

The background image shows a red and white Pitts Model 12 aerobatic biplane performing a steep roll maneuver. The aircraft is viewed from below, showing its two wings, the engine nacelle, and the tail section. The ground below is a mix of green fields and some buildings, indicating a rural or semi-rural area. The aircraft's motion is captured with a slight blur, emphasizing the dynamic nature of the maneuver.

MARCH 2012

SPORT *Aerobatics*

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB

PITTS
Model 12

Russian Bear II
Aspen Series Results



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What started as a hybrid has become a thoroughbred.

—Larry King



THE COVER

Pilot Larry King shows off a client's Pitts Model 12 before departing AirVenture 2011.
Photo by Phil High

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REGGIE PAULK
 COMMENTARY / EDITOR'S LOG

Aerobatics During World War II

MY GRANDPA, JOHN H. PAULK, graduated from flight school in the summer of 1941—about four months before the U.S. entered World War II. After the attack on Pearl Harbor, he was quickly readied for war. Initially slated to fly his P-39 Airacobra across the Atlantic to join the effort, England had a different idea.

The hottest Allied front-line fighter of the time was the Rolls-Royce Merlin-powered Spitfire, and my Grandpa was going to be among the first American pilots to fly it in a lend-lease arrangement, much to his relief. He described the P-39 as a, “Terrible aeroplane.”

altitude slow roll. There was one young man, in particular, who was listening intently to the conversation. His fate would be sealed that evening.

Over the course of the war, my Grandpa had quite a few brushes with death. He came within a quarter-inch of a purple heart when an 80mm German shell blew up in the fuselage behind his cockpit, sending shrapnel through the armor plate in his seat and into his parachute, stopping just short of his back. Unable to bail out, he landed the airplane. The structure was so damaged; the tail broke off as it touched down.

In another instance, he lost oil pressure over enemy territory in Italy; finally crash-landing in a field near a German encampment. His squadron shot the place up, and he spent the first night in a tree as German troops walked beneath searching for him. Two weeks and sixty pounds later, he walked to the safety of the English front line.

Hardened by war, men are apt to take extreme measures . . .

When he arrived in England in early 1942, he was assigned a MK-V model Spit with a wooden propeller he described as more responsive than later metal versions. It was in this airplane he would gain the first of his seven confirmed and 17 probable kills over the next year, shooting down everything from Junkers bombers to ME-109 fighters.

At 25, his much younger peers considered him an old man. He was also the commander of the 308th fighter squadron and had made the rank of major. It was with these credentials he sat around with his flying buddies one evening, discussing the intricacies of the zero-

IAC

Please submit news, comments, articles, or suggestions to: reggie.paulk@gmail.com



DOUG BARTLETT

COMMENTARY / PRESIDENT'S PAGE

How to Get on the Board of Directors

RECENTLY A MEMBER ASKED me how one gets a seat on the board of directors of the IAC. Since it is the beginning of the election cycle, it is a good time to review this with everyone. First, let's take a look at how the board is composed.

The board of directors is made up of officers and directors. The officers are the president, vice president, treasurer, and secretary, and they are all elected offices. The president and secretary are elected on the even years, and the vice president and treasurer are elected on the odd years. The directors come into office by several different mechanisms. Most of the directors are elected by the membership and serve a two-year term when elected. Two are appointed by written agreements with other organizations. In addition, one is appointed by the board to fill special skills that are required from time to time.

Currently the IAC has two directors appointed by written agreements. We have an agreement with the EAA that gives it a seat on our board. Louis Andrew currently fills this seat. Louis has been on our board for many years. He has agreed to continue to serve at the request of EAA. The National Aeronautic Association (NAA) is the authority that gives us the sanctioning rights for contests in the United States. By agreement, the NAA can appoint a member to our board. Currently Jonathan Gaffney, the president of the NAA, occupies this seat.

Darren Pleasance is an IAC member who has been appointed to the board of directors. Darren is a consultant

who is highly regarded in his field and has many special organization skills that are valued by the IAC. The EAA also recognizes Darren's skills and has recently appointed him to be a director on its board.

Another way that a member can get on the board is by being appointed to fill a vacancy. From time to time and for a variety of reasons, an officer or director may resign his position on the board. When this happens, the

leadership for many years. He is also a competition pilot and is an alternate on the current Advanced Team. Being from the region, Bruce has stepped in as the Mid America Regional Director, allowing Wayne Roberts to focus on his many other IAC duties.

This year the IAC membership will elect a president, secretary, and several directors. Along with members submitting their petitions, our Election Committee chairman, Lynne Stoltenburg, searched the membership for additional strong candidates to fill these positions in order to provide the membership with as many choices as possible.

The election ballots will be sent out to all members soon. Less than 20 percent of our members vote, so each vote carries a lot of weight. Please take the time to review your candidates prior to making your choice. The past agendas and minutes are available on the website where you can review the attendance, reports, and votes of each of the board members. It is not exciting reading, but it does give you a good idea of the efforts of the candidates who have served on the board. The direction our IAC takes over the next year is directly influenced by the officers and directors our membership elects. Please take the time to decide which direction you would like your club to go in and select the officers and directors who will take it there. Results of the election will be announced at the annual member meeting at AirVenture 2012.

It is flying time again. Have a great season!

IAC

By agreement, the NAA can appoint a member to our board.

board may choose to fill the vacancy by selecting an individual to complete the term of the resigning member. This is done by an officer or director placing a member's name into nomination, then being elected by the current members of the board.

Recently this took place when Bob Freeman moved out of the country on a work assignment. Several candidates were nominated by the board, and after much discussion and a vote, the board selected Bruce Ballew to complete the remainder of Bob Freeman's term. I would like to take this opportunity to welcome Bruce to the board. Bruce is from the St. Louis area and has been active in the Salem, Illinois, chapter



FAI Silver Medal Awarded to Mike Heuer

FORMER IAC PRESIDENT AND Director Emeritus Mike Heuer (IAC 4) has been awarded the Fédération Aéronautique Internationale's (FAI) Silver Medal. The medal was formally presented to Mike at the opening ceremonies for the FAI Aerobatic Commission's plenary meeting in Krakow, Poland, on November 4, 2011.

According to FAI, "The Medal is reserved for persons who have occupied high office in FAI or in an aeronautical organization in one of its member countries, and in the discharge of their duties have shown exceptional powers of leadership and influence, to the benefit of the whole international air sport community."

The Medal is reserved for persons who have occupied high office in FAI . . .

The citation for the award reads as follows:

"Mike Heuer's career in air sports began in 1968 when he flew his first aerobatic competition. As a leader in the aerobatic world, he was a founding member of IAC (the American aerobatic organization), its President for 9 years and member of its Board for 37 years. He became the USA Delegate to CIVA in 1984.

"In 1986, he was elected President of the FAI Aerobatics Commiss-



PIOTR LIPOWIECKI

Mike Heuer (left) is presented the FAI Silver Medal by Jean-Marc Badan, Secretary General of the FAI.



sion (CIVA) and remains in office to this day. Presiding over more International Juries at World and Continental Championships than any other person, he has guided the growth of aerobatics in FAI. During his administration, power and glider aerobatics have matured, and different categories exist with more pilots participating in FAI Aerobatic Championships than ever before. Recognized as an effective leader in international aerobatics, he had an enormous influence on its development during the past four decades, benefiting pilots around the world.

"A former member of the FAI Executive Board and the NAA and EAA Boards of Directors, he has received dozens of awards including the FAI's Paul Tissandier Diploma. He was inducted into the Aerobatics Hall of Fame in 2001 and was President of the International Air Sports Board at the 3rd World Air Games. An airline pilot for almost 30 years, he is now retired and devotes all his time to FAI and CIVA.

"It is appropriate and fitting that Mike Heuer be awarded the FAI Silver Medal during the 25th anniversary year of his presidency of CIVA." **IAC**



SUN 'N FUN AEROBATIC SPEAKERS SCHEDULE

March 27 -April 1, 2012

Tuesday, March 27	Time	Title of Presentation	Speaker	Equipment Needs
	11am	Stick & Rudder Basics for Aerobatics	Johnny White	ppt
	12pm	Upset Recovery & Emergency Maneuver Training	Gordon Penner	ppt
Wednesday, March 28	Time	Title of Presentation	Speaker	
	11am	Stall/Spin Awareness; Avoid the Base to Final Turn Accident	Gordon Penner	ppt
	12pm	Fly Safe - Fly Aerobatics!	Gordon Penner	ppt
Thursday, March 29	Time	Title of Presentation	Speaker	
	11am	Teaching a Basic Aerobatic Course	Greg Koontz	ppt
	12pm	Stall, Upset and Spin Recovery	Jim Alsip	ppt
Friday, March 30	Time	Title of Presentation	Speaker	
	11am	What it takes to fly Competition Aerobatics	Patty Wagstaff	none
	12pm	Bailout Seminar	Allen Silver	ppt
Saturday, March 31	Time	Title of Presentation		
	11am	Art & Aerobatics: Joining Two Passions through Painting	Lise Lemeland	ppt
	12pm	Stick and Rudder Basics	Jim Taylor	ppt

Then & Now

A red and white biplane is shown from a low-angle perspective, flying towards the viewer. The aircraft has a classic design with two sets of wings, a tail fin, and a small cockpit. It is set against a backdrop of a green, hilly landscape under a clear sky.

PHIL HIGH

A vibrant red Pitts Model 12 biplane is captured in flight against a backdrop of a hilly, green landscape. The aircraft's distinctive upper and lower wings are clearly visible, along with its radial engine and propeller. The perspective is from a slightly elevated angle, looking down at the plane.

Pitts Model 12

BY LARRY KING

The Pitts Model 12, from Jim Kimball Enterprises, appeared on the flying scene in 1999 at the Sun 'n Fun fly-in as the last of a long line of aerobatic biplanes that Curtis Pitts built and flew.

It was bright yellow and purple and stood tall and proud with a big radial engine and 8-foot propeller. It was pure Pitts, but it sure looked awesome and not for the faint of heart. With an empty weight of about 1,500 pounds, it was setting the aerobatic world on fire with all that



PHIL HIGH



PHIL HIGH

radial engine power. As more pilots were introduced to it, word started to spread that this was not your ordinary Pitts. All that was good about the Pitts—light wing loading, light control forces, superb flight characteristics, and the old adage about the most bang for the buck in an aerobatic aircraft—was in this package.

It had lots of interior room and a big bubble canopy. There was plenty of space around the seat to spread out and really enjoy flying cross-country. It had room for a water bottle and maps and extra things like a GPS clamped to the tubing that encompasses the cockpit. There were enough classic analog gauges to know what you need to know and another whole instrument panel up front for more. Was this as cool as it gets for a big comfortable biplane with a radial engine? But everybody knew there were no radial engines this size that could do the job. Or were there?

The secret was that Curtis Pitts and a few other classic plane builders saw the potential of the Russian M14P engine that started showing up in the imported Crazy Ivan akro planes. Not only was this powerplant powerful, but it was lightweight (for its size) and it kinda put any aircraft it was in into a new, more powerful category.

The what-ifs started, and the results were on the ramp in 1999. With the very recognizable Pitts lines but a large cowling that fairs in the engine and gives the plane that “if you can’t run with the big dogs just stay under the porch” look. Several well-known pilots put it through its paces, and the word started getting out that the Model 12 was a very powerful aircraft and a Pitts inside and out.

Fast-forward to 2011 and we see the newest example of the Model 12. Jim Kimball Enterprises has been working hard to constantly improve the kits and build some turn-key aircraft, and the options and equipment list has be-

come amazing. Who would have dreamed that a full EFIS cockpit would fly aerobatics? The biggest advantage is the compact nature and the amount of information these systems give the pilot. From GPS navigation to flight and engine information, it’s all there. Clean installations of the equipment and custom-paint designs with perfect finishes all have made the newest Model 12s look absolutely stunning, but how does all this *cool fly*?

**The what-ifs started,
and the results were on
the ramp in 1999.**

Well, let me tell you...

As an example of how far it has come, the 57th Model 12 to fly is referred to as *Time Flies* and is owned by Keith Campbell. It was on display at Oshkosh in 2011, and this aircraft is equipped with the Barrett Performance Aircraft engine and big high-thrust MT Propeller. In most cases, the new technology in these aircraft weighs less than the classic equipment. You can get amazing information and situational awareness unheard of in 1999. All these details only set up what it is like to fly.



A full EFIS panel (above) takes up almost no space in the generous rear cockpit of the Pitts Model 12.



SPENCER THORNTON PHOTOS



With very light stick forces
and lots of power, it's pure fun
to do whatever brand of aerobatics
is your cup of tea.



From the pitot tube (bottom photo) to the wheel pants (top photo), attention to detail is the hallmark of an airplane built by Jim Kimball Enterprises.



PHIL HIGH

The M14 engine has always been known for making massive amounts of torque. Anyone who has ever flown behind this engine always comments on how much power you "feel" when the throttle is pushed into the fun range. Due to the advances in the aircraft systems, the Model 12 weighs much less than most aircraft with the M14 engine. With the benefit of the improved engine and propeller, when you power up for takeoff you need to be ready to fly because in less than three seconds it will happen.

Expect to see two runway edge lights go past if you are good enough to see them in the blur that is the runway. You can see rates of climb that will make the runway seem to just disappear from under the Model 12. The normal best angle of climb by definition is an aerobatic maneuver, and the trip to the practice area happens quickly. The first thing you'll realize is this doesn't fly like a big plane. It feels much smaller and very nimble. With very light stick forces and lots of power, it's pure fun to do whatever brand of aerobatics is your cup of tea. From hardcore precise competition figures to more sedate low-impact maneuvers, it will do them all with seemingly no effort.

What started as a hybrid has become a thoroughbred. The design refinements and technology have made this an extremely easy and fun-to-fly biplane. It couples great cross-country capability with awe-inspiring aerobatics.

At the close of the annual EAA AirVenture Oshkosh, I had moved both the first and last of the Model 12s from

OSH to UES (Waukesha, Wisconsin). In preparation for returning *Time Flies* to its owner, I serviced it to its full fuel capacity of 54 gallons. I checked the oil to 12 liters and strapped my suitcase into the front seat. After removing the chocks, I climbed in and put on the parachute and seat belts.

Next came master on, fuel pump on, engine prime for four seconds, fuel pump off, and mixture pushed into full rich. Opened the oil shut-off valve, and cracked the throttle and start switch to on. On the second blade, the engine fired and I flipped the magnetos to on. With that big radial now running, a quick look at the engine information display ensured all was well. Got all the systems online and programmed the GPS for BMG (Bloomington, Indiana).

Within minutes I had taxi clearance from ground control and was on my way to the runway. S-turning with the steerable tail wheel is a breeze to see what is lurking out front. In short order I arrived at the run-up area. By

SPENCER THORNTON



Larry King



PHIL HIGH



PHIL HIGH

this time, the starting air system had built back up to 750 psi, so I turned on the compressor unload valve. This ports the compressor air overboard and prevents the air system from working so hard. Next, I fully closed the canopy (there's a partially closed position



SPENCER THORNTON

The quality of finish of the paint has to be seen to be believed.



for ground operations for fresh air while taxiing) and advanced the throttle to 1800 rpm. Checked the mags and cycled the propeller. Checked that all temps and pressures were good and it was now time to fly.

With takeoff clearance I took the runway and advanced the power to maximum. In short order I was airborne and

climbing. Reducing power to save on fuel, I settled into a gentle 1,000 fpm climb heading toward Rockford, Illinois. This kept me out of the Chicago airspace and allowed me to climb directly to 8,500 feet. The autopilot flew the track and held the altitude, so I just sat back in the reclined comfortable seat and looked at the weather to monitor the conditions en route.

Two hours and 10 minutes later, I was taxiing to the BMG Aviation ramp in Bloomington. I had well over an hour of fuel left on board, but this was the halfway point and a great fuel stop.

After a quick pit stop for the plane and pilot, I was ready to continue the trip home. The startup was the same but only two seconds of prime.

No boiling fuel in the injection lines here, so it was another instant start; in short order I was on the way to the departure runway. Canopy closed, compressor unloaded, mags, prop, and takeoff clearance. I was on my way to AJR (Habersham County, Georgia) and *Time Flies'* new home. Two hours and 20 minutes and the trip was done. Not a bad day's work. In about 4.5 hours, I got all the way home and had all the tools that help pilots operate in today's airspace with ease—in a biplane!

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...I had to dead stick my Pitts in and an old timer said "Nice save. Someone taught you well." Yes they did! Thanks, Budd. -Craig H.

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 investigator said that my fundamentals saved me. Thanks my friend. -Maynard H.

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Finessing a **RUSSIA BEAR**

Flying the Sukhoi 26, Part 2

BY JULIA WOOD



The 2012 Advanced Known in the Sukhoi

Editor's Note: Julia Wood continues her exploration of the Sukhoi 26 for use in competition aerobatics. You can read what she thinks of the SU-26 in her February article titled 'Taming the Russian Bear.'

I've only flown this Known a few times, but I like it! The Sukhoi Su-26 flies it really well! It doesn't seem to use up much altitude and in fact just motors around easily! It does have some technically challenging elements without being too physiologically demanding.



LYNN CROMER

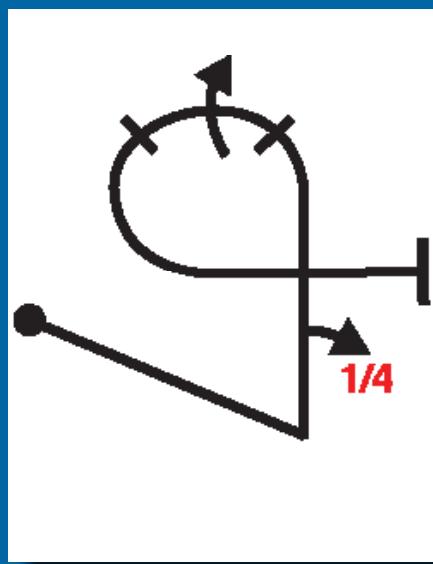


Figure 1, P-loop, Y-axis entry:

I like to start this one going toward the judges. The Sukhoi has plenty of vertical performance for this maneuver; however, I still want to roll quickly on the way up and start a big radius so that I can “tractor” through the rollover at the top and keep my radius round and big for more energy at the exit.

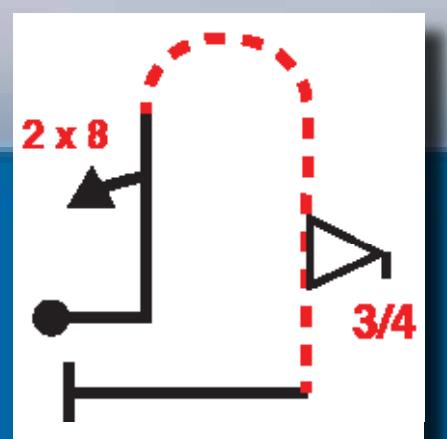


Figure 2, Pull-Push-Pull Humpty:

This is an altitude-gainer for me in the Sukhoi. Pull vertical, set the line, and fly a slow and deliberate cadence for the 2 of 8. Push for the cap (lots of right rudder), set the downline, take a deep breath, and note my box position. Three-quarter snap down—pitch, kick, and neutralize—draw a line and then pull to level.

RUSSIAN BEAR

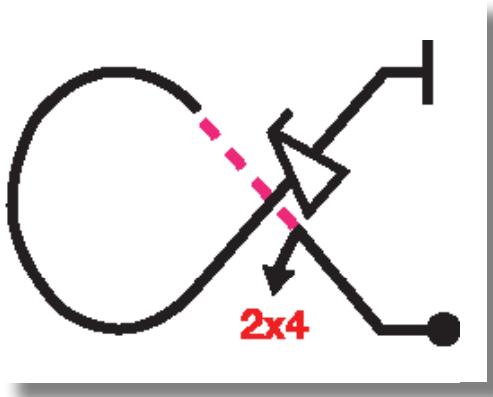


Figure 3, Goldfish:

This needs lots of room, so I want to start this early, as in pull level from the humpty, short breath, pull level for the 45 line, pause...2 of 4, push to hold the line, then let it float, easing into the radius, pulling harder right into the bottom, then ride up to

the 45 line. Breathe, full snap—pitch, kick, opposite, and neutralize—set the line and let the airplane pull me up the second half of the 45 line. Push level, pull the power to idle. The big M14 engine has a lot of momentum, and it will take a second for the engine to wind down.



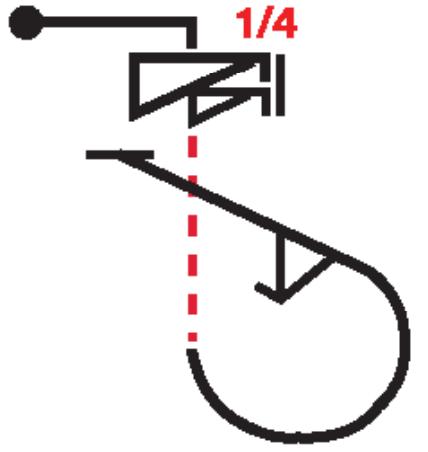


Figure 4, Spin, P-loop:

Spins in the Sukhoi are very controllable—maybe too controllable! However, if I can keep the airplane coordinated all the way to the buffet, then kick the rudder, add a little opposite aileron to flatten the entry, forward stick, then a little pro-spin aileron to help with the exit line, neutralize the rudder (maybe just a little opposite rudder), add full power and set the downline; take a deep breath, pull a tight radius to get to the inverted as quick as possible; then pitch, kick, and neutralize—half-snaps happen really fast in the Sukhoi! Take a breath, note my box position, then...

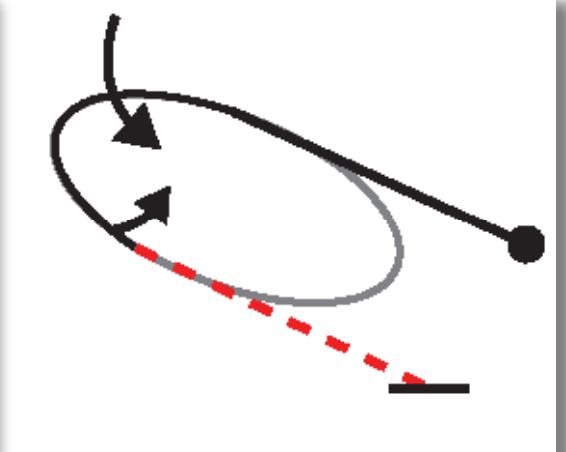


Figure 5, Roller:

This is really just half of a three-turn, 360-degree roller. I break it down into three-quarters of a roll every 90 degrees of turn. Not much speed is required here; if I'm smooth with the controls, I can achieve

a very small radius at a relatively slow airspeed in the Su-26. For this roller, though, I want a bigger radius so I can accelerate for the push hammer. I simply put that big, round cowl on the horizon and roll it around the circle!

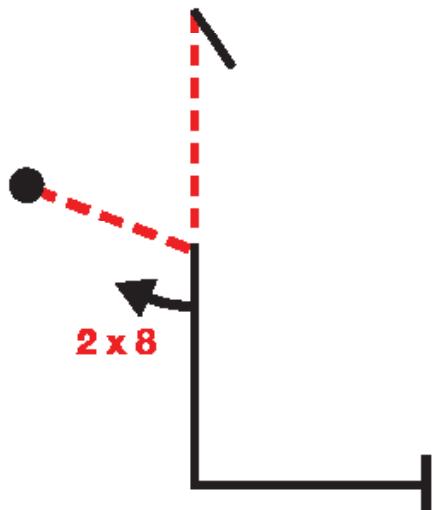


Figure 6, Push Hammer:

Now is my chance to get back down where the judges can see me. A moderate push to vertical is all that is required, and in the Sukhoi it's actually as comfortable as pushing can be due to the reclin-

ing seat position. When I'm inverted, I'm supported by all of the belts, not just the lap belt like the Pitts. It's kind of like lying in a hammock! Now, where were we? Oh yeah, the vertical line. I only have one sight and it's on the left wing. So I look there until it's time to kick, then transition to the right wing and watch it slice through the horizon to the point vertically below me for the downline. The Suk-

hoi accelerates slowly compared to other airplanes, so I have some time to catch my breath, note my box position, do the 2 of 8, and pull to level. I don't want too much speed here, or I won't have room for the drunk humpty.

RUSSIAN BEAR



PHOTOS LYNN CROMER

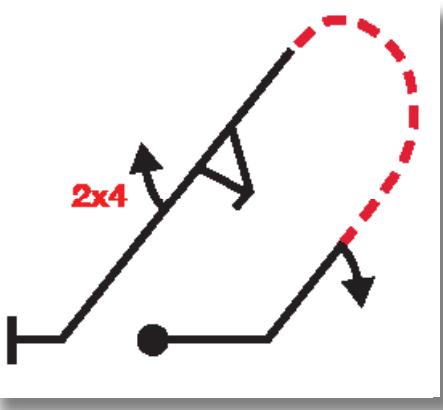


Figure 7, Drunk Humpty:

Pull smartly to the 45 line, breathe, half-roll, hold the line, then push moderately to get to the descending 45 line before I accelerate too much for the half-snap. This descending half-snap is almost over before it even starts! I just have to believe it's going to happen! I focus on the point in front of me, and then I do the opposite 2 of 4, set the 45 line, then pull to level.



Camp under the wing of my airplane



Christian von Strombeck of West Java, Indonesia, camps under the wing of his brand-new, factory fresh Cessna Caravan at EAA AirVenture Oshkosh.

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O SH K O S H


RUSSIAN BEAR

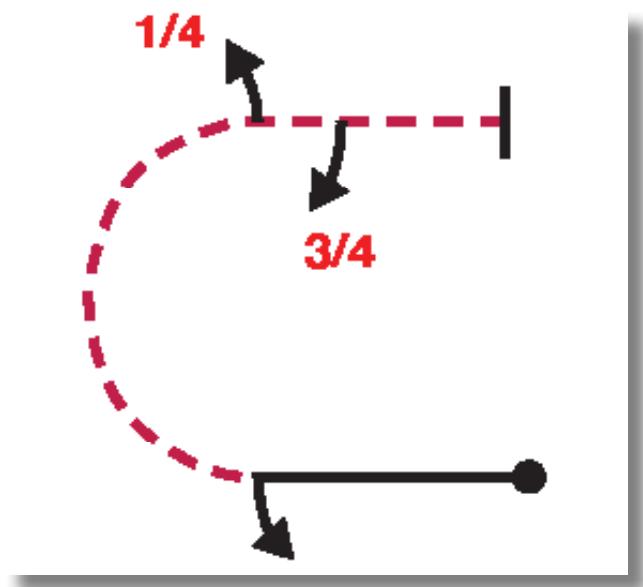


Figure 8, Outside Half-Loop Up:

Exiting Figure 7, there's not much box left, so the half-roll at the bottom comes fast and needs to be done quickly, followed by a pretty hard push, only to try to stay in the box, a little float to the horizontal line, quarter roll, pause, three-quarter roll opposite. I look up at the box, relax in my five-point hammock, and wait a second or two to position the last figure.

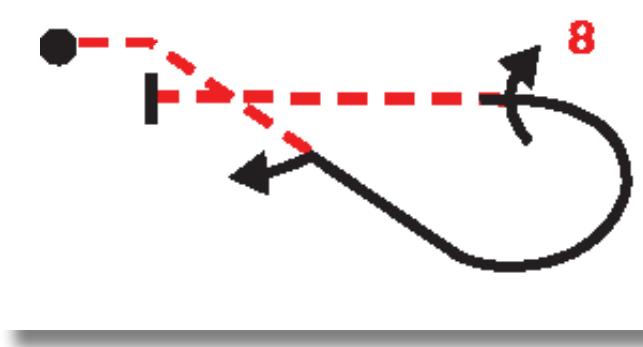


Figure 9, Inverted Cuban:

I want the radius small because there's a downwind eight-point roll at the exit and I don't want much speed. I pull down to the 45 line, pause, half-roll, pause, and rip it back around to inverted in a hurry. Now I have time to do the eight-point without the need to rush. Then I relax in my hammock, once more reveling in the moment of finessing this Russian Bear before I crisply wing-wag three times toward the judges and exit the box. Wooo-hooo!

A word on snaps in the Sukhoi; I'm definitely no expert, and for me it's probably the single most challenging maneuver in the airplane. The big fat wing in the Su-26 that helps me do rollers and slow-speed pushes makes for a very small sweet spot for snaps. It's a challenging and often frustrating pursuit of perfection. I've heard it said that your first 10,000 stink and then they start to improve after that! I have a long way to go!

So, which aircraft is more fun? The Pitts or the Sukhoi? After all, that's really the whole point of this, isn't it? The obvious answer is the one I'm flying! However, do I laugh more in one than the other? Do I relax more in one than the other? Do I look forward more to flying one than the other? Well, if I'm in a contest, of course I'd rather fly the Sukhoi. If I could fly them both, I'd choose the Sukhoi for the Known and the Unknown and the Pitts for my freestyle. Still, which is more fun? I fit better in the Sukhoi. It's more comfy for me. It's like hitting a golf ball in the sweet spot and straight down the fairway when you get a snap just right. I've experienced both just once or twice! That's the same in either plane. The only answer I can truly give is that I love my Russian Bear, and I will keep having fun with the desire to finesse her!

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2011 Regional Series Recap

Aspen Series

BY DOUG LOVELL

The 2011 Regional Series contest results are on the books. South Central and Southwest competitors had the good fortune to find sponsorship from Aspen Avionics in Albuquerque, New Mexico. Here's a look at some of the competition for those Aspen Avionics trophies.

The strongest competition was in Sportsman, as usual. The category is well attended by fresh pilots who have been learning and practicing hard and by seasoned pilots who have been learning and practicing hard. The seasoned leaders demonstrate that focused learning and practice are the keys to success in this sport.

Paul Thomson was the South Central region Sportsman winner, flying four contests in his American Champion 8KCAB Decathlon. He won three of those contests and was on track to win all four had he not been forced to scratch the third flight of the ACE's High in Newton, Kansas.

South Central Sportsman pilot Chet Kuhn bought IAC Chapter 24 President Mike Gallaway's Pitts in March 2011. He had never owned an aerobatic airplane but had plenty of tailwheel time and took about 10 hours of aerobatic training with Jason Newburg in Lancaster, Texas. Chet earned first place at his very first contest, the Armed Forces Memorial in Grenada, Mississippi. He had a good battle with Paul Thompson at the LoneStar championships

in Sherman, finishing a close second. Chet won the ACE's High. In his first competition season, he won the Sportsman National title at the IAC U.S. National Aerobatic Championships. Says Mike, "I would like to take credit for giving Chet some coaching, but the reality is that he is a natural acro pilot."

There were a dozen Sportsman contenders in the Southwest. The top three—Stephen de la Cruz, Austin Gunder, and Matt Liknaitzky—all call from Chapter 26 out of Apple Valley, west and a little north of Los Angeles. All sorts of aviation are going on there—UAVs, gliders, sky divers. Edwards Air Force Base and the Mojave development center are just northwest. And it's a hot spot for aerobatic competition champions.

Steve said the target was on his back all season, and no one was closer than Austin Gunder. Austin answered the call of duty with the U.S. military, leaving the last few contests of the year open for Steve to improve his score. When his S-1T went out for maintenance, Steve jumped into the Extra 300 shared by Chapter 26 mates Patrick Dugan and Margo Chase. When asked if Patrick, riding safety, provided any help, Steve said no. He said Patrick just laughed at him. Laughed at him on his practice flight and burst out laughing after his competition flights. They both had a ton of fun—Steve learning and Patrick watching Steve learn.

Steve's second closest competitor, chapter mate Matt Liknaitzky, practiced hard all season. He says, "After flying aerobatics for three years and not having an interest in competing, I was convinced to compete by some friends. I entered Primary and won. I then moved up to Sportsman and came home with wood at every contest I entered, finally ending the season with a win. So, for a guy who only wanted to fly aerobatics for the fun of it, I was really happy to find that I loved competing, was able to work hard and practice with Chapter 26, get reasonably high scores, and contribute to the club's winning streak." In Intermediate in the Southwest, husband and wife team John and Kathleen Howell took first and second places. Asked if there was any domestic tension from the rivalry, Kathy replies, "No, John says if he doesn't win, then I'd better." Next year John will move to Advanced and Kathy is preparing to follow him a year later. Both enjoy every weekend together and with their Chapter 26 group of aerobatic pilots at the airport. Kathy critiques, arranges judging clinics, and practices three or four times on the weekend. John flies two or three times on the weekend and reviews cockpit videos of the flights in detail.

2010 U.S. Advanced Team member Reinaldo Beyer, also from Chapter 26, took first in Advanced,



Back Row: Nobuki Igarashi

Middle Row (Left to Right): Matt Liknaitzky, Reinaldo Beyer, Kathy Howell, Malcolm Pond

Front Row (L to R): Tim Just, Michelle Kole, Austin Gunder, John Howell

followed by Howard Kirker and Michael Hartenstine. Chapter 26 member Malcolm Pond was the sole qualifier and easy leader in Unlimited. See a pattern? Chapter 26 is fortunate to play together every weekend, encouraging, critiquing, and developing judges; in general developing talent, and of course, winning chapter awards at the contests. Their chapter mates who compete against each other want each other to be the best they can be. The better the competition, the better the chase.

In South Central, Dagmar Bassett won Unlimited without ever having won a U.S. contest (she did compete on the German National Team in '94 and '96). She was the only competitor to fly three contests in Unlimited. Sergei Boriak flew against her twice in his own airplane. Says Dagmar, "I can now fathom how it must feel to play chess against Gary Kasparov." Dagmar's children Helen and Stephen are proud of their mom. Her other competitor, 2011 team and IAC board member Bob Freeman, got sidelined by an injury and has now taken an assignment in Korea for two years. There's no doubt that

Unlimited pilots fly in rarefied air, so be sure to make the South Central contests in 2012. Give Dagmar a run for her money.

Texan Bill Denton took first in Intermediate in South Central. Third-place finisher and 2012 Nationals contest director Aaron McCarran said Bill was the target all season, with many references to "Kill Bill" scenarios, none of which panned out. Naturally they didn't want to kill him, only kill his chances at the Regional Series Championship by outflying him. You might catch second-place finisher Tony Hefel Aaron, but it's very tough to fly better than Bill Denton's 88.43 percentage points. Eighty-eight percent—that's just stellar, nearly flawless flying.

With the stars in our eyes, judge school season starting, and a fresh 2012 season ahead, many Southwest and South Central competitors are already sharpening up their flights for an advance in category or another shot at regional supremacy in their same category. Mark your calendars with the contest schedules that are starting to shape up, and reserve the space to be part of the chase.

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SOUTHWEST

	Rank	Pilot	PP%
Primary	1	NONE	
	2		
	3		
Sportsman	1	Stephen De La Cruz	83.61%
	2	Austin Gunder	83.53%
	3	Matt Liknaitzky	82.43%
Intermediate	1	John Howell	85.24%
	2	Kathleen Howell	82.44%
	3	Cyrus Sigari	80.09%
Advanced	1	Reinaldo Beyer	83.88%
	2	Howard Kirker	76.00%
	3	Michael Hartenstine	74.93%
Unlimited	1	Malcolm Pond	76.72%
	2	None	
	3	None	

SOUTHEAST

	Rank	Pilot	PP%
Primary	1	None	
	2		
Sportsman	1	Alain Aguayo	83.30%
	2	Ryan Waller	81.97%
	3	Elli Hagoel	81.50%
Intermediate	1	Dean Meredith	84.89%
	2	Stanley Moye	84.69%
	3	David Prince	84.31%
Advanced	1	Kevin Campbell	80.89%
	2	Mark Nowosielski	79.21%
	3	Bryan Taylor	80.89%
Unlimited	1	Hector Ramirez	79.97%
	2	None	
	3	None	

NORTHWEST

	Rank	Pilot	PP%
Primary	1	Stuart Ostlund	85.42%
Sportsman	1	Christopher Branson	83.77%
	2	Peter Dreyer	81.55%
	3	Terry Middaugh	80.51%
Intermediate	1	Miles Crane	81.66%
	2	John Smutny	81.55%
	3	Tracey Butler	80.68%
Advanced	1	Dave Barbet	81.53%
	2	Douglas Sowder	81.28%
	3	David Watson	75.35%
Unlimited	1	Norman DeWitt	76.54%
	2	Ann Marie Ward	73.44%
	3	Jerzy Strzyz	72.81

NORTHEAST

	Rank	Pilot	PP%
Primary	1	None	
Sportsman	1	Sheldon Apsell	81.21%
	2	Francesco Pallozzi	80.67%
	3	Lise Lemeland	75.89%
Intermediate	1	F Russo	82.57%
	2	Delbert Coller	80.83%
	3	Charles Cohen	73.64%
Advanced	1	Kirill Barsukov	77.35%
	2	Adam Cope	74.96%
	3	Dan Tourgee	73.84%
Unlimited	1	Dennis Thompson	72.68%
	2	John Fellenzer	58.88%
	3	None	

SOUTHCENTRAL

	Rank	Pilot	PP%
Primary	1		
	2		
	3		
Sportsman	1	Paul Thomson	87.04%
	2	Chet Kuhn	86.77%
	3	Mark Killian	82.81%
Intermediate	1	William Denton	88.43%
	2	Anthony Hefel	85.82%
	3	Aaron McCartan	85.44%
Advanced	1	Graig Gifford	79.97%
	2	Steven Johnson	78.11%
	3	Andrew Macha	74.61%
Unlimited	1	Dagmar Bassett	78.37
	2	None	
	3	None	

MIDAMERICA

Primary		none	
Sportsman	1	Larry Ernewein	87.27%
	2	William Marinangel	83.35%
	3	Gordon Penner	82.27
Intermediate	1	Hella Comat	86.63%
	2	Klaus Mueller	86.26%
	3	David Scott	85.34%
Advanced	1	Craig Gifford	82.28%
	2	David Underwood	76.70%
	3	Steven Johnson	76.32%
Unlimited	1	Brett Hunter	78.90%
	2	Hugo Ritzenthaler	61.74%
	3	None	

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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.

Revenge of the Aerobatist (Southwest)

Saturday, March 17 – Saturday, March 17, 2012
Practice/Registration: Friday, March 16
Rain/Weather: Sunday, March 18
Power Categories: Primary Sportsman
Location: Redlands Municipal (REI): Redlands, CA
Region: Southwest
Contest Director: Casey Erickson
Contact Information: Primary Phone: 6194170839
E-Mail: Casey@allwaysair.com

Phil Schacht Keystone Aerobic Kickoff 2012 (Southeast)

Thursday, March 22 – Sunday, March 25, 2012
Practice/Registration: Wednesday, March 21
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: Keystone Heights (42): Keystone Heights, FL
Region: Southeast
Contest Director: T.J. Woodyard
Contact Information: Primary Phone: 412-337-3628
E-Mail: draydowjt@gmail.com
Website: www.iac288.org

Borrego Hammerhead Roundup (Southwest)

Thursday, April 12 – Sunday, April 15, 2012
Practice/Registration: Thursday, April 12
Rain/Weather: Sunday, April 15
Power: Primary through Unlimited
Location: Borrego Valley Airport (L08): Borrego Springs, California
Region: Southwest
Contest Director: Gray Brandt
Contact Information: Primary Phone: 9709480816
E-Mail: graybrandt@yahoo.com
Website: www.iac36.org

Los Angeles Gold Cup (Southwest)

Thursday, May 3 – Saturday, May 5, 2012
Practice/Registration: Thursday, May 3
Rain/Weather: Sunday, May 6
Power: Primary through Unlimited
Location: Apple Valley (APV): Apple Valley, CA
Region: Southwest
Contest Director: Casey Erickson
Contact Information: Primary Phone: 6194170839
Alternate Phone: 9093899020
E-Mail: Casey@allwaysair.com
Website: <http://www.allwaysair.com/AppleValley.html>

Sebring Aerobic Championships (Southeast)

Thursday, May 3 – Saturday, May 5, 2012
Practice/Regist.: Saturday, April 28 – Wednesday, May 2
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: Sebring regional airport (SEF): Sebring, FL
Region: Southeast
Contest Director: Mike Mays
Contact Information: Primary Phone: 561-313-8503
Alternate Phone: 561-734-1955
E-Mail: Soaerobatics@aol.com
Website: iac23.com

Armed Forces Memorial Aerobic Competition (AFMAC) (Southeast)

Friday, May 18 – Saturday, May 19, 2012
Practice/Registration: Thursday, May 17
Rain/Weather: Sunday, May 20
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: Grenada Municipal (GNF): Grenada, MS
Region: Southeast
Contest Director: Chris Rudd
Contact Information: Primary Phone: 850-766-3756
E-Mail: akrugg@aol.com
Website: www.iac27.org

Ben Lowell Aerial Confrontation (South Central)

Saturday, May 26 – Sunday, May 27, 2012
Practice/Regist.: Thursday, May 24 – Friday, May 25
Power: Primary through Unlimited
Location: Sterling Municipal Airport (STK): Sterling, CO
Region: South Central
Contest Director: Michael Forney
Contact Information: Primary Phone: 303-514-1609
E-Mail: mforney1@msn.com
Website: <http://www.iac12.org/>

Lone Star Aerobic Contest (Southwest)

Friday, June 1 – Saturday, June 2, 2012
Practice/Regist.: Wednesday, May 30 – Thursday, May 31
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: Grayson County (GYI): Sherman, TX
Region: Southwest
Contest Director: B J Boyle
Contact Information: Primary Phone: 214-697-5052
Alternate Phone: 972-306-5851
E-Mail: bj.boyle@att.net
Website: www.iac24.org

Ohio Open (Mid-America)

Thursday, June 14 – Saturday, June 16, 2012
Practice/Registration: Thursday, June 14
Rain/Weather: Sunday, June 17
Power: Primary through Unlimited
Location: Union County airport (MRT): Marysville, OH
Region: Mid-America
Contest Director: Jeff Granger
Contact Information: Primary Phone: 574-721-4340
Alternate Phone: 614-505-6555
E-Mail: jgranger@columbus.rr.com
Website: www.iac34.com

Midwest Aerobic Championship (South Central)

Friday, June 22 – Sunday, June 24, 2012
Practice/Registration: Friday, June 22
Power: Primary through Unlimited
Location: Seward Municipal (SWT): Seward, NB
Region: South Central
Contest Director: David Moll
Contact Information: Primary Phone: 402-613-5422
E-Mail: davidmoll66@gmail.com

Apple Cup (Northwest)

Friday, June 22 – Saturday, June 23, 2012
Practice/Registration: Thursday, June 21
Rain/Weather: Sunday, June 24
Power: Primary through Unlimited
Location: Ephrata (EPH): Ephrata, WA
Region: Northwest
Contest Director: Rochelle Oslick and Jerry Riedinger
Contact Information: Primary Phone: 425-442-8280
E-Mail: volez@earthlink.net
Website: www.iac67.org

U.S./Canada Aerobic Challenge (Northeast)

Saturday, June 23 – Sunday, June 24, 2012
Practice/Regist.: Thursday, June 21 – Friday, June 22
Power: Primary through Unlimited
Location: Olean Airport (KOLE): Olean, New York
Region: Northeast
Contest Director: Patrick Barrett
Contact Information: Primary Phone: 716-361-7888
Alternate Phone: 716-649-8486
E-Mail: cbpbmb@aol.com
Website: [IAC 126](http://www.iac126.org)

Beaver State Regional (Northwest)

Friday, August 24 – Saturday, August 25, 2012
Practice/Registration: Thursday, August 23
Rain/Weather: Sunday, August 26
Power: Primary through Unlimited
Location: Eastern Oregon Regional Airport (PDT): Pendleton, OR
Region: Northwest
Contest Director: John Smutny
Contact Information: Primary Phone: 2063997097
E-Mail: johnsmutny@gmail.com
Website: <http://iac77.eaachapter.org/>

Ace's High Aerobic Contest (South Central)

Saturday, September 8 – Sunday, September 9, 2012
Practice/Registration: Friday, September 7
Power: Primary through Unlimited
Location: Newton City Airport (KEWK): Newton, KS
Region: South Central
Contest Director: Al Hefel and Ross Schoneboom
Contact Information: Primary Phone: 316-648-5057
E-Mail: ahefel@cox.net schoneboomm@prodigy.net
Website: <http://www.iac119.webs.com/>

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