

**U.S. NATIONALS: BIGGER AND BETTER • FLYING THE MICRO LOOP • CHAMPION ATTITUDE**

# **Sport Aerobatics**

INTERNATIONAL  
AEROBATIC CLUB'S

NOVEMBER 2006



A color photograph of a female aerobatic pilot wearing a flight helmet and goggles, smiling from the cockpit of a light blue and white single-seat aircraft. The aircraft has "Hurricane" written on the side and several signatures including "Dolly Robin Harvey" and "USA WOMEN'S CHAMP". The background shows a bright, slightly overexposed sky.

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## FEATURES

### 8 The Best of the Best

Meet the U.S. Unlimited Aerobatic Team  
– Norm DeWitt

Robert Bismuth



8

### 10 The Attitude of a Champion

Debby Rihn-Harvey crowned overall 2006 U.S. Nationals Aerobic Championships Unlimited Champion  
– Scott Westover

Scott Slocum



10

### 12 The U.S. National Aerobatic Championships: Bigger and Better

"If you didn't have fun at Nationals, it was your own fault"  
– Tammy Kemnitz, Contest Director, U.S. National Aerobatic Championships

### 16 IAC Awards of Merit: Flying and Non-Flying

Recognizing excellence  
– Vicki Cruse

### 24 U.S. National Aerobatic Championships Results

### 29 Flying the Micro Loop

Finesse is no small part of success  
– Ben Frelove

## COLUMNS

### 3 President's Page

– Vicki Cruse

Kate DeBauw



12

### 30 Technical Advisor

– Vicki Cruse

## DEPARTMENTS

### 2 Letter from the Editor

### 4 Newsbriefs

### 6 Mishaps

### 28 Info Find It Fast

### 32 Fly Mart and Classifieds

Robert Bismuth



16

## On the Cover:

U.S. Nationals Unlimited Aerobatic Champion Debby Rihn-Harvey flying her CAP 232 known as the Hurricane 2. Photo by Scott Slocum.



Judson Bartlett

## Letter from the Editor

By Scott Westover

### Welcome to Texas... Wish you were here

This was my first visit to Texas. Before last month, the closest I had been to the Lone Star State was watching Dallas on television. Part of me was expecting to run into oil barons and rugged cowhands as I drove to Denison in search of Grayson County Airport. While I did not run across J.R. Ewing, I did meet some interesting characters that immediately invited me to join their cast.

The U.S. National Aerobatic Championships is truly a one-of-a-kind event. It represents a melting pot (and when you are standing on hot Texas tarmac, that is a literal term) of aerobatic enthusiasts. There are hard-core competitors and first-time fliers. Volunteers include family, friends, and fans. Local folks drag unusual aircraft out of their hangars as a tribute to this annual event, while others fly in and out of the pattern between contest flights, usually with an excited wing wag once they are wheels up. There is constant activity, and on more than one occasion during my visit I compared the entire scene to the airplane mobile that used to hang over my son's crib. When you touch one part, the whole thing jumps to life. The energy at the Nationals is intoxicating, and under the direction of the 2006 contest director, Tammy Kemnitz, it somehow powers an extremely smooth and fun contest.

Despite the very real pressure of pursuing a national championship, the pilots and staff are the same kind of people you meet at your

local contests. They are supportive of one another, and you can often join in an impromptu debriefing as a pilot pops the canopy after taxiing back to the ramp. Fellow competitors share their impressions, offer suggestions, and keep things loose with an occasional jab about flying part of the sequence over Oklahoma. You can laugh, but with the sustained winds it was certainly possible! Also, like your local contests, there is always room to get involved in the action.

On Thursday the crew needed to recruit a boundary judge for the Advanced category. Before I thought better of it, I was speeding down a closed runway to the southwest marker with a handheld radio crackling in the passenger's seat and a clipboard on the floor. From my post I watched some of the best pilots in the world fly...squinting into the sun, watching for "outs," and smiling like a little kid. In fact, I didn't notice the wind burn until I got back in my car and realized I had to keep smiling because my face hurt in any other position. That was fine with me. There was a lot to smile about.

For any IAC member that is looking for fun and friendship in September, put the 2007 U.S. National Aerobatic Championships on your calendar. It's worth the trip, and you'll discover that Texas might just be the only state big enough to hold all that excitement.

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# President's Page

by VICKI CRUSE IAC 22968  
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## Improving Your Personal Best

**U.S. Nationals - an opportunity to find out how good you really are.**

**I**t's been just over a week since I arrived home from the U.S. Nationals, and things are almost back to normal. At least the flood of IAC work has begun again. This year's Nationals was one of the best-attended, most successful events we've had in a long time, and the credit goes to Contest Director Tammy Kemnitz and her staff. She began working on this event back in February, and rumor has it she even arranged for the great weather at the site. Tammy's thoughts on the event, as well as the list of winners, can be found in this issue.

Speaking of winners, few people who come to Nationals come to lose. All come with the hope they might have a chance at taking home one of the gorgeous trophies given to the first- through third-place winners, even if it is a slight chance. With only 15 power pilots and 12 glider pilots doing this, it left a lot of people out of the running. A few people other than the pilots who placed overall took home flight medals, but the majority took home the notion that they might need to fly a little bit better if they hope to earn the opportunity to ship that trophy home.

Nationals is a time of highs and lows. Highs for the people who do well, and lows for those who know they could have done better. Take Debby Rihm-Harvey, for instance. For the last 24 years, she has been vying for the overall National Championship, not the Women's National Championship, which she has claimed seven times, but the big one. I'm sure Debby can tell you how close she's come over the years, and perhaps 2004 was the prelude when she won second overall. This lady has seen it all, and she kept coming back until her goal was reached. Most competitors don't have this perseverance. The average pilot will be out in less than 10 years, much less nearly a quarter of a century just in the Unlimited category. So what is it that keeps some people competing despite the setbacks?

For most, it is a battle within to do the best they can, to master both the machine and themselves. There is always

refinement, getting closer and closer to perfection, not necessarily to beat your opponents, but to improve your personal best. For some it takes years, and for others it almost seems like they were born to be the best. Most of us fall somewhere in between.

This sport brings out people who have something in common, either a love for the sport and the challenge or a love for the people associated with it. Think about how many people are involved in this endeavor who aren't pilots, or those who are but have either never flown aerobatics or gave it up some time ago. The desire to remain connected remains strong despite the thankless jobs they hold at competitions. It's not the competition event that brings these people out, and it sure isn't the monetary reward.

It's the people associated with aerobatics. They aren't the crazy, elitist stunt pilots the media likes to portray, but everyday people who just happen to be involved with something a little out of the ordinary.

As time goes by, the sport becomes less about the winning (though this is certainly a perk and motivator)

and more about the people. Just ask Debby how she made it this far, and she will tell you that if it weren't for the people in her life and the friends she'd made in this sport, it would never have been possible.

Life is about how you choose to live it and the friends you make along the way. Competition is a side note. When all is said and done and you put the plane away for the last time, you still have your friends as long as you choose to be one yourself. So for those that didn't take away medals or trophies from this year's Nationals, at the very least you were given an opportunity to take away something more valuable, lasting friendships and some fun thrown in all the seriousness. As Tammy said so well at the opening of the awards ceremony, "If you didn't have some fun at this year's Nationals, it was your own fault."

# NEWSBRIEFS NEWSBRIEFS NEWSBRIEFS

Photo courtesy of NAFI.



## Judy Ann Phelps Becomes First Woman to Earn Master Instructor-Aerobatics Accreditation

The National Association of Flight Instructors (NAFI) and the International Aerobatic Club (IAC) take pride in announcing a significant aviation accomplishment on the part of Judy Phelps, an aerobatic flight instructor and a resident of Ventura, California. Recently, Judy was designated a Master Instructor-Aerobatics by NAFI and the IAC. Judy is the vice president and co-owner of CP Aviation ([www.CPAviation.com](http://www.CPAviation.com)), a Cessna Pilot Center at Santa Paula Airport (SZP). She specializes in teaching women to fly as well as aerobatic, emergency maneuver, and tailwheel training. She is the first woman to earn this aerobatic accreditation.

To help put this achievement in its proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last 11 national Flight Instructors of the Year were Master Instructors, while Judy is one of only 41 California aviation educators who have earned this prestigious "Master" title and one of only 11 in the state to earn aerobatic accreditation.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned

by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regi-

men used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "teachers of flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community. In the words of FAA Administrator Marion Blakey, "This accreditation singles out the best that the right seat has to offer."

Earning this designation is tantamount to having the words "summa cum laude" emblazoned on an instructor's certificate. These Masters truly represent the best of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Judy will be invited, during the Sun 'n Fun Fly-In in Lakeland, Florida. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The association was founded in 1967 and became affiliated with EAA in 1995.

## Dr. Guy Baldwin Killed in Aerobatic Plane Crash

EAA is saddened to report the loss of Dr. Guy "Doc" Baldwin, EAA 117693, member of the EAA Aeromedical Advisory Council who died as a result of an airplane crash while performing at the annual Rotary Club Air Show in Tucumcari, New Mexico, Wednesday, October 4. He was 60 years old. According to media reports, Baldwin, of Tulsa, Oklahoma, was attempting to come out of a loop maneuver in his Extra 300 when the aircraft collided with the ground.

Dr. Jack Hastings, chairman of the EAA Aeromedical Advisory Council, first heard the tragic news Wednesday evening while attending an aviation medical conference in Ottawa, Canada. "It's a tremendous tragedy," he said. "Guy was an avid flier, a tremendous supporter of the medical council, and a tremendous advocate for pilot certification. He worked very hard on improving the process, helping pilots with the special issuance process, getting through the snags and delays of aeromedical certification. Keeping people in the air was his life's work."

A holder of multiple aircraft ratings including ATP, seaplane, and helicopter, Baldwin logged more than 4,000 hours in numerous aircraft during his 35 years of flying. He began performing at air shows in 2002, flying under the banner of the Make-A-Wish Foundation of Oklahoma. In 2003, Baldwin was voted Oklahoma Aviator of the Year. He was also well-known as an author, writing monthly columns for *Oklahoma Aviator* (Ask the Doctor) and *General Aviation News* (The Doctor Is In), and was a periodic contributor to *EAA Sport Aviation*. Baldwin served on the EAA Aeromedical Advisory Council since 1993.

EAA's thoughts and prayers go out to his wife, Felice, and their children,

# BRIEFS NEWSBRIEFS NEWSBRIEF

Hunter and Brittney. The National Transportation Safety Board along with the FAA is investigating the cause of the crash.

## Extra Names Southeast Aero as Exclusive North American Dealer

In an effort to better streamline its U.S. aircraft sales and product support, Extra Aircraft is proud to announce the expanded responsibilities of Southeast Aero to include sales and service of its 300 aerobatic line for the United States, Canada, and Mexico.

"Extra Aircraft has had a relationship in one form or another with Southeast Aero for the past 13 years," said Ken Weaver, president of Extra Aircraft. "When it comes to upholding Extra's mission of exceptional service and support for its

customers, Southeast Aero has gone above and beyond, and it was an easy decision for us—hands down."

Since 1993, Southeast Aero has served as Extra Aircraft's U.S. Assembly and Support Center and then became the U.S. Northeast and Eastern dealer. Based in St. Augustine, Florida, Southeast Aero employs 30 people, has recently upgraded its facility to

include 25,000 square feet of hangar and office space, and has a fully integrated avionics, paint, and maintenance division. Additionally, Southeast Aero has plans to open a tailwheel and aerobatic flight-training center using Extra aircraft. Construction has started on the facility and is expected to be completed in early 2007.

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# Mishaps Data

Compiled by Bruce Johnson

YEAR	JAN	FEB	MAR	APR	MISHAPS BY MONTH						NOV	DEC	
	2005	0/0	1/2	2/2	1/1	MAY	JUN	JUL	AUG	SEP	OCT		
2006	0/0	1/2	1/1	1/0	1/2	2/2	3/4	1/1	1/1	1/1	0/0	1/1	0/0
MISHAPS BY YEAR													
YEAR	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
MISHAPS	20	26	21	24	20	18	12	9	15	9	10	0/0	0/0

Numbers depict accidents/fatalities of total accidents in the U.S. by aerobatic aircraft. Accidents included are only those which occurred during aerobatic maneuvering (including air shows) or during an IAC-sanctioned competition.

*This month we list one aerobatic-related preliminary mishap report and two non-aerobatic mishap final reports involving aerobatic aircraft, from which we can all take a lesson.*

## PRELIMINARY

Accident occurred Wednesday, October 4, 2006, in Tucumcari, New Mexico.

**Aircraft:** Extra Flugzeugbau GMBH EA 300/L, registration N300BB

**Injuries:** 1 Fatal

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On October 4, 2006, at 1325 Mountain Standard Time, an Extra Flugzeugbau GMBH EA 300/L, N300BB, owned and operated by a commercial pilot, was destroyed when it impacted terrain at Tucumcari Municipal Airport (TCC), Tucumcari, New Mexico.

Visual meteorological conditions prevailed at the time of the accident. The aerobatic performance flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 without a flight plan. The pilot sustained fatal injuries. The local flight departed approximately 1315.

According to several witnesses, the pilot had just initiated his aerobatic performance at the 14th Annual Tucumcari Air Show. The pilot was exiting a loop, in a westerly direction, close to the ground. According to multiple witnesses, as the airplane descended and completed the loop, the wings began to shake back and forth. One witness reported that it appeared as if the airplane was rocking. The airplane impacted the ground and came to rest to the south of Runway 08/26, between the runway and the taxiway.

The National Transportation Safety Board investigator-in-charge (IIC) arrived on the scene at approximately 1230 on October 5, 2006. The accident site was located in the airport environment in a level, dry grassy area. The accident site was at an elevation of 4,065 feet mean sea level (MSL), and the airplane impacted on a magnetic heading of 270 degrees. The main wreckage consisted of the left and right wing assemblies, the fuselage, and the empennage. The engine separated from the fuselage and came to rest to the west of the main wreckage.

The closest official weather observation station was Tucumcari Municipal Airport. The elevation of the weather observation station was 4,065 feet MSL. The routine aviation weather report (METAR) for TCC, issued at 1253, reported the following: winds, 60 degrees at 15 knots gusting to 20 knots; visibility, 10 statute miles; sky condition, clear; temperature 24°C; dew point, 9°C; altimeter, 30.33 inches.

## FINAL

14 CFR Part 91: General Aviation

Accident occurred Wednesday, February 22, 2006, in Fulton, Missouri.

Probable Cause Approval Date: October 3, 2006

**Aircraft:** Wheeler Pitts Special, registration N55MW

**Injuries:** 1 Minor

On February 22, 2006, at 1600 Central Standard Time, an experimental amateur-built Wheeler Pitts Special, N55MW, owned and piloted by a commercial pilot, impacted terrain during its landing at Sky-Go Farms Airport (73MU), Fulton, Missouri. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan.

The pilot received minor injuries. The local flight originated from Elton Hensley Memorial Airport (FTT), Fulton, Missouri, at 1545.

The pilot was attempting a visual approach to land on Runway 27 at 73MU. The pilot stated that trees at the approach end of Runway 27 require a steeper than normal glidepath. During the approach, the airplane was too slow and steep to slip the airplane to gain forward visibility. On short final, the pilot noticed an increased sink rate, "possibly [from convection] current or downdraft from slope of runway and surrounding terrain." The pilot stated that during the landing, the airplane impacted an embankment, slid for about 100 feet, nosed over, and came to a stop inverted. The pilot stated that his exit from the airplane was aided by a cracked canopy from the rollover. He manually broke a hole through the canopy and exited the airplane.

Sky-Go Farms Airport (73MU) is a private airstrip served

by Runways 9-27 (1,800 feet by 60 feet, turf) and Runways 18-36 (1,800 feet by 60 feet, turf). The pilot stated that the Runway 27 approach end possessed a 45-degree embankment that was 1 foot below the runway surface.

The pilot stated that the accident could have been prevented by not attempting a short-field landing, by adding more power on final and landing a bit longer, or by adding full power and executing a go-around.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The altitude/clearance not obtained/maintained during landing by the pilot. Contributing factors were the trees, the embankment, the runway length, and the reduced visual lookout during the approach.

## FINAL

**Aircraft:** Aviat Pitts S-2B, registration N221RS

**Injuries:** 2 Uninjured

The airplane's main 23-gallon fuel tank was serviced to capacity. The pilot flew one passenger for about 30 minutes, returned to the airport, dropped off the passenger, boarded a second passenger, and took off again. They had been flying for about the same period of time when the engine suddenly began to run rough and then lost power. The pilot made a forced landing in an open field.

During the landing roll, the airplane nosed over, crushing the vertical stabilizer and breaking a rib in the upper left wing. The digital fuel flow gauge indicated 15.5 gallons of fuel had been consumed, and 7.5 gallons remained. Some fuel was leaking from the tank. The pilot said it looked and smelled like kerosene. The fixed base operator (FBO) was notified, and fuel that had been sumped that day from the fuel trucks and fuel farm were quarantined. The salvage crew that recovered the airplane said it appeared the fuel may have mixed with smoke oil, giving the appearance and smell of kerosene. The airplane was equipped with a smoke-generating system. Neither the fuel nor smoke oil tanks had been compromised.

All supply lines were intact and securely fastened. Less than a quart of fuel was recovered from the fuel tank. Thirteen jars of fuel that had been sumped from the FBO's fuel trucks and from the fuel farm were retrieved and examined. They were all clear, blue (similar to 100LL), and appeared to be free of contaminants. According to the manufacturer, the engine will burn 17.4 gallons per hour (gph) at 75 percent power, which is 195 hp or 2450 rpm, when leaned for best power. At full (100 percent) power, or 260 hp and 2700 rpm, the engine will burn 21.5 gph. The pilot subsequently submitted a statement, indicating he had "run out of gas."

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: fuel exhaustion and the pilot's failure to refuel the airplane. Contributing factors were the inaccurate fuel flow reading and the pilot's incorrect fuel consumption calculations.

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# The Best of the Best

By Norm DeWitt

**BACK: D. Clark, D. Martin, G. Thomas, R. Armstrong, Z. Heffley, M. Racy FRONT: D. Rihn-Harvey, V. Cruse, M. Andrzejewski, A. Parker-Lauck, C. Clanton**

*At this year's U.S. National Aerobatic Championships held September 24-29, 2006, in Sherman/Denison, Texas, the IAC selected the next U.S. Unlimited Aerobatic Team. This team will represent our country in next summer's World Aerobatic Championships (WAC), the location of which will be determined in November.*

Twenty-two Unlimited pilots signed the pilot declaration forms at Grayson County Airport indicating their desire to earn a spot on the team. All 22 pilots were talented enough to be selected if they executed their flights with no zeros and no penalties. But at the Nationals, the weather, the winds, zeros, penalties, and pressure soon separate the contestants. In the end, the top five finishing males and top five females were chosen. Your new Unlimited team members are Melissa Andrzejewski, Robert Armstrong, Chandy Clanton, Dan Clark, Vicki Cruse, Debby Rihn-Harvey, Zach Heffley, Allyson Parker-Lauck, David Martin, Michael Racy, and Goody Thomas (alternate). Congratulations to each member for a job well done.

Debby has been crowned our U.S. National Champion for the first time. Debby has earned a position on the Unlimited team 13 times over 26 years. She is our most experienced international competitor. Three rookies have also earned spots: Dan "Old Man" Clark, from Houston, Texas; Melissa Andrzejewski, from Auburn, California; and, alternate, Goody "Perfect Teeth" Thomas. This season Melissa moved up from Intermediate to Unlimited and changed to an Edge 540 monoplane from a Pitts S-2C.

Let's look at a few numbers. There are approximately 600,000 certificated pilots of all types in the United States. Roughly 600 pilots or 0.1 percent of the pilot population flies in one or more IAC contests each year. Less than 60 pilots or 0.01 percent of the pilot population fly at the Unlimited level. Finally, 10 pilots earn a place on the U.S. team, which mathematically is slightly more than 0.001 percent of all U.S. pilots. Each one is a master of the sky. Each has explored the entire flight envelope of their aircraft. Each one has been proven through intense national competition. These team members truly are the best of the best in America.

Our team members are now embarking on a journey that will culminate at the awards banquet at next summer's WAC. The men will focus on winning the Nesterov Trophy for the highest-scoring men's team. The women have their sights on the FAI Challenge Cup for the highest-scoring women's team. All will have to work together to bring home the gold.

In world aerobatic competition, each participating country may send both a men's team and a women's team. Each men's or women's team has a minimum of three members (two for the ladies) and a maximum of six. Each country can have no more than 10

members of both sexes. The primary focus of the WAC is to determine the top men's team and the top women's team. The Nesterov Trophy and the FAI Challenge Cup are awarded to these top teams. It is analogous in many respects to the Ryder Cup in professional golf. Each golfer focuses on winning his/her matches, but the Ryder Cup is awarded to the team earning the most points throughout the matches.

There are additional trophies awarded to the top-scoring male (the Aresti Cup), the top-scoring female (the Eric Müller Trophy), and the winner of the 4-Minute Freestyle (the Manfred Strössenreuther Trophy). Also, gold, silver, and bronze FAI medals are awarded in each flight. These are equivalent to the medals awarded in Olympic competitions. All these awards can be seen at [www.FAI.org/aerobatics](http://www.FAI.org/aerobatics).

Unlimited Aerobatics USA Inc. is actively seeking corporate sponsors to fund our team. Individuals may also make tax-deductible contributions to the team. Please send contributions to Unlimited Aerobatics USA, 148 Magnolia Dr., Atherton, CA 94027, or visit the team website at [www.UnlimitedAerobaticsUSA.com](http://www.UnlimitedAerobaticsUSA.com) and use PayPal. Thank you for your support, and I look forward to keeping you updated on your Unlimited team through *Sport Aerobatics*. 



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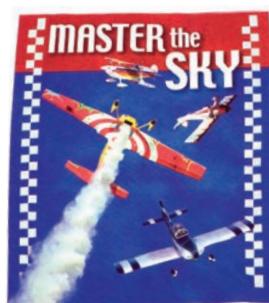
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Debby Rihn-Harvey strikes a pose with Hurricane 2.

Kate DeBaun



## The Attitude of a Champion

Debby Rihn-Harvey crowned overall 2006 U.S. Nationals Aerobatic Championships Unlimited Champion

By Scott Westover

**D**ebby Rihn-Harvey of La Porte, Texas, was crowned the overall 2006 U.S. National Aerobatic Champion at the U.S. National Aerobatic Championships in Denison, Texas, last month. As a 13-time member of the U.S. Unlimited Aerobatic Team, Debby is comfortable in the cockpit and is a well-established competitor. Now that she has claimed the Mike Murphy Cup, which is awarded to the overall winner of the powered Unlimited category, Debby can focus on competing in the 2007 World Aerobatic Championships next summer.

Sport Aerobatics would like the members of the International Aerobatic Club to meet their champion. We asked Debby to answer a few questions about aerobatics, competition, and motivation.

### When did you first know that aviation would be part of your life?

Aviation has always been a part of my life. My grandfather owned an airplane, which I remember flying to many weekend fly-ins. He had a barnstorming business and a trade school for mechanics in the 1920s. Like many other aviators in that era, Grandpa began to manufacture an airplane called the Overland Sport. My father's hobby was aviation, and as a CFI [certified flight instructor] he expected his kids to learn to fly—and to solo on our 16th birthday.

### Can you describe your first aerobatic experience?

My first spins were when I was about 14 years old, just after one of my dad's friends lost his life in a spin accident. I remember that I was

scared to death of stalls, let alone spins. After all, spins killed people. Those spin lessons were my first taste of aerobatics, and my next real aerobatic experience was with my late husband, Eoin "Doc" Harvey. He had flown competition and had been the doctor for the U.S. Team when we met. I decided for safety purposes that I should learn some aerobatics so that I could recover from any attitude without overstressing the aircraft, passengers, or myself.

### What made you decide to fly competitively?

Competition just seemed to be a natural progression, an avenue that led to more learning about the ultimate in airplane control. I have always been competitive and a perfectionist in anything that I do. During the first year, I would ride through Advanced sequences with Doc, wondering why

anyone would do outside maneuvers. In those early days of competition, I swore that I would never do that! Things sure change.

**Do you get nervous before a competition flight? Do you have any rituals that you go through to "get in the zone?"**

It's funny that even after 27 years of competition, I have to say "yes". Some flights more than others, but I have learned to deal with it better over the years. No matter how nervous, though, the minute I start into the box it's all business. I have studied a lot about sports psychology and even studied yoga in the last few years to learn more about concentration and relaxation. I'd like to say I have certain rituals, but I don't really think so. I try to stay as relaxed as possible, stretch some, and mentally review the routine.

**You have earned a spot on the U.S. Unlimited Aerobic Team 13 times. Does it feel different to make the team as the national champion?**

After not having my airplane for a year and only having two weeks to test-fly and then prepare for the Nationals, I feel very fortunate about winning the U.S. title. It was a tough group of competitors, and any pilot could have won. I guess it was just my turn...all the planets were aligned or something like that. Once again it will be an honor to represent the United States in the world contest. As the national champion I suppose there will be more expectations from others, but I have always expected a lot out of myself. I always strive to do my best, to fly that perfect flight.

**How often do you practice, and what is your favorite maneuver?**

I try to fly every day that I am not out with the airlines and the weather is good. During the season I try to fly at least twice a day and on the weekends three times a day with critiquing. About three to four times a year I will attend training camps with

Debby shares a smile while preparing for her championship flight.

different coaches. After this last year, however, I wonder if it is possible to overtrain. I don't know that I have a favorite maneuver; I just enjoy all aerobatics. I really emphasize and work on vertical lines a lot, adding snaps and rolls. For air shows or four-minute routines, the CAP loves to tumble!

**How has the sport of aerobatics changed over the 24 years you have been involved in competition?**

The sport has changed a great deal over the last 27 years. Aircraft performance has increased, meaning faster roll rates, more vertical performance, and more horsepower. Reclined seating and physical conditioning have become a necessity due to the increased g-loading experienced during the more demanding sequences. There aren't as many homebuilt aircraft. The Aresti catalogue changed, and the building of figures came into being. Freestyles gradually became shorter and more difficult. More sequences with high g negative maneuvers are being flown, especially on vertical lines. The Advanced and Unlimited categories have become increasingly more difficult, making the Advanced of today equivalent to Unlimited of the 1980s.

Expense of participation has increased. Free group critiquing sessions seem to have been taken over by the hiring of coaches and trainers. Insurance carriers have made it virtually impossible for a solo pilot to rent an aircraft for competition, no matter how qualified the renter. This limits

our ability to introduce and advance competitors in the sport without the purchase of their own aircraft.

**What advice would you offer someone who is just getting started in aerobatic competition?**

My advice to someone new in the sport is to get instruction and have someone watch you fly as much as possible. Join a local chapter and have fun...it doesn't have to be as intense as I have made it. Participation is so much more than just winning. You can make lifelong friends from all over the world who share your love of aviation. Give back to the sport; volunteer. If you become a serious competitor, remember that one never totally succeeds on their own; it takes the support of family, the help of coaches and critique pilots, and a great deal of determination, dedication and sacrifice. However, for the last 27 years I feel it has been worth the time, the money, and the effort. What a thrilling experience I have had! 

*Other U.S. Unlimited Aerobic Team members are Zach Heffley, Fort Worth, Texas; Robert Armstrong, Athens, Georgia; Dan Clark, Houston, Texas; Chandy Clanton, Lincoln, Nebraska; Melissa Andrzejewski, Auburn, California; Allyson Parker-Lauck, Nut Tree, California; and Vicki Cruse, Santa Paula, California. Goody Thomas, Rock Hill, South Carolina, will serve as an alternate.*

*The team is actively seeking corporate sponsors. For more information, visit [www.USAerobaticTeam.com](http://USAerobaticTeam.com) or contact Norm DeWitt, president, Unlimited Aerobatics USA, at 650-321-8499.*



Kate DeBain

# The U.S. National Aerobatic Championships: Bigger and Better



"If you didn't have fun at Nationals, it was your own fault."



By Tammy Kemnitz, "TK," Contest Director U.S. National Aerobatic Championships

**S**even months of planning, a great support staff, perfect weather, and strong sponsor support created the perfect environment for a United States National Aerobatic Championships that no one will ever forget. This year's motto, undeniably, was, "If you didn't have fun at Nationals, it was your own fault."

Since 1972, Grayson County Airport in Sherman/Denison, Texas, has been home to the U.S. Nationals. If the ramp and Ort's hangar could talk, they would tell great stories about pilots, planes, flights, champions, 'almost champions,' and all the debauchery of the sport. This year we worked hard to bring some of the history back to honor our past champions. Banners were created for each category with the names of the champions and his or her year of victory listed on each one. These banners were hung in our Hospitality Hangar, along with the American flag and sponsor banners. We also

printed History of Champions posters, which each contestant received as a gift. We knew things were going to go well when Ken Larson, the 1979 Intermediate Champion, stopped for an inspection. He visited us for a few days and gave his seal of approval on the festivities.

Having attended more than 10 Nationals, 30-plus conventions at Oshkosh, and Judges School—not to mention watching endless hours of flying—I felt I was ready to tackle the U.S. Nationals as contest director. As a side note, Cliff Hurley (last year's Nationals contest director) bought me a few margaritas one night back in March, and somehow that sealed the deal. In all seriousness, I took this opportunity to give something back to the sport and to everyone who has shared friendship with me over the years. While attending all of the above-mentioned aviation events, I took note of comments both good and bad, and set out to make some changes to improve the competition in the most positive way possible.

The key to making all this happen was to place the right people in the right staff positions. I mixed it

up this year and enlisted help from all across the country in an effort to bring some new ideas and expertise from other regions. The selection of these individuals was the most critical part of the entire planning process, and I could not have asked for a better lineup of fine individuals. Terry Lauck was our assistant contest director and came through every time we had an "issue." Ann Salcedo, our volunteer coordinator, kept her smile going while keeping us all on schedule. This wasn't easy this year with the large attendance and her thick Boston accent. The new "starter guy," Mark Gusakov, kept everyone safe and moving in a crazy New York kind of way in this predominately southern environment. Kathleen Moore registered everyone, kept the paperwork moving, and didn't take any lip along the way. Our unseen hero this year was Maverick Yamamoto, who put down his camera to handle the difficult and touchy CIVA scoring program like a seasoned veteran, all the while maintaining a great sense of humor. Debby Rihn-Harvey and Hector Ramirez led the con-

test jury, and from the beginning they insisted we would "have no protests." We almost made it, with only one brave sole submitting one (thanks, Pinky, for keeping us on our toes). The low number of protests and smooth operations can also be contributed to the highly experienced and effective chief judges: Charlie Harrison, Unlimited; Alan Geringer, Advanced; Greg Dungan, Intermediate; and Bob Stark, Sportsman/Primary. I wish I could mention everyone who helped, but that would take another issue or two of *Sport Aerobatics*. If you volunteered this year and were not mentioned, please know how much your time was appreciated, and I am honored to have worked with each of you.

After securing the "perfect" staff, we tried to step Nationals up a notch and draw new interest in the event. We received a lot of phone calls and e-mails from "Nationals first-timers," and when many of them arrived in Texas, I felt like we already knew each other. The extra time spent paid off, and we had close to 20 first-time Nationals pilots, which is very promising for our sport. Once we got them there, I wanted to be sure that they would return, so we introduced them to some veterans and kept an extra eye on them to be sure they were enjoying their week. It was also encouraging to see the number of

younger pilots who joined in this year. We had a group from Embry-Riddle and another from Southern Illinois University Carbondale (SIUC), which added a collegiate flare and an "educational lesson" in something called flippy-cup, which became evening entertainment.

Each year, one of the most tasking efforts involves securing funding for an event of this size. With our sponsors' support we were able to provide a lot of great new comforts and amenities in 2006. Denison locals Lee Olmstead, Andy Olmstead, and Joe Rushing provided us with a home during the contest called the "Hospitality Hangar." We used this hangar for briefing, for evening events, and just as a place to catch up with friends. We ended our first day with a catfish fry, provided and served by the Denison Chamber of Commerce. Extra Aircraft provided water, fruit, coffee, snacks, and a Mexican dinner on Monday night. MT Propeller, MX2, and Falcon Insurance provided a barbecue dinner Tuesday night and also sponsored our pilot T-shirts. Oklahoma Steel and Wire put on a chili dinner Wednesday, with all the fixings. Thursday night was our traditional evening off-airport. Our evening was spent at The Library, and was sponsored by Lake Texamo Jet Center. Kimball Enterprises, Norm Dewitt, David Mafrige,

**"The key to making all this happen was to place the right people in the right staff positions."**

Briggs Wood, and a special individual who wishes to remain anonymous provided miscellaneous beverages, backpacks, category/pilot photos, posters, decals, the awards banquet, and much more. You will find an entire list of our 2006 sponsors in this magazine. Please let them know the difference they made this year. We could not have done it without them!

I still cannot believe how perfect the weather was the entire week, with the exception of a little wind. Usually the end of September offers oven-hot Texas temperatures and a few thunderstorms that shake the hangar. This year we saw cool mornings with beautiful sunrises and tolerable temperatures throughout the day, and the evenings were comfortable as we gathered together to wrap up the day. Everyone jokes with me

IAC extends a special thanks to the 2006 U.S. National Aerobic Championships judges.





about arranging the great weather. I could say that I planned it, but actually I think it was a lot of Lady Luck showing her appreciation for high-caliber competition.

The flying is what brought all of us together, and there was a lot of it. We had more than 400 flights, including practice, and it went off like clockwork, finishing early every day and leaving enough time to have some fun. The weather could not have been better, and we closed the week with the crowd-pleasing 4-Minute Free. Smoke, a great audio system, and Mike "Spanky" Gallo-way on the PA system complement-

ed the performances. David Martin took home the bragging rights as the 2006 4-Minute Free Champion with his Breitling CAP showing everyone how to "git 'er done."

As with every year, there were a lot of great aerobatic airplanes—CAPs, Extras, Edges, Pitts, Giles, Decathlons, a supercharged Acro Duster, Eagles, and one fine Pitts Model 12. This is where I will give my two cents. There was not a finer airplane there this year than the Pitts Model 12 named *Sweetie* flown by Dave Robinson and copiloted by the beautiful and energetic, Ellyn, who by the way, assisted us with sale of

the IAC gear in the hangar. I have to take a minute to brag on this couple who jumped right in this year like seasoned veterans. They volunteered, offered help, and became a big part of the camaraderie and evening festivities. I also had my pick of favorite paint schemes, topping the list were aircraft flown by David Martin, Chandy Clanton, Melissa Andrzejewski, and Jon Nash. Seeing the hangars stacked full of so much horsepower and incredible aerobatic airplanes just lit up the atmosphere at Grayson County airport.

Here is a little section for those who attended the Nationals. If you were not there, share this list with someone who was. You will probably get a story or two that will bring a smile, and that will help you catch up on some of what you missed. With 97 pilots and a league of volunteers, there were at least 10 things we learned or remembered this year...and what better way to highlight those lessons than with a top ten list!

10. A zero really hurts...but gets better after a beer or three.
9. There are always cold beverages in the Hospitality Hangar.
8. Six or more pilots really can fly the same Decathlon in Sportsman!
7. Between the Canadian and the Austrian, we had the hair gel covered. Thanks, boys!

Above: Gary Brandt - Advanced  
Below: Chandy Clanton - Unlimited



6. Somebody needs to set a curfew, and we all need to stick to it—OUCH!
5. Dirty Dan's the man to stack the hangar without incident, no questions asked.
4. The Model 12 gave a whole new meaning to *Sweetie*.
3. Surprisingly, the place to hang out became the dumpster behind the Hampton Inn.
2. Nothing beats a Grayson County U.S. Nationals sunset.

And the number one thing we learned at the 2006 Nationals was... Debby Rihn-Harvey can take names and kick some acro!

There are so many people and events that stand out from this experience that I could not possibly share them all. However, I have to mention at least a few of them. Charlie Harrison is one of the finest gentlemen who volunteers at contests. When my name went out on the IAC webpage as the 2006 contest director, Charlie was the first person to contact me and offer his time for the entire week, no questions asked. When he arrived he judged categories sunup to sundown and always provided me with constructive suggestions and ideas from his experience. I already have his suggestion list for next year's contest, which clearly shows he is a model of efficiency. And then there was Debby "I beat everyone" Rihn-Harvey. I never let her too far out of my sight at any time, except to fly of course. I learned a lot of things this year from Debby, and I hope none of them

**And the number  
one thing we  
learned at the 2006  
Nationals was...  
Debby Rihn-Harvey  
can take names and  
kick some acro!**



were bad habits! Seriously, her dedication as an IAC Board Member and contest jury leader were only outshined by her enthusiasm, patience, and Championship flying. I would like to thank Tom Adams, Allyson Parker-Lauck, Scott Poehlmann, and Greg Dungan for their leadership, suggestions, and support during the contest.

On Friday evening we gathered at the Sherman Ballroom for the Closing Awards Ceremony. We enjoyed a great meal of top sirloin, chicken cordon bleu, and a wide variety of complementing dishes. While the food quality and quantity is always important to the pilots, nothing holds a candle to a well-stocked bar at the end of a long week, and I believe we satisfied the gang. While enjoying our libations we honored the newly selected U.S. Unlimited Aerobatic Team by offering cash donations to their fund. It was a great night of reflecting on our

week, as we honored our champions, volunteers, history, and the sport we love.

While you can fly any of the 50-plus contests throughout the country each year, you really need to experience the U.S. National Aerobic Championships. Next year's event promises to rival 2006. You really don't want to miss it! 

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# 2006 IAC Awards of Merit: Flying

By Vicki Cruse

Photos by Robert Bismuth

In addition to the category awards presented at the U.S. Nationals, a number of other flying awards are given. Some of the past winners will bring back some memories, and someday you may find yourself added to one of these prestigious lists. The master trophy for each category, with the exception of the Chapter team Trophy, is on permanent display at the IAC Pavilion in Oshkosh.

## POWER Aerobatic Trophies

### Mike Murphy Cup

This trophy was conceived and donated by Mike Murphy of Ohio, an aerobatic pioneer and leader in international aerobatics for many years. The first cup was presented in 1974. The award is presented to the winner of the powered Unlimited category. The master trophy is engraved with the recipient's name.

Previous winners of this award include Art Scholl, Leo Laudenslager (7), Henry Haigh, Kermit Weeks (2),

Clint McHenry (3), Tom Jones, Pete Anderson, Patty Wagstaff (3), Phil Knight, Mike Goulian, Diane Hakala, Robert Armstrong, Steve Andelin, David Martin, and Kirby Chambliss (5).

The winner of the Mike Murphy Cup was **Debby Rihn-Harvey** of La Porte, Texas.

### Betty Skelton Trophy

Conceived and donated by Betty Skelton Frankman, pilot of the famous Pitts Little Stinker, an aircraft in the collection of the National Air and Space Museum in Washington, D.C. This trophy is presented to the top-placing woman in the powered Unlimited category at the U.S. Nationals. The award was first presented in 1988. Previous winners of this award include Patty Wagstaff (6), Elena Klimovich, Linda Meyers-Morrissey, Diane Hakala, and Vicki Cruse.

The winner of the Betty Skelton Trophy for the eighth time was **Debby Rihn-Harvey** of La Porte, Texas.



Debby Rihn-Harvey with the Betty Skelton Trophy



Bud Judy with the Fred Leidig Trophy

### Bob Schnuerle Trophy

This trophy was conceived and donated by Mrs. Florence Schnuerle, Bob's mother. Bob was a pilot on the 1970 U.S. Aerobatic Team, coached the 1972 team, and lost his life practicing for the 1973 U.S. Nationals. He was extremely popular with his fellow pilots, and the 4-Minute Free program was his favorite. The award was first presented in 1985.

Previous winners include Gene Beggs, Harold Chappell, Kermit Weeks (2), Tom Jones, Clint McHenry, Nikolai Nikitiuk, Rick Massagie (2), Phil Knight, Mike Mangold, Kirby Chambliss, and Zach Heffley.

The winner of the Bob Schnuerle Trophy for the fourth time was **David Martin** of Possum Kingdom Texas.

### B.F. Goodrich Aerospace Trophy

Conceived, donated, and funded by B.F. Goodrich Aerospace, this trophy was first awarded in 1997 and is presented to the highest-scoring Unlimited power pilot who is not a U.S. citizen. Previous winners include Sergei Boriak (Kazakhstan), Doug Jardine (Canada), Elena Klimovich (Russia), Michael Golan (Israel), Jason Newberg (Canada), and Ann Marie Smith (Canada).

The winner of the B.F. Goodrich

Aerospace Trophy was Pete McLeod of Canada flying in the Advanced category. Austrian Hannes Arch, flying in the Unlimited category, graciously declined the trophy and awarded it to Pete for a job well done.

#### Fred Leidig Trophy

This trophy was conceived and donated by Robert Wagstaff of Anchorage, Alaska, and was first awarded in 1991. Fred Leidig was an aerobatic competitor whose job transferred him to Tucson from Ohio where he continued flying Intermediate in a Hyperbipe he built. He was an outstanding competitor who lost his life in an aerobatic accident in a Christen Eagle in 1990. The trophy is awarded to the highest-scoring Intermediate pilot at the U.S. Nationals. The trophies are funded by Ben Lowell.

Previous winners include Bill Williamson, Stratton Gillis, Gerry Molidor, Bradley Vidrine, Suzanne Owen, Fred DeLacerda, John Handly, Clyde Cable, Hector Ramirez, Justin Anderson, Mike Wiskus, Larry Reynolds, Todd Whitmer, and Doug Bartlett.

The winner of the Fred Leidig Trophy was **Bud Judy** of Granbury, Texas.

#### L. Paul Soucy Award

This trophy was conceived and donated by L. Paul Soucy of Louisville, Kentucky. Soucy was one of the first members of the IAC and its board of directors. His purpose was to recognize not only skilled pilots but also those who supported a minimum number of contests. Soucy died in 1971. The award was first presented in 1970. The IAC Awards chairman determines the winner using contest results for the entire year. The trophies are funded by IAC.

Previous winners of this trophy include Mike Heuer, Verne Jobst, Henry Haigh (3), Bill Thomas, Giles Henderson (3), Clint McHenry, Jack Gladish, Charlie Larkey, Peter Anderson (2), Amos Buettell, Harold Chappell, Phil Sisson, Larry Warren, Gerry Molidor (2), Jan Jones, Nott Wheeler, Chris Panzl, Mike Vaughan (2), Dave Monroe, Vicki Cruse, Clyde Cable, Pete Eslick, Mike Mangold, Brent Smith, and Joe Haycraft.

The winner of the L. Paul Soucy Award was **Reinaldo Beyer** of Del Mar, California, for his performance in the Intermediate category in 2005.



**Bud Judy, Bill Denton, and Mike Galloway with the Chapter Team Trophy**



**Todd Whitmer with the MT Propeller Trophy**

#### MT-Propeller Trophy

The MT-Propeller Trophy was conceived and donated by Gerd Muhlbauer of MT-Propeller Entwicklung GmbH in Atting, Germany, and is presented to the winner of the Advanced category. This is the first year the award was presented. The recipient receives a plaque with a photograph of the permanent trophy set in the plaque. The master trophy, chosen by Gerd and made in Dubai, consists of a gold-plated, crystal eagle with diamonds and is on permanent display at the IAC Pavilion in Oshkosh. The recipient's name is engraved on the master trophy.

The winner was **Todd Whitmer** of San Jose, California.

#### Old Buzzard Award

The Old Buzzard Award is pre-

sented in honor of Charles "Chuck" Alley, an active competitor at age 84 who passed away in 2002. This award honors Chuck's accomplishments as a competitor and aims to encourage the senior members of the IAC who aspire to fly like eagles. The award was first presented in 1999 and is given to the top-scoring competitor who is 65 years or older and completed all flights in any category at the U.S. Nationals. The recipient receives a plaque bearing a buzzard's head and inscription, and the master trophy remains on display at the IAC Pavilion in Oshkosh.

Previous winners include Chuck Alley, Joe Haycraft, Bud Judy, John Watkins, and D.R. Bales.

The winner of the Old Buzzard Award was **Tom Adams** of Springfield, Tennessee.

#### Chapter Team Trophy

The Chapter Team Trophy is awarded to the IAC chapter whose top three members, regardless of category, achieve the highest average percentage based on all flight programs in that category. In the event of a tie, those chapters' next highest-placing competitor's scores will be used.

The trophy has been in existence since 1971 for the IAC Championships and since 1982 at the U.S. Nationals. Recipients receive a single plaque to take back to their chapter. There are no master trophies for this award.

Previous winners include the following Chapters: 26-California, 88-Michigan (3), 59-Oklahoma, 23-Florida (3), 12-Colorado (2), 1-Illinois



Chris Ross with the John Serafin Trophy

(2), 25-Texas, 91-New York, and 69-Arizona (2).

The winning team was Chapter 24 of Texas. This is the sixth win for Chapter 24. Top scoring members included Bud Judy (Intermediate), Bill Denton (Intermediate), and Mike Galloway (Advanced).

#### GLIDER Aerobatic Trophies (2)

#### Les Horvath Trophy

This trophy was conceived and donated by Bob Kupps of California, a member of the 1989 U.S. Glider Team, in honor of Les Horvath. Les Horvath of Arizona was a former member of the U.S. Glider Team and a pioneer in glider aerobatics in the United States. The trophy was first presented by the Sailplane Aerobatics Association and was donated to IAC when the SAA merged with the IAC. Up until 1982, the trophy was presented to the winner of the Unknown program at the U.S. National Glider Aerobic Championships. In that year, the board of directors elected to present the trophy to the winner of the Unlimited category and holder of the U.S. National Glider Aerobic Champion title.

Previous winners include Charles Kalko (3), Steve Coan, Gary Gillmore, Ken Hadden (3), Bill Lumley, Kim Reniska, and John Lumley.

The winner of the Les Horvath Trophy was Jason Stephens of Gilbert, Arizona.

#### John Serafin Trophy

Conceived and donated by members John Serafin and George Kulesza in 1992, this award was first presented in 1997 to the winner of the Free program of any category, based on percentage of points possible. The recipient's trophy is a plaque with a photograph of the permanent trophy set in the plaque. The



Todd Whitmer with the Edge Challenge Cup

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master trophy is engraved with the recipient's name.

Previous winners include Ken Hadden, Bill Lumley (2), Walter Parrasch, John Lumley, Charles Kalko, Clay Quinby, and Scott Kotowski.

The winner of the John Serafin Trophy was Chris Ross of the U.S. Air Force Academy.

#### Edge Challenge Cup

The Edge Challenge Cup was conceived and donated by Zivko Aeronautics in Guthrie, Oklahoma, and is presented to the pilot flying an Edge wing with the highest overall percentage regardless of category. The award was first given in 1997. The recipient receives a large trophy engraved with his or her name, and the master plaque resides at Zivko Aeronautics facility and is engraved with each recipient's name.

Previous winners include Kirby Chambliss, Rob Traugott, Ike Weath-

ers, Steve Andelin, Al Gordon, Jon Nash, and David Windmiller.

The winner was Todd Whitmer of San Jose, California, who flew in the Advanced category. This was Todd's second win.

#### Lycoming 180 Horsepower Achievement Flight Medal

The Lycoming 180 Horsepower Trophy was conceived by several IAC members in an effort to further the "grassroots" movement within the IAC. The Textron Lycoming company came forward to donate this trophy in May of 1999. It is awarded to the highest scoring pilot (%) performing in an aircraft with a limited range of horsepower – not to exceed 180 HP. A permanent master trophy is on display at IAC headquarters. The individual winners' name is engraved on the master trophy. The winner also receives an engraved picture plaque of the master trophy.

The winner was Bud Judy of Granbury, Texas, in a Monosport.

#### Safety Award

The Safety Award winner at the U.S. Nationals is chosen by the contest director and his or her staff. The award is presented to the one person who best exhibits an awareness of safety and a willingness to keep the contest safe and enjoyable for everyone. This award is sponsored by Chandler Air Service in Chandler, Arizona.

This year's winner was chosen for his consummate attention to detail as the starter at this year's event. He was adamant about following a checklist for each participant, from the first-time Primary competitor to the veteran Unlimited pilot. He left no detail unnoticed.

The winner of the Safety Award was Mark Gusakov of Buffalo, New York. 

## Recognizing Excellence: Announcing the 2005 IAC Awards of Merit: Non-Flying

By Vicki Cruse

Photos by Robert Bismuth



**E**ach year at the U.S. Nationals, the IAC presents four special awards. These awards require nomination, and the winners are chosen based on their significant contribution to the sport of aerobatics and how closely their achievements parallel the criteria for the award.

Nominations for these awards are accepted the previous year and are presented at the following year's U.S. Nationals.

#### Kathy Jaffe Volunteer Award

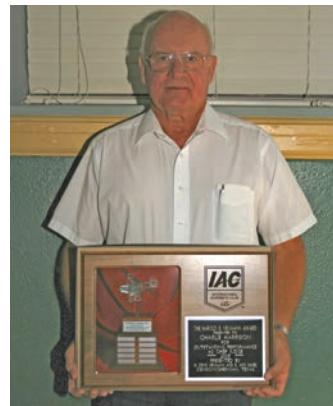
This award is named for Kathy Jaffe, an

aerobic pilot known for her enthusiasm and excitement for aerobatics who passed away in 1999. The first award was presented in 2000 and is given to someone who embodies an enthusiasm for aerobatics through his or her tireless efforts in support of the sport the previous year. The award winner is one who consistently, unselfishly, and eagerly accepts more responsibilities than he or she can handle, meets those responsibilities with tireless effort, efficiency, and a smile, and who places the needs of others above his or her own, making the sport of aerobatics more enjoyable for everyone.

The trophy is a beautiful glass sculpture consisting of a tall cylinder etched with vortices coming off the wingtips of a Pitts Special rolling vertically. It was designed by Bob and Karen Minkus, both aerobatic enthusiasts and volunteers for many years. This trophy and the master trophy on display at the IAC Pavilion in Oshkosh are funded by the Kathy Jaffe Memorial Fund. The master trophy is engraved with each annual recipient's name. Previous winners include Ray and Lois Rose, Ann Salcedo, Joanne Johnson, Marylnn Holland, Hal Raish, and Bob Buckley.

This year the Kathy Jaffe Volunteer Award was presented to **Julia Wood** of Slidell, Texas. Julia was the Advanced team manager in 2004 and 2006 and has been involved with aerobatics for the last 10 years, including being contest director at the U.S. Nationals in 2004. She and her husband, Tony, regularly hold critique sessions at their home, the Akroville Aerodrome. Both have introduced many people to the sport of aerobatics. When not involved

with aerobatics, Julia is a 747-400 first officer for United Air Lines.



#### **Harold E. Neumann Award**

The family of Harold E. Neumann provided a permanent trophy in 1998 to recognize an outstanding chief judge and to honor the name of Harold E. Neumann—a Robert J. Collier Trophy recipient, Thompson Trophy Race winner, and active IAC competitor and judge until well into his 70s. The award is given annually for outstanding contribution as a chief judge during the previous contest year. General guidelines include a person known for leadership qualities and fairness on the judges' line. The person conducts each contest flight in a professional manner and is widely respected for his or her knowledge and experience of IAC rules and judging criteria.

The award, previously presented at the IAC Championships in the year following the contest year for which it is presented, is now awarded at the U.S. Nationals. The recipient receives a plaque, and the master trophy remains on display at the IAC Pavilion in Oshkosh. Previous winners include Alan Geringer, Clyde Cable, Phil Knight, Ken Larson, John Gaillard, Ray Rose and Dick Schulz.

This year's Harold E. Neumann Award winner is **Charlie Harrison** of Sarasota, Florida. Charlie was nominated by Allyson Parker-Lauck. He is an active member of Florida Chapter 23, though he is a transplant from IAC Chapter 19 in North Carolina, and is chief judge for the Farmville, Virginia, Chapter 19 contest. Charlie has been a chief judge since 1992 and has attended the Sebring contest for the last 13 years. Since 2000, he has been a chief judge at the U.S. Nation-

als every year but one. Up until a year ago, he competed in his Pitts S-2A in the Sportsman category.

#### **Frank Price Cup**

The Frank Price Cup was conceived and donated by R.J. Rouse of Texas. It was first presented in 1983. It was created to recognize outstanding individuals in aerobatics and in honor of aerobatic pioneer Frank Price, the first American to compete in the World Aerobatic Championships. The purpose of the award is to recognize the person who has contributed the most to the sport of aerobatics in the previous year.

The trophy consists of a laser-cut plaque with a photograph of the permanent trophy set in the plaque. The master trophy is engraved with the recipient's name and is on permanent display at the IAC Pavilion in Oshkosh. Previous winners include Mike Heuer, Eric Müller, Jose Aresti, James Black, Chuck Mann, Dan Rihn, Chuck Alley, Dick and June Rihn, Jim and Jean Taylor, Lois Rose, Robert and Karen Minkus, Brian Howard, Gerry Molidor, Guenther Eichhorn, and John Morrissey.



This year's Frank Price Cup winner is the late **Marta Meyer** of Tehachapi, California. The award was accepted by her husband, Bob. Marta was involved in aerobatics for more than 20 years. She was the Advanced Champion in 1993 and was on the U.S. Unlimited Aerobatic Team for three years. In 2005, she was the U.S. Unlimited team manager and was presented with the Volunteer of the Contest award for her efforts at the World Aerobatic Championships in Burgos, Spain, where she was not only the U.S. team manager, but also a warm-up pilot at the last minute.

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### **Robert L. Heuer Award for Judging Excellence**

The Robert L. Heuer Award for Judging Excellence was conceived by Sam Burgess of San Antonio, Texas. The award is given annually for outstanding performance as an aerobatic judge during the contest year. Nominees must be a national judge and must judge a minimum of three contests per year including the U.S. Nationals. This award was first presented in 1983.



The recipient receives a plaque, and the master trophy remains on

display at the IAC Pavilion in Oshkosh. Previous winners of this award include Clint McHenry, Bill Thomas, Ben Lowell, Mike Heuer, Liza Weaver, Buck Weaver, George Stock, Clyde Cable, Alan Geringer, Brian Howard (2), Bob Minkus, Marylnn Holland, Gerrit Vanderziel, Greg Dungan, Michael Steveson, and Jim Klick.

This year's Robert L. Heuer Award winner is **Alan Geringer** of Selma, California. Alan was nominated by Allyson Parker-Lauck. Alan has been involved in the sport of aerobatics since 1975, as both a competitor and aerobatic instructor. He became a judge shortly thereafter and has participated in hundreds of contests. In 1996, Alan was selected as the judge representing the United States in international competition and participated in the WAC in Oklahoma City, Spain, and Lakeland, Florida, and the AWAC in Lawrence, Kansas, Czech Republic, and Germany. In 2005, he was the coach for the U.S. Unlimited Aerobatic Team.

All of the awards mentioned above require nominations by IAC members. Nominations are welcome

from either individual members or collectively from a chapter. Nominations should include a statement with justification as to why your candidate fits the criteria for the award and should be written in a way that board members who may not personally know the candidate will see the merits of the candidacy from the supporting letter. The IAC Master Trophies and Awards pages located at the IAC website at [www.IAC.org/programs/index.html](http://www.IAC.org/programs/index.html) provide a complete history of each trophy, along with the list of recipients and a picture of the master trophy. Once the nominations are received, the IAC Board of Directors votes for the recipients based on a number of criteria including number and quality of nominations and how closely the nominee meets the requirements for which the award was conceived.

Nominations for these awards should be addressed to Loren Smith at [LS@iac78.org](mailto:LS@iac78.org). The deadline for nominations for the year 2006 is June 15, 2007. The 2006 awards will be presented at the U.S. Nationals next year. ✈

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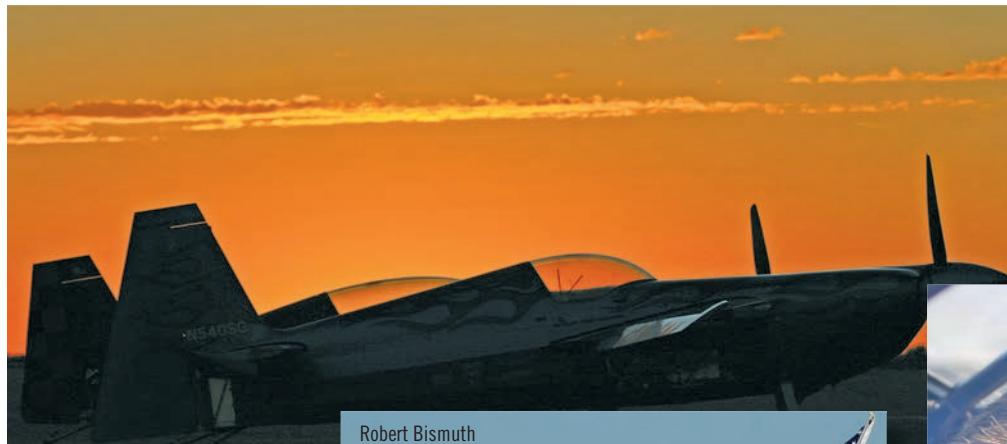
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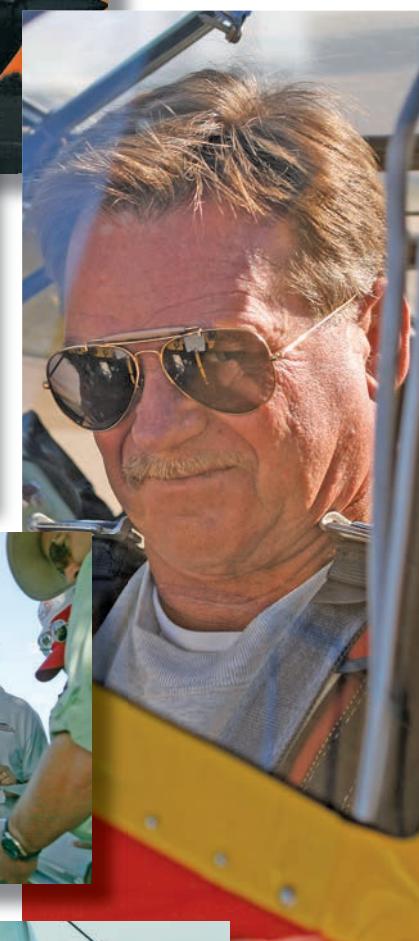
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# nationals results

## PRIMARY

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Joshua Smrt	N297AC	494.40	447.53	439.40	1,381.33	83.72%
2	Eric Forsythe	N330MS	451.01	445.81	409.15	1,305.97	79.15%
3	David LaSala	N260AB	469.83	412.99	412.77	1,295.60	78.52%

## SPORTSMAN

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Jenner Knight	N11VX	1,088.19	1,074.99	1,114.21	3,277.39	82.14%
2	Tom Rhodes	N58EX	1,081.61	1,087.26	1,096.24	3,265.11	81.83%
3	Joe Haycraft	N427RD	1,067.90	1,076.12	1,093.63	3,237.65	81.14%
4	Michael Curtis	N92RK	1,052.85	1,059.69	1,089.17	3,201.70	80.24%
5	Gerald Oliver	N297AC	1,045.69	1,051.60	1,094.04	3,191.33	79.98%
6	John Ostmeyer	N86GP	1,030.87	1,075.81	1,072.65	3,179.33	79.68%
7	Ryan Olson	N260AB	1,049.33	1,041.52	1,041.83	3,132.67	78.51%
8	Tom Tichy	N581DM	1,047.85	1,018.19	1,044.43	3,110.47	77.96%
9	Joe Stockhausen	N71RZ	1,029.23	1,029.78	1,045.41	3,104.42	77.81%
10	Ron Prestage	N82AU	991.54	1,057.73	1,026.55	3,075.81	77.09%
11	Dave Honaker	N330MS	1,018.91	1,021.53	1,012.56	3,053.00	76.52%
12	Christopher Rivera	N260AB	1,073.11	998.92	966.96	3,038.99	76.17%
13	Paul Thomson	N725JM	1,034.93	1,033.54	965.54	3,034.00	76.04%
14	David Robinson	N127DJ	1,022.03	951.92	1,033.65	3,007.61	75.38%
15	Andrew Bochnoviz	N297AC	1,036.87	867.80	1,040.72	2,945.39	73.82%
16	Jeremiah Brown	N297AC	903.34	959.85	1,024.85	2,888.03	72.38%
17	Richard Mandel	N330MS	918.32	951.93	993.24	2,863.48	71.77%
18	George Hendricks	N330MS	970.70	846.51	1,016.60	2,833.80	71.02%
19	Thomas Shpakow	N28KT	993.13	1,011.21	823.73	2,828.07	70.88%
20	Bob Schrier	N330MS	915.01	828.02	948.72	2,691.75	67.46%
21	Dan Johnson	N92RK	960.36	894.42	811.63	2,666.40	66.83%
22	J. J. Humphreys	N330MS	1,026.09	1,001.10	445.86	2,473.05	61.98%

## INTERMEDIATE

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Louis Judy	N666BJ	1,670.88	1,701.91	1,304.76	4,677.55	84.59%
2	Bill Denton	N23EX	1,625.97	1,715.72	1,317.86	4,659.55	84.26%
3	Kevin Campbell	N119PS	1,596.17	1,680.45	1,334.68	4,611.30	83.39%
4	Tom Adams	N58CT	1,602.69	1,666.82	1,331.51	4,601.02	83.20%
5	Andy Macha	N9276R	1,593.49	1,693.33	1,308.11	4,594.93	83.09%

6	Tim Carter		1,588.23	1,606.75	1,286.01	4,480.99	81.03%
7	Neil Griffin		1,642.98	1,698.65	1,117.61	4,459.24	80.64%
8	Victoria Benzing	N25AP	1,605.39	1,649.87	1,193.78	4,449.03	80.45%
9	Randy Reed	N255M	1,613.91	1,563.34	1,223.21	4,400.46	79.57%
10	Clay Smith	N434DM	1,538.28	1,626.22	1,231.53	4,396.03	79.49%
11	Scott Poehlmann	N155YK	1,561.75	1,571.24	1,242.31	4,375.30	79.12%
12	Luke Lambard	N21H	1,420.93	1,613.97	1,244.71	4,279.61	77.39%
13	Mike Plyler	N125MP	1,590.37	1,646.57	1,033.88	4,270.83	77.23%
14	Bill Gordon	N531OS	1,556.86	1,635.08	1,062.05	4,253.99	76.93%

#### ADVANCED

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Todd Whitmer	N540TW	2,099.81	2,716.79	2,321.76	7,138.36	84.48%
2	Pete McLeod	C-GPNM	2,040.47	2,700.04	2,346.62	7,087.14	83.87%
3	Mike Gallaway		2,093.05	2,689.36	2,270.83	7,053.24	83.47%
4	Tony Wood		2,016.49	2,657.77	2,354.73	7,028.99	83.18%
5	Patrick Clark	N396PC	2,088.23	2,664.94	2,238.51	6,991.68	82.74%
6	Robbie Gibbs	N230GA	2,051.42	2,653.93	2,265.19	6,970.53	82.49%
7	Doug Bartlett	N711SU	2,030.74	2,650.48	2,230.04	6,911.26	81.79%
8	Sergey Prolagayev	N791SP	2,004.41	2,546.16	2,238.83	6,789.40	80.35%
9	Tim Just	N806IJ	2,032.24	2,553.37	2,179.50	6,765.11	80.06%
10	Gray Brandt	N1191	1,912.34	2,529.62	2,166.83	6,608.78	78.21%
11	Julia Wood		1,972.89	2,497.27	2,096.20	6,566.37	77.71%
12	Michael Forney	N49306	2,036.25	2,548.07	1,882.56	6,466.89	76.53%
13	Mark Jacobson		1,944.06	2,570.92	1,932.38	6,447.37	76.30%
14	Wyche Coleman	N822P	2,008.22	2,152.56	2,286.36	6,447.14	76.30%
15	Reinaldo Beyer	N779R	1,948.46	2,561.55	1,880.45	6,390.46	75.63%
16	Jeff Stoltenberg	N1210Y	1,886.05	2,286.35	2,154.57	6,326.96	74.88%
17	Klayton Kirkland	N690AB	1,976.64	2,508.51	1,749.58	6,234.73	73.78%
18	Michael Steveson	N531MS	1,768.70	2,412.27	2,051.25	6,232.22	73.75%
19	Phil Schacht		1,609.14	2,430.71	2,130.56	6,170.41	73.02%
20	Douglas Sowder	N25AP	2,014.80	2,327.08	1,819.04	6,160.93	72.91%
21	Kendal Simpson		1,787.44	2,052.40	2,107.01	5,946.84	70.38%
22	Lynn Heffley	N606SU	1,983.81	2,528.23	7.16	4,519.20	53.48%
23	Dean Palmer	N4TU	1,869.28	771.21	1,577.44	4,217.93	49.92%

#### UNLIMITED

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Debby Rihn-Harvey	N232DD	2,700.53	3,967.00	3,105.55	9,773.08	83.89%
2	Michael Racy	N310BW	2,696.79	3,916.73	3,015.94	9,629.47	82.66%
3	David Martin	NX232X	2,609.06	3,888.82	3,129.04	9,626.91	82.63%
4	Zach Heffley	N606SU	2,616.11	3,887.41	2,982.35	9,485.87	81.42%
5	Allyson Parker-Lauck	N330TA	2,599.54	3,933.24	2,908.92	9,441.71	81.04%
6	Robert Armstrong	N3434F	2,461.00	3,842.70	3,083.27	9,386.97	80.57%
7	Dan Clark	N397DC	2,600.94	3,795.79	2,952.13	9,348.86	80.25%
8	Chandy Clanton	N26HB	2,615.27	3,784.12	2,863.48	9,262.87	79.51%
9	Michael Rinker	N12SU	2,644.81	3,826.62	2,760.27	9,231.70	79.24%
10	Melissa Andrzejewski	N540SG	2,499.40	3,725.43	2,880.44	9,105.27	78.16%
11	Greg Howard	N97GH	2,505.92	3,682.52	2,904.54	9,092.99	78.05%
12	Goody Thomas	N131GT	2,665.21	3,723.31	2,683.07	9,071.60	77.87%
13	Pete Eslick	N31KX	2,539.06	3,735.80	2,583.94	8,858.79	76.04%
14	Jon Nash	N540JN	2,495.18	3,623.67	2,631.44	8,750.29	75.11%
15	Chris Panzl		2,586.85	3,799.81	2,344.92	8,731.58	74.95%
16	Vicki Cruse	N111CD	2,022.12	3,794.66	2,804.73	8,621.50	74.00%
17	Alan Bush	N262MX	2,184.06	3,769.69	2,570.09	8,523.84	73.17%
18	Hubie Tolson	N69SU	2,745.36	3,210.88	2,500.64	8,456.89	72.59%
19	Norm DeWitt	N9ND	2,070.59	3,676.73	2,358.79	8,106.11	69.58%
20	Bob Freeman	N200GZ	2,045.49	2,843.95	2,771.55	7,660.98	65.76%
21	Hannes Arch	N540SG	2,051.36	3,387.20	1,212.89	6,651.45	57.09%
22	David Windmiller	N111DW	2,681.40	3,641.78	9.95	6,333.13	54.36%

**FOUR-MINUTE FREE**

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	David Martin	NX232X	3,220.49	0.00	0.00	3,220.49	80.51%
2	Debby Rihn-Harvey	N232DD	3,171.08	0.00	0.00	3,171.08	79.28%
3	Zach Heffley	N606SU	3,137.45	0.00	0.00	3,137.45	78.44%
4	Chandy Clanton	N26HB	3,073.69	0.00	0.00	3,073.69	76.84%
5	Goody Thomas	N131GT	3,027.39	0.00	0.00	3,027.39	75.68%
6	Jon Nash	N540JN	2,987.28	0.00	0.00	2,987.28	74.68%
7	Hannes Arch	N540SG	2,930.45	0.00	0.00	2,930.45	73.26%
8	Hubie Tolson	N69SU	2,917.51	0.00	0.00	2,917.51	72.94%
9	Melissa Andrzejewski	N540SG	2,898.56	0.00	0.00	2,898.56	72.46%
10	Michael Rinker	N12SU	2,758.12	0.00	0.00	2,758.12	68.95%



## glider results

**SPORTSMAN**

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Brian Brown-Dymkoski	N424BA	878.31	1,060.58	1,043.38	2,982.27	74.00%
2	Matt Beaubien	N424BA	871.75	970.83	1,016.42	2,859.01	70.94%
3	Erich Kunrath	N424BA	676.02	758.28	849.46	2,283.76	56.67%
4	Hans Hilterman	N424BA	774.89	915.87	524.02	2,214.78	54.96%

**INTERMEDIATE**

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Travis Ahrens	N424BA	1,095.44	1,110.80	1,079.54	3,285.77	72.21%
2	Chris Ross	N424BA	928.82	1,248.89	1,095.06	3,272.78	71.93%
3	Michael Fitzsimmons	N424BA	1,033.28	1,082.65	1,075.23	3,191.16	70.14%
4	Jessica Leuschen	N424BA	995.34	1,009.65	991.23	2,996.23	65.85%
5	Matt Taraborelli	N424BA	955.92	887.76	896.73	2,740.41	60.23%

**UNLIMITED**

Rank	Contestant	Reg No.	Known	Free	Unknown	Total	%
1	Jason Stephens	N113TX	1,504.00	1,654.32	1,615.25	6,300.85	73.10%
2	Jeremy Stacy	N113TX	1,449.45	1,940.80	1,152.61	5,947.23	68.99%
3	Klein Gilhousen	N113TX	1,267.99	1,467.44	896.84	5,088.96	59.04%



The 2006 U.S. National Aerobatic Championships would like to thank the companies, groups, and individuals who made this year one of the best competitions yet! Without your support, the U.S. Nationals would not exist. The International Aerobatic Club and our members will remember your support. We would also like to extend a special thank you to the cities of Sherman and Denison, Texas. These communities continue to support this event, and your generosity and hospitality are a large part of our success.

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# Flying the Micro Loop

**Finesse is no small part of success**

By Ben Frelove



Photo Courtesy, Tutima Academy of Aviation Safety

Tutima Academy of Aviation Safety uses aircraft like this Extra to teach aerobatics safely at all speeds.

*In the world of competition aerobatics, the emphasis is often on flying faster, pulling harder and more aggressively than the next pilot. Let's take a quick look at an exercise in finesse that can teach us to be more intimately in tune and familiar with our aircraft: the micro loop!*

#### The Maneuver:

A micro loop is essentially flying the aircraft through 360 degrees of pitch change as slowly as possible while fully stalled through part, or all, of the loop.

#### The Technique:

Begin with sufficient altitude, keeping in mind that a mistake made while flying the micro loop will most likely result in a spin. It can develop into any type, so it is important that you are familiar with, and current in, all spin modes and recoveries in your aircraft. Tailslides can also occur, so always practice this technique in airplanes that are capable of that maneuver.

Start the loop from a speed well under what you might normally use (110 mph is a good starter in the Pitts, for example). Smoothly start a pull to obtain as much pitch change as possible before the stall. Coordinated use of rudder is very important.

At the first sign of any stall buffet, instead of releasing back-pressure to lower the angle of attack, quickly bring the stick full back to the stop. Keep it there until the loop has been completed. *Use only rudder to keep the wings*

*level and the nose on heading throughout the maneuver.* Remember, the ailerons become rather useless for rolling the airplane at such a high angle of attack. They will, however, create prodigious amounts of drag, which will only make the task more complex for your feet. With experimentation, you might find some aileron useful depending on aircraft type, but keep in mind the correction needed may be counterintuitive! I recommend using no aileron to begin with and applying only rudder inputs to stay lined up with your target course. The rudder should be light and quick; small, fast pumps do the trick. This keeps your feet moving and your muscles engaged.

Sometimes the plane will get hung up somewhere near vertical and stop pitching over. If left in this state, some form of a torque roll will inevitably ensue, and you'll be along for the ride. The remedy is to pump the elevator aggressively to continue to move the nose through the loop before the roll can start.

Once you have this maneuver perfected at 110 mph, try it at 100. When that seems easy, try it slower still. Keep lowering your personal best and see

how slow you can really go. Try two or three in a row. Try one inverted. Also, try limiting the amount of altitude gain during the initial portion of the loop by using more aggressive application of back-stick. This technique looks great for air shows if you can manage to coax it the rest of the way around and get it consistent.

Practicing micro loops will dramatically improve your confidence in flying your airplane at slow speeds. Those skills can come in handy when you're low in the box and wishing you had that extra 10 mph during the Unknown.

Keep an eye on your engine temperatures during these types of maneuvers, keep plenty of altitude below you, and be sure you are current in your spin recovery procedures.

Special thanks to Bill Stein for emphasizing the importance of learning to fly with less speed, and for proving to me that you really can loop a Pitts at 80 mph.

*Ben Frelove is a flight instructor at the Tutima Academy of Aviation Safety located in King City, California. For more information, visit [www.TutimaAcademy.com](http://www.TutimaAcademy.com).*

# Technical Advisor

By Vicki Cruse

This month's column addresses oil pressure issues on a Lycoming, two service bulletins (SB) on the Extra...and the CAP 232 repair is finally approved. Last is a European Aviation Safety Agency (EASA) airworthiness directive (AD) on the CAP 231, 20, and 21. Please note the FAA generally does not require compliance with EASA ADs, and it is highly unlikely it will in these cases, as there are generally too few of these aircraft in the United States. However, for your safety and information we include EASA ADs that otherwise might be overlooked.

## Oil Pressure Issue on a Pitts

(Submitted by "Bwana" Bob Buckley.)

The engine is a Lycoming IO-360-A1A on a 1977 Pitts S-1S. The oil pressure has always been a constant 77 psi, with a quick dip while transitioning to inverted. At the 2004 annual, rebuilt cylinders and new plugs were installed, and in March 2005, new Slick mags, an ignition harness, and fuel injectors were replaced. During the November 2005 annual, my airframe and powerplant (A&P) mechanic, Jamie Treat, found the motor mounts needed replacing. We removed the oil pressure line to facilitate the installation of the new engine bushings. Everything was put back together, and on the five-minute flight home, the oil pressure slowly dropped to 60 psi and leveled off. In a subsequent test flight over my airport, one roll dropped the pressure to 5 psi while inverted, and it took upwards of 10 seconds to come back up to about 20 psi.

In March of this year, we overhauled the inverted oil valve at a cost of about \$95 for the kit from Aviat. There was no change in the oil pressure. In May, we removed the oil pressure regulator, which is the nonadjustable type behind cylinder number three and found minimal metal in it, which was probably preventing it from seating properly. The contamination was removed and the seat inspected. We removed the six

adjusting washers and ordered a new ball bearing, spring, and gasket from Aviat for less than \$30. With the new parts installed, a test flight revealed oil pressure of 100 psi on engine start and cold oil, which subsequently dropped to 92 psi. There was no pressure drop during knife-edge flight. A

its welds in front of the horizontal stabilizer main spar attachment as well as between the attachment brackets. This service bulletin provides instructions for inspection and modifications in this area.

Aircraft and serial numbers affected include the Extra 300 (01 through 62), 300/S (01 through 29), 300/L (01 through 71, 73 through 77, 79 through 83, 85 through 89, and 91 through 92), and 300/200 (01 through 31 and 1032 through 1039). This service bulletin consists of three parts: Part I includes a visual inspection, Part II includes a retrofit local reinforcement at the upper longeron in the area of

the horizontal stabilizer's main spar attachment, and Part III calls for a retrofit of V-tubes to reinforce the fuselage frame stabilizer's main spar attachment bracket. Check each serial number of affected aircraft for applicable parts. For some affected aircraft individual repair instructions, including additional V-tube installation, have been issued by Extra in the past. If you have complied with related individual repair instructions, no additional work is required. In case of doubt contact Extra Flugzeugproduktions & Vertriebs-GmbH. For more details, please see [www.ExtraAircraft.com/sb300.asp](http://www.ExtraAircraft.com/sb300.asp) and look for Service Bulletin 300-2-95.



Rob Vogelaar

roll to inverted dropped the oil pressure to 32 psi, which immediately returned to 92 psi in upright flight. Problem solved.

## Extra Aircraft Upper Longeron Inspection

In July 2006, Extra Aircraft issued Service Bulletin 300-2-95, which requires mandatory inspection of the upper longeron at the horizontal stabilizer attachment. Cracks have been reported on EA 300/S, EA 300/L, and EA 300/200 airplanes that are frequently operated near or at the design limits. The cracks were found in the upper fuselage longeron and

## **Extra Aircraft Repositioning of the Single Oil Cooler**

In August 2006, Extra Aircraft issued Service Bulletin 300-1-06, which requires the mandatory repositioning of the single oil cooler on 300/S and 300/L aircraft equipped with the single oil cooler system manufactured before May 2006. Also affected are aircraft that are (to be) equipped with a retrofit kit intended for a conversion from a double to a single cooler oil cooler system containing baffles EA-83002.6-03 index A, EA-83002.3 index 0, and EA-83002.8 index 0.

Cracks have been reported on EA 300/S and EA 300/L airplanes equipped with the single oil cooler system. The cracks were found in the engine cooling baffles where the oil cooler is attached or in the oil cooler flanges. This service bulletin provides instructions for the repositioning of the single oil cooler from the cylinder cooling baffles to the engine mount.

Compliance time is within the next 10-hour time-in-service (TIS) or at the next 25-hour inspection. For more details, please see [www.ExtraAircraft.com/sb300.asp](http://www.ExtraAircraft.com/sb300.asp) and look for Service Bulletin 300-1-06.

## **Apex Aircraft CAP 231, 20L, and 21**

Emergency Airworthiness Directive (EAD) 2006-0210-E was issued on July 12, 2006, for Apex Aircraft CAP 231, 20L, and 21. This EAD affects all serial numbers. Several cases of cracks have been reported on wooden aerobatic airplanes. These have been observed on the upper cap of the main spar at the wing root. The manufacturer maintenance schedule does not require inspections in this particular area. This EAD requires the upper cap of the wing main spar to be inspected for cracks. Compliance time is immediately, and repeat inspections are to occur every 100 hours.

For any questions regarding the technical content of the requirements of this EAD, please e-mail Apex Aircraft at [Airworthiness@apex-aircraft.com](mailto:Airworthiness@apex-aircraft.com). Details regarding this EAD may be found at [www.EASA.eu.int/home/aw\\_dir\\_en.html](http://www.EASA.eu.int/home/aw_dir_en.html).

## **APEX CAP 232 Repair Is Finalized**

On July 31, 2006, the EASA released the final

requirements for the repair of the CAP 232. You may recall the CAP 230, 231, and 231 EX were included in the previous version of this AD, now numbered 2006-0211R1-E. The CAP 232 was included in Group 2 aircraft; however, repairs to the 232 were not addressed previously.

Group 2 aircraft, as determined by the EASA, includes the 232, 231, and 231EX. Approved repair requirements for the 232 include all the actions previously approved for the 231 and 231 EX, including reinforcement of bulkheads no. 2 and no. 3 by implementation of the AVA-STC-2006-01 Rev 01 performed by the sole entitled company AIR MENUISERIE, followed by reinforcement of the bulkhead no. 1 as instructed in the paragraph (§) A. of the AVA Service Bulletin No 2006-01 Ed 1. Lastly, modify the approved operator's maintenance program by inserting the repetitive inspections requirements of § B of the AVA Service Bulletin No. 2006-01 Ed1 and, before further flight, inserting the relevant aircraft flight manual supplement modifying sections 1.4 and 2.2 and 2.16 of the aircraft flight manual and installing a limitation placard in the cockpit.

This EAD also addresses repair requirements for the CAP 231 and 231 EX. Details regarding this EAD may be found at [www.EASA.eu.int/home/aw\\_dir\\_en.html](http://www.EASA.eu.int/home/aw_dir_en.html) by searching for the above AD number. 



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