



IAC Safety Committee

Report to the Board of Directors, Fall 2025

Keith Doyne, IAC Safety Committee Chair

Purpose

The IAC P&P Section 223.2 states “the Safety Committee is to promote and encourage the highest standards of safety in aerobatics through the exchange of information, educational programs and articles in IAC publications, and recommendations to the IAC board of Directors.”

Safety Committee Personnel

Chairperson

Keith Doyne

Technical Safety Coordinators

Doug Sowder, Northwest Region

Steve Johnson, Southeast Region

Safety Program

The P&P Section 223.2.2 delineates 4 elements of this program:

1. Aerobatic Mishap Review
2. Human Factors
3. Technical Safety
4. Incident Response Plan

Aerobatic Mishap Review

At the end of August 2025, there was an aircraft accident at the Fort Morgan Municipal Airport during the Kyle Scott Aerobatic Dust-up contest. An Extra 300LC and a Cessna 172 collided on final approach at the end of the runway. There was one fatality and 3 injured. The NTSB preliminary report has been released and is available on for review/download on the internet. The Cessna 172 was making a straight in IRF approach for the runway, while the Extra 300LC had exited the aerobatic box and entered the landing pattern. The collision occurred close to the ground and over the threshold of the runway. The Cessna 172 is a high wing aircraft. The Extra 300 is a low wing aircraft. This combination of aircraft does present a challenge to see and avoid the other aircraft. The preliminary NTSB report does not provide full details on all radio communications by both aircraft prior to the accident. It must be noted that at uncontrolled airports, FAA regulations do not require the use of radios by aircraft. Pilots must be very vigilant to see and avoid other aircraft. This type of high wing/low wing aircraft collision could have occurred at any uncontrolled airport. Unfortunately, it occurred during an aerobatic contest resulting in 3 injuries and one fatality.

Human Factors

I was not aware of any safety events that included or focused on human factors this year. P&P 233.4.2.3 reminds the safety committee that membership contributions concerning the type of human problems experienced will remain anonymous and confidential.

Technical Safety

Pertinent Lycoming Service bulletins and FAA airworthiness directives will continue to be reviewed and addressed in future safety articles. The Safety Committee will coordinate with the editor for publication either in Sport Aerobatics or In-The-Loop.

Incident Response Plan

The Incident Response Plan (IRP) for the 2025 U.S. National Aerobatic Championships was prepared and provided to in early 20205 to assist in obtaining the FAA contest waiver. Based on the events that occurred at the Kyle Scott Aerobatic Dust-Up contest and input from the Salina Tower, the IRP was revised and re-distributed the week before the U.S. National Aerobatic Championships.

US National Aerobatic Championships

Safety Director

I attended the US National Aerobatic Championships in 2025. The Salina Tower requested that in case of an incident or accident, the chief judge or starter were to contact the Salina Tower on box frequency. The Salina Tower will activate the Salina ARFF. There were 113 pilots competing at Nationals with over 340 competition flights completed. There were no safety issues of note that occurred during Nationals.

Contest Jury

The jury received only 3 protests. All 3 were reviewed and verdicts rendered by the contest jury.