

SPORT **Aerobatics**

December 2016

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB



AirVenture Exhibition

Grassroots to the Top of the World
Part 1



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EVAN PEERS

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Rob Holland during his *Grass Roots to the Top of the World* demonstration at the 2016 AirVenture in Oshkosh, Wisconsin. Photo by Evan Peers

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EDITOR'S LOG

BY REGGIE PAULK

Farewell, Trish

Wishing you well on your new journey

FOR MANY PEOPLE AT THE IAC, Trish Deimer-Steineke was the go-to person for just about anything having to do with the organization. She came on board in 2009, and for the last seven years, I've had the honor of working with her in my capacity as the editor of the magazine. Trish was hired by Vicki Cruse and would serve as the IAC's manager through the next three presidents. For me, Trish was the go-to person when I needed any information about the membership or the goings-on at the IAC. She was also a valuable member of the editorial team — going over each issue of *Sport Aerobatics* and *In the Loop* in the search for errors that inevitably pop up. Although I am happy she has made a positive step for her professional life, I will miss working with her as a part of this wonderful organization.

With Trish's departure, the board had some big shoes to fill. I was very pleased to know that they've been filled by Lorrie Penner — our current web curator. I've known Lorrie and her husband, Gordon, for years, and have

really enjoyed working with both of them. I, for one, offer congratulations to Lorrie, and look forward to working with her in her new capacity.

This issue is dedicated to the IAC's grass roots theme from this year's AirVenture. We're reproducing the panels that were displayed in the IAC's pavilion so you can get a glimpse into the many paths that lead some of the superheroes of our sport to the top of the world. If there's a common theme among these panels, it's that each of these individuals had a passion for aerobatics and the community that surrounds it.

Amazingly, another year has come to a close. The next time you receive the magazine, we'll be celebrating a new year. Until then, have a very merry Christmas and a happy new year!

IAC

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



PRESIDENT'S COLUMN

BY MIKE HEUER, IAC PRESIDENT, IAC 4

Winter Is Coming

But IAC work continues

OUR PUBLICATIONS STAFF HAS BENT OVER backward this month to accommodate the late arrival of my column for this issue of the magazine. I just returned from an extensive series of meetings in Oshkosh, Wisconsin, of the IAC's executive committee, board of directors, the EAA board, and various members of the EAA staff as well as Oshkosh airport officials. We have been very busy planning ahead for IAC's activities in 2017 at AirVenture as well as the move of the U.S. National Aerobatic Championships to Oshkosh in September next year. Dates for the Nationals are now set for September 23-29.

Before I report to you on some of the details of those meetings in future communications, let me inform you of some other news and developments. Our longtime IAC manager, Trish Deimer-Steineke, informed me in early October of her decision to leave our employment and move on to another career. Her last day was October 21. Trish had a huge array of varied and diverse responsibilities with the IAC, including handling contacts with members every day, managing the IAC pavilion at AirVenture, carrying out various duties at the Nationals each year, and working with other departments at EAA. She has been a loyal employee these past few years, and we will miss her. We wish her well in her new career.

With the need to hire someone to replace her quickly, our IAC executive committee and EAA's human resources department leaped into action, and we were able to identify and interview several candidates for the position these past few weeks. I am very proud to announce that Lorrie Penner will assume the position of IAC executive director in late December. Lorrie is well-known to IAC members, having served as your secretary for one term, our current achievement awards chair, website curator, past awards administration chair, and the assistant contest director of the 27th FAI World Aerobatic Championships in Texas in 2013. Lor-

rie has been one of those dedicated IAC volunteers who has worked quietly behind the scenes and below the radar to get things done. The IAC board and I are confident she will do a great job for all of you, and please welcome her on board when you get a chance. Lorrie will alternate work between her home in Ohio and time in Oshkosh.

Let me also mention some changes taking place at the IAC board level as there are several. First of all, a few weeks ago, NAA President and CEO Jonathan Gaffney announced his retirement and informed us that Greg Principato would be assuming his position on October 20. Jonathan has been a very good friend of the IAC's for the years he has served on our board as NAA's representative. Before Jonathan took over the helm at the NAA, there were many years where there was no NAA representation on our board, which they are entitled to under our letter of agreement, and we missed having an NAA official there. We are one of the NAA's air sports organizations (ASOs) that carry out the work of the NAA in those areas that are part of the FAI's structure at the world level. Our letter of agreement with the NAA gives us the right to run the U.S. Nationals, send teams to world championships, and represent the United States at CIVA. Having an NAA person on our board gives us a broader view of air sports activities and association management, which is invaluable to our officers and directors. As of this writing, the NAA representative on our board has not been replaced, but we hope the position will be filled soon. Our thanks to Jonathan Gaffney for all of his support of the IAC, and our best wishes in his new endeavors.

Louie Andrew of Fond du Lac, Wisconsin, has served on the IAC board as EAA's representative

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Please send your comments, questions, or suggestions to president@iac.org.



LINES & ANGLES

BY MIKE HEUER
PHOTOS EVAN PEERS

IAC BOARD MEETS IN OSHKOSH

The IAC board of directors met in Oshkosh, Wisconsin, on November 11-12, 2016, and dealt with a wide variety of issues. The following is a summary of actions and decisions.

President's Report – Mike Heuer

Membership is growing, and finances are strong. The IAC had **3,673** members in the fall of 2014. Due to our membership recruiting efforts, through direct mail, e-blasts, and AirVenture, we are now at **4,214** members as of September 30, 2016.

As of the time of the meeting, **454** pilots competed in IAC-sanctioned competition in 2016 with some contests still pending. This has been fairly stable since 2011. Our peak was in 2010 with 521 pilots competing.

The IAC's AirVenture 2017 plans include honoring the 40th anniversary of the Christen Eagle and a reunion of Extra pilots and owners. In addition, a full slate of seminars is planned along with our annual membership gathering in the Nature Center.

IAC manager Trish Deimer-Steineke left our employ on October 21, 2016, and the search for a replacement executive director began immediately. The IAC board agreed to the Executive Committee's recommendation of Lorrie Penner as our new executive director. She will assume those duties on January 1, 2017. Lorrie will not be moving to Oshkosh but will spend considerable time there during the year in addition to working out of a home office.

Louie Andrew has left the IAC board as EAA's representative and will be replaced by Norm DeWitt. Mr. DeWitt's Class IV spot became open, and the board voted to appoint Margo Chase to this position. We welcome Margo as our newest director.

The board voted to formally thank Louie Andrew and Jonathan Gaffney, former CEO of the National Aeronautic Association, for their service on our board. Board members also voted and approved Louie for director emeritus status. He has served on the board for nearly 30 years.

Treasurer's Report

IAC Treasurer Bob Hart reported a **\$10,860** net income for the IAC through September 30, 2016. October numbers were not available at the time of the meeting. The treasurer also presented the Fiscal Year 2018 budget to the board for approval. The IAC's fiscal year runs from March 1 through the following February 28/29, with the FY2018 budget beginning next year. The finance committee proposed and the board approved a budget that would yield an **\$11,781** net income for the IAC for

FY2018. Financial statements and information are available at any time from the IAC, in the interest of openness and transparency.

Rules Changes

The complete Rules Committee report to the board can be found at www.IAC.org/meeting-docs. The following table summarizes how the board voted on proposed rule changes:

Rule Proposal	Summary	IAC Board Vote
2017-01	Horizontal flight for gliders	No
2017-03	Judge currency	Yes
2017-09	Judge candidate training	Yes
2017-10	Optional break for density altitude	Yes
2017-11	Free program penalties	Yes
2017-13	Wind limits	No
2017-14	Non-contest flying during a contest	Yes
2017-15	Minimum number of competitors	Yes
2017-17	Combination of hard and numeric zeros	Yes
2017-NATS-1	Low calls during 4-Minute Freestyle	No

Known Sequences for 2017

All of the proposed Known sequences for both power and glider were adopted. These proposals were prepared by the IAC Known Sequence Committee, and 51 sequences (base sequences and variants) were considered. The sequences can be found in PDF format at the following link: www.IAC.org/news/2016-11-15-2017-known-sequences-approved-board-directors.

Election 2017

The 2017 IAC election will be by electronic means. Balloting will close on Monday, July 24, 2017. Information on the election will be provided through various IAC outlets, including this magazine, our e-newsletter, and the IAC website. Nominating petitions will be available on the website as well as from the nominating committee chair, Lynne Stoltenberg.

Government Relations

The IAC Government Relations Committee has been recently realigned with some retirements from the committee. Wayne Roberts, who served on this group for many years, has retired. Dennie Thompson has stepped down as chairman. Bruce Ballew has taken the helm on the committee as its new chairman.

If you have problems with your contest waivers and aerobatic practice areas, please contact Bruce. Contact information can be found on the IAC website at www.IAC.org/yellow-pages. Member login is required. **IAC**



Grass Roots to the Top of the World

By Lorrie Penner, Tim Just and Margo Chase

The IAC began in 1970 with the goal of promoting grassroots aerobatics. That is, to bring aerobatics to the local and regional areas through chapters and regional competitions. It has also provided guidance to those who wish to learn aerobatics to improve their pilot skills and to gain the self-confidence and ability to control their aircraft in all flight regimes. IAC has promoted various safety and awards programs, sponsors the U.S. National Aerobatic Championships every year, and administers the U.S. Aerobatic Teams in both power and glider categories.

The Grass Roots exhibit, which was shown at the IAC Pavilion during AirVenture 2016, featured all of these aspects of aerobatics — from learning to fly aerobatics, becoming involved locally in chapters, all the way up to U.S. involvement in world competition — by telling the story of 15 aerobatic champions who worked their way up from the grass roots to the highest levels of competition and air show flying.

The exhibit highlighted the accomplishments of 15 great pilots' progression from grass roots to the top of the world. The highlighted aerobatic greats include Harold Krier, Leo Loudenslager and Mary Gaffaney, to name a few. A panel celebrating the 70th anniversary of the De Havilland Chipmunk was featured as well.

We're reproducing the exhibit in the pages of Sport Aerobatics over the next two months for those members who were unable to attend AirVenture. Enjoy!



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FRANK PRICE THE FIRST INTERNATIONAL COMPETITOR

24TH PLACE, WORLD AEROBATIC CHAMPIONSHIPS: 1960 | EAA AEROBATIC HALL OF FAME

An Address by Tom Poberezny – President EAA Aviation Foundation – 1987

To understand Frank Price's contribution to aerobatics, we have to go back to 1947 when the Gulf Oil Company's annual competition, called the Miami All-American Air Maneuvers National Aerobatic Championship, first started. Frank Price thought the Gulf Trophy was the neatest thing going in aviation but by 1952, it had died and there was little or nothing around in the United States.

By 1960 Frank had acquired a 185-horsepower Great Lakes, taught himself to fly aerobatics and began flying air shows and looking for a chance to compete. He heard about the creation of a new type of competition called the World Aerobatic Championships, scheduled to take place in Czechoslovakia. He knew immediately that he had to go. Someone had to represent the United States. This country could not be left out.

He looked for financial help but no one responded. So he used his own funds to ship his Great Lakes all the way to Czechoslovakia. Frank spent two very interesting weeks representing the USA, finishing in 24th place. He still remembers the opening ceremonies of the contest when he was standing there, with a total of nine countries participating, holding the American flag as the sole US representative.

When he came home, he brought with him valuable information on the advanced state of aerobatics in Europe and the Soviet Union. He also brought back the Lomcevak, which he learned from Jaromir Hulka, the beginnings of the Aresti system which had been explained to him by Jose Aresti, and, most important of all, he brought back a plan to form an aerobatics club based on the British Tiger Club to promote and organize aerobatics in the United States.

Frank went back to the World Aerobatic Championships four years later as a pilot and as a team manager. His affable personality and big-as-Texas smile have made a significant contribution to America's standing in the world arena.

Frank remained active in aerobatics, coaching and giving advice to countless competition pilots over the years. In 1987, Mr. Price was inducted into the International Aerobatics Hall of Fame – one of the four original inductees, along with Jose Aresti, Duane Cole, and Curtis Pitts.

AEROBATIC ACHIEVEMENTS:

First American to compete in the World Aerobatic Championships – 1960

Founder of the American Tiger Club

US Aerobatic Team Member – 1960 and 1964

Inductee, International Aerobatic Hall of Fame – 1987

1.1 1960 WORLD AEROBATIC CHAMPIONSHIPS, OPENING CEREMONIES

Frank stands alone (left), but proud, behind the American flag at Bratislava. Next to him is a column of 10 pilots of the Soviet Union. It's impossible to look at that photo and not feel a sense of gratitude for Frank's determination to make this country a part of the World Aerobatic Championships from the very beginning.

1.2 FRANK PRICE IN N11339

Whatever Frank may have lacked in talent and equipment, he made up for in personality. Frank was permitted to demonstrate his Great Lakes by flying his air show routine but he forgot to remove spare parts he had stowed in the cockpit. As he started his first maneuver, an aileron roll, out came the exhaust stack! On the next maneuver, out came the magneto! When Frank landed to take care of the problem they grounded him, not letting him complete his routine.

1.3 FRANK WITH HIS GREAT LAKES AT THE AIRPORT IN VAJNORY

Frank's plane was outclassed at the 1960 world competition by the new Czech-designed Zlin 226 but Frank returned home fired with enthusiasm to raise the level of competition in the US to world-class standards.

1.4 FRANK WITH HIS GREAT LAKES

Frank Price switched to his 185 Warner powered Great Lakes in 1954. The airplane, previously flown by Rod Jocelyn to win the US Nationals in 1952, was used by Frank in Bratislava. He subsequently used a Bücker Jungmeister in the World Championships in 1964 and it became his signature airplane.

1.5 FRANK WITH HIS BÜCKER JUNGMEISTER

Frank's enthusiasm for the sport of aerobatics was evident by his founding work with the American Tiger Club, the Aerobatic Club of America, the IAC, and his constant smile! Photo by Ted Koston

1.6 FRANK WITH HIS GREAT LAKES

A rare color photo of Frank with the "Lakes."



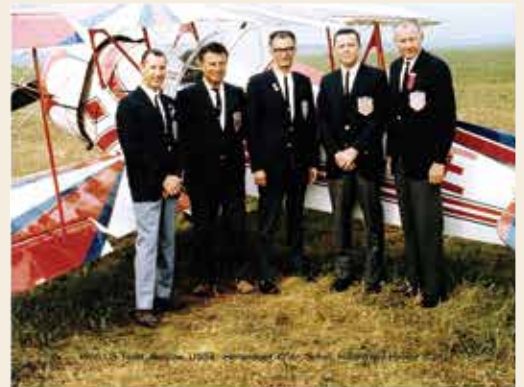
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HAROLD KRIER & THE KRIER KRAFT

US NATIONAL CHAMPION: 1965, 1968

Born in 1922, Harold Krier got into aviation the hard way – as a US Army Air Corps crew chief assigned to B-17 and B-24 bombers during World War II. He went on to get his pilot's license in 1945. By 1950, he had seen enough of air shows to know that he wanted to be a part of the action. He contacted Frank Price in search of help. Frank had a major influence in the development and refinement of Harold's talent.

It didn't take long for Harold to establish and build upon a solid reputation for precision and inventiveness. Feeling the need to establish some kind of regular competition for like-minded pilots, Harold worked with Frank and Bob Taylor of the Antique Airplane Association to establish AAA's annual aerobatic competitions at Ottumwa, Iowa. Harold proved his flying was as good as his administrative talents when he won the first three championships – in 1958, 1959, and 1960.

By the beginning of the decade of the sixties, Harold Krier had become a dominant figure in the air show industry. He started in a Clipped-wing Cub and became the operator of the Garden City Airport in Kansas. Later he moved up to the aircraft that assured his fame in aerobatics – a highly modified Great Lakes 2T-1A in which he installed a 185-horsepower Warner engine. His gift at flying really surfaced with the Lakes.

In 1962, he decided he could build a better aerobatic airplane himself and set out to develop a biplane he dubbed the "Krier Kraft." His objective was to construct a much lighter airplane than the Great Lakes and he was successful in that regard. For its time, the Krier Kraft had superior vertical performance and roll rate. He took that airplane to the World Championships in 1964 – the first of three world contests he participated in – but he realized when he got there that monoplanes seemed to have a distinct advantage. He came home, sold the Krier Kraft to Charlie Hillard, who flew it in Moscow in 1966, and started work on a "Super Chipmunk." He and Art Scholl both took Chipmunks to the WAC in 1966 and 1968.

After the conclusion of the WAC in 1964, Harold stayed behind in Europe to study the Aresti Aerocryptographic System and then brought his knowledge back to the US where he freely shared it with other pilots. He had an excellent eye and an articulate manner that made him many friends among aerobatic pilots. He subsequently became an FAI International Judge.

Harold was the US National Aerobatic Champion in 1965 and 1968 and a member of the US Aerobatic Team in 1964, 1966 and 1968. He was All American Aerobatic Champion in 1967. In 1963, EAA presented Harold with an Outstanding Achievement Award and he was also a recipient of the Rolly Cole Memorial Trophy. He was honored with the Mike Murphy Trophy for Aerobatic Excellence in 1967 and was inducted into the IAC Aerobatics Hall of Fame in 1989.

AEROBATIC ACHIEVEMENTS:

US National Aerobatic Champion – 1965 and 1968

US Aerobatic Team – 1964, 1966, 1968

Inductee, International Aerobatic Hall of Fame – 1989

2.1 1964 USA AEROBATIC TEAM, BILBAO, SPAIN

Frank Price, Harold Krier, Bob Nance and the Krier Kraft.

2.2 HAROLD IN HIS "KRIER KRAFT", 1964

For its time, the Krier Kraft had superior vertical performance and roll rate.

2.3 1964 USA AEROBATIC TEAM, BILBAO, SPAIN

Left to right: Lindsey Parsons, Bevo Howard, Nick D'Apuzzo, Bill Adams, Harold Krier, Bart DeNight, Frank Price, Rod Jocelyn, and Bob Nance. The World Championships that year in Spain was Harold's first.

2.4 1966 USA AEROBATIC TEAM, MOSCOW, USSR

Standing with the new Krier Kraft in Moscow are US team members Bob Herendeen, Harold Krier, Art Scholl, Charlie Hillard, and Bob Hoover (team captain).

2.5 HAROLD AND TEAM WITH THE CHIPMUNK, 1968

Left to right: Mike Murphy, Charlie Hillard, Harold Krier (sitting in Chipmunk's cockpit), Art Scholl (standing behind Harold), someone unknown, and Bob Herendeen on the far right. Photo from Mike Heuer

2.6 HAROLD AND HIS MODIFIED CHIPMUNK, 1968

Last minute tips at the 1968 US National Aerobatic Championships in Ft. Worth, Texas.

2.7 HAROLD KRIER

Perhaps more than any other individual, Harold Krier was responsible for the revival of aerobatics in this country in the fifties and early sixties.

2.8 THE CHIPMUNK AND HAROLD KRIER

After seeing the performances of the Yaks and Zlins of the eastern European countries, Harold transitioned to his highly-modified Chipmunk in 1966.



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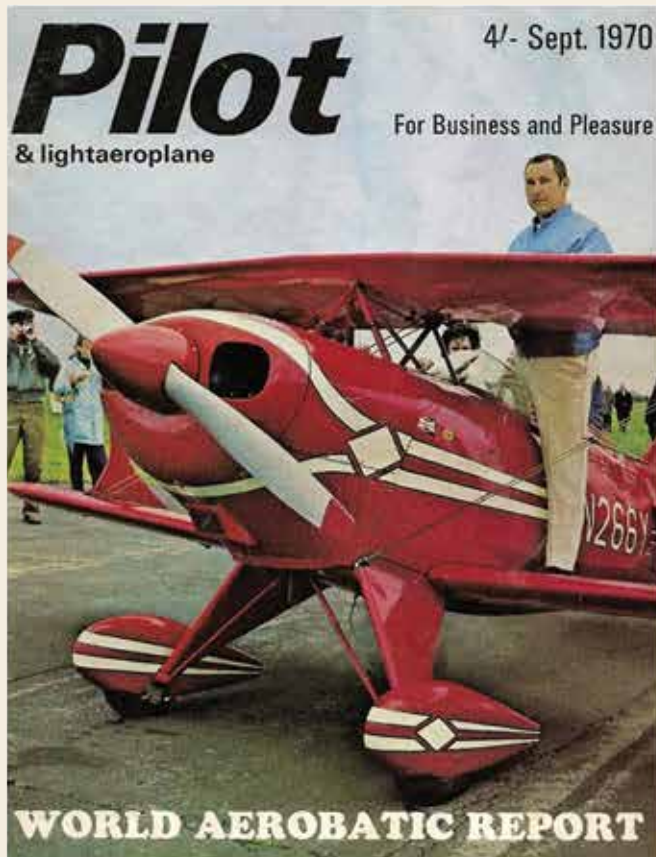
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BOB HERENDEEN MASTER OF PRECISION

US NATIONAL CHAMPION: 1966, 1969

David Gustafson, *Sport Aerobatics*, February 1991

Bob Herendeen made his love of aerobatics known when he looped and spun an aircraft during his first solo flight at the age of 16. His first aerobatic aircraft was a Piper Cub, previously owned by Frank Price and Duane Cole.

In 1964, Bob purchased his first Pitts Special, and — in 1965 — he entered the U.S. National Aerobatic Championships in Reno, Nevada. It was his first competition, and he took third place. Finishing in the top three put Bob on the U.S. Aerobatic Team. The following year, during the Fourth World Aerobatic Championships in Moscow, Bob placed 25th out of a field of 64, becoming the first person to use the Pitts in a World Aerobatic Championship.

It was his second competition. His third competition was the U.S. Nationals that same year, and Bob became the U.S. National Aerobatic Champion in 1966, a feat he would repeat in 1969. Bob flew in the World Championships again in 1968 and 1970. But for an engine failure in 1970, he probably would have become World Champion. Along with Charlie Hillard and Gene Soucy, Bob became part of the first US Aerobatic Team to win a Team Trophy, the coveted Nesterov Cup.

In 1980, Bob was the USA's Chief Delegate to the World Aerobatics Championships and in 1982 he was an International Jury member. Bob also served as a judge at numerous US competitions.

But, as impressive and dramatic as his aerobatic competition career was, it is for his contributions to the air show community that Bob is recognized. On the air show circuit, Bob was the consummate performer. His fans said, "Nobody does it better," and he quickly became known as the Master of Precision. His exceptional prowess with the Pitts had helped to elevate that machine to a world-class standard for aerobatic excellence, and his showmanship made him one of the most popular performers in North America.

AEROBATIC ACHIEVEMENTS:

US National Aerobatic Champion — 1966 and 1969

Pilot, US Aerobatic Team — 1966, 1968, 1970

Team Gold Medal, World Aerobatic Championships — 1970

Silver Medal Winner (Overall Individual), World Aerobatic Championships — 1970

Inductee, International Aerobatic Hall of Fame — 1990

Inductee, ICAS Airshow Hall of Fame — 2005

3.1 BOB HERENDEEN IN N66Y (1965)

After watching Don Pittman at Reno in 1964, Bob Herendeen realized he needed a Pitts. He bought N66Y from Dick Rice in Kennett, Missouri, who had built his S-1C Pitts from plans in 1962-63 and flew it at the National Aerobatic Championship in 1965. Bob took 3rd place behind Harold Krier and Charlie Hillard. Photo by Howard Levy

3.2 BOB HERENDEEN AND HIS NEW PITTS S-1S N266Y

Curtis credits Bob with being the person most responsible for gaining national and international recognition for his design ... the second time around. Betty Skelton, of course, was the first to bring the little machine to the world's attention. Photo Bob Haack

3.3 N266Y WITH "29" ON THE RUDDER

The S-1S N266Y had symmetrical airfoils and four ailerons. This airplane was a combination of the work done on Pat Ledford's N8L and Curtis Pitts' S-2, *Big Stinker*. It was built by Curtis for Bob Herendeen in time for the WAC '68 in Magdeburg, East Germany. Bob finished with a bronze medal.

3.4 USA AEROBATIC TEAM, 1968

USA Aerobatic Team in front of Herendeen's Pitts, N266Y. Standing left to right: Roscoe Morton (team captain), Charlie Hillard, Morgan Schrack, Tim Burgess, Roy Sprague, Del Booth, and Charlie Gaffaney (Mary's husband). In front: Art Scholl, Bob Herendeen, Marion Cole (with a young East German), Chick Herendeen (Bob's father), Harold Krier, and Father Lang (interpreter). Missing from the photo are Mike Murphy (judge from the USA) and pilot Mary Gaffaney.

3.5 BOB HERENDEEN ON THE COVER OF *PILOT* MAGAZINE

Bob Herendeen was featured on the front of this British *Pilot* magazine in 1970.

3.6 BOB ON THE COVER OF *SPORT AEROBATICS*, MARCH 1972

Bob was featured on the cover of the March 1972 issue of IAC's magazine, *Sport Aerobatics* along with his Pitts N266Y. The article about him was aptly titled, "Bob Herendeen — A Champion's Champion."

3.7 OSHKOSH AND N66YY

Pictured here at Oshkosh with his third and last Pitts, Bob Herendeen was a frequent performer at EAA's Air-Venture in Oshkosh for many years. Photo by L. L. Coombs



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CHARLIE HILLARD THE FIRST US WORLD CHAMPION

WORLD AEROBATIC CHAMPION: 1972 | US NATIONAL CHAMPION: 1967

David Gustafson, Sport Aerobatics, February 1991

Charlie Hillard was a successful competitive aerobatic pilot who contributed to the field of aerobatics as a competition and air show pilot, as an administrator, test pilot, and as a participant in motion pictures and television. Charlie competed in the National Aerobatic Championships from 1964–1972, and winning the US National Aerobatic Championship in 1967. Charlie competed in four World Championships: Russia, 1966; East Germany, 1968; England, 1970; and France in 1972. In 1968 Charlie won the first medal ever won by an American in a World Championship – a bronze medal for third place. In England in 1970 he won a gold and three bronze medals, helping the US Team win the Nesterov trophy. 1972 was a climactic year when he won three gold and one bronze medal in France and became the World Aerobatic Champion.

In the four World Aerobatic Championships Charlie participated in, he used a different aircraft each time – The Krier Kraft, Chipmunk, Spinks Akromaster and the Pitts Special.

He was a founding organizer of the Aerobatic Club of America (ACA). While judging a number of National Championships, Charlie was also recognized as an International Judge and served on the International Jury at the 1980 World Aerobatic Championships. Besides serving as an alternate and delegate to FAI's International Aerobatics Commission (CIVA) for 12 years, he was on the Board of Directors for the United States Aerobatic Foundation and was one of the organizers and first officers of the International Council of Air shows (ICAS). He became lead pilot of the longest continuous performing air show team in the world, The Eagles.

AEROBATIC ACHIEVEMENTS:

National Aerobatic Champion, 1967

First American to medal in a world aerobatics championship (Bronze, 1968)

First American to win the World Aerobatic Championship (individual – 1972)

Led the American aerobatics team to two world championships (1970, 1972)

Author of the Federal Aviation Regulations for aerobatic competency evaluations (ACE)

Founder of the Aerobatic Club of America

Winner of the ICAS Wilkinson Sword of Excellence, 1983

Inductee, International Aerobatic Hall of Fame, 1990

ICAS Foundation Air Show Hall of Fame, 1997

4.1 CHARLIE HILLARD AND THE KRIER KRAFT

Charlie Hillard in the cockpit of the Krier Kraft, circa 1966–1968.

4.2 THE SPINKS AKROMASTER AT THE WORLD CHAMPIONSHIPS

In 1970 Hillard flew N7727, the Spinks Akromaster, at the 6th FAI World Aerobatic Championships in Hullavington, England. He took third place overall, with a gold and three bronze medals.

4.3 THE MOSCOW AIR SHOW 1966

Team Captain Bob Hoover, Charlie Hillard, Art Scholl, Harold Krier and Bob Herendeen, at the Moscow Air Show. All were members of the 1966 United States Aerobatic Team.

4.4 CHARLIE AND THE ARESTI CUP

Charlie Hillard (right) proudly shows the Aresti Cup to famous Indianapolis race car driver Johnny Rutherford, an aviation enthusiast at the time who had a great appreciation for Charlie's skills and talents.

4.5 CHARLIE HILLARD ON THE COVER OF SPORT AEROBATICS, 1972

Right after purchasing the Pitts from Bob Heuer, Charlie was featured on the cover of *Sport Aerobatics* magazine in February 1972. The article that month was entitled "Aerobatics – Texas Style" by editor Verne Jobst.

4.6 CHARLIE IN THE KRIER KRAFT

In 1968, he flew Krier's Chipmunk, in 1970 he piloted the Spinks Akromaster, and in 1972 he was victorious in the Pitts S-1S.

4.7 – 4.8 THE RED DEVILS PRESS INFORMATION

In 1971, Charlie Hillard, Gene Soucy and Tom Poberezny re-formed the three-man aerobatic air show team, the Red Devils.

4.9 CHARLIE HILLARD, GENE SOUCY AND TOM POBEREZNÝ – THE RED DEVILS

Charlie, Gene and Tom would compete against each other for National and International Championship titles but flew air shows as a tight formation trio. Photo by Lee Fray

4.10 USA AEROBATIC TEAM 1972

Winners of the Nesterov Cup, awarded by the FAI (Fédération Aéronautique Internationale). From left to right: Carolyn Salisbury, Pitts S-2A N13AS; Bill Thomas, Pitts S-1S N55BT; Art Scholl, Pitts S-2A N13AS; Gene Soucy, Pitts S-1S N9J; Charlie Hillard, Pitts S-1S N442X; Tom Poberezny, Pitts S-1S N58J; and Mary Gaffaney, Pitts S-1S N6W.



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MARY GAFFANEY & THE PITTS S-1S

WOMEN'S WORLD AEROBATIC CHAMPION: 1972

Excerpts from an article by Gordon Penner – June 2006

If Mary Gaffaney had never met Curtis Pitts or gotten an airplane bottoms up, she could still take her place in the high aerie of aviation's loftiest spires. She has her ATR (Air Transport Rating, now called the Air Transport Pilot license) – the PhD of flying – in singles, multi and helicopters. She has her masters in instruments, commercial, flight instructor, seaplanes, gliders, box kites, rubber bands, paper darts, all of it. And the omnipotent FAA has laid hands upon her and vested her as a designee and holy examiner in five categories. A gathering of all the senior pilots in this land with such credentials would hardly crowd the ballroom of your local Holiday Inn.

One thing that I was struck by in research about her was her singleness of purpose. She liked flying and everything went toward that goal. It wasn't a hobby, it was a life. She even purchased an airport on the edge of the Florida Everglades that, according to the Miami gliders website, was perfectly placed. They said it had some of the best soaring conditions in south Florida as it was at the convergence of the Atlantic Ocean and sea breeze fronts. A glider there could, on a good day, work its way up to 8,500 feet. She taught glider flying there, in addition to other forms of flight, for 20-odd years.

That singleness of purpose was also illustrated by Gordon Baxter later in the 1972 article: At 40 hours, she was looping a Stearman, just for the fun of it. She denies that she married Charlie because he had a Stearman and Monocoupe, but they were married in 1950, bought a clipped-wing Cub, and Charlie coached her in aerobatics with the idea of doing air shows.

Mary talked of those early Sundays back in 1966 when they would all gather at Curtis Pitts' strip and sit in the shade and play with his airplane. She spoke of these early times softly, as a woman remembering family reunions. "I always had to use both hands to snap the old Stearman, so the first Pitts I flew, Zoom! Zoom! They said it was a beautiful double snap. I had to tell them I only meant one." As Mary described the Pitts, an inner glow came to her face. She acted it out, bouncing in her chair, hands karate-chopping the air, tossing her head. "It's so easy to fly. Point it, it goes; pull it, it snaps! Bang! Bang! Oh, it's fun." I had the fleeting impression that to arm-wrestle Mary would be to lose. She was good at what she did but she worked for it. She also saw the life that she wanted to live, and lived it.

AEROBATIC ACHIEVEMENTS:

Women's World Aerobatic Champion – 1972

Bronze Medal Winner, World Aerobatic Championships – 1970

Pilot, US Aerobatic Team – 1968, 1970, 1972

Inductee, International Aerobatic Hall of Fame – 1991

5.1 MARY GAFFANEY'S N5J

Mary Gaffaney stands before her first yellow and black Pitts S-1S. She won the US National Championships three times, in 1967, 1968 and 1969 in N5J. The plane was damaged in 1971 so Mary went on to fly and win the 1972 Women's World Championship in N6W.

5.2 THE 1972 USA AEROBATIC TEAM

The US Team which competed in Salon de Provence, France, in the summer of 1972. Left to right: Carolyn Salisbury, Bill Thomas, Charlie Hillard, Gene Soucy, Art Scholl, Tom Poberezny, and Mary Gaffaney.

5.3 N6W AND N442X

The Pitts S-1S was flown by both World Champions in 1972. Here they stand side by side at WAC '72 in Salon de Provence, France. N6W was flown by Mary Gaffaney and N442X was flown by Charlie Hillard. Both won gold medals for the USA. Photo by Gene Soucy

5.4 MARY AND N6W

Shown here by her Pitts N6W after winning a bronze medal at the World Championship in Hullavington, England, in 1970.

5.5 MARY GAFFANEY CHAMPION AD

"The Prima Ballerina of the Air" sits in front of her Pitts S-1S, N6W, built by Curtis Pitts and flight tested by Jim Holland and Curtis. This ad ran prior to her success as Women's World Champion at WAC '72.

5.6 THE COVER OF GO-AROUND BY JEAN TRACY

The story of Mary Gaffaney starts with her first air race, includes Kendall Flying School and her skywriting exploits, and brings the reader all the way to her National Championship in 1967. Source Kendall Press 1979

5.7 MARY GAFFANEY AT AN AIR SHOW

Mary was a flight instructor, air racer and air show performer as well as an aerobatic competitor. She always flew her signature black and yellow Pitts S-1S.



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GENE SOUCY MR. AIR SHOW

US NATIONAL CHAMPION: 1970, 1971, 1972

By Dan Clisham

Gene Soucy is one of the most celebrated names in flying. He may also be the most versatile, pairing a competition career with air show entertainment. Today, he performs multiple acts at some two dozen air shows in a typical year.

At the age of 20 Gene Soucy earned a berth on the 1970 United States Aerobatic Team. In the 1970 World Championships in England, Gene was the youngest competitor. He helped the United States Team win its first World Championship. In 1972, Gene was again a member of the US Team at the World Aerobatic Championships where he helped his team win the prestigious Nesterov Team Trophy. Gene has been a three-time US National Aerobatic Champion, and three-time Canadian National Champion. He has won a total of four Gold and three Bronze medals in World Aerobatic Championships. His competition record includes 41 aerobatic contests.

In December of 1985 Gene won the prestigious Hilton Masters of Aerobatics Championship.

Gene was one of the original "Red Devils" with IAC legends Bob Heuer and Marion Cole. Later, with Charlie Hillard and Tom Poberezny, successfully completing a 25-year run as The Eagles.

AEROBATIC ACHIEVEMENTS:

US National Advanced Aerobatic Champion – 1969

US National Aerobatic Champion – 1970, 1971, 1972

Canadian National Aerobatic Champion – 1970, 1971, 1972

Clifford L. Henderson Achievement Award

Embry Riddle Crystal Eagle Award for Lifetime Achievement

Bill Adams Showmanship Award

Pilot, Hilton Masters of Aerobatics Championship (1985)

ICAS Bill Barber Award for Showmanship (with Eagle Team)

FAI Achievement Award – 1996 with Eagle Team

ICAS Bill Barber Award for Showmanship – 1997 with Teresa Stokes

Rolly Cole Memorial Award – 1997

"Fond du Lac Cup" Winner – 1997

ICAS Sword of Excellence Award – 1998

Pilot, US Aerobatic Team – 1970 and 1972

Member, US Team, World Aerobatic Championship – 1972, France

25 years with The Eagles, America's longest flying team in aerobatics

Pilot, World Grand Prix of Aerobatics – 1996 and 1998

6.1 GENE SOUCY EARLY IN HIS AEROBATIC CAREER

Gene is shown here early in his aerobatic career.

6.2 GENE AND BUTT BUSTER

Gene on the cover of the December 1967 issue of EAA's *Sport Aviation* magazine. N8J was built by Oramel Rowe.

6.3 GENE SOUCY AND HIS NEW PITTS S-1S N9J, 1969

Gene with his Pitts S-1S N9J, which he began flying in 1969. The Pitts is currently on display at the EAA AirVenture Museum in Oshkosh. Photo courtesy of Mike Heuer

6.4 THE ORIGINAL RED DEVILS (1969)

Gene Soucy, Pitts S-1S N9J *Butt Buster II*, Marion Cole, Pitts S-1C N8J *Butt Buster* and Bob Heuer, Pitts S-1S N442X, pose in front of their planes. Photo by Ted Koston, courtesy of Mike Heuer

6.5 GENE SOUCY ON THE 1972 TEAM

Tom Poberezny once said, "Gene was a real hotshot, he could fly the pants off anybody in his Pitts Special."

6.6 WAC '72 WINNERS

Gene Soucy receives his Bronze, 3rd place overall certificate. Alexei Pimenov of the USSR and World Champion Charlie Hillard holding his miniature Aresti Cup, stand behind him. Photo from Gene Soucy collection

6.7 1972 USA UNLIMITED AEROBATIC TEAM

Salon de Provence, France, where Gene stands in the back row center. Team pilots are shown standing (left to right): Carolyn Salisbury, Bill Thomas, Charlie Hillard, Gene Soucy, Art Scholl, Tom Poberezny, and Mary Gaf-faney. Kneeling are ground support crew (left to right): Nick Mardis (mechanic), Dr. Champe Pool (physician), Leo Loudenslager (assistant judge), Del Booth (mechanic), Roscoe Morton (team captain), Frank Christensen (manager). Photo from Gene Soucy collection

6.8 THE EAGLES AEROBATIC TEAM

Tom Poberezny, Charlie Hillard and Gene Soucy.

6.9 THE EAGLES

The Eagles Aerobatic Team was a feature attraction at EAA AirVenture in Oshkosh every year. All three Eagles now rest in the EAA AirVenture Museum in Oshkosh.



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7.8

BETTY (EVEREST) STEWART

WOMEN'S WORLD AEROBATIC CHAMPION: 1980, 1982

Betty Stewart, of Moscow, Idaho, was a member of the 1976, 1980, and 1982 United States Aerobatic Teams. She is honored as the first person to win the World Champion title at two consecutive world events. In 1980, she won three individual Gold medals and the title Women's World Aerobatic Champion. In 1982, she repeated this feat, winning the title, another three individual Golds, and the Silver team medal. Stewart continues to support the growth of grassroots aerobatics in both powered aircraft and gliders serving as a judge, critiquer, and coach to aerobatic competitors. On November 5, 2004, Betty became the 30th inductee into the International Aerobatic Hall of Fame during a presentation at the EAA Museum in Oshkosh.

Betty tells her story, "I started flying soon after graduating from the University of Colorado—Boulder in 1971 with a degree in Pharmacy. The day I got my license I got my tailwheel checkout in an Aeronca Champ and soon after, I started a 10-hour course in aerobatics in a Decathlon. With only 18 hours of aerobatic time, I flew to Fond du Lac and entered the 1973 IAC Championships as a Sportsman competitor since Primary did not exist. My first plaque was for Best Female Competitor at Fond du Lac that year. I had found my niche!

I met and married Clark Everest in 1974 who was a Pitts builder/pilot. He flew Advanced and I flew Intermediate in N56PS, a Pitts S-2A. The following year, 1975, was to be a team selection year and rumor was that this would be the last World Aerobatic Competition due to the gas crisis of the '70s and it would be held in Kiev, USSR. I flew three contests in Advanced that summer and then started practicing for the Unlimited Team. I flew twice a day, six days a week, and continued to work 40 hours a week.

In late 1974, we bought Bob Herendeen's Pitts S-1S N266Y which Bob already had flown in two World Championships. A sweet little airplane. She knew all the maneuvers even when I didn't. Nationals 1975 was my first Unlimited contest and I was trying out for the Team at the same time. The Board of Directors decided to take a woman to the Soviet Union. We practiced in Germany and after several weather delays, we were off for Kiev. Flying the 4-Minute left me with three seconds on the timer due to my inexperience and it cost me the Silver. Shortly after the WAC in Kiev, the Pitts went down for rebuild so I did not join the Team again until 1980, when the WAC was held in Oshkosh. There I won Gold in the Known, Unknown, and 4-Minute, a Silver for Freestyle, and Gold for becoming the Women's World Aerobatic Champion!

In 1982, in Spitzerberg, Austria, I won Gold in the Known, Unknown, and 4-Minute, a Silver for Team, and again Gold for the becoming Women's World Aerobatic Champion.

AEROBATIC ACHIEVEMENTS:

Women's World Aerobatic Champion – 1980 and 1982

Pilot, US Aerobatic Team – 1976, 1980, 1982

Inductee, International Aerobatic Hall of Fame – 2004

7.1 BETTY STEWART IN KIEV, 1976

"I decided I wanted to make the Team, so I went out and practiced – a lot," she says. "They weren't going to take any women, so I had to show them I could compete and won the Bronze medal in the women's division." She was presented with a doll for being the youngest pilot in the World Aerobatic Championships.

7.2 US AEROBATIC TEAM, 1976

Standing: Don Taylor (judge), Bill Thomas, Leo Loudenslager, Bob Davis, Betty Stewart, Henry Haigh, Clint McHenry, and Alan Bush (mechanic). Seated: Terry Tubb (mechanic), Dr. Champe Pool (physician), Casey Kay (assistant judge), and Bob Carmichael (manager and trainer). Photo by Lee Fray, EAA

7.3 BETTY AND N266Y

Betty won the Women's World Aerobatic Championship at WAC '80 in Oshkosh and again at WAC '82 in Spitzerberg, Austria. It was the only airplane she flew in her years in world competition. Photo by Don Taylor

7.4. US AEROBATIC TEAM, 1976

Team selected to represent the USA in the World Aerobatic Championships in Kiev, USSR. Front Row: Casey Kay (assistant judge), Terry Tubb (mechanic), Alan Bush (mechanic), Bob Carmichael (manager, trainer), Bob Cole (mechanic), Don Taylor (judge). Standing: pilots Bob Davis, Clint McHenry, Leo Loudenslager, Henry Haigh, Bill Thomas, Betty Stewart.

7.5 BETTY STEWART AND BOB HERENDEEN

Betty became Bob Herendeen's protégé, flying his "old" Pitts S-1S. Photo by Don Taylor

7.6 & 7.8 BETTY STEWART AND HER BELOVED PITTS

7.7 US AEROBATIC TEAM, 1982

Standing: pilots Jim Roberts, Brigitte de Saint-Phalle, Henry Haigh, Linda Meyers, Kermit Weeks, Betty Stewart, Leo Loudenslager, Patty Nelson, Bill Witt. Kneeling: Ray Williams (mechanic), David Meade (mechanic and interpreter), Herb Cox (mechanic), Clint McHenry (delegate and trainer), Ben Lowell (assistant judge), John W. Ford (team manager), and Gerry Zimmerman (judge).



8.1 & 8.2



8.3



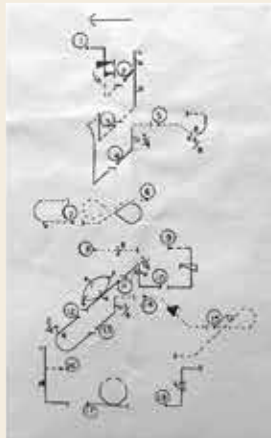
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LEO LOUDENSLAGER & THE LASER 200

WORLD AEROBATIC CHAMPION: 1980 | US NATIONAL CHAMPION: 1975, 1976, 1977, 1978, 1980, 1981, 1982

Leo Loudenslager won the US Aerobatic Championships an unprecedented seven times and in 1980 the World Aerobatic Championship. He served as an ambassador, setting out to instill enthusiasm, safe practices, and showmanship. "Leo Loudenslager always led by example, inspiring millions to excellence," noted Sean Tucker. Tom Poberezny called him a dynamic and creative pilot, and one of the most focused, dedicated and hardworking individuals he had ever met.

In 1964 Leo took leave from his job as airman at Travis AFB to attend the Reno Air Races. There he watched Bob Hoover and Duane Cole in their dazzling aerobatic performances. He wanted to one day stand alongside them as an equal, one of the "Best of the Best."

Leo was self-taught. Except for ground school training, he learned everything else in aviation on his own. In 1966 at the age of 22 he joined American Airlines as a First Officer (co-pilot). Since this afforded him the opportunity to log hours and earn a steady income, he felt it was the perfect platform from which to launch an attack on his aerobatic goal – to be the best in the world.

Like most things in his life, Leo's aerobatic goal was approached in a very nontraditional way. Leo entered the Unlimited category at the 1971 US Nationals in Oak Grove, Texas. This was a feat that had never been done – for a brand new aerobatic pilot to take a brand new machine and try for the world team. Although he didn't make the team that year, he did force the aerobatic world to take notice of his skill and determination.

After four years of alterations on the airplane which he then called the Laser 200 and many hours of practice, Leo entered and won the National Aerobatic Championship in 1975. That win made him the nominal leader of the US Team headed for Kiev, Russia and the 1976 World Aerobatic Championships. He repeated his National Championship wins six times – in 1976, 1977, 1978, 1980, 1981, and 1982. In 1980 Leo achieved what he had so aggressively pursued – the World Aerobatic Championship. He is one of the only three Americans to earn that place in aviation history and is the only person to win seven national titles.

AEROBATIC ACHIEVEMENTS:

US National Aerobatic Champion – 1975, 1976, 1977, 1978, 1980, 1981, 1982

World Aerobatic Champion – 1980

New Jersey Aviation Hall Of Fame – 1982

Bill Barber Award for Showmanship, World Air Show News Magazine – 1990

Clifford W. Henderson Achievement Award, Cleveland National Air Show – 1990

ICAS Art Scholl Showmanship Award – 1991

International Aerobatics Hall Of Fame – 1991

ICAS Sword of Excellence – 1994

ICAS Air Show Hall of Fame – 1998

Victor Award, National Academy of Sports Editors

8.1 THE STEPHENS AKRO

Leo completed building a Stephens Akro aerobatic plane in 1970 and competed in his first competition the next year. A series of modifications to the plane, tail number N10LL, culminated in the rechristening of the plane as the Laser 200 in 1975.

8.2 THE LASER 200

The name "Laser" was first applied to a Stephens Akro homebuilt aerobatic airplane that was highly modified by Leo Loudenslager and used by him in many aerobatic competitions. The Laser 200 is the monoplane that toppled the Pitts Special and became the benchmark from which modern aerobatic planes evolved.

8.3 & 8.4 LEO AT WAC '80 AND WITH THE ARESTI CUP

Leo is pictured here on the flight line in Oshkosh, where the WAC was held that year, and next to the Aresti Cup and his Laser 200 monoplane.

8.5 THE US TEAM AT WAC '80

Left to right standing in front of Tom Collier's Pitts S-2S: Paula Moore (3rd place women's), Betty Stewart in Pitts S-1S (1st place women's), Tom Collier (6th place), Patti Johnson (2nd place women's), Henry Haigh in Pitts S-1S (2nd place), Randall "Chipper" Melton (5th place). Kneeling: Leo Loudenslager in Laser 200 (1st place), Kermit Weeks in Weeks Special (3rd place). Photo by Don Taylor

8.6 & 8.7 LEO ON THE FLIGHTLINE

Leo Loudenslager was regarded as one of the finest air show pilots of all time with a precise, rapid-paced, exciting and captivating air show routine.

8.8. THE UNLIMITED KNOWN SEQUENCE FROM 1982

The sequence pictured is the 1982 Known sequence that Leo Loudenslager flew at the US Nationals that year. The Known is a compulsory sequence and was the first one flown.

8.9 THE BUD LIGHT LASER 200

Loudenslager and his Laser 200 dethroned the Pitts by winning the US National Aerobatic Championship seven times. Leo's Laser 200 now resides in the Smithsonian's National Air and Space Museum in Washington, DC.



Flying With One Eye

Don't let medical issues stop you

BY TOM REYNOLDS

From the time I was 10 or 11 years old, I have been crazy about flying and airplanes. I read and studied everything I could about aviation. My father began taking flying lessons in 1971 and got his private pilot certificate that same year. When I was 12 years old in 1972, I began flying with him, sitting on a cushion in the right seat of a Cessna 172. Being able to fly with my dad and around the airport just increased my passion for aviation. When I was about 14, I began taking formal flying lessons in our 172 at our local airport in Cleburne, Texas.

On my 16th birthday, I soloed. Like anyone who soloed at such a young age, I was very excited. I finished up instruction and got my private certificate when I was 17. Through the next few years, I completed my instrument,

commercial, and multiengine ratings. After high school, I began junior college and was fortunate to have a friend who was flying a Beech 200 King Air that, for insurance purposes, was required to have a copilot. I flew with him for a time and was at our local airport one day when the airport manager told me a Rio Airways Twin Otter was coming in. He asked if I wanted to marshal the airplane to parking. For a long time, Rio was the airline I had wanted to fly for, and it just so happened I was wearing a ball cap with the Rio Airways logo on it!

After the airplane was parked, the owner of the airline got off. He saw my Rio cap, and we struck up a conversation. Seeing an opportunity, I of course asked for a flying job. He asked me about flight times and such, and after I gave him the information he

said that I didn't quite meet the minimum job requirements. However, he told me to send him a résumé and said he would see what he could do. In one week, I got a call from the chief pilot. He said, "I don't know you, but I have a note on my desk telling me to hire you!" That was in October 1984.

I completed ground school and flight training and began my airline career as a DHC6-300 Twin Otter first officer! I can't put into words how excited I was.

June 23, 1985.

The day everything changed.

I was coming home from a late trip with the same friend with whom I had flown the King Air. I looked away for a moment and didn't notice that he had fallen asleep at the wheel. By the time I looked up, we had missed a curve in

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Stepping off the Rio after making Captain.



Checking the oil in the Cessna 210 on the third day out of the hospital — still wired shut, but not able to stay away from flying..



Now for the Platts! Taken after my solo in 1991.

the highway, gone into a ditch, hit a culvert, became airborne, and hit an electric pole. I was thrown through the windshield. I remember being on the ground after it was all over. It was about 12:30 a.m., and fortunately someone saw the accident. The ambulances came and CareFlite flew me to a hospital in Fort Worth, Texas.

One of my injuries led to the loss of my right eye. It wasn't the most serious injury I sustained, but to me it was the worst because of my love of flying. Ten days later I was sent home with my jaw wired shut, more than a thousand stitches, and a slight injury to my wrist. Needless to say, my flying career was over — or so I thought. The FAA categorizes the loss of an eye as "losing a member." I was required to surrender my medical certificate, which was devastating. During the following year, I recuperated and began to get my life back in order. I began doing some research to try to get my medical certificate reinstated. To my surprise, I discovered that my injury was not a deal breaker. At this point, I still thought airline flying wouldn't be possible.

After talking with the FAA, I completed the required paperwork and was told I would need to take a checkride to get my second-class medical reinstated. Second-class medical ... wait a minute, I could fly commercially with a second class! Still thinking the airlines wouldn't take me, I called Rio Airways and asked if I could come back to work as a ground-school instructor, scheduler, or whatever I could do. They advised they had nothing like that for me to do at that time.

About two hours later my phone rang. It was the chief pilot from Rio. He asked, "Didn't you get your second-class medical back?" When I told him yes, he said, "How would you like to go back to College Station, Texas, where you were based before and get back to flying?"

I was completely stunned. I couldn't even fathom that this was possible. I said, "You know what happened to me, right?" He said, "If the FAA says you can fly, we don't care that you've lost



He asked, "Didn't you get your second-class medical back?" When I told him yes, he said, "How would you like to go back to College Station, Texas, where you were based before and get back to flying?"

an eye." I guess it goes without saying that I said yes. I went back to ground school, got requalified, and began flying the line again. At this time I still had commercial, instrument, and multiengine ratings. Keep in mind, I had a second-class unrestricted medical certificate.

About six months later I took another checkride with the FAA and received my first-class unrestricted medical certificate. Along with the medical, I also carry a "statement of demonstrated ability," or SODA. I stayed with Rio until just before it went out of business.

I flew for other airlines through the next few years and got my airline transport rating. The last airline I flew for was Lone Star Airlines here in Texas, where I flew the Dornier 328 turboprop. At Lone Star, I became a ground-school and simulator instructor, and eventually fleet manager. Just before Lone Star's bankruptcy, Friendship Simulation in the Netherlands hired me to be director of training for the




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Owned and operated by Debbie Rihn-Harvey



Enjoying the solo in 1991.



In uniform in the Dornier 328 on my first trip in this airplane.



I tell this story
for people who
think they might
not be able to
do certain things
because of some
sort of problem.
This just isn't so.

center it was opening in Texas. While there, I became a designated pilot examiner on the DO-328.

Later, the DO-328 jet simulator was added at the sim center in Dallas, and I became an instructor and examiner on it also. I have been a longtime EAA member as well as an IAC member. During my year of recuperation, my family bought a piece of property and we built a small grass runway. Thinking I might not commercially fly again, we bought an Aeronca 7AC Champ. After my medical was reinstated, I began flying the Champ ... a lot!

I have flown many different airplanes — about 30 different types. A few years later, the little grass airport was sold to Glenn Frick, a retired Air Force colo-

nel and competition aerobatic pilot. In 1991, I bought a Pitts S-1S to fly with Glenn and the other aerobatic pilots at the airport he bought from us. I had some good teachers in that airplane: Glenn, Dan Clark, Hiram Douglas, and others. I think at that time I may have been one of the only pilots flying a Pitts with one eye. If there were others, I don't know about them.

After 27 years and 8,000 flying hours, I have type ratings on five different airplanes. I tell this story for people who think they might not be able to do certain things because of some sort of problem. This just isn't so. All of the ratings and flying time I accrued came after the accident. Every place I worked knew that I had only one eye. No one ever had any kind of

problem with my working for them. Many pilots out there have far worse problems than mine.

I have to mention one of my friends, John MacGuire. John flies Charlie Hillard and Bevo Howard's clip-wing Cub in air shows with only hand controls. John was injured in a Pitts crash and lost the use of his legs. His injuries make mine seem small in comparison. I usually talk to people in person about my experience, so if anyone reading has been in a situation similar to mine, please don't hesitate to get in touch with me. I really enjoy helping people who think they have no future because of an accident. This is not necessarily true, and I would like to help if I could.

Contact Tom at flarex328@yahoo.com. **IAC**



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Bailing Out Over Water

What to do

There has been some discussion on the ACRO Exploder about water landings and which way to face with your parachute if landing in the water is inevitable.

Let's not get the horse before the cart and worry about which way you should be facing when a water landing is imminent. It's a lot more complicated than that.

First let me tell you a little about my water jump experience. I have approximately 15 water jumps, three of which were about 3-5 miles offshore in the Pacific. I taught water jump egress to pilots as part of my Air Force job and touch upon it in every one of my bailout seminars.

If you're flying or practicing your routine over water and are not within gliding distance of shore, you need some form of flotation gear. The most important thing you need to remember is how to properly wear and use your flotation gear in case you

have to bail out over water.

By the way, if your wing comes off or you have other severe control problems, you are unlikely

Always err on the side of caution. What I'm trying to stress is the importance of inflating your life preserver before you enter or think you'll enter the water.

to be within gliding distance of shore. When I was in the Air Force pilots were taught to inflate their LPU's (life preserver underarm) anytime they were not sure a water landing was avoidable. At night they were taught to inflate them just in case they were near water. What appears to be a dark road below you — safety — could be a river. Always err on the side of caution. What I'm trying to stress is the importance of inflating your life preserver before you enter or think you'll enter the water. Trying to inflate it after you enter the water may be difficult or impossible, as you may be sinking all wrapped up in your parachute and its lines and you cannot find the pull tab or oral inflation tube. Your harness will have a tendency to shift, and you may not be able to find or reach the inflation handle(s).

I've had people say they would only inflate their life preserver just before they landed in the water so they didn't waste the inflation cartridge unnecessarily.



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This is not the time to be cheap.

When it comes to preservers, I've used everything from the old Mae Wests to the Air Force LPUs and more modern preservers like Suspenders. They all work just fine when worn and used properly, but they must *never* be worn under the parachute straps. If inflated they can easily injure you or explode. If you have a parachute with a chest strap it must be fastened under your flotation device. Whatever system you wear, it must be able to inflate properly without being hindered by the parachute harness. Remember, it must be inflated prior to water entry.

Just as important as inflating your life preserver before entering the water is to *never* release any of your straps before you enter the water. Your depth perception over water can be limited if you have no references, like a boat, making it next to impossible to judge your height above the water. You may find out quickly that was not a good idea as you fall hundreds of feet.

Stay in your harness and do not loosen or release any of the straps. All modern harnesses are designed to get you out of them quickly. If you release the leg straps in the air, you will fall right out the bottom of your harness. Just loosening the leg straps will cause you, at the very least, to drop down and out of reach of the steering handles, and you could easily fall out of the back of the harness. This applies to both conventional and aerobatic harnesses. When I was in the military the harnesses were designed differently, and on some harnesses we were told to release the chest strap and possibly the leg straps on the way down. Don't listen to a retired pilot telling you how they did it in World War II. Modern harnesses are not designed that way. Don't release or loosen anything.

You may not be able to reach or inflate your life preserver or rubber ducky and steer your parachute.

Also, if you're landing in a lake or river or close to shore, even in the ocean, you must assume the water is shallow. Be prepared for landing with your feet and knees together to take up the shock of your landing just as you would on land.

Of all the landings I had in water, the canopy come down near me in only one. If you can determine the direction of the wind, I suggest facing into it so you're not landing face-first. Even if there is no wind, your parachute will probably not come down on top of you, but if it does, don't panic. Your inflated flotation device will keep your head out of the water, giving you plenty of time to find a seam in your parachute. By pulling it over your head, you can follow it until you come out at the skirt of your parachute where the lines are attached. If you find yourself at the small opening at the apex, either turn around and go the other way or continue down the other side of your parachute. It takes several minutes for your parachute to sink below the water and you should have plenty of time to get free. With your flotation gear inflated, this is not a problem, just a bit more difficult and scary.

Once free I suggest swimming away from your parachute to prevent becoming entangled. Often your parachute will stay afloat enough to give rescuers a large colorful object to help locate you. Stay near it, if possible. If for some reason you cannot get out of your harness, you could cut the parachute free from it if you have a small hook knife like the ones that come with Silver Parachute's SMAK PAK survival kits.

Speaking of survival kits, mine include at minimum a whistle,

fire starter (not too important in the water), and signal mirror. I also attach the hook knife to a 4-foot lanyard; if you drop it you'll be able to quickly recover it. If you could not get out of the harness you would be able to cut your parachute free from it. Once you're out of your harness you might then retrieve the survival kit and use the mirror to signal the boat or airplane looking for you. If you do, make sure you don't get tangled back up in the lines and canopy. They may be just below the surface waiting to snag you. Another option is to carry a hook knife and signal mirror on your person.

In about 75 percent of the water jumps I've made, a part of the parachute canopy stayed above the water and partially inflated in the wind. I'm not advocating this, but on several occasions, once I was free of the harness and determined there was no danger of getting tangled back up in it, I took hold of the harness with only my hands and let it pull me for a bit. If it's windy, skimming across the water can be interesting, but the drag forces could pull you under. In that case, just let go. This is another reason for getting out of your harness as quickly as possible. It's also not uncommon for the wind to blow toward shore. By holding on I figured I might get a free tow. However, don't count on this and instead err on the side of extreme caution. When in doubt, keep clear of your parachute. It does not need to become your burial shroud.

If you have further questions please do not hesitate to call or e-mail me. Please consider having me give your group a bailout seminar, during which I discuss water landings as part of my presentation. Until next time, keep your head above water and fly safely.

IAC

PRESIDENT'S COLUMN

continued from page 3

for three decades and is a good friend and confidant. An attorney with a very successful practice, Louie has been a Fond du Lac native all of his life and returned there after his education at Notre Dame University and Marquette University Law School and has been a lifelong aviation enthusiast. Since we held the IAC championships in Fond du Lac from 1970 until the contest was discontinued in the late 1990s, it was only natural that Louie would become involved. Like everything he does, it became a passion, and ultimately Louie found himself involved with EAA leadership as well and subsequently became EAA's vice president and chairman of its executive committee. The IAC has provided a lot of good talent to EAA over the years. He kept the IAC connection going by serving on our board as EAA's representative. Due to a change in his priorities, Louie informed me he would be resigning, and it was with much regret I received

this news. Norm DeWitt will now assume those duties and moves out of his appointed position on the IAC board. Norm also serves on the EAA board, so it is a natural choice. With Norm's position now vacant, the IAC board has filled that position with Margo Chase of California. Margo's work for the IAC in the last two years has been intense and of the highest quality as we have developed a new brand with new logos and merchandise. Aside from her marketing and creative abilities, however, Margo also brings chapter and competition pilot experience to the table as she is an Advanced category pilot and is actively competing. She hopes for a slot on a future U.S. team. I am delighted to have her as a new member of the board.

Be sure to watch Facebook and www.IAC.org for more news on recent decisions and developments. We are really looking forward to a great year in 2017!

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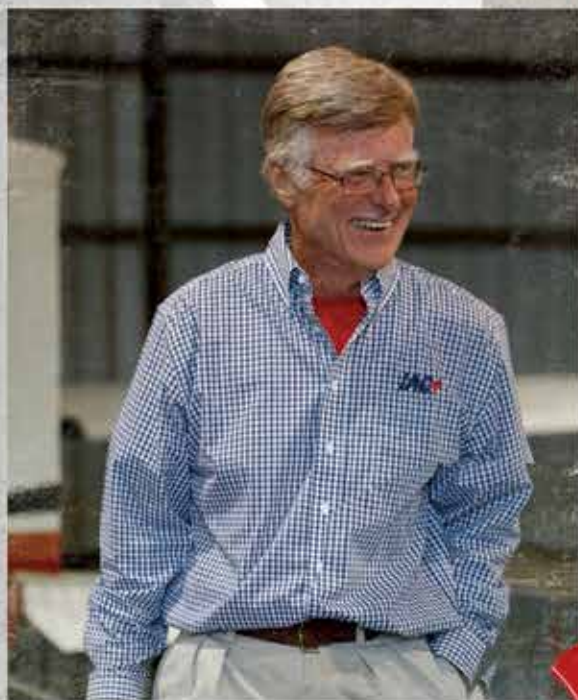
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