

SPORT *Aerobatics*

August 2012

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB



Live
Like a
Pilot

- Smooth AP Roll
- Miracle in New Jersey
- Strengthening IAC



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SPORT Aerobatics

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—Jason Flood

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THE COVER

Jason Flood's story of love and passion for flying and aerobatics starts on page 14. Photo by Joe Osciak.

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REGGIE PAULK
COMMENTARY / EDITOR'S LOG

Volunteering at the top

Important work

FOR THE LAST THREE YEARS, I've had the pleasure of working with Doug Bartlett as the president of our fine organization. Beginning this month, I'll be working with a new president; but his name is still Doug.

If you look through the roster of former presidents, you'll see they were all heavily committed to the sport of aerobatics.

For those of you who don't know, the president is a volunteer. That means all of the travel and time spent on the organization are on their own time and their own dime, for the most part. Don't let the volunteer part fool you—it's a full-time job, with the concurrent responsibilities that go along with leading an organization.

If you look through the roster of former presidents, you'll see they were all heavily committed to the

sport of aerobatics. The sheer dedication required to pursue the sport sets them up well for the position. Doug Sowder is no different in this regard.

As you'll read in his bio over on the President's Page, he's been involved in aerobatics since 1993, when he was flying a Pitts S-1S. He is now a veteran, having flown more than 80 contests and participated as a member of the Advanced World Aerobatic Team twice. In addition to his flying activities, he's also a National judge, having judged the Unlimited category at Nationals for eight years.

Like the two presidents I've worked with in the past, Doug Sowder is a no-nonsense, tell-it-like-it-is leader. Personally, I think this characteristic helps the IAC move forward with conviction, and I always appreciate direct conversations.

As I write this, AirVenture is just a couple short weeks away, and by the time you're reading this, it will have been concluded for nearly three weeks. During that time, we'll have had our annual dinner, and Doug will have officially been named president of the IAC. Please join me in welcoming him aboard and thanking him for taking this huge task on. It's not an easy job, I'm sure, but it is an important one!

IAC



DOUG SOWDER
COMMENTARY / PRESIDENT'S PAGE

Meet Your New President

Past experiences and future aspirations

AS I WRITE THIS, my first President's Page for Sport Aerobatics, voting in the 2012 election of new IAC officers and board members has not yet closed. Magazines have lead times and deadlines, so I hope you will not think it presumptuous of me for jumping the gun. The fact that I am the only declared candidate for IAC president does help to mitigate any feelings of guilt that I may have. Following is a condensed version of my 2012 ballot pamphlet bio; after that I'll give a brief description of your IAC Board of Directors.

I learned to fly in 1967, and am a multi-engine and instrument rated private pilot.

I learned to fly in 1967, and am a multi-engine and instrument rated private pilot. I joined EAA in 1972 at Oshkosh on honeymoon with my wife, Pat. I joined IAC at Oshkosh in 1988, and am currently a member of IAC Chapters 67 (WA), 77 (OR), 38 (Northern CA), 26 (Delano, CA) and 36 (Southern CA). Pat and I live in Spokane, WA and hangar our Extra 300L and 1955 Cessna 180 at Felts Field (KSFF). We have two grown children, Christine and Colin, living and working in Los Angeles, CA and Seattle, WA, respectively.

Please send your comments, questions, or suggestions to: dsowder@aol.com

Beginning with Basic (now known as the Primary category) in 1993 flying an entry level Pitts S-1S, I have flown about 80 to 85 contests. In 1995, I purchased a wrecked Pitts S-2B and spent 2 ½ years rebuilding it. I sensed an opportunity to create some sweat equity, and sure enough, it only cost a bit more than a new Pitts, but it's a heck of an airplane.

I started flying Advanced category in 1998, first with the S-2B and since 2005 with an Extra 300L. I flew at AWAC (Advanced World Aerobatic Championships) 2004 in Sweden, and at AWAC 2010 at Radom, Poland in the summer of 2010. As a National judge, I have judged Unlimited at the U.S. Nationals for the past eight years, and served on the contest jury at the Nationals in 2006. I judge and/or chief judge at virtually every contest I attend.

While I am, admittedly, contest oriented, I believe the IAC can have a strong influence on those who fly just for fun, especially in the areas of safety and technical support. I would like to see our organization continue to work toward helping interested pilots find aerobatic training and suitable aircraft, and encourage those pilots to participate in IAC, whether they fly for competition or purely for recreation. Many pilots in the grass roots of EAA chapters, antiques, warbirds, and sport plane builders/pilots see aerobatics as a goal to work toward for the pure enjoyment of flight and as a way to improve their proficiency and flying skills. These are goals I think IAC can help them achieve.

IAC members come in all shapes and sizes, from all over the U.S. and around the world, and with a wide range of interests in, and commitment to, our

sport. We need and appreciate everyone of you. I sometimes find that members aren't fully aware of what goes on behind the scenes in IAC, so a few words here may help. The International Aerobic Club, Inc. is an independent corporation formed under Wisconsin law. It is non-stock, non-profit, and operates as a tax-exempt 501(c)(3) corporation. Under the provisions of a Letter of Agreement, IAC operates as a "Division" of the Experimental Aircraft Association (EAA), with EAA providing IAC with a number of services, including accounting, office space, insurance, etc.

As with most corporations, IAC's affairs are governed by a Board of Directors. 15 directors are authorized, 11 of whom, including the four corporate officers, are elected by the membership. Five directors are elected in odd-numbered years, and six in even numbered years. One director's position is reserved for an appointed EAA representative, one is reserved for a representative appointed by the National Aeronautics Association (NAA), and two positions are filled by directors appointed by the IAC Board for their particular expertise. After each election, the Board reviews and re-assigns, if necessary, directors as representatives of each of the seven IAC Regions; six in the U.S. and one international. Since directors are elected "at large," it is possible that a given region will not have a resident director. In this case, a director from elsewhere may appoint that region's representative.

In future President's Pages, I plan to offer more insight into your IAC. In the meantime, the weather is good; go fly!

IAC



NEWS BRIEFS

2012 U.S Nationals Website Live

The U.S. Nationals will be held September 23rd through the 29th at North Texas Regional/Perrin Field (KGYI). Join the action online at: nationals.iac.org. This year is the selection year for the 2013 U.S. Unlimited Aerobatic Team, so stay tuned to the action. Photographer Laurie Zaleski will contribute her photographic expertise, so you may keep up-to-date as the contest progresses.

Pitts to Renew S1S Production

At Oshkosh's EAA AirVenture the Aviat Aircraft Factory 'tested the waters' for restarting the manufacturing of the famous Pitts S1S single place aircraft.

The S1S will be a certified Pitts single place aircraft with a Lycoming fuel Injected IO-360-B4A engine and a fixed pitch propeller. Rated horsepower will be 180 at 2700 RPM.

Deposits of certified checks or wire transfers will be accepted for the first five aircraft at a substantially discounted price of \$138,000. The next five aircraft will be offered at \$143,000, rising to \$148,000 after. Delivery will begin in early 2013. If you are interested, call national Pitts dealer Bill Finagin at 410-353-2622.

Selection of the Unlimited Aerobatic Team

The 2013 US Unlimited Aerobatic Team will be selected at this year's National Championships, in Sherman/Denison, TX. The board of Unlimited Aerobatics USA is seeking qualified candidates for the position of Team Manager. If you are interested in being considered for this position, please submit a one page summary of your qualifications and contact information to:

Norm DeWitt, President
Unlimited Aerobatics USA, Inc.
norm.dewitt@gmail.com

Please submit your summary no later than September 15, 2012. If you have any questions, contact Norm at 650 321-8499.

IAC



LETTER TO THE EDITOR

Dear Editor,

I read with great interest the reprint of Gene Beggs' article titled "Out Spinning with Gene Beggs – The End (of confusion and mystery about spins!)" in the May 2012 issue of Sport Aerobatics. Gene wrote that article in 1984 for Sport Aerobatics and it was later republished in the 1987 IAC Technical Tips Manual. I took Gene's spin course in 1987, and his syllabus had not changed from his 1984 article except for one very important item - he later emphasized looking down the cowl at the gas cap using peripheral vision to determine direction of true yaw. Gene discussed this in his 1984 article, but did not list it as part of the four step emergency recovery. When I flew with Gene in 1987, he stressed this procedure and it became an integral part of his emergency spin recovery.

The Muller-Beggs emergency spin recovery consists of four simple procedures which should be second nature to all aerobatics pilots. Below are the four Muller-Beggs emergency spin recovery procedures in order of execution:

- 1) Cut the throttle!
- 2) Take your hand off the stick!
- 3) Kick full opposite rudder until the spin stops WHILE LOOKING DOWN THE COWL AT THE GAS CAP(using peripheral vision to determine direction of true yaw)!
- 4) Neutralize rudder and pull out of the dive!

Gene determined this method results in a quick recovery (within one or two turns) from any spin configuration (upright or inverted) in any Pitts or similar type biplane aircraft (e.g., Christen Eagle, etc).

A key element to the Muller-Beggs spin recovery is determining direction of true yaw. An inverted spin can present a pilot an optical illusion which could trick him into holding in-spin rudder, thus preventing spin recovery. The pilot is instructed to look down the cowl at the gas cap because the axis of rotation in an inverted spin passes just above the upper wing in a Pitts or similar biplane aircraft. By looking over the upper wing and above (behind) the axis of rotation, the pilot sees an apparent yaw opposite the direction of true yaw, i.e., an optical illusion queuing the wrong (in-spin) rudder input. However, by looking down the cowl at the gas cap the pilot's vision is kept below the axis of rotation where true yaw is easily perceived.

IAC



The 'Bob Hoover-Smooth' Aileron/Primary Roll

Making it gentle and easy

BY GORDON PENNER
FAA GOLD SEAL CFI, FORMER TWO TIME MASTER CFI-AEROBATIC

WHAT IS THE RECREATIONAL, NON-COMPETITION AILERON ROLL? Some call it the primary roll. I have found that if I ask what an aileron or primary roll is, in and out of the competition realm, I get many different answers. Two pilots may be using the same term, but they each have wildly different pictures in their heads. So let's see how to safely do the maneuver, whether it's the 1g or zero g version, and let's also see "what's in a name?"

In this article I am mostly talking to the newer acro pilot, and especially to the recreation-only minded acro pilot. I do direct some of this article, though, to current acro pilots and instructors in the interest of having all of us singing from the same sheet of music and using the same language.

The aileron/primary roll (AP roll),

if done right, is easy on the airplane, is fairly easy to do, and is a *coordinated* maneuver. It can be taught to a new acro student right at the beginning of the course. It is the perfect maneuver for the recreational-only aerobat, and, in the words of three-time National Aerobatic Champion Clint McHenry, it can be a nice ride for a passenger. It can also go horribly wrong if attempted by those who don't know what they are doing.

As we dig into this maneuver we will draw inspiration and direction from two of the greats, both of whom are on film doing the 1g version of the AP roll as beautifully as it can be done. These rolls represent the base I am working from for all that follows here. I am talking about, of course, Bob Hoover and Tex Johnston.

There is a great BBC video on

YouTube of Bob Hoover doing an AP roll so smoothly that he is able to pour iced tea into a glass while upside down. It also shows him staying coordinated the whole time. Watch the white ball hanging on a string from the drink platform. It hardly moves from side to side throughout the roll. Watch the video and have it in your mind as you learn this maneuver.

Boeing Test Pilot Tex Johnston smoothly rolled the 707 jet airliner prototype over the Seattle boat races in 1955, twice, with no damage. When later asked by his boss what he thought he was doing, he said he was selling airplanes, and the maneuver was non-hazardous if done right. He was right. Boeing not only sold the airplane well, people are still talking about those rolls to this day, 57 years later. The video of



Boeing Dash 80 barrel roll above Seattle Seafair, August, 1955.

AIRLINERREPORTER.COM

this is also available on YouTube.

These gentlemen are two of my aviation heroes.

Many recreational aerobatic pilots don't want to compete, but like us they all want to fly like Bob Hoover and Tex Johnston. They also want to be gentle to their handmade experimental airplanes. When doing this maneuver we want to be "Bob Hoover-Smooth."

There is also a large safety aspect to this maneuver. It is a gentle and easy way for the pilot to get upside down and back upright for the first time. Many aerobatic Instructors like Bill Thomas, Bill Kirshner, Greg Koontz, and Rich Stowell, among others, think of the AP roll as a training wheels maneuver. It shows a pilot what to correctly do if the airplane gets upset or over banked, and teaches them not to get freaked out when upside down.

Pilots must learn to fight their first instinct during an upset, which is to pull. When an airplane gets "upset" it is somewhere past 90 degrees of bank, so pulling on the stick or yoke will only pull them down to-

ward the ground. They would then be doing a "Split S" maneuver, often with fatal consequences. It is not natural to do the correct thing, which is to push and then roll back to upright when upside down. Training is required to place the "push and roll tool" in our safety toolbox.

In the aerobatic world there are four different kinds of rolls. Each one is flown quite differently from the others.

The four different kinds of rolls are:

1. Barrel Roll
(Not a competition figure)
2. Snap Roll
(Competition figure)
3. Slow Roll
(Competition figure)
4. Aileron/Primary Roll
(Bob Hoover roll – not a competition figure)

There are also two different versions of AP roll, the 1g and the zero g versions. Some call the zero g version of the AP roll the ballistic roll. To add more confusion, what the

Aresti system (the international aerobatic notation system, named for Spanish airforce pilot Count Jose Aresti) calls an aileron roll is actually the slow roll, where "top" or "sky" rudder and a negative g push are used to keep the nose from falling. In the competition world the barrel roll and the AP roll do not exist. From now on, like most of the reference books listed below, I will use the term slow roll when talking about the competition aileron roll.

Now let's add to the above confusion by adding the term "point rolls" to the mix, which are just two, four, eight, or 16 equal hesitations while doing #1, #3, or #4 above. Confusing? Let's unpack this problem, shall we?

The two rolls we will be talking about in this article are the slow roll and the AP roll. The Barrel Roll is actually more like a loop, with the roll as a side dish. Think of it as a loop that is pulled off to the side after it is started. The snap roll is more like a horizontal spin.

During our discussion of the AP roll we will touch on the slow roll for

two reasons. First, a good way to define the AP roll is to say what it is NOT. It is not the slow roll. Second, because the slow roll is harder to do and harder to teach, some instructors use the AP roll as a basis to later teach the slow roll.

The first big difference between the slow roll and the AP roll is that the AP roll is coordinated. The slow roll is not. As a result the AP roll can be a nice ride for a passenger. The second big difference between the slow roll and the AP roll is the flight path during the roll.

During the slow roll, if the aircraft was reduced to a dot at the center of gravity (CG), the flight path of that CG "dot" should make a straight line throughout the roll. Consequently the pilot does not pitch up first before the slow roll begins. In the AP roll, however, the pitch up at the beginning is a *must*.

While in the knife-edge-flight portions of the slow roll the pilot applies enough top rudder—or "sky" rudder—so the CG "dot" does not sink. The pilot would be falling to the low side of the airplane at this point.

When the aircraft is in the inverted portion of the slow roll the pilot must push to 1 negative g to hold the straight flight path. The blood would be rushing to the pilot's head at that point and they would be hanging on the belts.

You can see now why the slow roll is not comfortable for the pilot or passenger. It is not anywhere close to being a coordinated maneuver but, as you can see, the aircraft flight controls are manipulated in

such a way as to make the CG "dot" of the airplane fly that straight line.

During the AP roll the pilot pitches up first, pauses, then rolls. This gives the maneuver an upward arcing flight path. Since coordination is maintained throughout the AP roll, and either 1g or zero g is maintained throughout the roll, that means the nose is falling the whole time. That is why the pitch up before beginning the roll is so important! The nose will be dangerously low at the finish of the roll if the pitch up doesn't happen first.

The aircraft will remain on heading throughout the zero g AP roll. The aircraft will remain within about 10 degrees of heading during the 1g AP roll, and finish on the original heading at the end. As Master CFI-Aerobatic Rich Stowell says, in a 1g AP roll, the tip of the nose will draw a capital letter "D" if rolling right, and a backwards capital letter "D" if rolling left. If you are pulling more than 1g you will have crossed sloppily over into barrel roll territory and you won't remain within the 10-degree cone.

I will be referring to points one through five from the diagram below during the discussion.

First we need to get enough speed, then we need to pitch up before we begin the roll. How much speed? Power is normally set for cruise or better. Most airplanes have to dive to get to entry speed. Be careful not to exceed the engine redline at the entry speed or exit speed if you have a fixed-pitch propeller.

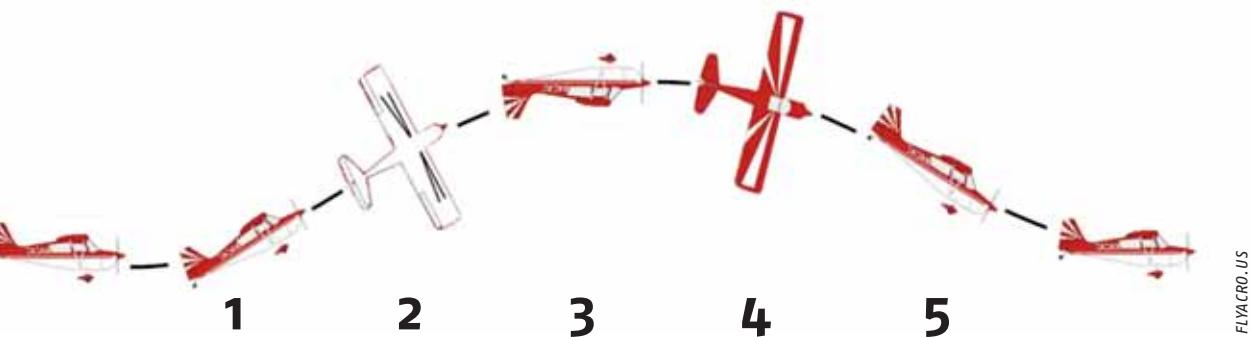
There will normally be a recom-

mended entry speed in the aircraft's manual for most of the individual maneuvers, and this one will be close to the recommended looping speed. These speeds are usually recommended minimums. Faster is usually better as long as you are not exceeding the speed redline for the aircraft at any time during the maneuver. There are also some airplanes, though, like the Stearman, that have ailerons that get so heavy with speed that the pilot can no longer maintain full aileron deflection.

As for the pitch up at point 1, most of the books recommend 25 to 30 degrees above the horizon. You shouldn't need to pull more than 2.5 g's, during the pitch up. Since we are not using top, or "sky," rudder in the knife edges or pushing to negative g when inverted, as in a slow roll, the nose is falling the whole time we are rolling.

The slower the airplane rolls, the longer the time period the nose is falling. We must pull the nose high enough *beforehand* to allow the roll to be completed before the nose gets too low at the finish. But how much? When in doubt a higher nose attitude is better. Tex Johnston used 35 degrees and 490 mph for his 707 (367-80) rolls. When Bob Hoover flew the Shrike Commander and the Sabreliner in airshows he would pull the nose up 45 to 60 degrees up before commencing the roll.

Once the nose is as high as you want it, pause for one second, releasing enough back pressure to put the aircraft at either 1g or zero g **before** the roll is begun. Maintain that



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LAURIE ZALESKI

g load throughout the roll. The stick force necessary to maintain the *g* load will depend on your trim setting, so try to have the trim set the same way each time you do this roll. You must maintain full aileron all the way around. Most new pilots, however, slack off of the aileron deflection as they get upside down.

is because when you are inverted the aircraft's pitch stability is working with gravity instead of against it, like normal.

Keep pushing the aileron control hard *all the way around*. In the Decathlon/Citabria you can hold on to the steel frame tube with your left hand so you can fully deflect the ailerons with your right hand. Holding the steel tube will also prevent you from bracing yourself against



LAURIE ZALESKI

the rudder pedals.

At point 1 in the 1*g* AP roll, as the (full) aileron is added, enough rudder in the same direction as the roll must be added to counteract down-aileron drag and keep the ball in the center. Don't make a pitch change as you are putting in the full aileron deflection. It is a common mistake.

My Decathlon seemed to require about 1/3 rudder in a left roll (going with the left turning tendencies) and ½ rudder in the right roll (going against the left turning tendencies). Every airplane is different, and the amount of rudder is speed dependent.

The amount of rudder used is correct if the airplane seems to roll around a point on the horizon as the roll is begun. Also, go by feel. If you are coordinated, you should not feel side load on your body. Remember the white ball on the string in the Hoover video. In a left roll, if your butt or your shoulders are going to the right side of the airplane you have used too much left rudder.

If performing a zero *g* AP roll, or ballistic roll, no rudder is needed with the aileron since the angle of attack (AOA) of the wing will be close to 0.

Maintain full aileron and coordinated rudder until the wings are *all the way* back to level, then *quickly* neutralize them both. A common mistake is to ease out of the aileron deflection early. The airplane stops rolling then, with the airplane hanging with one wing low. Finish the roll first, then pull to level flight. It will seem like you are yanking the ailerons to neutral at the last second, but it will actually be smoother than easing the ailerons out early.

Once the student is proficient with the full AP roll a full upset and recovery scenario can trained for. The student will now do a half AP roll until upside down. Then, to recover, the pilot will first push to keep the nose from going for the dirt. They should also simultaneously pull the power back to prevent going down-hill even faster. Then they will roll

back to upright using full aileron and a bunch of same-side rudder. Once upright they will then pull the nose up to level flight. Rich Stowell's mantra for this is "Power, Push, and Roll." As stated earlier, this is the correct technique for upset recovery, but it is not natural. It takes some time before the student will do the right things on their own.

The AP roll can also be used as a teaching tool for teaching the slow roll. Rich Stowell, among others, will have the student put slow roll elements on the above AP roll. When the pilot gets to points 2 and 4 in the maneuver they will put in a little top (sky) rudder. It won't be enough to hold altitude, but it teaches them when to do it. He does the same at point 3 with a little push. Again, not enough push to hold altitude, but enough to teach when to do it.

Even though Tex Johnston and Bob Hoover did it, *aerobic maneuvers should not be done in airplanes not built and stressed for them*. They know what they're doing. If done right the aileron roll is smooth and gentle, but it can get out of hand fast, and non-aerobatic aircraft can't handle the stress and speed of the recovery.

With the previous paragraphs in mind, the tragedy of the low time, non-aerobatic pilot is they don't know what they're doing. At too low an altitude, and in the wrong kind of aircraft, they begin a roll while showing off for friends. They are probably too slow, and they don't know enough to pitch up first. They just throw the aileron control over from level flight, and most light planes have a glacial roll rate. Since they are probably not using coordinating rudder the roll rate is even slower. As they roll, the nose falls.

When the aircraft is about half way through the roll and upside down, the nose is pointed down quite a way. They now begin to freak out; they stop rolling, and they begin pulling—hard. The airspeed needle is screaming around the gauge and they are probably close to, or be-

yond, *Vne* at this point. As they pull, the aircraft structure begins to fail or they strike the ground.

So, a roll is a roll is a roll is a roll, right? Not really. As you can see, each type of roll is a completely different animal. They are each flown quite differently. Know and respect each one. A well done AP roll is pure joy for the recreational pilot, is an easy maneuver to teach to new people, and is easy on the aircraft. But do it right, do it up high and in the right kind of aircraft, OK?

Enjoy!

IAC

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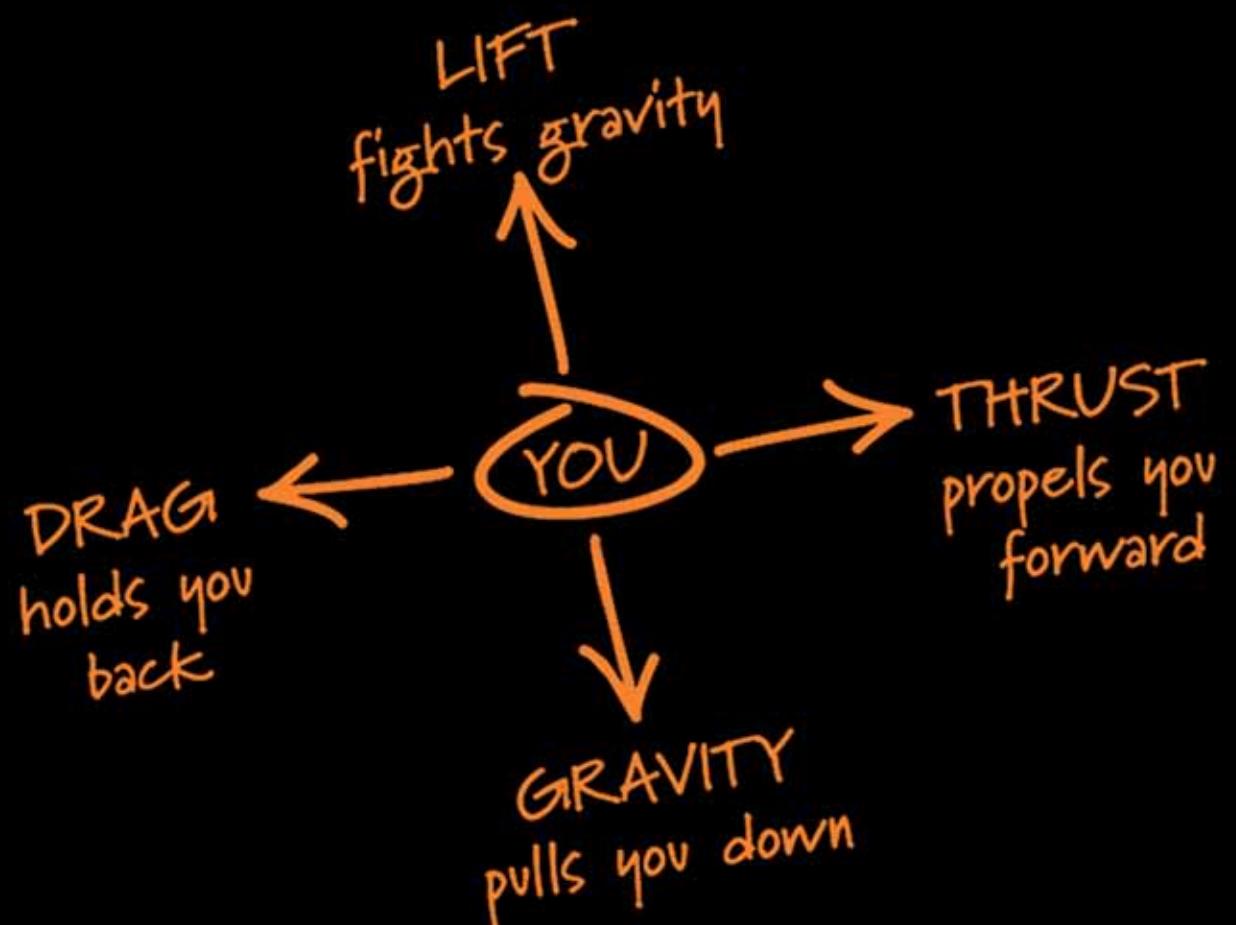
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Tales of Barnstorming

Energy management

BY SCOTT WESTOVER
IAC 431352

Natural Storytellers

Pilots are wired to be storytellers. Anyone who has ever had breakfast in a worn out booth at a fly-in airport diner knows pilots are always ready to share our stories. We simply can't help ourselves.

Storytelling is an important part of aviation culture. It is an art that connects us to each other and to all of the aviators that beat back gravity

before us. Admittedly, the facts get stretched to the edge of the performance envelope once in a while and landings tend to smooth out after a few retellings. In-flight reflexes and split second decisions become the stuff of legend when adventures are recounted over coffee. And sometimes a story is so good that it grows a life of its own with no exaggeration required.

Several years ago, one of my stories grew beyond the diner. Recently, it became a book titled *Barnstorming: Live as a Pilot, not a Passenger*.

I started flying aerobatics out of Nashua, New Hampshire. I was never a hardcore showman, but I was a serious student. After a few clumsy outings that were more flopping than flying, I found myself getting frustrated. Then one day I traded frustration for fear when a hammerhead took me for an unexpected spin. My attempts to understand what had happened led me to rediscover the familiar energy management model. Experience had given me a new respect for how gravity, lift, drag and thrust can either work together to make magic happen, or, just as easily, conspire to make the airplane fall out of the sky. In that realization, my story, and the book, began.

The Power of Energy Management

Learning aerobatics taught me to really fly. In the cockpit, we manage the forces of gravity, lift, drag and thrust to maintain control. We understand that gravity is always threatening to crash us, so we introduce lift to prevent the crash. We are taught to anticipate drag when lift is increased, so we are ready with thrust to propel our airplane forward. Great aerobatic flyers have made the critical decision to manage energy rather than react to it. Being constantly forced to think in terms of energy management led to an epiphany: pilots have an insight into how the world works that reaches far beyond the cockpit.

Each of us has had the experience of being out of control in our daily life; that sickening feeling that everything is going wrong and there is no way to stop it. At times when the world seems chaotic and distractions make it hard to focus, pilots are well advised to apply the lessons learned in the cockpit to take control of what's happening right here on the ground. Identify the gravity that is threatening to crash you. What options do you have to create lift? What drag will result from that decision, and where will the thrust come from to move things in the right direction? Too often, people try to manage their lives by thinking only in two dimensions: "problem and solution." That is like trying to fly an airplane by managing only gravity and lift. It just doesn't work. How many times have you watched a friend "solve" a problem by making a decision that only creates new problems? It is the unexpected drag associated with the lift decision that bogs him down.

Barnstorming Tour

I began to test the idea of applying energy

management to ground-bound challenges in my work with companies in finance, higher education, health care as well as with organizations like Chambers of Commerce and non-profit boards. Each group had something in common—they were experiencing change and needed a thoughtful approach to managing it. Energy management provided a fresh model that worked.

My stories about flying had morphed into metaphors that allowed audiences to see their situations through fresh eyes. A few people asked me about writing a book and once, after delivering a commencement speech at a college graduation, the speaker who followed me commented, "I think we just heard the first chapter of Scott's book!" It turns out he was right, just a couple of years early. I did in fact have some notes and a few pages worked out, with the vague idea that, someday, a book would come together. I continued to collect stories and jot down ideas. A couple of wire-bound notebooks became a box stuffed with ideas organized into potential chapters. Bit by bit, the material was coming together. Then I wrecked my airplane.

Great aerobatic flyers have made the critical decision to manage energy rather than react to it.



Scott's book, *Barnstorming*, changed direction after a landing gear failure.

A Tough Question

I'll spare you the details of the crash, but let's just say that when your landing gear folds up and your sleek airplane turns into a common plow, your definition of control changes dramatically. I walked away, but the airplane was a total loss. In the aftermath, I had a lot of tough questions to answer, including one that really took me by surprise.

I'm the guy who travels around professing that, if you make the effort to understand your life in terms of gravity, lift, drag and thrust, you will unlock the secret to controlling your life. I am also the pilot who strapped into his airplane and let control slip away.

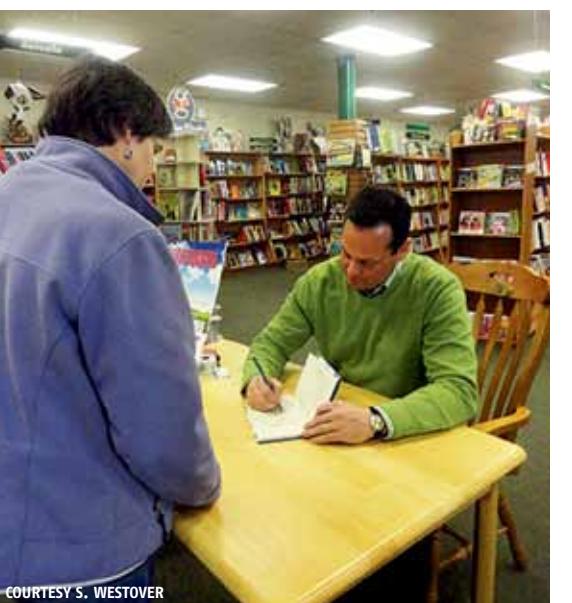
Was I a fraud?

With pen in hand, I gave that possibility plenty of serious thought before concluding that crashing an airplane does not change my belief in the core principles of energy management, it reinforces it. The crash was a powerful reminder that energy management applies to all of us, with no exceptions. As I reached the simple conclusion, I also realized I had my first complete chapter... and that I had been working on the wrong book.

Energy management does not offer a guarantee of control. It is not a "miracle cure" and it does not make gravity disappear. It does, however, allow you to be in control more of the time, increasing your opportunities to find happiness in life or to establish a competitive advantage in business.

The Process

Since releasing *Barnstorming*, I've often been asked, "How did you find time to write a book?" Many people have a book trapped inside of them, if they could only find the time to let it out. I made time by talking into a recorder during my daily commute. I limited myself to about 15 minutes per session – any more than that and I wouldn't have time to transcribe and edit the tape. The re-



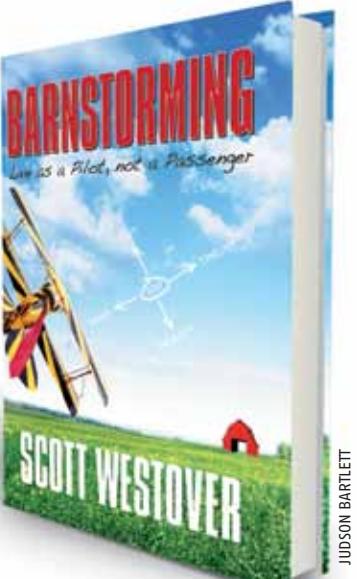
Scott has been sharing his message with flyers and non-pilots alike.

COURTESY S. WESTOVER

About the Book

Barnstorming – Live as a Pilot, not a Passenger is easy to read, straightforward and full of flying adventures. From his first drama-filled aerobatic solo flight to the crash that changed his outlook forever, Scott shares stories and draws the clear connection between piloting and daily life. The aim of the book is to help readers make more sense of the life they are already living and to reduce the number of distractions and surprises that get between them and their dreams.

Barnstorming is geared toward people who want to make better decisions, whether as individuals or as part of larger teams. It is a natural addition to the library of business leaders, entrepreneurs and anyone who is accountable for getting things done in a changing environment. The book is available for download to all popular e-readers and as a print copy through www.ScottWestover.com and other e-retailers.



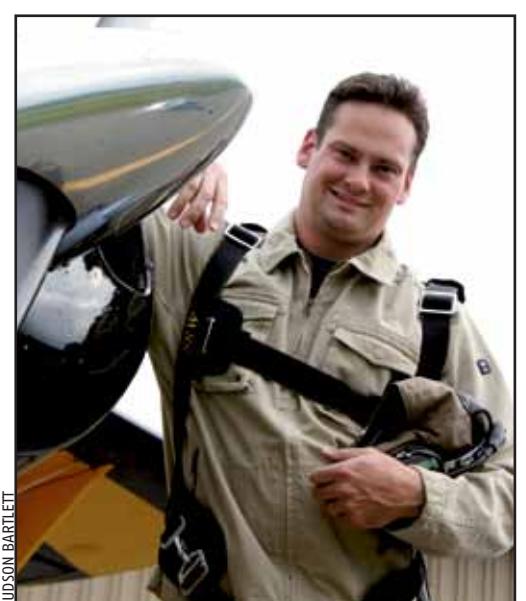
JUDSON BARTLETT

Barnstorming is geared toward people who want to make better decisions.

cordings also captured my voice inflection, which revealed whether I truly believed in what I was talking about or was just going through the motions. That helped prioritize content. I also made the critical decision to work with an editor whom I trust completely. It helps to have someone that is invested in the project with you and holds you accountable for maintaining focus.

When I had a complete draft, I sent the book to four readers. These people were carefully selected; I wanted honest feedback and constructive criticism. And that is just what I received. Their comments, even the ones that were a little hard to take without getting defensive, resulted in changes that increased my confidence in the final product.

Barnstorming is my first book, and when the proof copy arrived at my home, it was a feeling of incredible accomplishment. I also felt a little exposed. My view of the world was now out there to be read, criticized, embraced or rejected. Time will tell if it has wings. The process of finishing this first book has inspired me to pursue my next project, which is a collection of inspirational energy management examples from other people's lives. I am currently collecting stories of how people, maybe you or a friend of yours, have embraced the principles of energy management and defeated gravity. If you have a story you would like to share, let me know through my website, www.ScottWestover.com. Unless, of course, you'd rather meet at that airport diner.



About the Author

Scott Westover, who has built a career as a health care executive, is a life-long student of leadership and strategy. He holds an MBA in Leadership and is an alumnus of Leadership New Hampshire. Scott is a private pilot and aviation enthusiast, and has written extensively on aviation and aerobatic competition. He is the former editor of *Sport Aerobatics* magazine and lives in Hopkinton, N.H. with his wife and three children.



A Miracle in New Jersey

A story of love and passion

BY REGGIE PAULK WITH JASON FLOOD

PHOTOS JOSEPH FLOOD

Sometime around the beginning of September 2011, 20-year-old Jason Flood opened his eyes to an unfamiliar room. A slight panic set in as he realized there was a tube down his throat from the trach in his neck. He couldn't speak, and he was immensely confused. He used hand motions to try to communicate with his parents, who'd been holding vigil at his bedside. After the tube was removed, he tried to cover the hole in his throat so he could speak, to no avail. He threw a dry-erase board off his bed out of frustration when the weakness in his hands prevented him from writing. Only after a friend offered him an iPad was he finally able to communicate. His first reply after he was asked what he wanted to do was, "I want to go back to Oshkosh."

Jason's story begins like so many other pilots' stories—exposed to airplanes at a young age, he became obsessed with flying. Jason's dad Joe owned a Beech Staggerwing for seven years when he was a young boy. Traveling to Oshkosh in a Beech Staggerwing is probably one of the better ways to go about it, and Jason loved sitting in the co-pilot seat as

his father took them to the granddaddy of fly-ins. The Staggerwing ignited his passion, but it was aerobatics that would cement it.

"The thing that really caught my attention was my first aerobatic ride in a Pitts when I was 10 years old," says Jason. "I was so excited to be in the front seat and fly out to breakfast. We did a loop and a roll and I was hooked then and there."

When he was 15 years old, Jason was getting ready to solo, and beginning to think about a plane of his own. His older brother had bought

and fixed up a single-seat Pitts S-1S after getting his certificate, and Jason had similar ideas.

"I was jumping on Barnstormers and Trade-a-Plane; calling to ask how much they'd take for their plane; asking how the fabric was," he says. "One day, I came across an ad on Trade-a-Plane. It was an S-1S with 150 horsepower. The ad said as-is where-is and gave a price. I told my dad I'd found my plane and asked him to call the guy. Later that night, he called the guy and decided to buy it."



The American Champion Scout before the accident.

Jason's story begins like so many other pilots' stories—exposed to airplanes at a young age, he became obsessed with flying.



(Left) The Scout's wing tanks were full of fuel, and leaked toward the tips. (Center) The landing gear came up through the wings. (Right) Rescuers initially thought the pilot parachuted out. Luckily, a state trooper leaned down and saw Jason's hand through the crumpled wreckage. Jason sat crumpled in his seat, his face smashed into the instrument panel and left foot pinned under the rudder pedal.



Jason's dad jumped on an air-liner, then rented a U-haul to bring the plane back home in. Still in high school, Jason was so excited about his new plane when his dad arrived home, he begged to pull it off the truck before heading to school that morning. It was his first project airplane, and his first aerobatic mount.

On September 23rd, 2006, Jason turned 16 years old. To celebrate, he soloed a Piper J-3 Cub; a Piper Super Cruiser; a PA-12; a Cherokee 180, and finally a Pitts. After that, he visited IAC Hall-of-Fame inductee Bill Finagin for spin training.

"I was already flying the Pitts," says Jason, "and he gave me spin training. I passed that and he said I was more like a military guy. He couldn't believe it."

Jason began hearing about contests, and decided he really wanted to compete. The only problem is that you have to have a private pilot license to compete solo, so he hooked up with Dennis Thompson, who flies an Edge 540 and asked him to be his coach.

"I was practicing and practicing getting ready to fly contests," he says, "I was flying Primary, and he said I was too good and should fly Sportsman instead. I had a whole year until I was 17, so I practiced until 2008. I flew four contests that

year and placed third in the Northeast Region. Here I was at 17, flying a stock Pitts S-1S, and I came in third."

In 2009, he again flew Sportsman, placing first in the Northeast Region. In 2010, Jason acquired a modified Pitts S-1S with a Lycon 240 horsepower engine. This airplane was not just for competition, but was to be used in air shows as well. Moving up to Intermediate, he came in second that year. For 2011, he had some decisions to make.

On September 23rd, 2006, Jason turned 16 years old. To celebrate, he soloed a Piper J-3 Cub; a Piper Super Cruiser; a PA-12; a Cherokee 180, and finally, a Pitts.

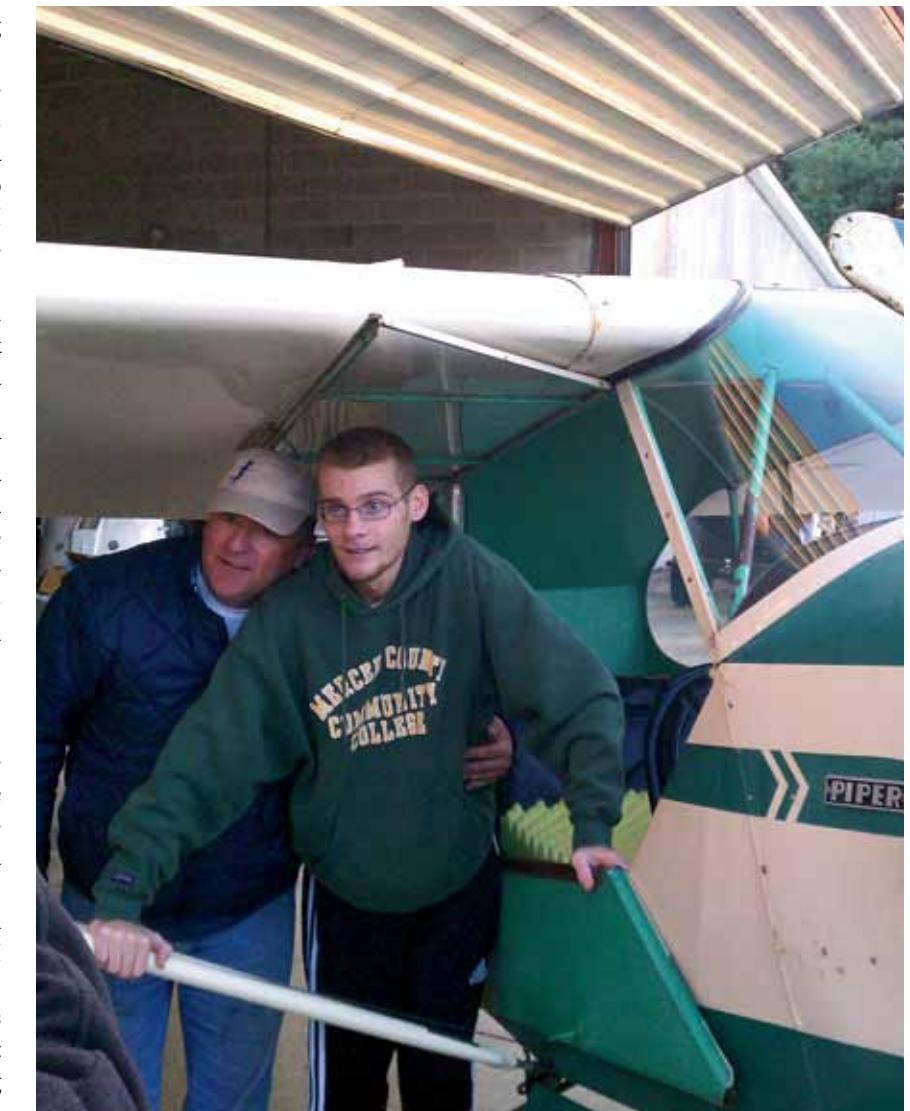
go. I was working like a dog, flying banners Tuesday through Saturday. I also pumped gas at the local airport on 12-hour shifts on Sundays and Mondays. This Pitts I have had never been there, so I decided to take off work and go. My dad and I flew both our Pitts out there. Oshkosh was a great trip."

He came home from Oshkosh on Saturday and immediately went back to work pumping gas on Sunday and Monday. Then the accident happened.

"I worked a regular day—flew banners," he recalls. "I think I had five banners to do because I was on my fourth banner. I'd missed it three times, according to the ground crewman, and attempted to pick it up a fourth time. I missed again, and that's when the accident happened. I don't remember the accident itself, only about 40 minutes prior."

Earlier that morning, IAC member Bill Gordon was flying in to the Kathy Jaffe contest at the Hammonton Airport and Jason overheard him on the radio.

"I was doing my banner run down by Ocean City," he remembers. "I keyed the mike and said, 'Hello Bill, it's Jason.' He asked where I was and I said I was towing banners at Ocean City. He said he was going into Hammonton and asked if I'd be down to practice since the box was



Jason (right) with his dad Joe before flying the Cub after his accident.



"I still couldn't use my feet," he begins. "I couldn't stand because of the injuries to my feet. I had to be transported from the bed to the wheelchair with a sliding board."

He was released a few days before

his 21st birthday, but it would take several more weeks just to get out of bed. A home nurse came by to help with physical therapy, but he'd been bedridden so long, he got dizzy and started blacking out just trying to

stand for 30 seconds.

"It was very hard work," he laments. "Some days it was extremely painful just to get the feeling back in my feet."

The standing eventually turned



(Left) Back in the saddle. Jason enjoying the back seat of a Piper J-3 Cub. (Above) Jason's neighbor told him she never would have known he was in an accident if she didn't know him.



into walking. But even that took time.

"I was in a wheelchair until sometime in October. I had a walker until January."

Even after his accident, Jason hasn't lost his passion for flying. On October 2nd, a group of over 300 family and friends met at the Flying W Airport to hold a benefit in his honor. One of the people present was a family friend who'd flown his Beech Staggerwing from Virginia to attend the event. Using a beach towel as a sling, they were able to shoehorn him into the back seat of the airplane for his first flight since the accident exactly two-month prior.

"People say to me if I was their son, I'd never fly again," he says. "How are you going to keep someone away from their love and passion? Whether it's cars or a horse riding accident and you get bucked off, you get back on and keep going. I don't even remember the accident,

so how can I be scared?"

In November, three months after his accident, the FAA sent a letter requesting his medical records for review. Three long months passed without a word, and Jason assumed the worst was behind him. Since his medical hadn't been revoked, he began flying as soon as he was able. Then in February, he received another letter. This one requested he surrender his medical until further review. Thinking his chances of keeping his medical were better than reinstating, he protested. The FAA finally threatened to send law enforcement to confiscate the medical, and he relented. It took three more months, but the FAA eventually reinstated his medical in May of this year after agreeing with numerous doctors that Jason was fit to fly.

It's been a long and sometimes painful journey from that fateful August day for Jason Flood, but there are numerous miracles that have oc-

curred in the intervening time to be cause for celebration—and questions that may never be answered.

Questions like why didn't the airplane catch fire when it crashed with tanks brimming with fuel? How come the battery miraculously tore free from its terminals but didn't strike Jason? How come he missed a marshy lake and didn't drown? How did he survive a torn aorta and fractured spine with nothing more than painful memories? What happened to the airplane that brought it down in the first place?

We may never be able to determine the full story behind Jason's accident, but we can confirm some miracles. Jason recently competed at the Wildwood Acroblast at the Cape May County Airport in late June. Even though he hadn't been practicing, and just recently stopped full-time physical therapy, he was able to place second in the Intermediate category in his Pitts S-1S. **IAC**



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NORTHERN CALIFORNIA
AEROBATIC CLUB
CHAPTER 38



JIM KOEPNICK

STRENGTHENING the IAC, ONE CHAPTER at a TIME

LESSONS FROM THE TRENCHES

BY DARREN PLEASANCE

As many of us know, the trends in EAA membership overall, and IAC membership specifically, have been heading in the wrong direction over the past few years. A challenging economy, an overall decline in the number of certificated pilots, and perhaps some of the internal turmoil within the IAC itself a couple of years ago have all likely contributed to the slow decline in membership we've seen over the past few years.

AT THE HEART OF THE IAC ARE THE individual chapters that provide the local connection to IAC members and often serve as the primary vehicle for driving member recruitment and member involvement and loyalty. Unfortunately, chapters are also wrestling with ways to preserve and increase their membership, just

like the broader IAC. I've spoken to several members who feel the declining membership trend is something that has to be solved at the national level by the IAC officers and directors. While this is perhaps partially true, I firmly believe the greatest opportunity for improving and increasing the IAC lies at the local chapter level.

Chapter 38, the Northern California Aerobatic Club, is among the nation's largest chapters with more than 90 members and growing. In the past three years, this chapter has added more than 20 new members and sustained a renewal rate of 80 percent. This success has caused me, as its current president, to step back and re-

flect on what it is about our chapter that has allowed us to be as successful as we are. It's clearly not just one thing or one person, but rather a combination of things that contributes to building an organization aerobatic pilots and enthusiasts alike want to be a part of.

As I reflect on the history of our chapter and our achievements to date, it seems to me there are five key aspects of building a strong and growing chapter that have contributed to our success. These factors are as follows:

1) Affiliate with a local aerobatic school: We conduct all of our monthly meetings at Attitude Aviation in Livermore. A portion of our new members come directly from the fliers we post on the wall at the aerobatic school, and some simply because they were finishing a flight lesson and saw us meeting that Sunday afternoon. We in turn contribute to the school by drawing in new aerobatic enthusiasts and maintaining excitement among existing aerobatic pilots who will often rent from the flight school either in preparation for the contest season or simply to improve their aerobatic skills. This relationship is clearly symbiotic and works to strengthen both organizations.

2) Write a great newsletter: Much like the broader IAC, many of our members' only connection to our chapter is a monthly newsletter. Our newsletter editors, formerly Peter Jensen and now recently Che Barnes, have done a phenomenal job by putting out an eight- to 12-page newsletter every month, in color, with lots of good gossip, educational stuff, and humor. The content for the newsletter comes from a variety of sources including other newsletters around the country, member contributions, and the editor himself. The newsletter has a standard format that simplifies its creation every month, and several of us are on point every month for regular contributions (e.g., my Prez Post starts every newsletter, Marilyn Dash writes our Heard It on the Ramp col-

umn). We used to mail the newsletter, but that got to be too costly and time-consuming, so we now simply send the newsletter to all members as an e-mail link to a PDF file on our website. This approach has worked extremely well, with great feedback from the members and downloads from as far away as Europe and Asia.

3) Hold a contest every year: Although most IAC members don't compete, and that's clearly true within chapters as well, there is something quite fun and galvanizing about planning and executing a successful contest every year. It provides us with a common goal, it provides leader-

Even for our non-competitor members, the contest provides a place to spend a weekend around aerobatic planes and pilots.

contest, simply flying the Known sequence in advance of the contest, attending critique sessions getting ready for the contest, or perhaps just attending the post-contest bash every chapter should throw the month after the contest. Even for our non-competitor members, the contest provides a place to spend a weekend around aerobatic planes and pilots, volunteer their time, learn a thing or two about flying aerobatics, and share in the fun we all have. All in all, the contest itself is largely just a means to an end of driving member participation and involvement and having some fun.

4) Make your chapter meetings fun: Our chapter's stated mission is around education, entertainment, and community, and we try to reinforce each of these throughout the year via our monthly chapter meetings. We have a cadence to our chapter meetings that maps to the annual flying calendar and helps us fulfill our chapter's mission. For example, we typically start the year by preparing for the contest season. As such, the first few chapter meetings often look like this:

January: Designing a sequence that we submit for the next year's Known, and many in the chapter fly it during the year as their Free Program (last year we did Sportsman, and this year we did Intermediate).



PETER JENSEN



PETER JENSEN

February: Learning to use Alan Cassidy's Aresti software program by showing our members how to create a Freestyle.

March: Flying the maneuvers—a view from the judges and from inside the cockpit at many of the maneuvers in this year's Knowns. One or two of our more experienced chapter members typically lead this session.

We then add other topics to fill in the year and make it entertaining and fun:

"Maintaining an Aerobatic Aircraft," in which an airframe and powerplant mechanic in our chapter describes some of the key things to watch out for in aerobatic aircraft.

"Member Profiles," in which one of our members shares something about themselves that others would find interesting (e.g., I talk about my time as a bush pilot in Alaska; another member talks about his time as a U-2 pilot).

"How To" sessions on any number of topics including making in-flight aerobatic videos or flying in formation safely.

"Judges School," held every year or two to help preserve the population of judges as well as to provide a fun way for new folks to learn a little more about aerobatics and meet other enthusiasts whether they want to become judges or not.

Finding someone to publish a newsletter is critical, and finding someone to take on the task of coming up with a fun topic for monthly chapter meetings is the other critical role. And of course, if you're holding a contest, the contest director is key. Beyond this, all the other roles people play become icing on the cake to building an active and healthy chapter. And as luck would have it, the stronger the chapter gets, the more people want to volunteer to help and the stronger the chapter becomes. It's a wonderful, self-reinforcing model if you can get it going.

Chapter Challenges

Of course, delivering on these "five key success factors" is much easier when you've got a chapter that's already 80 members strong with a lot of active volunteers to help keep things going, as it was when I became president. I think the real challenge is what to do if you're running a chapter that's brand new or perhaps only has a handful of members or has some other handicap that makes this five-point plan seem unrealistic or too daunting.

And in addition to all of these activities, we always have a summer barbecue in lieu of a chapter meeting, typically the month following our annual contest. Plus, we have an annual holiday party potluck every December with a "white elephant" gift exchange that is a ton of fun for everyone. We also have several critique sessions throughout the year, organized by one of our chapter members, to help drive participation and provide some fun for everyone.

"Fly-outs" to an airport within an hour or less, typically for breakfast or to an event like an air show. Many of us will meet up in the air, others will simply meet at the destination, by plane or by car, and we'll have a fun time just getting together to talk about planes and other stuff. We typically get great turnouts for these.

Although I haven't found myself in exactly that situation, my approach to this type of challenge would be based on some core principles of focus, early and steady wins, and patience. Specifically, I would try to find a small flight school nearby that shares a common interest in promoting aerobatics and would be willing to allow us to hold our chapter meetings there. I'd then try to get a newsletter going, though perhaps just every other month if monthly publications were too challenging. Thirdly, I'd try to hold a few fun events during the year, whether it's the monthly "educational" chapter meetings I reference above or simply some fun fly-outs or barbeques/parties. And lastly, I'd make sure to either host a contest or at least pick one that another chapter is hosting, and push to get as many of my chapter members to attend that contest as possible. This combination of efforts should begin to make belong-

ing to your chapter fun and enjoyable to your members and also provide a platform for attracting more members and generating greater participation from everyone involved.

The other challenge experienced by some chapters is that of geographic spread. It's clearly easier to hold a group together when everyone's in the same town and substantially harder when folks are spread out for miles. Our chapter has members from as far south as Los Angeles, as far east as Reno, and quite a few up in Northern California; all in all that's several hundred miles separating many of us. While we don't get everyone across the chapter to attend our meetings every month, we consistently draw folks each month from 90-plus miles away, and most folks have at least a 30- to 45-minute drive to get to the meeting. Why do they do it? I believe there are several reasons. For one, we've all built friendships with other members so it's a chance to see each other again. We also have a program each month so there's always a chance to either be entertained or learn something, or perhaps both. We also hold the chapter meeting at Attitude Aviation, which makes it easy for those who want to fly in as well as for those who want to fly at Attitude Aviation before our meeting starts. Rich Perkins, the owner of Attitude Aviation, also contributes several pizzas each month that I'm sure appeal to many of our starving, yet aspiring, aerobatic enthusiasts.

For those with chapters having a dispersed a membership as we do, I'd suggest, again, focusing on delivering a good newsletter so even those who can't attend meetings get value and feel connected to the chapter. In addition, I'd recommend proactively reaching out to individual members to appeal to their participation. A personal request goes a long way. Lastly, work to make the meetings interesting, even if that means holding the meeting every other month, rather than monthly. Better to have six good meetings than 12 marginal meetings that turn members off. As I described

earlier, participation breeds participation, so getting the pump primed is a lot of the challenge here.

I think it also helps to remember that a healthy chapter will always have an ebb and flow of active and non-active members as their life circumstances change. The chapter benefits greatly from a broad cross-section of member-types, including 1) the old and moved on, 2) the long-time aerobat but past chapter participant, 3) the used to be active but now into air shows, 4) the used to be active but now into kids or something else and will be back sometime, 5) the new, raw energy of the young and the passionate, 6) the dependable old-timer glue that keeps things going, and lots of other examples of people who may or may not be active or competing but mean a lot to keeping the chapter functioning, vibrant, and in-

the contrary, I'm quite confident the officers and directors at the national level are investing significant time and energy in finding ways to help chapters be successful and providing members with a compelling monthly magazine and real value for our annual dues. However, simply waiting for this to occur when so much can be done right away within your own chapter would seem a mistake to me.

Aerobatics is alive and well in many parts of this country of ours, and there are still many aerobatic enthusiasts out there just looking for a place to spend some time around people like themselves who share an affinity for aerobatics. Now's your chance to make your chapter just such a place...

Darren Pleasance is the president of IAC Chapter 38, in Northern California. When not competing in Intermediate in his Laser 230, Darren is a partner for a global management consulting firm. **IAC**

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meetings that turn
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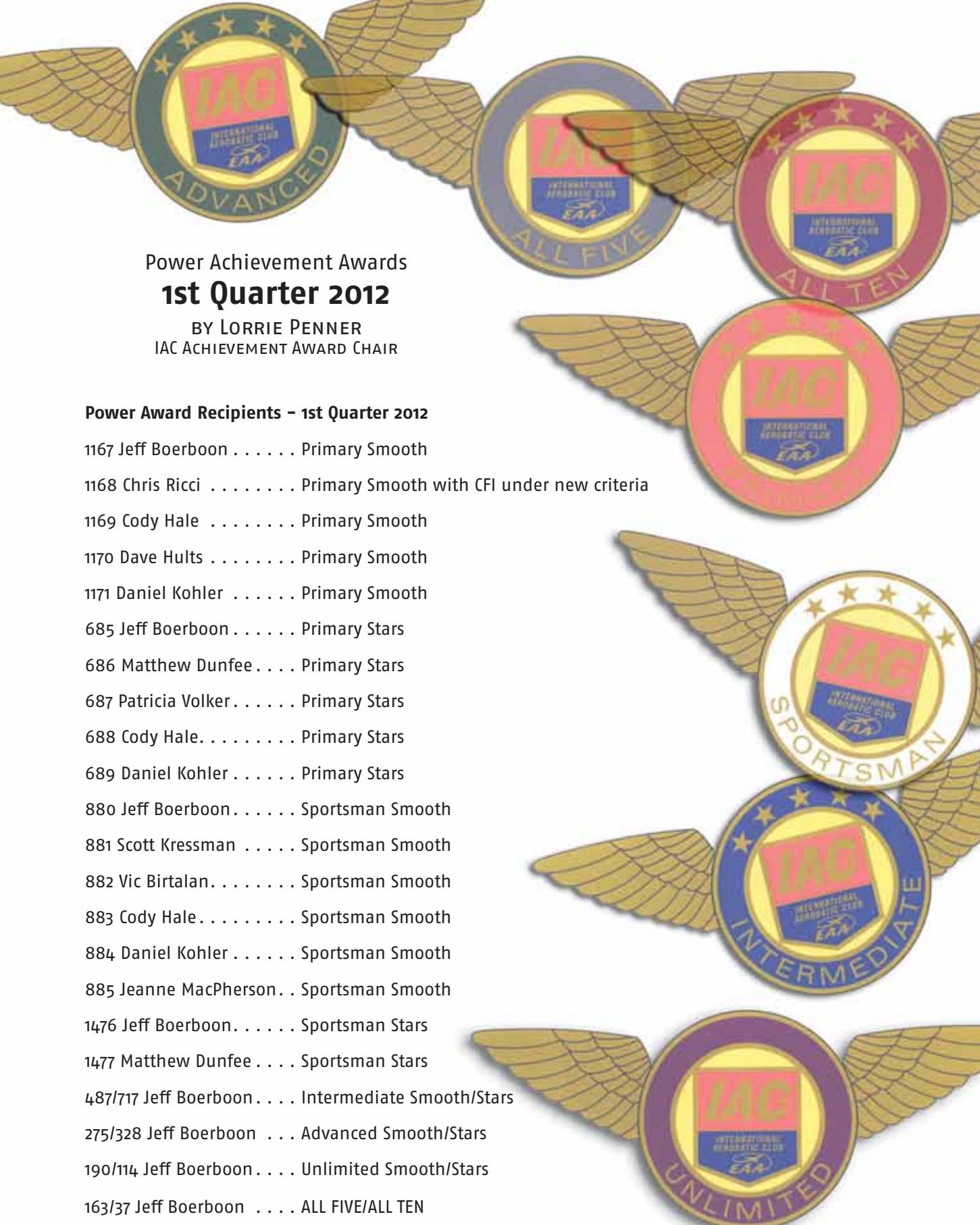
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**Power Achievement Awards
1st Quarter 2012**

BY LORRIE PENNER
IAC ACHIEVEMENT AWARD CHAIR

Power Award Recipients – 1st Quarter 2012

- 1167 Jeff Boerboon Primary Smooth
- 1168 Chris Ricci Primary Smooth with CFI under new criteria
- 1169 Cody Hale Primary Smooth
- 1170 Dave Hults Primary Smooth
- 1171 Daniel Kohler Primary Smooth
- 685 Jeff Boerboon Primary Stars
- 686 Matthew Dunfee Primary Stars
- 687 Patricia Volker Primary Stars
- 688 Cody Hale Primary Stars
- 689 Daniel Kohler Primary Stars
- 880 Jeff Boerboon Sportsman Smooth
- 881 Scott Kressman Sportsman Smooth
- 882 Vic Birtalan Sportsman Smooth
- 883 Cody Hale Sportsman Smooth
- 884 Daniel Kohler Sportsman Smooth
- 885 Jeanne MacPherson . . . Sportsman Smooth
- 1476 Jeff Boerboon Sportsman Stars
- 1477 Matthew Dunfee Sportsman Stars
- 487/717 Jeff Boerboon . . . Intermediate Smooth/Stars
- 275/328 Jeff Boerboon . . . Advanced Smooth/Stars
- 190/114 Jeff Boerboon . . . Unlimited Smooth/Stars
- 163/37 Jeff Boerboon . . . ALL FIVE/ALL TEN

Special congratulations to Jeff Boerboon for earning all of the achievement awards at one contest—Borrego Springs.



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Responsibility

As I'm about to head out the door to give another bailout/survival equipment seminar I asked myself, "What can I do to make the equipment I maintain more user friendly"? It then occurred to me that you are the first line of defense. You should ask yourself that same question: "What can I do to properly protect my equipment and make it more user friendly"?

Maybe you're having your parachute packed because you're going to a contest, an airshow, or the local club where you fly always checks it for a current repack. Unfortunately many pilots think it's just another unnecessary expense.

Let me, possibly, be the first to inform you it's not your parachute rigger's job to make sure you take proper care of your expensive cushion. Their responsibility ends when you shut their door behind you and toss it into the trunk of your car. Your responsibility has just started. For the next 180 days you need to properly care for your life insurance policy. Don't ignore your responsibilities. Unless you operate an FBO and need to keep everything up to date and current to prevent the authorities from breathing down your neck you typically have no such watchdog.

I recently returned from a seminar where all the equipment was stored properly, but no one really knew how to properly adjust the parachutes. I found many out of adjustment. Whether you're an FBO renting equipment or the owner of the parachute you're wearing, it's your responsibility to know how to adjust your parachute or the parachutes in your care. Storing your parachute properly is certainly important, but falling out of an improperly adjusted parachute is not something that will only happen to

read a few other tips. Who knows, the life you save maybe your own. I've mentioned before that my columns go down quite well with a glass of wine or a cup of coffee.

Unless you operate an FBO and need to keep everything up to date and current to prevent the authorities from breathing down your neck you typically have no such watchdog.

the next person. The webbing that keeps you secure can and often does slip out of adjustment. About 20% of the parachutes I receive for the first time are so far out of adjustment that I feel pretty confident in saying the owner had a better than even chance of falling out of their harness or getting seriously injured during the opening shock, if they had to bailout. Almost all of the remaining 80% had some sort of minor adjustment or equipment issue. That's why you need to have your parachute serviced by someone who is very familiar with your type of parachute and all the adjustments necessary to keep you from falling out or getting seriously injured.

I often get parachutes to pack, that I've never serviced before, with missing or worn out elastic keepers that can no longer hold your excess webbing in place. Almost half of the parachutes I pack have worn out rubber bands that should have been replaced long ago. Rubber bands can become sticky, especially in hot humid climates. They definitely weaken and deteriorate over time and are often overlooked, but are a critical part of holding your lines in place. Many of the parachutes I service come to me with the pack closing loop(s) way out of tolerance or worn to the point of almost coming apart. These are the loops that hold your ripcord pins in place. They'll stretch between repacks because of the pressure the pilot chute exerts on them, and need replacing or adjustment back to manufacturers' tolerances to prevent your parachute from opening by accident as you walk across the ramp to your aircraft. I often wonder if previous riggers have spare parts, the packing manuals or the means to

readjust the closing loops.

Another point I need to bring up (again) is taking your parachute to the local skydiving place may be convenient but, unfortunately, I often find the riggers there are not that familiar with round pilot emergency parachutes. This is also true of the many riggers who do not have adequate facilities, tools and equipment to do the job properly. Many riggers see very few pilot emergency parachutes, and herein lies the problem. If they have a back or seatpack rating on their FAA certificate, they may legally pack your parachute with little or no experience on that model. I'm not saying don't take it there. I'm just saying don't be afraid to ask to see their FAA riggers license and the facilities where they'll pack your parachute. Most of you carefully check where you get your aircraft or car serviced, so why not where your parachute is serviced? Don't be afraid to ask if they're familiar with your type of parachute and how many they've packed.

There are many great riggers at skydiving drop zones, or who have shops like me and others who work out of their homes, but an inexperienced rigger may not realize your parachute may have as many as seven or more adjustments to insure you and your parachute land at the same time and, most importantly, together.

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and you falling out of your harness head first. Not a pretty picture, but it has happened. Just read or reread the account of Kirill's bailout in the February issue, of this magazine, to better understand what he went through. Do you want this to happen to you?

Here's some additional food for thought. Have you ever considered sending your parachute back to the factory or to some other qualified rigger, every couple of years, to make sure your parachute is getting the proper maintenance it deserves?

If you ship your parachute to your rigger have you ever wondered where it's being packed? Have them take a picture of their work area and maybe their license and email them to you. Today, everyone I know of has a digital camera and can use a computer. Even an old geezer like me can operate a computer, with the occasional help of my son.

My email address is allen@silverparachutes.com, if you have questions. If you would like, send me photos of your parachute on you and I may be able to see if it's adjusted properly. Please review your emergency procedures on a regular basis. You can also email me and I'll gladly send you a copy of my bailout seminar handout material for you to review. It's not on my website.

Remember Learn It, Link It and Live It. Fly safe and blue skies. **IAC**

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.

Hoosier Hoedown (Mid-America)

Friday, August 3 – Sunday, August 5, 2012
Practice/Regist.: Thursday, August 2–Friday, August 3
Power: Primary through Unlimited
Location: Kokomo Municipal Airport (OKK), Kokomo, IN
Region: Mid-America
Contest Director: Mike Wild
Contact Information Primary Phone: 765-860-3231
Alternate Phone: 765-864-0096
E-Mail: mike.wild@comcast.net
Website: www.hoosierhammerheads.com

Doug Yost Challenge (Mid-America)

Friday, August 10 – Sunday, August 12, 2012
Power: Primary through Unlimited
Location: Spencer Municipal Airport (SPW): Spencer, IA
Region: Mid-America
Contest Director: Justin Hickson
Contact Information Primary Phone: 651-338-3345
E-Mail: jhisbatman@yahoo.com
Website: www.iac78.org/Index.html

Kathy Jaffe Challenge (Northeast)

Friday, August 17–Sunday, August 19, 2012
Practice/Registration: Thurs., August 16–Fri., August 17
Power: Primary through Unlimited
Location: South Jersey Regional & Flying W (VAY), Lumberton, NJ
Region: Northeast Contest
Director: Mark L. Mattioli
Contact Information Primary Phone: 609-634-0327
Alternate Phone: 609-634-0327
E-Mail: ce2n6gk@gmail.com
Website: www.iac52.org

Harold Neumann Barnstormer (South Central)

Saturday, August 18 – Sunday, August 19, 2012
Practice/Registration: Friday, August 17
Power: Primary through Unlimited
Location: New Century AirCenter (IXD), Olathe, KS
Region: South Central
Contest Director: Grant Wittenborn
Contact Information Primary Phone: (913) 369-5569
E-Mail: Grant.Wittenborn@gmail.com
Website: www.iac15.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/>

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Upper Canada Open (Mid-America)

Saturday, August 25–Sunday, August 26, 2012
Practice/Registration: Friday, August 24
Power: Primary through Unlimited
Location: Hanover/Saugeen Municipal (CYHS), Hanover, Ontario
Region: Mid-America Contest
Contest Director: Mike Trygvason
Contact Information Primary Phone: 519-873-0327
Alternate Phone: 519-873-0327
E-Mail: aerobaticscanadachapter3@gmail.com
Website: <http://aerobaticscanadachapter3.blogspot.com>

US National Aerobatic Championship (South Central)

Sunday, September 23 – Saturday, September 29, 2012
Practice/Registration: Saturday, September 22
Rain/Weather: Sunday, September 30
Glider Categories: Sportsman through Unlimited
Power: Primary through Unlimited
Location: North Texas Regional Airport (KGYI), Sherman, TX
Region: South Central
Contest Director: Aaron McCartan
Contact Information Primary Phone: (515) 570-3537
E-Mail: aaron.mccartan@gmail.com
Website: <http://www.iacusn.org/Nationals/>

Happiness Is Delano (Southwest)

Saturday, September 1 – Sunday, September 2, 2012
Practice/Registration: Friday, August 31
Rain/Weather: Monday, September 3
Power: Primary through Unlimited
Location: Delano Municipal Airport (DL0), Delano, CA
Region: Southwest
Contest Director: Steve DeLaCruz
Contact Information Primary Phone: 760 963 6426
E-Mail: DelanoCD@iacChapter26.org
Website: iacChapter26.org

Hill Country Hammerfest (South Central)

Saturday, September 1–Sunday, September 2, 2012
Practice/Registration: Friday, August 31
Power: Primary through Unlimited
Location: Llano Municipal (AQO), Llano, TX
Region: South Central
Contest Director: John Harlan
Contact Information Primary Phone: 512-632-9588
Alternate Phone: 512-259-9028
E-Mail: jmharlan@earthlink.net
Website: www.iac36.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: AJ Hefel and Ross Schoneboom
Contact Information: Primary Phone: 316-648-5057
E-Mail: ahefel@cox.net schoneboommr@prodigy.net
Website: <http://www.iac19.webs.com/>

East Coast Aerobic Contest (Northeast)

Saturday, September 8–Sunday, September 9, 2012
Practice/Registration: Friday, September 7
Power: Primary through Unlimited
Location: Warrenton–Faquier (HWY), Midland, VA
Region: Northeast
Contest Director: Scott Francis
Contact Information Primary Phone: 703-618-4132
Alternate Phone: 703-327-3135
E-Mail: s.francis@ieee.org

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