. Obviously he renamed it.

GD: Why did you choose Santa Paula Airport to base your operations?
JP: This is where Clay’s family has roots. In 1940 Clay’s father Bob Phelps operated a flight school in the same location.

GD: As an aerobatic flight instructor, what is the most common fear you see in students?
JP: I believe it to be the fear of the unknown, “the dreaded stall/spin scenario,” and of course being able to recover from an unusual attitude.

GD: Who, in your career, has helped you the most to reach your goals?
JP: Bob Phelps, my primary flight instructor and father-in-law; Rich Stowell, my mentor; Vicki Cruse, who introduced me to the IAC and competition aerobatics; and Clay Phelps (the CP of CP Aviation).

GD: Do you have a special routine you do before you fly aerobatics, like listen to music, yoga, or stretching?
JP: I don’t do anything special, but I do like to have a few minutes of quiet time and a big drink of COLD water.

GD: When and where did you fly your first contest and how did you do?
JP: My first contest was in October of 2005 at Borrego Springs, California. I finished second place in Primary.

GD: What’s your opinion of contest banquets?
JP: It’s a good time to unwind and visit after a long weekend.

GD: Do you think too much focus is on the upper categories?
JP: Not necessarily, but I do feel more focus should be put on those who are just getting started in the sport, be it just for fun or competition.

GD: If you could change anything about the IAC, what would it be?
JP: Less B.S. and more FUN! Seriously, I would like to see more focus on those who don’t compete. It’s not all about competition.

GD: Do you have any other interests outside of aviation?
JP: Presently NONE. Aviation has become my whole life.

GD: Do you know what the “dead prop” area is?
JP: Presently NONE. Aviation has become my whole life.

GD: Do you know what the “dead prop” area is?
JP: I think you know the answer to that. Would this have something to do with Apple Valley?
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