

SPORT

AUGUST 2011

Aerobatics

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB

Going to Nationals

- When Airplanes Were Made of Wood; Pilots of Steel
- Spreading the Love: Aerobatic Goodwill





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In fact, many pilots have flown Nationals as first-time competitors.

— Doug Sowder

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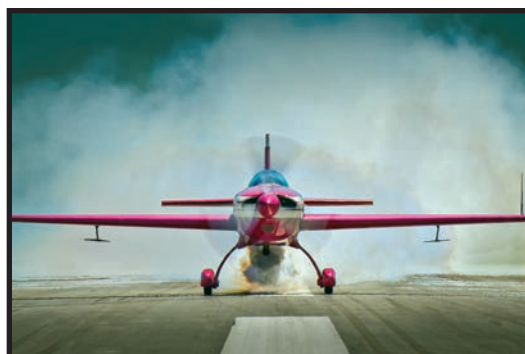
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Pilot Jason Newburg practicing for the Lone Star Aerobatic Championships and testing a new smoke system during takeoff.

Photo by Lynn Cromer

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REGGIE PAULK
COMMENTARY / EDITOR'S LOG

About Time for Nationals

AS I WRITE THIS, EAA AirVenture is about a week away and Nationals is exactly two months after that. By the time this magazine is in your hands, Nationals will be only about a month away—perfect timing for making plans to attend.

With the help of Nationals Contest Director Vicky Benzing, we were able to persuade IAC Vice President Doug Sowder to write a piece describing the experience of attending Nationals. I don't know what she did to get him to write for us, but I'm sure thankful!

On the news front, a new aerobatic airplane will make its debut at AirVenture this year. Dubbed the Snap! This purpose-built airplane is designed under the Light-Sport Aircraft category and uses a modified Rotax 912 engine for motivation. It's currently in flight test to check the configuration for competition aerobatics and will be an interesting airplane to keep an eye on as it proceeds forward.

Tom Adams brings us a piece that harkens back to his Navy days, when he'd publish the hapless misadventures pilots would recount anonymously to prevent others from encountering the same fate. If you have similar stories you'd like to share in this spirit, we'd love to read them.

For the first time in a long time, we're publishing a letter to the editor! If you have comments or criticisms you'd like to share with our organization, please do so

by sending them to the e-mail address at the bottom of this page—it's always good to hear from you.

With the competition season over halfway complete, I want to extend a congratulations to all of you who have

This year's contest calendar appears to have more contests than I can remember in recent years.

been out there—whether in a flying or volunteering capacity. This year's contest calendar appears to have more contests than I can remember in recent years. That's a lot of people putting a lot of effort into aerobatics, and it wouldn't happen without loads of time and attention taken away from other endeavors. I hear it mentioned all the time that, at the end of the day, the IAC is about people, and this year's calendar seems to bear that out.

Well, it's off to Oshkosh for now! I look forward to bringing you a recap of the event and hope to see you at the IAC pavilion if you're there. **IAC**



DOUG BARTLETT
COMMENTARY / PRESIDENT'S PAGE

Staying Sharp

THROUGHOUT THE COUNTRY WE have many active chapters and some great leaders in those chapters. Recently I read the newsletter of IAC Chapter 119 in Wichita, Kansas, and felt the President's Corner article written by A.J. Hefel was well done and worth reprinting here:

"Well, summer is fast approaching, and I always enjoy the summer because the days are warmer and daylight is longer for aerobatic flying. However, I always need to remind myself of the Double D dangers associated with summertime flying. These Double D's are not what some of you are thinking; the ones I'm referring to are density altitude and dehydration. Both are performance-reducers that can affect either your airplane or you.

"Density altitude is usually noticed with longer takeoff rolls and reduces the climb performance. Of course, this also translates into higher engine operating temperatures. Monitoring your engine temperatures is always a good habit when operating during the summer. Allowing your engine time to recover to lower temperatures between sequences and/or figures will ultimately help prolong engine life. One other obvious issue with density altitude is recovery altitudes and airspeeds. With the diminished performance capability it will usually take a bit more altitude to recover from a botched maneuver or to get the same airspeed one is used

to having for the follow-up figure. Plan accordingly; sufficient altitude between you and the ground is a good thing.

"Dehydration is usually a lot more subtle. It can adversely affect your performance level to the point of incapacitation. Remember when pulling g's you have to strain to elevate your blood pressure, which counteracts the forces that are trying to push the blood down from your

**These Double D's are
not what some of you
are thinking . . .**

brain. Blood to the brain is good. Being dehydrated only exacerbates the problem because your body's circulation system is trying to push thicker blood with muscles that are fatigued because of the dehydration. The first sign is usually a slight graying out or reduced visual clarity during moderate g while straining. If you see this, it's time to land and put some water in the tank, and give it some time to soak into the body before flying again."

A.J. provides us with some great advice and things to think about. I would like to add a point about hydration that is often used at our aerobatic contests. When you urinate prior to your flight, you want the

urine to be clear. If it is not, drink more water and do not fly high g-loads until it is.

Now let's move on to a quick note about the maintenance of your airplane. Being about halfway through the flying season, it is a great time to do a maintenance stand-down and give your aircraft a solid inspection. July, just prior to or just after EAA AirVenture, is the time I prefer each year to do this inspection. I would take a whole day or more to strip down my Edge 540 and go over it from spinner to rudder, weld by weld, looking for anything unusual. The type of flying hours we put on our airframes is extreme. While an annual inspection is required, this mid-year or mid-season inspection is also a good idea. I have a second set of eyes go over my plane, and my preferred person is my regular mechanic. Anything found is fixed. With the aircraft in great shape, you can fly with conviction as you ramp up your training to meet your year-end goals.

Listen to A.J. Hefel on the Double D's, do a mid-summer maintenance stand-down, and always remember, altitude is a great friend. Fly safely! **IAC**

I JUST WANTED TO drop you a line and mention something that's been on my mind recently as I've been seeing lots of coverage in the AOPA publications and elsewhere regarding getting new people involved in flying. Well, the IAC has a subset of this problem, except that the IAC has a (not so secret) weapon: its members.

Can I just say for public record that were it not for a certain Edward Doerr, now (sadly for us) a resident in Alaska doing bush flying, and, most recently, Dave Watson, I would probably never have tried aerobatics (Edward) nor had my enthusiasm reignited after 18 months of "plodding" (Dave). Yuichi Takagi's return to full-time instructing at Attitude Aviation (KLVK) from a stint at FedEx is also most, most welcome news to us wannabe competition aerobatic pilots in the Bay Area.

IAC = good people. Good people net you new (and continuing) aerobatic pilots. Thank you all. Some of us need some encouragement periodically. It really can be as simple as a solitary conversation out on the ramp.

Ben Inglis, IAC 435463



DALLAIR FR-01 FIRST FLIGHT. Naples, Italy, October, 5, 2010. DALLAIR Aeronautica is pleased to inform you that on February, 20th 2011, on Scalea Airfield - ITALY, the FR-01 LSA/ Ultralight/Experimental aerobatic aircraft made its first flight.

After various engine tests, slow- and high-speed taxi tests, the pilot took the FR-01 in the air at 11:15 a.m. for a 15-foot flight to test some preliminary characteristics of the airplane. The FR-01, designed by Fabio Russo, and built by Pasquale d'Alessandro in the factory that produces airframes for the major AG builders, will be sold from March with DALLAIR Reservation Program: The first 10 S/N +10 kits will leave the factory at a special price.

The FR-01 will be powered by customer's choice of three engine options: Rotax 912 UL (80 hp), Rotax 912 ULS (98 hp), and a special version of Rotax 912S modified by the Italian EPAPOWER with 135 hp, inverted oil and fuel system and full aerobatic capabilities. This is the



time to fly aerobatics and save money, to extend the aerobatics in the world, and to enjoy your FR-01!

To receive more info visit our website (www.DALLAIR.com) and our Facebook page DALLAIR FR-01.

SPECIAL AIRWORTHINESS INFORMATION BULLETIN CE-11-43 – The FAA has issued a Special Airworthiness Information Bulletin (SAIB) advising of an airworthiness concern regarding possible interference with flight control due to loose objects in American Champion Aircraft Corporation (ACAC) Models 7EC, 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC airplanes.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR part 39). Visit <http://tinyurl.com/6hy7ktp> to see the bulletin in its entirety.

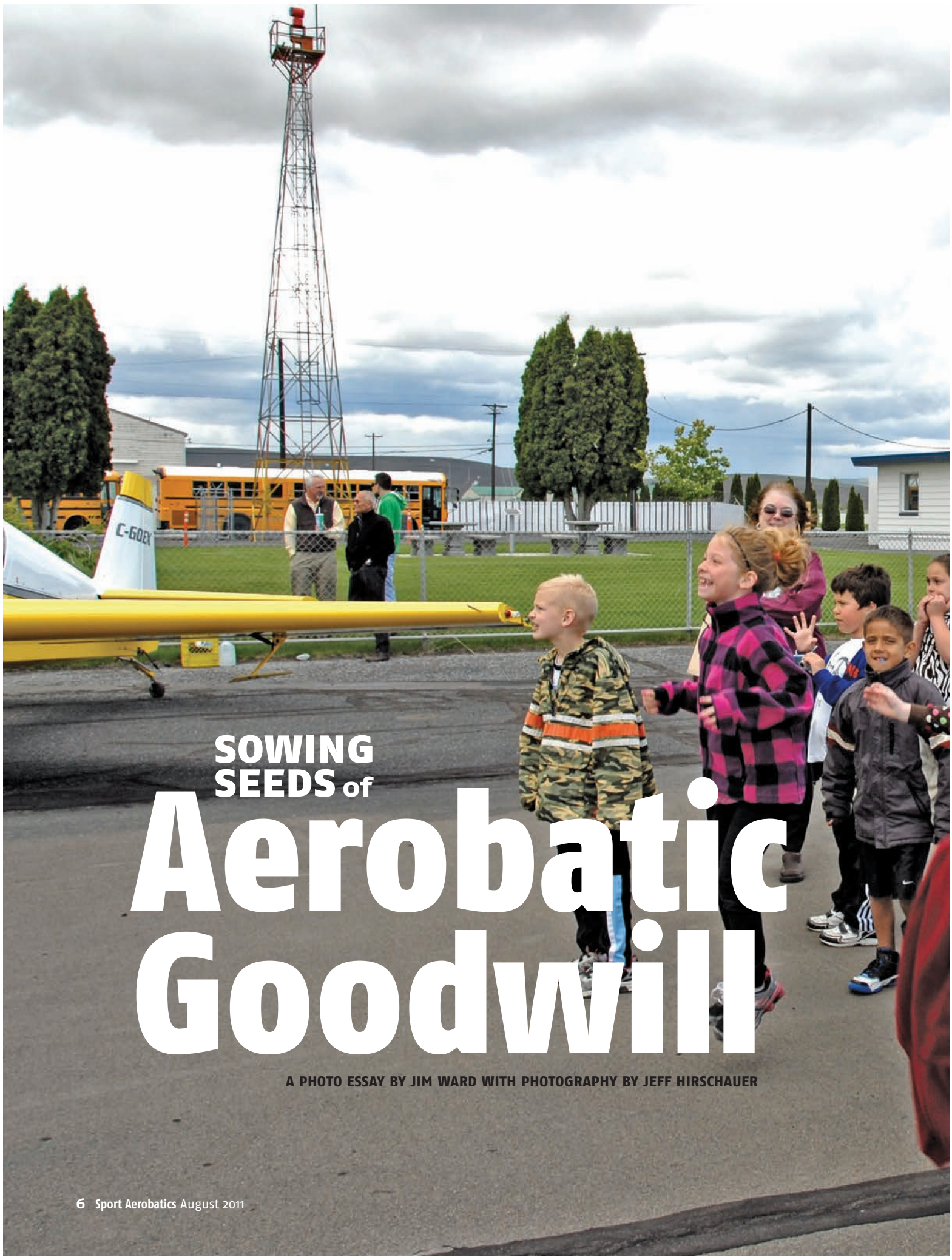


JAMES H. (JIM) KLICK of Crest Hill, Illinois, was recently recognized by the FAA when it presented him with the Wright Brothers Master Pilot Award.

The ceremony was conducted at Ohio State University as part of the National Intercollegiate Flying Association's competition, in which Jim participates as one of the judges.

This prestigious award is earned by pilots who have flown for 50 years without an accident or rule violation.

Since the inception of this award, fewer than 2,000 pilots have been able to achieve the required flight longevity. Among the noteworthy fliers who have been recognized are Arnold Palmer, PGA golf professional; Neil Armstrong, NASA astronaut; and Francis Gabreski, World War II ace.



SOWING
SEEDS of

Aerobatic Goodwill

A PHOTO ESSAY BY JIM WARD WITH PHOTOGRAPHY BY JEFF HIRSCHAUER





Two school buses packed with youthful adrenaline arrive at the Ephrata airport terminal.

THE WASHINGTON STATE AEROBATIC Club, IAC Chapter 67, has held contests and aerobatic training camps at the Ephrata, Washington, municipal airport for 27 years. We're fortunate to enjoy enthusiastic support from the city of Ephrata, the Port Commission, and its manager. Evidence of our entrenchment there abounds, from photos of our aircraft covering a wall in the pilots' lounge to our permanent aerobatic box, fully marked in poured concrete.

Still, it's easy for many of us in the competition community to become so engrossed in the sport that we neglect to consider the effects of our regular presence on people living and working within earshot of the box. And while noise issues are extremely rare in Ephrata, there's nothing more effective than well-established goodwill to stave them off. Leveraging an idea from our friends in the San Diego Aerobatic Club and its president, Gray Brandt, we pursued a couple of outreach activities this year in an endeavor to "give some love" back to the community.

We invited the second grade classes from Ephrata's public schools to join us en masse at the airport one afternoon, near the end of our annual, weeklong aerobatic training camp. After splitting the 80 or so kids into four teacher-led groups, each toured the ramp, stopping by different aerobatic aircraft for 10- to 15-minute visits with an IACer stationed nearby. We carefully planned the walking around and scenery changes to boost young attention spans, which we feared might otherwise fade faster than that of a competition pilot after an hour of contest briefing. It worked.



Our guests queue up in groups of 20 before touring the ramp to visit with club members and airplanes.



Rochelle Oslick, a Boeing flight test engineer and active aerobatic instructor, talks with students about jobs in the aviation industry.





BELOW: Alongside Terry Middaugh's PT-17, CFI and longtime club member Bob Higbee tells students about learning how to fly. Some questions asked by these 7- and 8-year-olds surprised us as to the excellent comprehension they revealed.



RIGHT: Awed or bored? Or maybe even wondering, "Will they still be my friends when I'm winning in Unlimited?"



The Seattle Glider Council was hosting a first-timers' competition the following weekend; some pilots came early to practice. Everything stopped and heads turned each time a towplane and glider launched.



LEFT: We six-footers don't think much of a Stearman's lower wing as a rain shelter, but for 7-year-olds, it's perfect.



Alaska Airlines Captain and Pitts owner Tracey Butler offers one lucky visitor a little stick time.



It was a busy day at the airport, making it nearly impossible to hold everyone's attention all the time.



Chapter President John Coffey talks with the students about the sport aviation activities that dominate Ephrata, soaring and aerobatics.



The Ephrata VOR is a busy gateway into and out of the Puget Sound and Columbia River Basin airports. The author tells the kids about the different kinds of transport, GA, and military airplanes they see flying around the airport and overhead.



Todd Jackson preflights his Super Decathlon with his next ride.



Tim Bovee returns from a Young Eagles flight in his RV-6.



Scott Bach, about to hop a ride in a beautifully restored Super Cub.

A FEW DAYS LATER, IAC 67 sponsored an EAA Young Eagles rally, promoted in local broadcast and print media as well as through signs posted at nearby businesses. In the end, we flew 61 kids in eight airplanes over four hours on a beautiful Sunday afternoon. **IAC**



Jerry Riedinger takes a member of the Ephrata High School dance team for a ride.



These kids didn't meet the Young Eagles 8-year-old minimum age requirement, but Tomas Holbrook offered them the front seats in his Lancair just the same.



Peter Dreyer, from British Columbia, gave rides in his Extra 300L.



Mac Engh flew in with a borrowed Cessna 182. It was one of only two available aircraft that had multiple passenger seats.

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My insurance company covered me, a low-time, low-tailwheel-time pilot in 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.

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WHEN AIRPLANES WERE MADE OF WOOD AND PILOTS OF STEEL

BY TOM ADAMS, IAC 1999

My name is Anymouse.
I'm sure the vast majority of you
do not know who I am.

PILOTS OF STEEL

For many decades I used to write episodes of events that were mailed to me. Some naval aviator would invariably do some stupid thing in one of Uncle Sam's high-priced toys and almost get himself killed ("him," because in that day there were no ladies flying in the military). The event would be documented and sent to me anonymously so I could publish it in the Navy's *Approach* magazine with the doer receiving no reprisals. I have since retired from the naval services and have been following the IAC through the years. I can see a few reasons I might come out of retirement. On occasion, I hear stories of things that have happened in the IAC over the past years. Because they are not documented, they must come under the headings of a myth, a fairy tale, or history.

NO BULL

A fairy tale starts, "Once long, long ago in a land far, far away," and history begins with, "Listen up y'all, this ain't no bull." Well, this is history, so, "Listen up y'all, this ain't no bull." Back in the old days of aerobatics, before starters, LORAN, GPS, header tanks, spring gear, locking tail wheels, and canopies (when airplanes were made of wood and pilots of steel), we had a hero trying to get home from the U.S. Nationals. This young stalwart was trying to get to south Florida from Sherman, Texas, in a single day. His ride was a 180-hp, fabric-covered biplane that cruised at 130 mph. Taking off at the crack of 0900, with a horrible hangover, he headed into some "really bad stuff," as the weather briefer said when he checked an hour before.

After four one-hour and 35-minute legs, with a 45-minute turnaround for fuel at each stop, our hero found himself just over the craggy trees in the Louisiana swamps. Due to the 300-foot ceiling and accompanying mist, he was just barely over those craggy trees. Realizing that being here was not such a good idea and that he should be comfortably on the ground, he started looking through the mist for a safe haven. In the Louisiana swampland there really is no such thing. Suddenly beneath

his wood and fabric-covered wing, a two-lane blacktop highway, deep in the 100-foot trees, flashed into view. Dragging the road, seeing the wires off to the side about 20 feet (all country roads have wires, by the way) and no road signs to speak of, he made his decision. Yup! He could slip between the trees and have a straight, two-lane road on which to land. This should work out. Just keep the wing down, the nose high, and that will help seeing to line up. Should not be a problem.

How would most modern-day aerobats handle this? Our modern-day plastic-plane-flying pilot would have more than likely been bellied up to a bar drinking either a cold beer or a decaf, low-fat, Sweet'N Low latte, depending on which coast he's from. You see, our hero did not have the Weather Channel in those days. Anyway, back to the story.

ALL COUNTRY ROADS HAVE WIRES, BY THE WAY

Once he had drug the road, our boy set up for a speed-stabilized, 85-mph straight-in, in a strong left slip. With the tendrils of mist and cloud starting to spiral up between the trees, our Lochinvar eased the plane between the trees, backed off on the speed to 80 mph, straightened out the slip, and flared to a touchdown. With the road only two lanes, he was unable to see both sides clearly, so he landed in the right half, which allowed him to keep straight by looking at the left shoulder of the road. Slowing as rapidly as possible, he came to a stop adjacent to a dirt access road leading to a clearing behind the forest.

Taxiing into the clearing he saw it was loaded with heavy yellow 'dozers and earth-moving equipment. Bumping over the rough ground, the little airplane was positioned behind the trees so it couldn't be seen from the road. After shutdown, and with the air no longer moving around the fuselage, the mist and moisture started to bead up on the windshield. Heck! He thought, that wasn't much worse than some of the places I had to fly the spray plane out of. A thought kept running through his mind, though, as he unbuckled. "This is SO DUMB. Why didn't I just land at that strip I passed by 30 miles back?"

Now his thoughts were about bed and beer. A look at the 4-year-old sectional showed a small town just 3 miles down the road to the southeast and a large town 20 miles up the road to the northwest.

That was a no-brainer. He would head southeast. Within 10 minutes this rickety, rusty, dented 1955 Ford pickup came along and stopped to offer a ride. The driver was dressed in bib overalls, cowboy shirt with the sleeves cut off, boondocker boots, a grease-and-green John Deer hat, five-day beard growth, and lastly, a cheek full of Beechnut chewing tobacco.

NOWHERESVILLE

The driver, Holm-Winn Robinson, just about had a heart attack when he's told where our boy wanted to be let off. "Heck far feller, doncha know air ain't many folks a livin' air? It's a dyin' town." "Well, that's where I want off," our boy told him. After dropping his rider off at the smallest and only hotel in the town, Holm-Winn drove off shaking his head and muttering to himself as his Ford did major damage to the clean air in the small town.



The name of the hotel was simply "HOTEL," and it had not seen a paintbrush in ages, so this had to be the place. The look on the grizzled old man's face behind the counter was one of shock when he heard the young man say he wanted a room for the night. "We doan hardly have any customers, but iffing you be needin' a bed, I'm spossen it'll be awright." Room 201 was smaller than a prison cell, had one single bed, a closet, a dresser, and the world's smallest TV sitting on top of it. The wall behind the bed had a cheaply framed picture of Jesus praying, and the previous wallpaper, old newsprint, could be seen beneath a curled piece of the latest blue patterned application. There was one light hanging on a cord in the middle of the room. The bathroom and shower was at the end of the hall.

Going back down to the desk our pal was informed there were no restaurants and the only thing he could get for supper was in the little store/gas station across the road. After visiting the establishment our hero headed back to his room with a bologna sandwich, a bag of chips, and four Buds. Munching on the sandwich and chips while sucking up the beer, he watched the last of a ballgame.

The next morning, Sunday, the desk clerk offered to give our stranded pilot a ride out to the highway department storage area where the little airplane was hidden behind a road grader. After putting his gear in the turtledeck and pushing the little plane out to the opening by the road, he asked the clerk if he would give him a ride up and down the road a mile or so to let him look for wires. The man agreed, but as they were driving down the road looking he said, "They ain't nuff money in Louisiana ta make me git up inna air in one of dim machines, *an*, you ask me, I'm thinking you're *plum* crazy."

PILOTS OF STEEL

PIT CREW

Once back at the plane our pal was doing a walk-around and heard the sound of a large V-8 engine coming down the road at high rpm and high speed. The 1960 Ford, loaded with a bunch of drunken farm kids, breezed by. Shortly after passing the little red flying machine, the driver stepped on the brakes and squealed to a stop. At a fast rate he backed up and pulled into the side road next to the plane. Now our hero wondered how he was going to handle a bunch of redneck farm kids, as they stumbled and fell out of the old Ford. "Hot darn," one 17-year-old said, "I ain't never seed nuthin' like 'at." They all started weaving around the plane, so the pilot figured the best thing to do was explain the machine to them and enlist them to watch for traffic—have them be part of the team. "Harley," the oldest boy said, "Bring Cooter over here; he dang sure gotta see iss here thang." "Caint, Joe-Henry. Cooter's a loosin' his supper," Harley called back.

Once they agreed to help, he hopped in, strapped in, and started up the plane. Just like instructed, the two older boys stood by the road, holding up a thumb each, indicating there was no traffic. Once the temps were up, our boy taxied on the road, did a quick mag check, lined up on the right side of the road and slowly applied full power. As speed built he raised the tail so he could see ahead and hold the aircraft on the

ground until way past normal liftoff speed, then smartly raised the nose so he could be above the narrow road and trees on each side as fast as possible. Once in the air and his speed built up high enough, he turned around for a pass and a climbing roll over the crowd waving in the opening by the road.

**BRING COOTER
OVER HERE;
HE DANG SURE
GOTTA SEE
ISS HERE THANG**

I wonder where our modern aero pilot would be this fine Sunday morning. More than likely, he would be just getting up at that Sherman, Texas, motel, quite happy he used common sense and didn't have more than one glass of white wine last night. The thought of flying home with a hangover as well as in crummy weather should be unimaginable.

Well, anyway, after three more fuel stops and blessed with a tail wind, our pilot landed at "home plate," put his aerobatic bird in the hangar, and drove into town. When he got home to his girlfriend, she read him the riot act for not letting her know where and how he was. He said he couldn't understand what the fuss was about; she knew generally where he had been.

This story is about an almost terminal case of get-home-itis. This bit of history actually happened in a fashion fairly close to this story, and in a time when they made airplanes out of wood and pilots of steel. But in those days, as well as our modern times...dumb is still dumb. **IAC**



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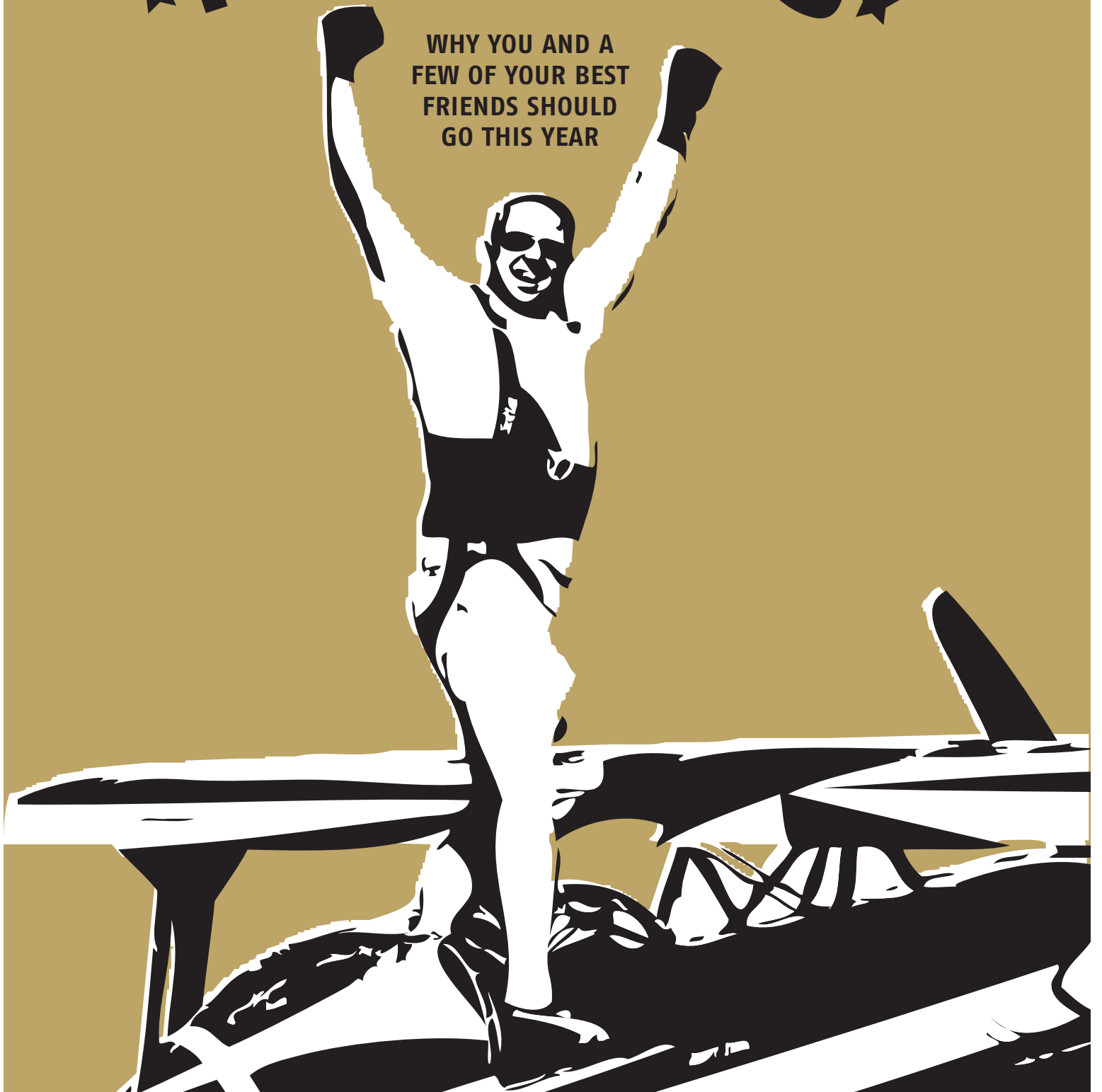
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GOING TO THE ★NATIONALS★

WHY YOU AND A
FEW OF YOUR BEST
FRIENDS SHOULD
GO THIS YEAR



BY DOUG SOWDER, IAC VICE PRESIDENT

The **U.S. National Aerobatic Championships** is the International Aerobatic Club's premier annual event, and the only contest sponsored and underwritten directly by the IAC. This year's Nationals will be held from Sunday, September 25, 2011, through Friday, September 30, at North Texas Regional Airport (KGYI), Sherman/Denison, Texas. A dedicated website, www.IACUSN.org/nationals, is maintained just for the Nationals, and it's continuously updated with the latest Nationals information. Links on the website will bring up previous Nationals, including scores and photos.

Lest you think that Nationals is just for the elites of the contest aerobatic community, check the website. Yes, many of the top contest pilots in the United States are there, but you'll see that all five categories of power aerobatics are flown, along with Sportsman, Intermediate, and Unlimited Glider. No special qualification (e.g., winning or placing in regional contests) is necessary. If a pilot meets the Competitor Qualifications in Chapter 2 of the *IAC Official Contest Rules for 2011* (the "*Red Book*"), he or she can fly at Nationals. In fact, many pilots have flown Nationals as first-time competitors. A quick review of previous Nationals scores reveals that Sportsman, though not always the largest category represented, always has a strong turnout of pilots.

Why would an aerobatic pilot want to go to Nationals? Why would a volunteer want to go? For one thing, it's a great contest. But let me use, as anecdotal evidence, my own first Nationals experience. Two friends from Oregon,

Norm Willis and Steve Hill, were going to the 1998 Nationals to try out for the Advanced team. I had just moved up to Advanced and to a Pitts S-2B, which had the comfort, speed, and range to make the 1,300-nautical-mile trip from Spokane, Washington, to KGYI. So, I decided to go, too. Arriving on Friday afternoon, I found some practicing going on, and the first person I met was Bob Freeman, also an Advanced pilot, who remains a good friend to this day. I met pilots from all parts of the country. I assisted on the judging line, watched some spectacular flying, flew so-so myself, and had a great week. Good friend Lew Shattuck was also there with a Yak-54, and at the end of the contest, Lew, Norm, and I decided to fly home to the Pacific Northwest together. Delayed by fog, we left KGYI at about noon on Saturday and headed home through New Mexico, overnighting at Santa Fe. The trip through western Colorado, Utah, and Idaho was spectacular, and great fun.

★ GOING TO THE NATIONALS ★



My Pitts in the door of the main hangar at Grayson County Airport in 1998.

So, the answer to the question might be: “Go to Nationals for a great contest, to meet new and old friends, to watch some superb flying, and to have an unforgettable experience.” This all holds true whether you fly or not. Volunteers are a big part of any contest, and the Nationals needs plenty of volunteers. I’ve been back to Nationals every year but two since 1998, have judged Unlimited for the last seven years, and have enjoyed every minute of it. In many ways, the U.S. Nationals is the highlight of my summer.

LOCATION, LOCATION, LOCATION

Why North Texas Regional, the airport formerly known as Grayson County? There are many good reasons, among them a central location, plenty of space (this was Perrin Air Force Base until 1971), good weather, and excellent infrastructure in Sherman and Denison, Texas. The well-marked aerobatic box, directly above the airport, is aligned with runways 17/35 and, conveniently, with the local section lines. With the Lake Texoma recreation area just to the north, Sherman and Denison have the hotels, restaurants, and other facilities necessary to handle the Nationals. The official contest hotels (as of this writing) are 5 miles from the airport by excellent roads with little traffic.

Regarding the airport and aerobatic box, here is a link to a great YouTube video showing Daniel

Wisehart flying the Sportsman sequence at Nationals in 2009: www.YouTube.com/watch?v=ddH9ZcSIc0s. Visible are the spacious airport, the box markers, and some of the great weather that Texas usually provides for us.

Preparing for a trip to Nationals is much like preparing for any other contest, with a few exceptions. You may be far from home, so be sure your aircraft is in top shape. Pre-registration will be available on the contest website starting mid-July, ending on September 9. Pre-registration is very helpful to the contest organizers, and it will be helpful to pilots as well, since practice box time at KGYI is limited and you can’t schedule a practice time until you’ve registered and paid. On-site registration is also accepted, although the practice slots might all be gone by that time. Practice typically runs from 8:00 a.m. till 7:00 p.m. Saturday and 8:00 a.m. till 12 p.m. Sunday. I usually choose a time Saturday afternoon because it may be hot when I fly contest flights, so it may as well be hot when I practice, plus it’s possible for early-morning slots to be fogged out. Practice times are 10 minutes only.

ACCOMODATIONS

Making hotel reservations early is always a good idea, as this is a popular recreational area. Please patronize the “official” hotels, at this writing the

Comfort Suites and the Hampton, both very close together in Sherman. Because we bring these hotels quite a bit of business, they not only give us good rates, but also sponsor the Nationals by providing a number of complimentary rooms that the organizers provide to certain key volunteers. Check the Nationals website for updates on official hotels. One brief note for those who have been to Nationals recently: The Holiday Inn Express in Sherman will not be available this year due to water damage from a burst pipe. In the past, the Comfort Suites and the Hampton have had a reservations person on site at the airport on Saturday.

The hotels have a continental breakfast, and there is a good selection of restaurants nearby. During the week there will be one or two hosted dinners at or near the airport, and there will be a surprisingly good food truck on site for breakfast and lunch as well. There is also a hamburger place near the airport, a Subway not too far away, and the aforementioned collection of restaurants at the intersection of highways 75 and 82 near the hotels.

Lake Texoma Jet Center, www.TexomaJet.com, is the FBO at KGYI. The Jet Center provides a fuel truck at the contest ramp area during

. . . the spacious airport, the box markers, and some of the great weather that Texas usually provides for us.

contest operational times and anytime by request. The center assures us that its fuel prices are very competitive.

Hangar space is available both in a large common hangar operated by Mike Plyler (the more northern of the two large war-era hangars north of the control tower) and at the Lake Texoma Jet Center, at the north end of the ramp area. The Plyler hangar is entirely self-service, and the expert hangar-packers among us pack it every night. Mike has a very reasonable rate for Nationals week. The Jet Center offers hangar

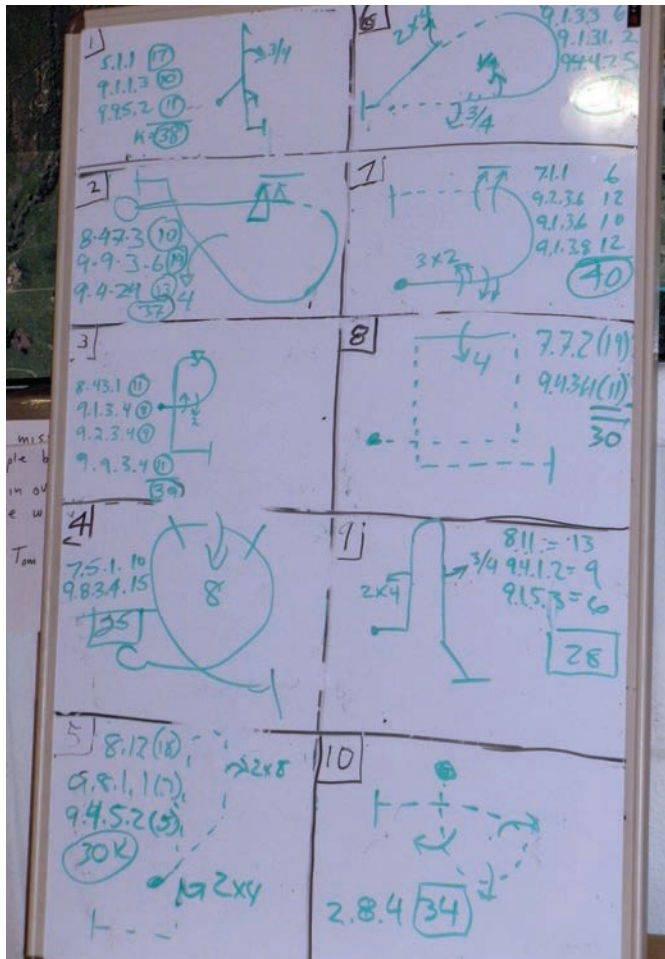


ABOVE: The contest briefing room is spacious, bright, and well-maintained.



Lew Shattuck in the Yak-54 flying home with me over Utah in 1998.

space by pre-reservation; there is an IAC pre-registration form link on its website. The Jet Center provides typical FBO hangar service; i.e., it'll put the plane in and out for you. Cost is also reasonable. Pilots are welcome to tie down outside. Bring ropes if you plan to do so.



Enterprise is the usual rental car agency; it normally brings reserved cars out en masse and leaves the pilot's reservation forms and keys at the Nationals headquarters. The Nationals website has a phone number for the local Enterprise agency. Cars can also be reserved through the Lake Texoma Jet Center, using the Jet Center's IAC pre-registration form at www.TexomaJet.com. Should you arrive at KGVI too late to pick up your car or bum a ride to the hotel with fellow pilots or volunteers, there's Cowboy Cab at 903-868-9999.

Please refer to the Nationals website periodically for updates on the above.

CONTEST

The U.S. Nationals differs from a regional contest in several ways. First of all, please take a look at the IAC.org website; go to the Members section, select *Policy & Procedures Manual*, and take a look at P&P Numbers 501, 503, and 504. In P&P 503, note that the U.S. Nationals is the contest that determines the U.S. National Champion in all categories except primary, for which no National Champion is named. As

You will find the judging to be quite consistent compared to that at some regional contests.

such, while anyone who meets the eligibility requirements may fly, only U.S. citizens can receive trophies and be named National Champions. However, starting this year, non-U.S. citizens are also eligible for flight medals, though this has not been noted in the P&P as of this writing.

If you are flying Advanced or Unlimited, pay attention to the way that Unknown programs are designed on-site. Be ready with a few of your favorite Unknown figures, which must meet the K-factor and Family limitations in Tables 1 & 2.

GOING TO THE ★ NATIONALS ★



UPPER RIGHT: Doug Sowder, Lew Shattuck, and Bob Freeman meeting up at Goodland, Kansas, on the way home from Nationals 2009.

All Free programs submitted must, in addition to meeting the requirements of the *IAC Official Contest Rules for 2011*, include the “Superfamily” numbers for each figure. This generally means that your Free must have been drawn with one of the available software programs, and be sure the “list Superfamily” toggle is turned on.

The Nationals flight schedule will be set well in advance. It is not on the website at the time of this writing, so please check for updates. Changes are made only in unusual circumstances.

All judges are IAC national judges, and there are normally seven grading judges per category. You will find the judging to be quite consistent compared to that at some regional contests. The volunteer coordinator invites all national judges to indicate interest in judging at least 90 days prior to the contest. Team selection aspirants vote on judges for the year’s team selection category. The volunteer coordinator selects the other judges based upon a variety of criteria, which are spelled out in *P&P 501*. If you happen to be a new national judge, or one who wasn’t planning to judge this contest, it would still be good to check in with the VC and offer your services if required. Things do happen!

Assistant judges may be selected prior to the contest based upon response during pre-registration, but it is good to check in with the VC and offer to assist, record, etc.

The U.S. Nationals is the sole venue for selection of the U.S. power teams for both the World Aerobatic Championships (Unlimited) and the



Advanced World Aerobatic Championship. The latter team will be chosen in 2011. Only those team aspirants who specifically select team selection will be eligible. There is an increased contest entry fee for team aspirants to cover the cost of video recording of all team selection flights. However, any pilot in the category, team aspirant or not, is eligible for trophies and for the National Championship. The team aspirants get a second Unknown flight which, when combined with scores from the Known, Free, and Unknown 1 flights, determines the team in accordance with *P&P 504*.

I hope that you have enjoyed this plain-language description of the Nationals. In short, it’s all about flying, friends, friendships, and fun. We all hope to see you there! **IAC**



STEVE JOHNSON
COLUMNS / SAFETY CORNER

Accident Statistics

A COUPLE OF MONTHS ago, I provided a five-year historic aerobatic accident trend analysis, showing all aerobatic accidents in the last five years. While the trends for total accidents and fatal accidents have been downward, there are still accidents occurring that should be preventable. This month, I would like to give you a closer picture of the accidents in 2010 and the first part of 2011.

During this time frame, January 2010 through March 2011, there were 16 total aerobatic accidents. Twelve of these accidents had fatalities, causing 20 total deaths, as most of the aerobatic accidents in this period occurred with passengers on board. The NTSB cites “ostentatious display” in some of these accidents, meaning the pilot was showing off when the accident occurred. Did the ostentatious display occur because the pilot was showing off for his or her passengers? Unfortunately, we can never know. Two of the fatal accidents occurred while performing aerobatics in non-aerobatic aircraft. Again, we can never really know why.

Of the 16 total accidents, eight, or 50 percent, were stall/spin accidents. Stalls/spins are still the

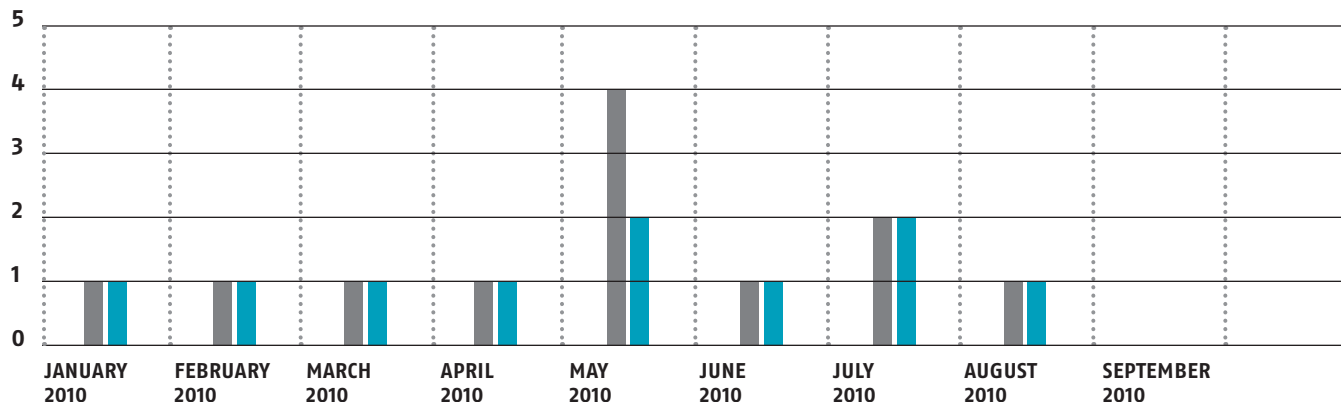
number two cause of all GA accidents, right behind VFR flight into IMC. Five of the accidents were from airframe structural failures, which involved non-aerobatic airframes as well as aerobatic airframes that were over-stressed during flight. Other accident causes include landing accidents, fuel exhaustion, and *g*-induced loss of consciousness (G-LOC)/incapacitation.

The TechWatch site, www.USNationalAerobatics.org/iacsafetyforum, is up

and running, so structural issues should be more easily communicated among the pilot community. If you note any airframe or engine issues, please document these at TechWatch. The more we can communicate about these issues, the better we should be able to prevent future failures. Stall/spin accidents continue to be the main hazard of our sport. Preventing these accidents is best done through proficient training by qualified instructors. The IAC maintains a list of aerobatic schools, www.IACUSN.org/schools/index.php, where pilots can find aerobatic instructors. Please spread this news to everyone who is interested in aerobatics and spin training.

Thanks, and fly safely! **IAC**

AEROBATIC ACCIDENTS: Total Accidents ■ Fatal Accidents





The more we communicate, the better we should be able to prevent future failures.

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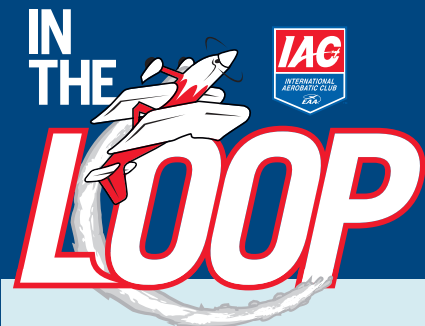
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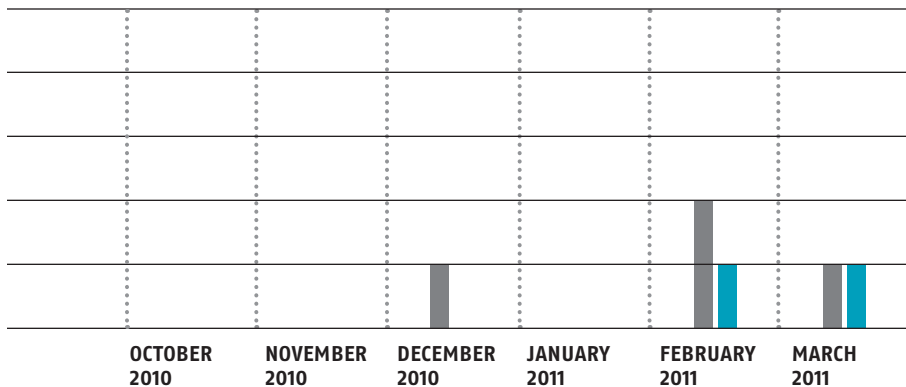
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ALLEN SILVER
COLUMNS / ASK ALLEN

Q: WHY IS PAYING attention to details an important survival tip?

A: I'M OFTEN SURPRISED, though I shouldn't be, how little attention is paid to details. When I receive a parachute for servicing, I can tell a lot about it (and the pilot) just by its outward appearance. If you bring it to me in person I often run you through a practice drill. This gives me the opportunity to explain to you why your parachute is not fitting you properly or why your harness/container is getting an excessive amount of wear. I can then give you suggestions on what to do about it. Remember, your parachute (including the harness/container) must be removed from service after a maximum of 20 years. That's assuming you take proper care of it and have it serviced on a regular basis.

Your survival may be as simple as properly stowing the excess webbing on the leg and chest straps in those elastic keepers. You do have them right? If not, have your rigger install some for you. Just as your rigger has supplies of rubber bands and pack-closing loops, he or she should have elastic keepers in stock for just such a purpose. They should be free or a minimal charge to replace. I typically include them as part of the repack, if they need to be replaced.

So what's all the flap over missing elastic keepers? Well, unstowed webbing flapping around in the wind during a bailout could get caught on some part of your aircraft, preventing egress. Properly adjusting your parachute, making sure there are no loose straps to catch on some part of your aircraft, is important. So is reviewing and practicing your emergency egress procedures until you can do them in your sleep. Don't make a bad day even worse by sticking around in a crippled aircraft any longer than you have to. Paying attention to the smallest details might save you the time needed to get out of your

aircraft with enough altitude to deploy your parachute and give your parachute rigger that well-deserved bottle of his or her choice.

Paying attention to details means noticing when you are distracted by other issues on your mind and you cannot devote your full attention to flying. You wouldn't cross the street without looking both ways. The same can be said for flying. Look both ways before you strap on your aircraft and go flying.

Q: DO I NEED a warbird parachute for my warbird?

A: WHATEVER A CHUTE is called is not as important as its placarded limitations. Ask before you jump in and buy an expensive cushion. Make sure it fills your requirements. Getting out of an aircraft much above 180 mph will be difficult, if not impossible. Make the decision to bail out as quickly as you can before excessive speed and *g*-forces make it impossible. Go to my website, www.SilverParachutes.com, and download my deceleration chart. In a nutshell it says that once you egress your aircraft you will slow to 150 mph (a safe deployment speed for most parachutes) within about two seconds. Whether all your body parts and your chute will be there is another matter. Having a properly adjusted parachute and making your bailout decision quickly is almost as



important as pulling the rip cord. Unless you're a full-bodied pilot (i.e., you weigh a lot), a parachute rated at approximately 150 knots indicated airspeed will suit the vast majority of pilots. The real decision, when purchasing an airplane, is whether the parachute will fit into the aircraft and allow you to operate it in a safe manner. Calling it a warbird, glider, or aerobatic parachute is irrelevant.

Q: HOW DO I properly route the straps on my parachute that has the aerobatic harness?

A: EACH MANUFACTURER OF an aerobatic harness has pictures showing the proper donning of a parachute with an aerobatic harness. However, each year I see pilots putting them on incorrectly. Failure to correctly put on your parachute that has an aerobatic harness could quickly remove you from the gene pool in the event you have to bail out. Even when you put it on correctly (this goes for a conventional harness also), you must make sure it fits you properly and all the adjustments are done correctly and tightly enough to prevent your early departure. The harness does not have to be so tight that it's killing you, but it must be snug enough to prevent you from falling out of it but still allow you to reach the rip cord. An improperly adjusted harness can easily shift during a bailout, and you may not be able to reach or even see the rip cord handle. Photo (1 and 2) shows the proper threading of the webbing on the aerobatic harness. The key is you *must* route the webbing through the loops, in the groin

area, and then cross them (like an X) before you snap them to the clips. In **photo 1** I'm pointing to the loops. Failure to do this can and probably will cause you to fall out of the harness when you deploy your parachute. **Photo 2** shows the inclusion of a removable chest strap. Many pilots mention that when they put their seat belt shoulder straps on, they have a tendency to push the parachute straps off their shoulders, on the aerobatic style harness. The removable chest strap snaps around the vertical-lift webbing of your parachute harness, and when adjusted properly it keeps the portion of the parachute harness that goes over your shoulders from sliding off. This strap was not designed and is no way stressed for the opening shock of your parachute. It's there for your comfort only. Now that you've seen the correct way to put on the aerobatic harness, let me show you two more photos showing how not to route the webbing of the aerobatic harness. I've personally seen pilots putting on their parachutes this way. **Photo 3** goes through the loops, in the groin area, but fails to cross the chest where I'm pointing. **Photo 4** went one step further, the leg straps didn't even go through the loops. The last **photo, 5**, clearly shows the webbing crossing the chest properly, but it fails to go through the loops, in the groin area. These three photos are good examples of ways to leave this life quickly. Please take the time to make sure all your equipment is on and properly adjusted. Just because you don't have an aerobatic harness doesn't mean you shouldn't be keeping an eye on your fellow pilots. You may be in a position to save a fellow pilot's life, by being observant.

Keep safe, fly safely, and have fun. Remember to please keep the questions coming. **IAC**



CONTEST CALENDAR



Mark your calendars
for these upcoming events.

Updates at www.IAC.org.

And if you're hosting
a contest, post it there!

Kathy Jaffe Challenge (Northeast)

Friday, August 5 – Sunday, August 7, 2011
Location: Hammonton Airport (N81):
Hammonton, NJ
Tel: 609-517-0922 • E-Mail: dmolar@comcast.net
Website: www.IAC52.org

Hill Country Hammerfest (South Central)

Friday, August 5 – Saturday, August 6, 2011
Location: Llano Municipal (A00): Llano, TX
Tel: 512-497-9656 • E-Mail: acroguy@austin.rr.com

Hoosier Hoedown (Mid-America)

Saturday, August 6 – Sunday, August 7, 2011
Location: Kokomo Municipal Airport (OKK):
Kokomo, Indiana
Tel: 765-860-3231 • E-Mail: mike.wild@comcast.net

2011 Beaver State (Northwest)

Friday, August 12 – Saturday, August 13, 2011
Location: Eastern Oregon Regional (PDT):
Pendleton, Oregon
Tel: 503-550-1496 • E-Mail: flyhran@aol.com
Website: www.IAC77.org

Doug Yost Challenge (Mid-America)

Saturday, August 13 – Sunday, August 14, 2011
Location: Spencer (KSPW): Spencer, IA
Tel: 651-338-3345 • E-Mail: jhisbatman@yahoo.com
Website: www.IAC78.org

Nor-Am Team Championship (Northwest)

Friday, August 26 – Saturday, August 27, 2011
Location: Port of Ephrata (EPH): Ephrata, WA
Tel: 604-594-6458 • E-Mail: ljmitchell@shaw.ca
Website: www.IAC67.org

Harold Newman Barnstormer (South Central)

Saturday, August 27 – Sunday, August 28, 2011
Location: New Century Aircenter (IXD): Olathe, KS
Tel: 913-486-8498 • E-Mail: halfreverscuban8@gmail.com • Website: IAC15.org

Upper Canada Open (Mid-America)

Saturday, August 27 – Sunday, August 28, 2011
Location: Saugeen Muni (CPN4): Hanover Ontario
Tel: 519-469-3874 • E-Mail: ernie@execulink.com

Happiness Is Delano (Southwest)

Friday, September 2 – Sunday, September 4, 2011
Location: Delano Municipal Airport (DLO): Delano, CA
Tel: 760-963-6426 • E-Mail: ff4ocruzer@charter.net
Website: IACChapter26.org

Lower Alabama Bash (Southeast)

Saturday, September 3 – Sunday, September 4, 2011
Location: Middleton Field (KZGH): Evergreen Alabama
Tel: 251-402-5801 • E-Mail: louraue@aol.com
Website: IAC3.org

High Planes Hypoxia Fest (South Central)

Saturday, September 3 – Sunday, September 4, 2011
Location: Lamar Municipal Airport (LAA): Lamar, CO
Tel: 303-619-4814 • E-Mail: djmolny@gmail.com
Website: www.IAC12.org/contest_info

Illinois Aerobatic Open (Mid-America)

Saturday, September 3 – Sunday, September 4, 2011
Location: Kankakee (IKK): Kankakee, IL U.S.A.
Tel: 815-258-0047 • E-Mail: jimklick@sbcglobal.net
Website: www.IACChapter1.org

Rocky Mt. House (Northwest)

Friday, August 19 – Saturday, August 20, 2011
Location: Rocky Mt House (CYRM): Rocky Mountain
House, Alberta, Canada
Tel: 503-550-1496 • E-Mail: flyhran@aol.com

East Coast Aerobatic Contest (Northeast)

Saturday, September 10 – Sunday, September 11, 2011
Location: Warrenton-Fauquier Airport (HWY):
Warrenton, VA
Tel: 703-618-4132 • E-Mail: s.francis@ieee.org

ACE's High Aerobatic Contest (South Central)

Saturday, September 10 – Sunday, September 11, 2011
Location: Newton City (KEWK): Newton, KS
Tel: 316-648-5057 • E-Mail: lahefel@cox.net
schoneboomr@prodigy.net

U. S. National Aerobatic Championships (South Central)

Sunday, September 25 – Friday, September 30, 2011
Location: North Texas Regional Airport (KGYI):
Sherman, TX
Tel: 408-867-5434 E-Mail: vickybenzing@gmail.com
Website: www.IACUSN.org/USN2011/

Ohio Fall Frolic (Mid-America)

Saturday, October 1 – Sunday, October 2, 2011
Location: Bellefontaine Regional Airport (EDJ):
Bellefontaine, OH
Tel: 513-284-5076 • E-Mail: penn.lorr@yahoo.com
Website: www.IAC34.com

ROCKY MOUNTAIN INVITATIONAL (South Central)

Saturday, October 8 – Sunday, October 9, 2011
Location: Lamar Municipal (KLAA): Lamar, CO
Tel: 303-304-7937 • E-Mail: JamieTreat@Q.com
Website: www.IAC5.org

Keene Fall Classic Grassroots Contest (Northeast)

Saturday, October 8 – Saturday, October 8, 2011
Location: Dillant-Hopkins Airport (EEN): Keene, NH
Tel: 603-886-8634 E-Mail: farrell.woods@comcast.net
Website: IAC35.aerobaticweb.org

Tequila Cup (Southwest)

Friday, November 4 – Saturday, November 5, 2011
Location: Marana Northwest Regional Airport (KAVQ):
Marana, AZ
Tel: 603-860-4456 • E-Mail: cd@tequilacup.org
Website: www.TequilaCup.org

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