

NOVEMBER 2011

# SPORT **Aerobatics**

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB

- Flying the Non-Inverted Bird
- Parties, Banquets, and Balls



## Inside the **BOX**

2011 Nationals Results



Drive one.

# 2012 Ford Taurus



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**partner**  
recognition  
VEHICLE PURCHASE PLAN

*The presentation could go on for the entire evening, complete with bands, dancing, and the kind of fun that is only related as hearsay.*

—Lynne Bowes

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and Balls**  
*by Lynne Bowes*

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## THE COVER

Rob Holland flies his MX2 to victory during the 2011 U.S. National Aerobatic Championship.

Photo by Laurie Zaleski

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**REGGIE PAULK**  
COMMENTARY / EDITOR'S LOG

## Beautiful Skies In Denison

**THE U.S. NATIONALS CONCLUDED** on September 30th, and it was great fun—for the time I was able to attend. This year, I decided to drive from my hometown of Fraser, Colorado, to Denison, Texas. The drive took me through the southeastern corner of Colorado, across the Oklahoma panhandle, and finished with a traverse across the Texas panhandle and northern Texas.

Laurie Zaleski took  
hundreds of photos  
for nothing more  
than the thanks  
she receives.

At last year's Nationals, the competitors and locals alike were remarking about how unusually wet and humid it was. Never having been before, I was none the wiser. This year, the area has been wracked with a severe drought, and it was apparent in the brackish green puddles of water sitting at the bottom of what were once lakes and ponds. The tinder dry grasses and prematurely dead leaves on trees told a story all their own.

There may be a drought in north Texas, but the weather couldn't have been more accommodating of

aerobatics. Things were in full swing when I arrived on Tuesday evening, and by Wednesday everyone was in a routine. That's when things began to go south for me.

I got a sore throat that became a raging inferno. I thought I might try to tough it out, but finally capitulated and saw a doctor. Strep throat was the diagnosis, and missing out on a good chunk of Nationals was the punishment. I begrudgingly made the decision not to go to the banquet to avoid exposing anyone, and missed what most certainly was a great time with wonderful people. Darn it!

Luckily for me, Laurie Zaleski was again at Nationals as the designated photographer. Over the course of the week, she took hundreds of photos and posted them to the Nationals website as each day progressed. Thanks to her, we are able to bring a lot of color and character to the pages of *Sport Aerobatics* throughout the year. She's been diligently taking photographs for nothing more than the thanks she receives, and I want to personally and publicly thank her for the effort.

I would like to congratulate every one who's taken the time to either fly in competition, participate as a volunteer, or just be enthusiastic about aerobatics. We have an energetic group of fun-loving people who are dedicated to having fun while flying upside down. Does it get any better than that? **IAC**



**DOUG BARTLETT**  
COMMENTARY / PRESIDENT'S PAGE

## Many Subjects, One Focus

**A FEW WEEKS PRIOR** to the U.S. National Aerobatic Championships, the U.S. Unlimited Aerobatic Team competed in the World Aerobatic Championships in Italy. Our team brought home a bronze medal behind the Russian gold and French silver. Rob Holland brought home the gold medal for the four-minute Freestyle event. Congratulations to the team and to Rob. Even though their flying was wonderful, what was most noticed of these pilots, manager, and trainer was their efforts and actions as a team. They talked, acted, and flew like a team. It is this teamwork, in my opinion, that they will be most remembered for by the rest of the IAC.

Every year as Nationals approaches, pilots start to gather near Texas in clusters to train and prepare for the upcoming competition. This year that effort continued, but there was a subtle difference. There were fewer training areas for our pilots to use. Due to concerns for noise in some areas and the time required to get waivers in others, several of the areas used by our pilots in the past were not available this year.

In a short period prior to the U.S. National Aerobatic Championships, there were aircraft accidents in aerobatic practice areas, at air shows, and most visibly at the Reno Air Races. These accidents were not only in the United States but also in several other countries. The reporting of these events was worldwide and mostly unfavorable for aerobatic pilots.

Our contest director, Vicky Benzing, did a wonderful job preparing for and

running Nationals this year. She was so well-organized and efficient that it even appeared the weather gods rewarded her with clear skies for pilots all around the country to get to Texas. However, when the contest started, we had fewer than 90 registered pilots when on an average year we normally have close to 100.

**Vicky Benzing was so well-organized and efficient that the weather gods rewarded her with clear skies all around the country.**

Even though there were fewer pilots, the number of volunteers (aerobatic enthusiasts) was as large as ever. It is obvious to the most casual observer that a contest of the scope and nature of the U.S. National Aerobatic Championships could never be successful without these wonderful people from around the country gathering to help support the competition pilots. We owe them all a continuing round of applause for all the work they do not

only at Nationals but also all year long around the country.

When you look at the pictures from the ramp at Nationals you will notice an ever-increasing percentage of monoplanes. Not only are the monoplanes growing in number, but also they are growing in power and price. The trend is such that some monoplane drivers are selling their “lower power” aircraft to move up the power curve. However, the day of the biplane is far from over.

So where am I going with all of these tidbits of information? It's quite simple. Our sport, like our nation, is undergoing significant changes. Even when the weather is good we continue to see our numbers decline. For most, but not all of us, simple economics are a huge impediment in our desire to fly aerobatics. For others, technology pushes us into expensive choices. Continuing changes in regulations make it harder for us to enjoy aerobatic activities, and recent problems are likely to make the situation worse before it gets better. From my seat as president, I clearly see the IAC needs the support of both the aerobatic enthusiast and the competition pilot. Without our volunteers, there would be no event like Nationals—not to mention the 40 regional contests we have each year. Without competition pilots, there will be fewer opportunities for the aerobatic enthusiasts to enjoy the sport. The support of each by the other is critical for our future.

The IAC is just like our nation. When we work together as a team, we are more successful. **IAC**



Chief Judge; and met Bob Heuer at our contest. I offered to help Steve Morris with membership development. I ran for and won the position of IAC treasurer under then IAC President Doc Rihn, then went on to become president. I found five other pilots to form a joint club ownership of a brand new Super Decathlon and entered Intermediate contests.

“This was all because I got involved and because Jan Jones took the time to reach out. A simple phone call!”

An invitation.

Someone, one friendly and outgoing someone, took an interest and extended an invitation to a fellow aerobatic enthusiast, and the rest took care of itself.

Winter is coming and while some of us live where we fly all year long, many of us do not and chapters will dry up without winter activities. Our own Midwest Aerobatic Club plans our winter activities throughout the summer months. For every cold month, we schedule a chili party, a potato bake, a lasagna lunch, or, in 2012, we will add tailgate parties on Nebraska game days for the sheer fun of getting together. We invite

local hangar tenants and airport officials as well as EAA people, have a quick meeting beforehand so they can see we do have an organized reason for being, and then on to food and fellowship. We keep our chapter fresh by inviting new people and introducing them to everyone. And make no mistake—no one leaves without our

making sure they are included on our email list for future meetings!

Your chapter is a social club, believe it or not—it just happens to have a singular focus on aerobatics. The social activities of your local chapter help with member retention and are key to keeping the chapter growing. Without a welcoming outreach, all chapters, including the National IAC, run the risk of overlooking and losing

too many potential members. The importance of having hangar and airport parties for the effortless and undemanding fun of being social should be a priority in all chapters.

In the end, you don't need to loudly preach the IAC to everyone within earshot—you only need to remember a name and call. It's as simple as that. **IAC**

**If the IAC wants  
to remain visible  
as an important flying  
entity and keep its voice,  
it may well need to find  
other means to promote  
its interests.**







# INSIDE THE BOX

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The competitors and results of the  
U.S. National Aerobatic  
Championship

**2011**



# SPORTSMAN GLIDER

No	Symbol
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Nick Dona

Rank	Pilot	Aeroplane	Registration	O/all %
1	Nicholas Dona	Blanik L-13AC	N421BA	79.36
2	Margaret Grafe	DG-1000S	N502DG	77.07
3	Christopher Villanueva	Blanik L-13AC	N421BA	76.48
4	Anthony Pipe	Blanik L-13AC	N421BA	74.40
5	Conner Deebel	Blanik L-13AC	N421BA	62.00
6	James Bloch	Blanik L-13AC	N421BA	49.96
7	Aaron Gibson	Blanik L-13AC	N421BA	44.72



Maggie Grafe



Christopher Villanueva



Tony Pipe



James Bloch



Conner Deebel



Aaron Gibson



For complete contest results, visit [www.IACUSN.org/USN2010/results/](http://www.IACUSN.org/USN2010/results/).

# INTERMEDIATE GLIDER

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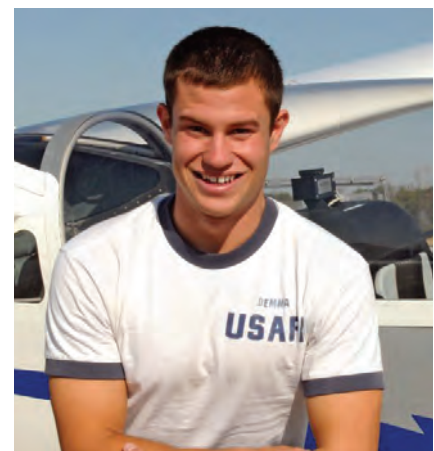


Lukas von Atzigen

Rank	Pilot	Aeroplane	Registration	O/all %
1	Lukas von Atzigen	PZL SZD-59	N59SZ	75.03
2	Charlie Meier	Blanik L-13AC	N421BA	72.97
3	Anthony Demma	Blanik L-13AC	N421BA	71.79
4	Noel Williams	DG-1000S	N501DG	71.78
5	Timothy Miller	Blanik L-13AC	N421BA	69.95
6	Lauren Fuchs	Blanik L-13AC	N421BA	67.37
7	Jeffery Riddlebarger	DG-1000SN502DG	1231.29	67.07
8	Timothy Dominice	Blanik L-13AC	N421BA	60.50
9	Weston Woldt	Blanik L-13AC	N421BA	54.95



Charlie Meier



Anthony Demma



Noel Hank Williams



Tim Miller



Lauren Fuchs



Jeffery Riddlebarger



Tim Dominice



Weston Woldt



# SPORTSMAN POWER

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Chet Kuhn

Rank	Pilot	Aeroplane	Registration	O/all %
1	Chet Kuhn	Pitts S1T	N991GB	85.81
2	Paul Thomson	8KCAB	N725JM	85.13
3	Rick Nutt	MX2	N22120	83.89
4	Stephan De La Cruz	Aerotek S1T	N723MS	82.74
5	Mark Killian	Pitts S1T	N57W	82.38
6	William Mrinangel	Laser 230	N199J	81.21
7	Elli Hagoel	Pitts S2B	N260AB	81.12
8	Jose Rojas	Pitts S2B	N260AB	80.95
9	Dave Honaker	Pitts S2B	N49LH	80.02
10	Alain Aguayo	Pitts S2B	N260AB	79.67
11	Jeremy Humphreys	Pitts S2B	N49LH	79.40
12	Thomas Woodward	Pitts S2B	N260AB	78.23
13	Ryan Waller	Pitts S2B	N260AB	78.08
14	Kenny Brown	Pitts S2B	N260AB	76.87
15	Terry Middaugh	Stearman PT-17	N501OV	76.42
16	Aubrey Underhill	8KCAB	N9275A	75.68
17	Adam Baker	Pitts S2B	N491H	75.39
18	Istvan Bolgar	Pitts S2B	N260AB	74.65
19	Curt Richmond	Pitts S2B	N58DE	73.24
20	Robby Coats	Pitts S2B	N260AB	72.21
21	Scott Schumacher	8KCAB	N37LV	70.38
22	Chris Hill	Pitts S2B	N49LH	68.69
23	Gina Killian		N	46.85
24	Casey Alexander	Pitts S2B	N877UP	45.15



Paul Thompson



Rick Nutt



Stephan De La Cruz



Mark Killian



Bill Marinangle



Eli Hagoel



Jose Rojas



Dave Honaker

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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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SPORTSMAN POWER



Alain Aguayo



JJ Humphreys



TJ Woodyard



Ryan Waller



Kenny Brown



Terry Middaugh



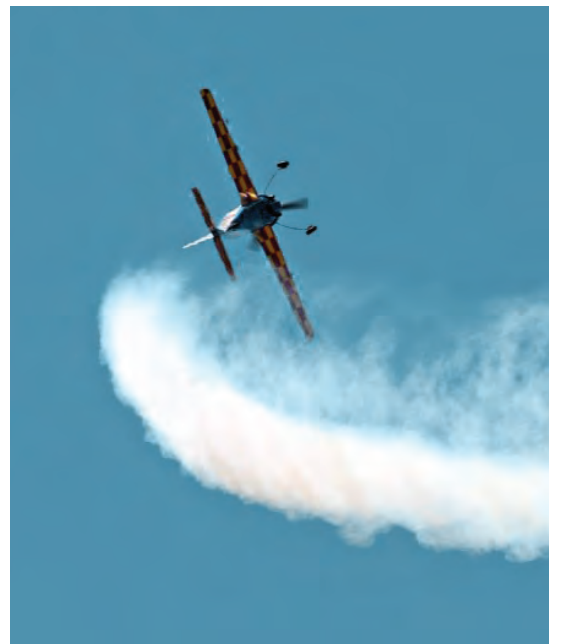
Aubrey Underhill



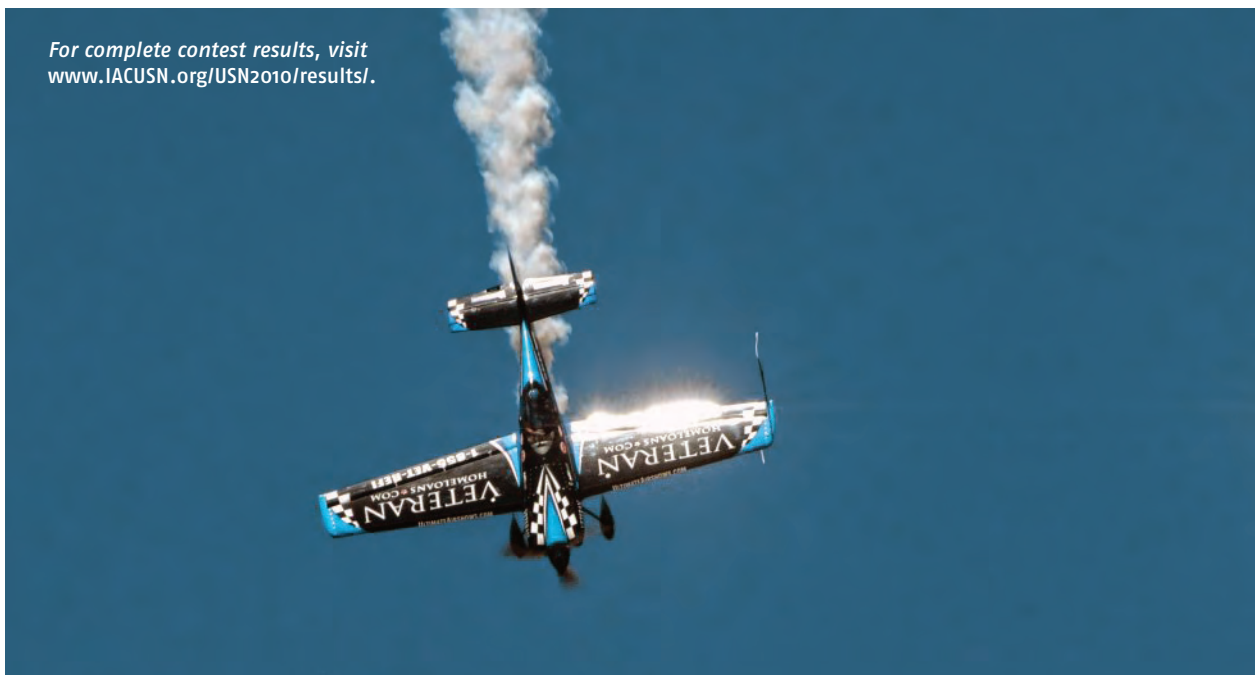
Adam Baker



Istvan Bolgar



For complete contest results, visit  
[www.IACUSN.org/USN2010/results/](http://www.IACUSN.org/USN2010/results/).



*Curt Richmond*



*Robby Coats*



*Scott Schumacher*



*Chris Hill*



*Gina Killian*



*Casey Alexander*

# INTERMEDIATE POWER

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Tom Adams

Rank	Pilot	Aeroplane	Registration	O/all %
1	Tom Adams	Staudacher 300D	NN804Q	86.07
2	Bill Denton	Extra 300LP	N53EX	85.37
3	Dave Scott	Pitts S1S	N8962M	84.20
4	Stanley Moye	Extra 300S	N429HR	84.08
5	Jordan Schultz	Pitts S2B	N5327C	83.74
6	Mike Plyler	Super T-craft	N125MP	82.74
7	Aaron McCartan	Pitts S2S	N15PU	81.90
8	Charles Benham	Yak 55M	N17YK	81.57
9	Jerry Benham	Pitts S2C	N121C	81.49
10	David Prince	Staudacher 300X	N	81.34
11	Patrick Carter	Pitts S2B	N877UP	80.78
12	Patrick McAlee	Pitts S1SS	N45TS	80.78
13	Bill Gordon	Pitts S2B	N5310S	78.57
14	Anthony Hefel	Keeling Laser	N93UK	77.38
15	Charles Cohen	Extra 300L	N67RR	72.56
16	Tom Rhodes Jr.	DR-107	N515PM	57.31



Bill Denton



Dave Scott



Stanley Moye



Jordan Schultz



Mike Plyler



Aaron McCartan



Charles Benham



Jerry Benham



David Prince



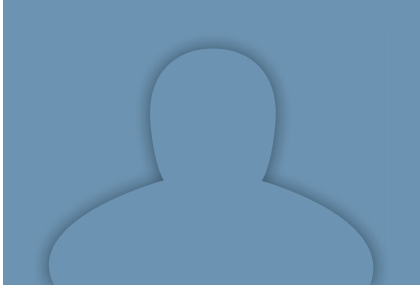
Patrick Carter



Patrick McAlee



Bill Gordon



Anthony Hefel



Charles Cohen



Tom Rhodes Jr.

# ADVANCED POWER

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Nick Timofeev

Rank	Pilot	Aeroplane	Registration	O/all %
1	Nick Timofeev	MXS	N700XT	81.62
2	Benjamin Freelove	Extra 300L	N703KC	80.48
3	Kelly Adams	Staudacher 300D	N804Q	79.91
4	Mark Nowosielski	Giles 200	N200PJ	79.88
5	Reinaldo Beyer	Extra 300L	N779R	79.62
6	Patrick Clark	Pitts S1TM	N396PC	78.66
7	Craig Gifford	Christen Eagle	N726SM	77.39
8	Marty Flournoy	Giles 202	N202GP	76.54
9	Julia Wood	Sukhoi SU-26	N6211X	76.45
10	Bryan Taylor	Edge 540	N822MG	76.08
11	Jessy Panzer	Pitts Special	N616LY	75.01
12	Steve Johnson	MX2	N487MX	73.17
13	Luke Lambard	Extra 300L	N703KC	72.65
14	Brett Hunter	MXS	N700XT	72.57
15	Bruce Ballew	Pitts S2B	N65PS	72.48
16	Kevin Coleman	Extra 300SHP	EXP	70.91
17	Larry Connor	MXS	N700XT	69.27
18	Andy Macha	Staudacher 300D	N9276R	68.77
19	Kevin Campbell	MX2	N69TK	68.19
20	Dan Salcedo	Pitts S-1-11	N160DS	65.72
21	Dan Tourgee	Extra 300L	N41EX	61.87
22	Wayne Roberts	Extra 330LX	N330LX	57.05
23	Doug Sowder	Extra 300L	N25AP	49.22
24	Robbie Gibbs	Extra 230S	N230GA	48.45



Benjamin Freelove



Kelly Adams



For complete contest results, visit [www.IACUSN.org/USN2010/results/](http://www.IACUSN.org/USN2010/results/).

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ADVANCED POWER



Mark Nowosielski



Reinaldo Beyer



Patrick Clark



Craig Gifford



Marty Flournoy



Julia Wood



Bryan Taylor



Jessy Panzer



Steve Johnson



Luke Lambard



Brett Hunter



Bruce Ballew



Kevin Coleman



Larry Connor



Andy Macha

*U.S. Advanced World Aerobatic Team:*

*Front to back.*

- 1. Kelly Adams*
- 2. Jessy Panzer*
- 3. Mark Nowosielski*
- 4. Nicolai Timofeev*
- 5. Marty Flournoy*
- 6. Reinaldo Beyer*
- 7. Ben Freelove*
- 8. Craig Gifford*

*Alternates (not shown)*  
*Luke Lambard, Bruce Ballew*



*Kevin Campbell*



*Dan Salcedo*



*Dan Tourge*



*Wayne Roberts*



*Doug Sowder*



*Robbie Gibbs*

# UNLIMITED POWER

No	Symbol
1	
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Rob Holland

Rank	Pilot	Aeroplane	Registration	O/all %
1	Rob Holland	MXS-RH	N540JH	84.18
2	Goody Thomas	Extra 330SC	N580BG	82.23
3	Michael Racy	Sukhoi SU-31	N310BW	79.44
4	Mike Rinker	Sukhoi SU-26	N12SU	79.28
5	Hector Ramirez	Extra 300SC	N330EX	76.70
6	Debby Rihn-Harvey	CAP 232	N232DD	75.71
7	Mike Ciliberti	Sukhoi SU-31	N131BT	75.12
8	Michael Vaknin	Extra 300L	N78EX	75.09
9	Sergey Prolagayev	Sukhoi SU-31	N131BT	71.08
10	Steven Grohsmeyer	Eigenhawk Soltn	N7296	69.91
11	Michael Gallaway	Extra 300SX	540BG	67.27
12	Rory Moore	MXS	N21MX	66.00
13	Dennis Thompson	Edge 540	N540DT	64.46
14	Tony Wood	Sukhoi SU-26	N6211X	63.72
15	Wyche Coleman	Wolfpitts Pro	N703WT	18.54



Goody Thomas



Michael Racy



Mike Rinker



Hector Ramirez



Debbie Rihn-Harvey

For complete contest results, visit [www.IACUSN.org/USN2010/results/](http://www.IACUSN.org/USN2010/results/).



UNLIMITED POWER



Mike Ciliberti



Michael Vaknin



Sergey Prolagayev



Steven Grohsmeyer



Michael Gallaway



Rory Moore



Dennis Thompson



Tony Wood



Wyche Coleman



For complete contest results, visit [www.IACUSN.org/USN2010/results/](http://www.IACUSN.org/USN2010/results/).



**GREG KOONTZ**  
COLUMNS / JUST FOR STARTERS



## Flying the Non-Inverted bird

**IT'S LIKE RIDING A Vespa** to a Harley club outing. You're having some simple and inexpensive fun that's putting a big grin on your face. Light and maneuverable, you can't help feeling a bit refreshed by the simplicity. But as you arrive amongst the big hogs, the reality awakes you from your bliss and the bragging rights take their traditional order. Regardless, deep inside you're still giggling.

That was my feeling when I taxied onto the ramp for my first contest in my little Clipped Cub. There were Pitts S-2Cs, Extra 300s, MX2s, and all the like. It wasn't that I haven't flown those types; I have many years of teaching in most of them. It was the fact that I was having more fun than I thought I was going to. It was almost embarrassing. I never got that grin off my face. The judges enjoyed watching me, and everyone was encouraging me even though the little Cub was up against some tough odds. It was just plain fun. Sometimes less is best!

I have to tell you, dust off your little Citabria, pull out the stock Stearman, or fuel up the little homebuilt. If it's rated for some simple flip-flops, then get in it and start practicing. I don't care if it doesn't have an inverted system; you have the potential for more fun than you might think. Rumor has it that the stuffy ol' board of directors is going to loosen up and bring us a "non-inverted" class to fly in sometime soon, and we need to start getting ready. In fact, I suggest doing what I'm doing—fly some Primary or Sportsman in that fun little puddle jumper and quit worrying about it. Even if you can't get the points to win without an inverted system, I am here to testify that you will have so much fun for a much lower cost that even the winner will be envious.

Primary and Sportsman have very little inverted flight to deal with. I have no inverted anything in the Cub, so I installed a cheap air-oil separator to reduce

how much oil spits out the breather. I push through the upside-down parts with extra speed for the coughs and sputters from short moments of fuel starvation. It is too brief a time to cause loss of lubrication in my opinion. But if this doesn't suit you I understand. You can still fly the sequence and take a little hit from the judges for flying an arc instead of level slow rolls.

## Fly how you need to and you will be surprised at the respect you will get for making it work.

Here's how to do it. Get a good head of steam as you leave the previous maneuver, and when you pull to level, actually set up a slight nose-high attitude (I'm saying "cheat" the line a little). Five degrees pitch is hard to see way up at 2,500 feet. Then, on the roll entry, pull the nose up a little more on the roll in, and rudder it up even slightly more as you get over to knife-edge. From there, let the flight path slightly arc as you pass through inverted. It now depends a bit on your fuel system, but if you keep at or, usually, just slightly more than zero g, you stop or minimize your engine sputtering. You are going to recover slightly nose-low, but don't recover it; just stay steady as if that is level flight. The cost is a few points if they see the arc (and resulting slight

"barreling"), but you're still in the game. In my head I compete with my peers and not the MX2 flying in the Sportsman class! Fly how you need to and you will be surprised at the respect you will get for making it work. Great fun and your banquet tickets still get you the same meal everyone else gets!

If the situation requires it, you can apply a small amount of arc to keep the engine running longer in Cuban-eights and Immelmans, too. Remember, unlike rolls at positive or negative angles of attack, zero g rolling requires no rudder input for adverse aileron yaw because that particular angle of attack (AOA) places the ailerons at equal lift/drag. If you do allow a slight amount of positive AOA, then use a slight amount of rudder accordingly.

The next step is strategy. You have to fly the Known only once in Sportsman, so you are best advised to write your own favorable Freestyle for the remaining two flights. To get enough points in the Freestyle without maneuvers that require some inverted flight, you might need more vertical lines. I find this taxes my little engine, so I just plan a break. Breaks in a Sportsman routine are cheap in regards to points and will buy you a lot of energy to make you look good and get more points where you need them. Any judge worth a ding-dang will respect you for it.

So who needs a \$300K beast to have a great time? I'm not kidding when I tell you I feel like I've snuck into the back of the theater when I go to a contest and get this much fun at this low a cost. See you there! **IAC**

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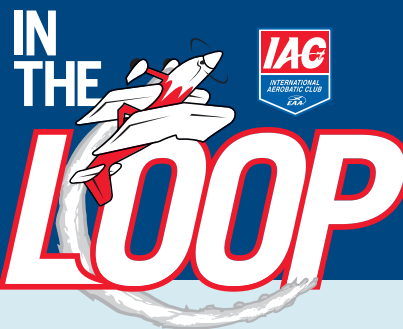
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