

# SPORT *Aerobatics*

November 2014

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB

## 2014 NATIONALS RESULTS



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Vol. 43 No.11 November 2014 A PUBLICATION OF THE INTERNATIONAL AEROBATIC CLUB

You are the center of our attention and the reason for the Nationals. . .

—Mike Heuer

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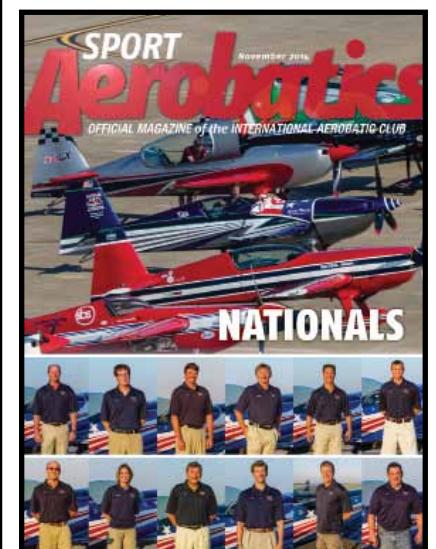
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EVAN PEERS

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### THE COVER

Evan Peers of Airspacemedia.com took this image of the Unlimited flightline from the tower at Grayson County Airport.

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## **Châteauroux-Déols, France**

### The planning ahead



## **REGGIE PAULK**

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**THIS ISSUE OF THE MAGAZINE IS** heavily geared toward Unlimited team selection at the 2014 Nationals. Many people probably don't realize that each pilot selected for the team is essentially independently funded—they have to expend their own resources to get themselves and their aircraft wherever the World Aerobatic Championship will be held. In 2015, that means they'll be going to Châteauroux-Déols, France. This represents an enormous challenge—both in time and resources—for each pilot on the team determined to make the contest. The contest may begin on the 20th of August, 2015, but planning is already well underway. We'll be featuring bios and stories about the team members over the coming year.

The big story at Nationals this year was the weather—there was none! It was beautiful nearly every day of the contest, which really helped move things along. It is said that when the weather is good, the contest director looks like a genius. I'd really hate to see what happens when the weather is bad!

If you've never had a chance to visit the Nationals, the first day of flying presents an interesting opportunity in human psychology. The Unlimited pilots, especially during a team selection year, are nearly unapproachable as their time slot nears. Early in the week, while the first flights are occurring,

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



## **MIKE HEUER**

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Please send your comments, questions, or suggestions to: [mike@mheuer.com](mailto:mike@mheuer.com)

# Nationals

**LAST MONTH, I WROTE THAT THE**

IAC was a menu of choices for members. Just a few days ago, I returned from one of the IAC's most important responsibilities and which involves dozens of our members—the U.S. National Aerobatic Championships in Sherman/Denison, Texas. A couple hundred IAC members and their families and friends assemble each year at the North Texas Regional Airport to participate in the competition—as pilots, contest officials, volunteers, and spectators. It is always good to make contact with those of you who attend and make the Nationals possible.

The Nationals have been held almost continuously at this airfield (formerly Grayson County Airport) since 1972. It was the former Perrin Air Force Base, which closed in 1971. It is also the home to contests organized by the Lone Star Aerobatic Club, IAC Chapter 24. My special thanks to Chapter 24 and its president, Curt Richmond, for helping this year in setting up the box, providing box markers and other equipment, and surveying the field last year when a box shift was required due to FAA demands.

This year's Nationals attracted 87 competitors in eight different categories—in both powered and glider aerobatics. The glider categories were filled with cadets from the U.S. Air Force Academy in Colorado Springs who all flew the DG-1001. There were no civilians in any of the glider slots this year. It's a great personal pleasure to welcome these fine young men and women to Texas for the Nationals

every year as well as students from the University of North Dakota. You are our future! Competition pilots ranged from those in their early 20s to aerobatic veterans in their 70s. It truly is an activity for all ages.

Like the rest of the menu of choices in the IAC, Nationals is open to IAC members to participate in most any capacity they wish. Of course, the obvious one is as a pilot and competitor. You are the center of our attention and the reason for the Nationals—to name champions and fairly determine the best in all categories. We also conduct team selection every year in both powered and glider categories; this year, it was for the Unlimited Team, which will compete in France in August 2015, and an Advanced Glider Team, which has the opportunity to fly in the Czech Republic next year.

But as I watch the "contest machine" crank up and begin moving, I am always impressed by the quality of our volunteer force and the extraordinary efforts they make to ensure that the Nationals is a success and is run safely and efficiently. The contest director, chief judges, judges and assistants, starters, boundary judges, the scoring and registration offices, and various helpers all work at a frenzied pace to make it work. They represent the very best of IAC and our country—as well as our international members who also attend.

My congratulations to all the winners and our new U.S. National Aerobatic Champion, Rob Holland. This is Rob's fourth win of the U.S.

Nationals title and well-deserved. He will be a great asset to America next summer at the WAC. We will have more news on the team and its participation in the World Aerobatic Championships in the months ahead.

To summarize, I encourage you to visit the Nationals next year—and please don't think it's only for pilots. The IAC has survived and grown over the years due to the dedication and hard work of hundreds of volunteers. It is incredibly satisfying and rewarding work. My first experience as a volunteer was as an assistant judge in a Midwest contest in the late 1960s—back when you could count the number of contests held in the United States on one hand. I remember it vividly to this day and how much I learned at the hands of an experienced and respected judge. Whatever your talents or skills, we have a place for you—and the contacts you make with an exciting, dynamic group of people will be something you will never forget and treasure for years to come.

As far as the rest of the IAC array of programs and activities, these will all be discussed at a meeting of the board of directors of IAC on November 12 and 13 in Oshkosh, Wisconsin. Over these last few weeks, I have been conducting my own review of our programs and services with an eye toward improvement and greater quality. Member surveys we have done, coupled with other messages and comments received from members, will help make the IAC a better organization than it has

*continued on page 30*



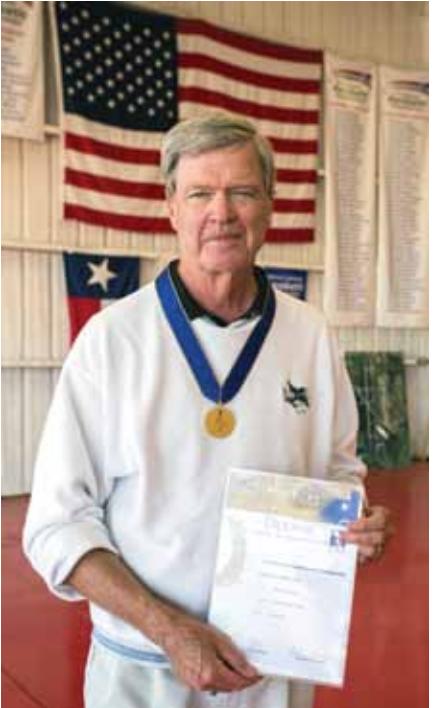
## John Morrissey Receives CIVA Gold Medal

BY MICHAEL HEUER

A long overdue awards presentation was made by IAC President Mike Heuer at the U.S. Nationals on Wednesday, September 24. This was the presentation of the CIVA Gold Medal to John Morrissey.

John was the winner of the Known program at the 1997 World Advanced Aerobatic Championships in Lawrence, Kansas, and was one of the first Americans to participate in WAAC in 1995 (then called the AWAC). At that time, CIVA did not award medals in the Known (then called the "Q") as the results did not count. Later, however, those rules were changed so the Known would count if only two flights were flown due to weather delays.

About that time, the rules were also changed to always award medals for the Known—no matter what. Under current rules, it now always counts. Thus, the winners in 1997 did not get medals that later winners did receive. This was something that America's CIVA delegate Mike Heuer felt should be corrected.



EVAN PEERS

John Morrissey



EVAN PEERS

John Morrissey with Mike Heuer.

After working for a long time on this project, Mike Heuer presented the medals proposal to the CIVA Bureau in person at a meeting last year, and they agreed in November 2013 that the medals should be awarded. Silver and bronze medals were also to be presented.

The gold medal with FAI diploma arrived in the United States some months ago, but it was only at the Nationals that a personal presentation of the medal to John could be made. It was done at an Advanced pilot briefing where he could be recognized by his peers and some of the people he has trained over the years. More than 150 pilots have perfected their competition skills under his tutelage, and he was the winner of the Robert L. Heuer Judging Award last year.

Congratulations to John for this long overdue award. He is one of America's finest aerobatic pilots, a valued and proven coach, and a great promoter of aerobatics. **IAC**

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# 2014 NATIONALS RESULTS

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## National Unlimited Team

The Unlimited team woke up early to participate in the team photo on Friday morning. The sun was just cresting the horizon, and the light was right as they posed for a beautiful shot in front of the Lake Texoma Jet Center. (LtoR) Brett Hunter, Goody Thomas, Ben Frelove, Tim Just, Rob Holland, Michael Galloway, Jeff Bourbon, Nikkolay Timofeev, Mark Nowosielski, Melissa Pemberton.

# US National Champion—Unlimited

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Known P1	Free #1	FreeUnk1	Totals	O/all %
1	Rob Holland	MXS	N540JH	3570.85	3631.86	3890.08	11092.78	81.926
2	Jeff Boerboon	Extra 330SC	N73KG	3516.92	3719.54	3798.13	11034.59	81.496
3	Goody Thomas	Extra 300SC	N580BG	3459.53	3719.12	3777.04	10955.69	80.914
4	Nikkolay Timofeev	MXS	N800XT	3481.42	3665.03	3401.10	10547.55	77.899
5	Brett Hunter	MXS	N800XT	3369.02	3541.78	3424.44	10335.24	76.331
6	Melissa Pemberton	Edge 540	N540SG	3194.43	3416.88	3561.75	10173.06	75.133
7	Benjamin Freelove	Extra 330LX	N335FB	3219.05	3302.99	3336.01	9858.06	72.807
8	Mark Nowosielski	Edge 540	N540HT	3220.23	3405.89	3030.01	9656.13	71.316
9	Tim Just	Extra 300S	N434TJ	3146.97	3369.03	3125.44	9641.45	71.207
10	Michael Gallaway	Extra 300 SX	N540BG	3211.43	3386.36	2970.82	9568.61	70.669
11	Mike Ciliberti	Sukhoi 31	N131BT	3120.25	3363.59	2926.67	9410.51	69.502
12	Joe Brinker	CAP 232	N930RM	2392.27	3418.82	1545.11	7356.20	54.329

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Lynne Stoltzenberg (USA), Steve Johnson (USA), Bill Denton (USA), Tom Adams (USA), Marty Flournoy (USA), Fred Weaver (USA), Doug Sowder (USA). Judges Assistants: Michael Lents, Alice Johnson, Kelly Adams, Foster Bachschmidt, Cameron Jaxheimer, Sean Van Hatten, Justin Hickson, Stan Moyer, Alexander Sachs, Alex Volberding

US Nationals Championship 2014, N. Texas Regional/Perrin KGYI, September 21–26



REGGIE PAULK



REGGIE PAULK



REGGIE PAULK

Brett Hunter rehearses in front of his MXS before flying in the Unlimited category.



REGGIE PAULK

The first Unlimited pilot briefing.

# US National Unlimited Team

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Known P1	Free #1	FreeUnk1	FreeUnk2	Totals	O/all %
1	Goody Thomas	Extra 300SC	N580BG	3459.53	3719.12	3777.04	3731.15	14686.84	81.413
2	Rob Holland	MXS	N540JH	3570.85	3631.86	3890.08	3462.03	14554.81	80.681
3	Jeff Boerboon	Extra 330SC	N73KG	3516.92	3719.54	3798.13	3378.41	14413.00	79.895
4	Nikkolay Timofeev	MXS	N800XT	3481.42	3665.03	3401.10	3484.37	14031.92	77.782
5	Brett Hunter	MXS	N800XT	3369.02	3541.78	3424.44	3340.61	13675.85	75.808
6	Melissa Pemberton	Edge 540	N540SG	3194.43	3416.88	3561.75	3329.68	13502.73	74.849
7	Benjamin Freelove	Extra 330LX	N335FB	3219.05	3302.99	3336.01	3187.64	13045.70	72.315
8	Mark Nowosielski	Edge 540	N540HT	3220.23	3405.89	3030.01	3070.74	12726.87	70.548
9	Tim Just	Extra 300S	N434TJ	3146.97	3369.03	3125.44	3018.49	12659.94	70.177
10	Michael Gallaway	Extra 300 SX	N540BG	3211.43	3386.36	2970.82	2992.82	12561.44	69.631
11	Joe Brinker	CAP 232	N930RM	2392.27	3418.82	1545.11	2723.92	10080.12	55.876
12	Mike Ciliberti	Sukhoi 31	N131BT	3120.25	3363.59	2926.67		9410.51	52.165

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Lynne Stoltenberg (USA), Steve Johnson (USA), Bill Denton (USA), Tom Adams (USA), Marty Flournoy (USA), Fred Weaver (USA), Doug Sowder (USA). Judges Assistants: Michael Lents, Alice Johnson, Kelly Adams, Foster Bachschmidt, Cameron Jaxheimer, Sean Van Hatten, Justin Hickson, Stan Moye, Alexander Sachs, Alex Volberding, Craig Gifford.

US Nationals Championship 2014, N. Texas Regional/Perrin KGY, September 21-26



# Advanced Power

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Known P1	Free #1	Free Unk	Totals	O/all %
1	Foster Bachschmidt	Extra 300LX	N330FB	1970.16	2575.29	2746.74	7292.18	80.134
2	Kelly Adams	Staudacher S300	N804Q	1968.89	2609.94	2660.46	7239.29	79.553
3	Craig Gifford	Panzl S-330	N330CG	2044.13	2575.40	2602.51	7222.04	79.363
4	Sammy Mason	Pitts S-1S	N39XP	1981.87	2550.69	2618.59	7151.15	78.584
5	Patrick Clark	Pitts S-1T	N396PC	2051.00	2505.22	2561.34	7117.56	78.215
6	Steve Johnson	MX2	487MX	1990.64	2496.40	2624.35	7111.39	78.147
7	John Ostmeyer	Pitts S-1T	N230JM	1850.28	2455.71	2499.28	6805.27	74.783
8	Michael Hartenstine	Extra 300	N300XA	1861.86	2452.12	2478.05	6792.03	74.638
9	Stan Moye	Extra 300S	N919GM	1918.18	2391.07	2480.43	6789.68	74.612
10	Marty Flournoy	Giles G-202	N202GP	1896.61	2364.16	2489.15	6749.92	74.175
11	Margo Chase	Extra 300	N319PH	1864.74	2332.65	2533.80	6731.19	73.969
12	Bill Denton	CAP 232	N232LR	1792.34	2505.26	2429.51	6727.10	73.924
13	Kevin Coleman	Extra 300SHP	N821EX	1808.91	2499.56	2410.01	6718.49	73.830
14	Klayton Kirkland	Pitts S-1S	N690AB	1890.64	2352.76	2163.61	6407.01	70.407
15	Michael Tryggvason	Giles G-202	CGXGS	1961.06	2335.63	2098.27	6394.96	70.274
16	Will Allen	Pitts S-2B	N12QW	1587.34	2267.27	2425.62	6280.23	69.013
17	Michael Forney	Pitts S-1T	N49306	1693.66	1929.54	2436.81	6060.01	66.594
18	Kevin Campbell	MX2	N69TK	1937.00	2345.88		4282.88	47.065
19	Doug Sowder	Extra 300L	N25AP	1830.97	2282.17		4113.14	45.199

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Charlie Harrison (USA), Sequence Chief Judge Lynne Stoltenberg (USA), Fred Weaver (USA), Mattie Matticola, Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, Curt Richmond, Jim Wells, Mike Galloway, Paul Thomson, Bob Meyer. Judges Assistants: Cameron Jaxheimer, Justin Hickson, Joe Brinker, Mark Nowosielski, Brett Hunter, Blair Mohn, Tom Rhodes, Rob Holland, Goody Thomas, Greg Gilmer, Chuck Cohen, John Owen, John Nafrizger, Nikkolay Timofeev, Erick McDaniel, Tim Just.

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## 4-Minute Freestyle—Final

Ranked by scores

Rank	Pilot	Aeroplane	Registration	4m Free	Totals	O/all %
1	Rob Holland	MXS	N540JH	3608.83	3608.83	90.221
2	Jeff Boerboon	Extra 330SC	N73KG	3537.89	3537.89	88.447
3	Goody Thomas	Extra 300SC	N580BG	3259.01	3259.01	81.475
4	Kevin Coleman	Extra 300 SHP	N821EX	3257.81	3257.81	81.445
5	Michael Gallaway	Extra 300 SX	N540BG	3037.36	3037.36	75.934
6	Ben Freelove	Extra 330LX	N335FB	2994.30	2994.30	74.858
7	Mark Nowosielski	Edge 540	N540HT	2802.30	2802.30	70.058

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Lynne Stoltzenberg (USA), Steve Johnson (USA), Bill Denton (USA), Marty Flournoy (USA), Doug Sowder (USA), Sandy Langworthy, Tom Rhodes. Judges Assistants: (none recorded).

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Chrissy and Doug Jenkins rest in the shade before Doug prepares to fly to second place in Sportsman.



Mark Nowosielski gets ready to fly his Edge 540 to eighth place overall and team in the Unlimited Category.

## Advanced Glider

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Known P1	Free #1	Free Unk	Totals	O/all %
1	Henry Leeuwenburg	DG-1001	N501DG	1152.35	950.88	1318.10	3421.32	64.432
2	Matthew Villanueva	DG-1001	N501DG	919.38	1391.12	1004.75	3315.25	62.434
3	Dustin Rivich	DG-1001	N501DG	1020.45	1062.90	995.17	3078.52	57.976

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Charlie Harrison (USA), Sequence Chief Judge Lynne Stoltzenberg (USA), Fred Weaver (USA), Mattie Matticola, Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, Curt Richmond, Jim Wells, Mike Galloway, Paul Thomson, Bob Meyer. Judges Assistants: Cameron Jaxheimer, Justin Hickson, Joe Brinker, Mark Nowosielski, Brett Hunter, Blair Mohn, Tom Rhodes, Rob Holland, Goody Thomas, Greg Gilmer, Chuck Cohen, John Owen, John Nafrizger, Nikkolay Timofeev, Erick McDaniel, Tim Just.

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Tim Just flew to ninth place overall and in the team standings for the Unlimited category.



# Sportsman Power

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Free #1	Known P1	Free #2	Totals	Overall %
1	Paul Thomson	Decathlon	N725JM	1266.63	1217.09	1268.51	3752.23	88.081
2	Doug Jenkins	Pitts S-1E	N52B	1233.30	1229.08	1216.93	3679.32	86.369
3	Sean Van Hatten	Decathlon	N210XD	1201.18	1172.54	1223.48	3597.20	84.441
4	William Barnard	Extra 300L	N444TM	1227.82	1181.71	1164.44	3573.97	83.896
5	Kevin DeVan	Decathlon	N210XD	1168.80	1156.50	1213.40	3538.70	83.068
6	Justin Hickson	Pitts S-2B	N79A	1157.75	1193.86	1185.69	3537.30	83.035
7	Blair Mohn	Pitts S-2A	N19HC	1130.12	1171.25	1199.32	3500.69	82.176
8	Cory Johnson	Pitts S-1C	N2826	1134.01	1135.58	1198.40	3467.99	81.408
9	Zachary Corr	Pitts S-1S	N39XP	1162.04	1140.28	1157.69	3460.01	81.221
10	Gina Killian	Extra 300L	N540MK	1141.96	1101.68	1179.95	3423.59	80.366
11	Alexander Sachs	Decathlon	N317JR	1170.80	1089.83	1160.44	3421.07	80.307
12	Amelia Gagnon	Decathlon	N317JR	1023.76	1127.00	1114.48	3265.23	76.649
13	William Sullivan	Decathlon	N317JR	997.01	1094.86	1073.60	3165.48	74.307
14	Patrick Coggin	RV-4	N9611C	1005.49	991.29	1113.03	3109.81	73.000
15	Jennifer Slack	Decathlon	N317JR	959.00	887.91	1041.45	2888.36	67.802
16	Erick McDaniel	Great Lakes	N3604L	1103.05	1139.61	38.65	2281.31	53.552

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Marty Flournoy (USA), Fred Weaver (USA), Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, John Ostmeyer, Curt Richmond, Jim Wells, Klein Gilhouse, Bob Meyer, Tom Rhodes. Judges Assistants: Bill Gordon, Klayton Kirkland, Will Allen, Chuck Cohen, John Owen, John Nafrizger, Darren Behm, Jeff Boerboon, Ben Freelove, Patrick Clark, William Jacks, Margo Chase, John Wacker.

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EVAN PEERS



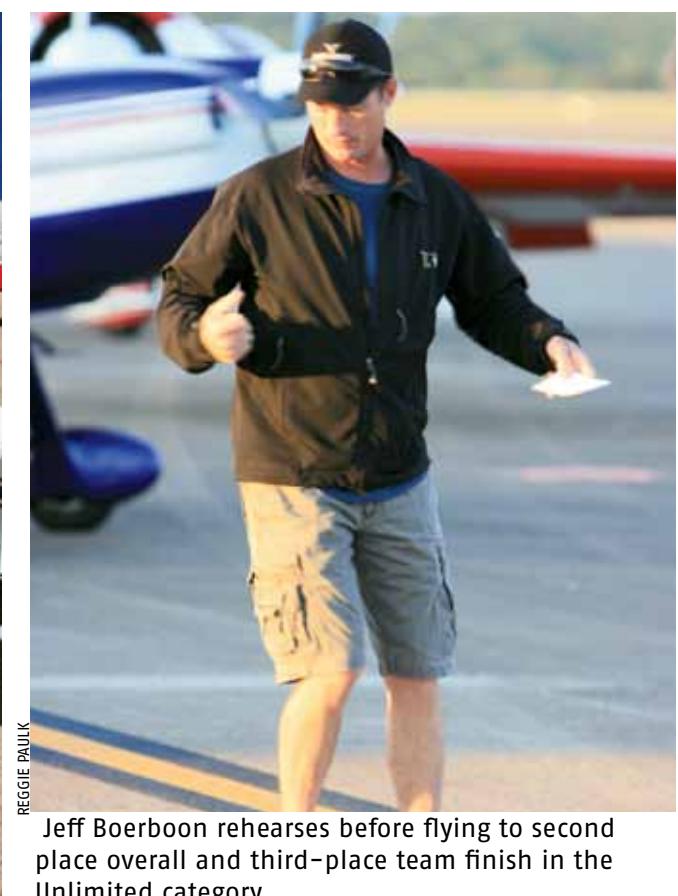
Steve Johnson poses with his MX2; he placed sixth in Advanced.



Rob Holland prepares to climb aboard his MXS-RH to a first-place overall and second-place team finish.



Patric Coggin flew the only RV at Nationals to a 14th-place finish in Sportsman.



Jeff Boerboon rehearses before flying to second place overall and third-place team finish in the Unlimited category.



The US Air Force Academy were the only pilots to fly in the glider category this year.

REGGIE PAULK



REGGIE PAULK

Right: (L to R) Matt Villanueva, Dustin Rivich and Andy Leeuwenburg of the US Air Force Academy flew to second, third and first place, respectively, in the Advanced glider category.

Left: The UND Aerobatic Team flew Primary to Intermediate with their Extra 300L and the UND Super Decathlon. From the Left: Head Coach Mike Lents, AJ Volberding, Alex Sachs, Coach Greg Gilmer, Bill Sullivan, Cameron Jaxheimer, Wolfgang Brink, Rosemary Coe, Patrick Mills, Jen Slack, and Amelia Gagnon.



REGGIE PAULK

# Intermediate Power

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Free #1	Known P1	Unknown	Totals	Overall %
H/C	Debby Rihn-Harvey	XtremeAir	DEFXA	1718.57	1613.74	1514.27	4846.58	83.996
1	Curt Richmond	Pitts S-2B	N58DE	1629.41	1575.09	1502.15	4706.64	81.571
2	Mike Plyler	Staudacher S300	N892M	1722.85	1611.85	1347.99	4682.69	81.156
3	John Owens	Pitts S-2B	N549JE	1603.75	1598.61	1474.35	4676.71	81.052
4	Mitch Wild	Pitts S-2B	N9QT	1627.96	1562.87	1472.34	4663.16	80.817
5	Tom Rodes, Jr.	DR-107	N515PM	1665.87	1542.55	1399.72	4608.13	79.864
6	Michael Lents	Extra 300L	N117CV	1554.07	1595.40	1454.27	4603.75	79.788
7	Cameron Jaxheimer	Extra 300L	N117CV	1617.85	1556.40	1419.35	4593.60	79.612
8	Darren Behm	DR-107	N23DY	1647.47	1558.17	1382.02	4587.66	79.509
9	Chuck Cohen	Extra 330 LX	N330CS	1677.82	1474.15	1426.80	4578.77	79.355
10	Gregory Gilmer	Extra 300L	N117CV	1564.08	1613.09	1374.08	4551.24	78.878
11	Jim Wells	Giles G-202	N101PZ	1576.07	1524.96	1351.03	4452.05	77.159
12	John Nafziger	Sukhoi 31	N131BT	1627.93	1596.77	1194.41	4419.11	76.588
13	AJ Wilder	Pitts S-2C	N8ZQ	1609.82	1349.20	1358.89	4317.90	74.834
14	Jim Bourke	Decathlon	N210XD	1605.35	1600.29	1091.23	4296.87	74.469
15	Mario Mena	Extra 300L	N13DK	1426.35	1451.01	1208.87	4086.23	70.819
16	Stan Burks	DR-107	N105DR	1443.87	1409.93	1162.85	4016.65	69.613
17	Juan Garcia Salas	Extra 300L	N13DK	1077.19	1413.30	1292.07	3782.55	65.556
18	Mark Killian	Extra 300L	N540MK	1600.28	727.20	1354.09	3681.57	63.805
19	Johnny Wacker	Extra 300	N300MV	377.19	1603.72	1359.35	3340.26	57.890
20	Bill Gordon	Pitts S-2B	N5310S	44.70	1332.08	1239.90	2616.68	45.350

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Sequence Chief Judge Kevin Campbell (USA), Steve Johnson (USA), Bill Denton (USA), Tom Adams (USA), Doug Sowder (USA), Mattie Matticola, Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, Mike Forney, John Ostmeyer, Klein Gilhouse, Bob Meyer. Judges Assistants: Alice Johnson, Kelly Adams, Sean Van Hatten, Stan Moye, Alexander Sachs, Joe Brinker, Mark Nowosielski, Doug Jenkins, Klayton Kirkland, Will Allen, Mike Tryggvason, John Rowe, Bill Graves, Jennifer Slack, Klein Gilhouse, Anthony Oshinuga.

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# Sportsman Glider

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Free #1	Free #2	Known P1	Totals	0/all %
1	Steel Shoaf	DG-1001	N501DG	963.30	1008.38	947.69	2919.36	80.423
2	Douglas Clark	DG-1001	N501DG	968.15	998.59	940.18	2906.91	80.080
3	Bradley Belveal	DG-1001	N501DG	990.95	1007.93	855.23	2854.11	78.626
4	Nicholas Bode	DG-1001	N501DG	948.55	990.66	911.03	2850.25	78.519
5	Norman Hitosis	DG-1001	N501DG	795.25	970.03	937.81	2703.08	74.465
6	Joseph Gould	DG-1001	N501DG	920.91	949.72	826.60	2697.23	74.304

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Marty Flournoy (USA), Fred Weaver (USA), Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, John Ostmeyer, Curt Richmond, Jim Wells, Klein Gilhousen, Bob Meyer, Tom Rhodes. Judges Assistants: Bill Gordon, Klayton Kirkland, Will Allen, Chuck Cohen, John Owen, John Nafrizger, Darren Behm, Jeff Boerboon, Ben Freelove, Patrick Clark, William Jacks, Margo Chase, John Wacker.

US Nationals Championship 2014, N. Texas Regional/Perrin KGYI, September 21-26



EVAN PEERS

# Intermediate Glider

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Known P1	Free #1	Unknown	Totals	0/all %
1	Joshua Wilson	DG-1001	N501DG	1045.50	811.57	939.07	2796.14	61.999
2	Ryan Combolic	DG-1001	N501DG	819.79	1022.50	836.50	2678.79	59.397

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Sequence Chief Judge Kevin Campbell (USA), Steve Johnson (USA), Bill Denton (USA), Tom Adams (USA), Doug Sowder (USA), Mattie Matticola, Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, Mike Forney, John Ostmeyer, Klein Gilhousen, Bob Meyer. Judges Assistants: Alice Johnson, Kelly Adams, Sean Van Hatten, Stan Moye, Alexander Sachs, Joe Brinker, Mark Nowosielski, Doug Jenkins, Klayton Kirkland, Will Allen, Mike Tryggvason, John Rowe, Bill Graves, Jennifer Slack, Klein Gilhousen, Anthony Oshinuga.

US Nationals Championship 2014, N. Texas Regional/Perrin KGYI, September 21-26



REGGIE PAULK

Melissa Pemberton gets ready to close the canopy of her Edge 540 to fly to sixth place overall and team Unlimited finish.



REGGIE PAULK

Ben Freelove concentrates as he prepares to fly an Extra 330 LX to seventh overall and team in the Unlimited category



REGGIE PAULK

(L to R) Michael Lents, Mark Nowosielski and Aaron McCartan discuss the finer points of competition in the main hangar at Nationals.

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# Primary Power

Ranked by scores

Rank	Pilot	Aeroplane	Registration	Free #1	Known Pt	Free #2	Totals	0/all %
1	John Rowe	Decathlon	N291SA	365.46	358.10	365.16	1088.72	86.407
2	Rosemary Coe	Decathlon	N317JR	343.60	337.91	362.37	1043.87	82.847
3	Patrick Mills	Decathlon	N317JR	337.82	335.63	343.29	1016.73	80.693
4	Anthony Oshinuga	Decathlon	N11111	347.38	347.43	314.94	1009.74	80.138
5	Wolfgang Brink	Decathlon	N317JR	335.99	333.01	332.67	1001.67	79.498
6	Alexander Volberding	Decathlon	N317JR	335.38	318.50	338.91	992.79	78.793
7	Gary DeBaun	Pitts S-2B	N9QT	321.64	327.27	328.94	977.86	77.608
8	Michael McCarthy	Decathlon	N910DK	314.96	317.87	329.70	962.53	76.392
9	Uttam Dhillon	Decathlon	N910DK	324.95	294.84	330.17	949.96	75.394

Contest Director: Gray Brandt (USA), Contest Chief Judge: Charlie Harrison (USA), Scoring Director: Carol Brinker (USA). Judges: Marty Flournoy (USA), Fred Weaver (USA), Sandy Langworthy, Tim Baker, Chris Rudd, Peggy Redinger, John Ostmeyer, Curt Richmond, Jim Wells, Klein Gilhouse, Bob Meyer, Tom Rhodes. Judges Assistants: Bill Gordon, Klayton Kirkland, Will Allen, Chuck Cohen, John Owen, John Nafrizger, Darren Behm, Jeff Boerboon, Ben Freelove, Patrick Clark, William Jacks, Margo Chase, John Wacker.

US Nationals Championship 2014, N. Texas Regional/Perrin KGYI, September 21-26



Mike Plyler watches Debby Rihn-Harvey flying her Intermediate routine before saddling up his Staudacher S300 for a second-place finish.



Mike Tryggvason, who flew in from Ontario, Canada, placed 15th in Advanced with his Giles 202.





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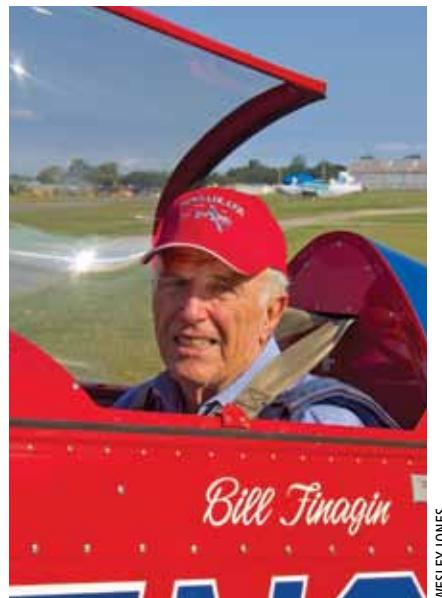
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# 2013 Non-Flying Awards

BY LORRIE PENNER  
IAC AWARDS CHAIR

The recipients of the 2013 Non-Flying Awards were announced at the IAC annual membership meeting in Oshkosh, Wisconsin, on Friday, August 1, 2014, and were awarded their trophies at the U.S. National Aerobatic Championship on Friday, September 26, 2014. Please congratulate the following IAC members for their contribution to IAC and the sport of aerobatics.



## Frank Price Cup Bill Finagin

For many years, Dr. William B. Finagin has achieved much success in his efforts as a tireless government relations representative on behalf of the IAC. Bill, as our national representative, works extensively with the FAA and other regulators in Washington, D.C. Most IAC members, including many among the IAC officers and board, are completely unaware of the full extent of Bill Finagin's contributions to the ongoing health and well-being of the IAC. By its nature, much of the work Bill consistently performs on behalf of the IAC, both in Washington,

**Recipient trophies are funded by the IAC and consist of a laser-cut plaque with a photograph of the permanent trophy set in the plaque.**

(NOTE: These Awards are Awarded ONE YEAR BEHIND)

D.C., and around the nation, demands complete confidentiality. He has earned the wide respect and genuine appreciation of government officials, those with whom he works, and the IAC member community.

Recipient trophies are funded by the IAC and consist of a laser-cut plaque with a photograph of the permanent trophy set in the plaque. The master trophies remain on display at the IAC pavilion in Oshkosh, Wisconsin.

You can view all of the master trophies on the Non-Flying Awards webpage:  
[www.IAC.org/legacy/non-flying-awards](http://www.IAC.org/legacy/non-flying-awards).



## Robert L. Heuer Award for Judging Excellence Michael Forney

In 2013, Mike judged the most flights, with the most pilots, most in accordance with the results in the Unlimited category. He has judged every category in Power and Glider, except the newly formed Advanced Glider category. Mike has judged as far back as 2006, likely longer. He has judged the Unlimited category at the U.S. Nationals for the past three years—2011, 2012, 2013. Mike turns out regularly in the South Central region to fairly judge our regional and national competition aerobatic pilots.



## Curtis Pitts Memorial Trophy - Philipp Steinbach/ SBACH 300-342

Philipp is an engineer and an accomplished aerobatic pilot, but he is mostly a designer. After gaining experience from working for Walter Extra and learning what made Extras so special, he then went out on his own to develop the XA41 (SBACH 300) and XA42 (SBACH 342). The XtremeAir Sbach 342 is a German

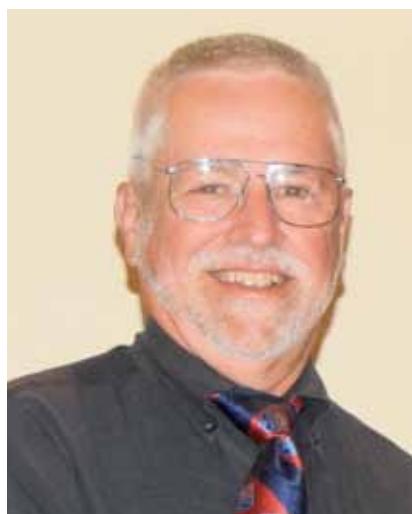
high-performance two-seat aerobatic and touring monoplane. Philipp has said that the Xtreme was designed by him over a period of four years with a strong influence from Klaus Schrotte and Ludwig Hofmann (member of the German National Aerobatics Team), who during that time trained him on an Extra 300S, of which he is a part owner. Philipp has persevered and has been able to obtain EASA (European) and FAA certification for the airplanes in the aerobatic category.

## Kathy Jaffe Volunteer Award DJ Molny

Last year DJ contributed a substantial portion of his working life to making the IAC website migration a successful reality. He put in many volunteer hours behind the scenes, maintaining infrastructure that keeps the buzz going. In addition to the IAC website he is webmaster for IAC Chapter 12 and maintained the 2013 US Nationals website. DJ participated as judge, competitor, and news reporter at both of IAC 12's

two contests in 2013, the Ben Lowell at the USAF Academy in April, and the little HotPoxia at Sterling in July. It is people like DJ who are the glue that holds this club together.

## Harold E. Neumann Award



## for Outstanding Contribution as a Chief Judge Jim Wells

Jim has been a chief judge at *continued on page 30*

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

My insurance company covered me, a low-time, low-tailwheel-time pilot in a single-hole Pitts largely because I went to Budd for my training. -Tom P

... the engine failed at low altitude and the accident investigators said that my fundamentals saved me. Thanks my friend. -Maynard H.

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# Fear and Focus in the Box



## Dangers of bifocals

BY ERIK EDGREN  
IAC 453064

What follows is the extended play (EP) version of my experience. If you don't have time for the EP, the short version is: Be careful wearing bifocals during low-level aerobatics as they can give you false visual cues.

So, still with me (crickets chirping perhaps)? Here is what happened:

Last fall I got my first pair of bifocals; just one of those indignities of age, some would say, but I am grateful for the gift of sight, and once I got used to them, I actually liked wearing them. I have the window-in-the-bottom style versus the progressive type, as I just couldn't get used to the progressive lenses. I have no idea whether my problem would have been bet-

ter or worse with different lenses.

Over the winter I flew almost no aerobatics, and what little I did do were above 1,500 feet above ground level (AGL). My "real" job is as a farmer. My side gig is air show pilot. This spring I was very busy with a particularly trying and protracted planting season, and I had to force myself to stop farming, go practice, and get back to work. I had let my statement of aerobatic competency card expire, so I needed to renew my card at 250 feet, fly one more show, and then fly for my surface-level card.

It all worked out fine. One gorgeous Wednesday, I flew three hours up to my aerobatic competency evaluator (ACE), reconfigured the T-Clips, requalified, re-

configured, flew home, and got on a tractor till late that night. Over the next few days I finished with spring fieldwork. That weekend there was an air show fatality.

By some happenstance, I had never flown a show with, or even met, the pilot, which was odd as we shared many of the same friends. Whenever there is an air show or aerobatics-related crash I try to learn as much about it as possible, so as to avoid the same fate. I also tend to think a little less about how much I love flying air shows and a little more about whether I *should* be flying air shows. Turns out that the pilot and I shared more than the same side gig and friends. We were also roughly the same age, married, with just one child, a son.

Midweek, on an overcast but very VFR day, it was time to practice. Going into the practice I felt confident and prepared for my upcoming show but also the need to keep my proficiency intact and the "polish" on. I would be flying my full comedy/acro routine with a 250-foot floor.

Comedy takeoff and multiple comedy passes feel great, inverted comedy pass on target and safe, flat turn, climbing stalls, and then I dive in for my first maneuver, an inside-outside Cuban-eight (I start this one high) push over the top, airspeed to 70, double snap, recover straight down, pull up into the biggest barrel roll 85 romping, stomping horsepower can provide, inverted now, checking for drift,

and WHAM, instant fear!

What the \*#! I am at the second-highest point in my entire show, flying the safest maneuver, and I am *scared*? This has NEVER happened to me in the box before. Now don't get me wrong, I have felt fear in an airplane before: Iced up in an MU-2 that won't hold altitude, radar screen goes dead in Hawker threading around thunderstorms at night (hail is loud), trim runaway on approach in a King Air, controls jammed while inverted in a T-6.... Fear is good. Fear makes you focus. Focus keeps you alive.

I have done some of my very best flying while I was scared, and I bet you have, too.

But this, this is different. For one thing, there is not a single thing to

be afraid of. More importantly, this fear feels like death is imminent without an *immediate* corrective action. I stop the roll, push past level, and roll upright. I circle around trying to figure out where in the heck *that* came from. I can't figure it out, so I decide to dive back in to my next maneuver: hammerhead, push out, outside 180-degree turn.

The hammer feels good; it has always been one of my favorites, even if I do "fly-arounds" in the air show environment. Push out. BOOM! Fear is back. I roll upright, knock off the practice, and land.

I sat in my hangar trying to figure out what is wrong with me, but to no avail. In retrospect, I was over intellectualizing it, but I was once a psych major, and I do still kind



JOHN M EDGREN

CHECK SIX PHOTOGRAPHY



CHECK SIX PHOTOGRAPHY

of think that way. (Those aren't wheelpants on a Mullicoupe.) I'm also a farm boy, and the same dad

who taught me to fly also taught me that you get straight back on a horse that bucks you off.

So after a short rest, some water, and way too much thinking, I decide to practice again, but at a



JOHN M EDGREN

little higher altitude. Same result in the same place. Now I am well and truly shook up. I know there was no point in which I was not in total control of the airplane, and no point in which I was in danger, but I'm shook up because I feel like I'm losing it. I feel like "Cougar" in the beginning of *Top Gun*. This is what I love. This is who I am, and I'm afraid?

So I call some of my friends in the air show and competition worlds to see if they have ever had a similar experience. No such luck. We discuss that fear can, indeed, be a good thing. We discuss whether air shows are really worth it or not. We discuss a lot of air show accidents and what we think went wrong. It is good to talk with my friends, but I am really no further along with figuring out my prob-

lem, and I need to leave for an air show in two days.

The next morning is gray and gloomy and perfectly suited to my mood. I practice again. Same results. I am seriously considering cancelling out of the show or just flying a ridiculously high show and waiving my fee. Later that day the sun comes out, and I decide to fly one more high-ish practice and make my decision.

And it goes great! I've got plenty of gas, so after I finish that practice I go straight into another one at 250 feet, and it goes great as well. I'm happy and all, but what the heck has changed? Then it dawns on me. The sun is out...and I'm wearing my sunglasses. My prescription single-vision sunglasses!

The best I can figure is that, in sub g to negative g flight, my bi-

focals were floating up so that the near-distance lenses were, though not directly in my line of sight, near my line of sight and blurring my vision there. I think my brain interpreted this blurry, peripheral, vision as, "You are about to smack the ground. Stop it!"

After that "Aha!" practice, I had a great show, got my surface-level card, and had a successful show season. I have never had another issue with fear in the box. I now carry a pair of clear single-vision glasses in my air show go-bag.

It has, sort of, become my mission to share my bifocal experience with other middle-aged aerobatic pilots, which describes most of us, I think. I hope I can save someone from the anguish I went through. Or, at least, give someone a good laugh at my expense. **IAC**



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# ROLL WITH US!

MIKE HEUER COMMENTARY  
Continued from page 3

ever been—and one you will be proud to be associated with.

As I close, let me make a personal request. The one disappointment I suffered at Nationals was when I looked around at the beautiful aircraft adorning the hangar and flightline and saw a dearth of IAC stickers on airplanes. In years past, you wouldn't see an airplane on the flightline without one. Now there are only a few. Drop me a line and I will send you one. They come in large and small sizes, and our logo displayed on your airplane may attract more members to the IAC. I have never known aerobatic aircraft and pilots to suffer from lack of attention wherever they go, so as you fly your airplane, you are also acting as an ambassador for our sport and organization. Contact me and you will have one or two in the mail—the size of your choice. **IAC**

**ASK MIKE**

Call or write at any time. My home number is (901) 850-1301. E-mail [mike@mheuer.com](mailto:mike@mheuer.com)

NON-FLYING AWARDS  
Continued from page 25

numerous contests. He has made himself available to do this duty without hesitation and traveled long distances to do so. His equanimity and demeanor have been a source of fairness and consistency. Jim's good cheer and friendliness are a source of fellowship that encourages participation in our sport. He keeps a contest running on time and works well with his fellow volunteers to handle high volumes of competitors with grace. Jim Wells is truly an outstanding chief judge. **IAC**



**CONTEST CALENDAR**

Mark your calendars for these upcoming contests. For a complete list of contests **and for the most up-to-date contest calendar**, visit [www.IAC.org](http://www.IAC.org). If your chapter is hosting a contest, be sure to let the world know by posting your event on the IAC website.

**Blue Ridge Hammerfest (Northeast)**

[Friday, October 31 – Sunday, November 2, 2014](#)  
Practice/Regist: Thursday, October 30–Friday, October 31  
Power: Primary through Unlimited  
Location: Foothills Regional Airport (MRN): Morganton, NC  
Region: Northeast  
Contest Director: Brandon NeSmith  
Contact Information: 828-719-0391  
E-Mail: [brandon@tablerockaviation.com](mailto:brandon@tablerockaviation.com)  
Website: [www.iac19.org](http://www.iac19.org)

**Sebring Fall (Southeast)**

[Friday, November 7 – Sunday, November 9, 2014](#)  
Practice/Regist: Saturday, November 1–Thursday, November 6  
Glider Categories: Sportsman through Unlimited  
Power: Primary through Unlimited  
Location: Sebring Regional (SEF): Sebring, FL  
Region: Southeast  
Contest Director: Jim Wells  
Contact Information: 607-227-5380  
E-Mail: [jim@appledoreairways.com](mailto:jim@appledoreairways.com)

**Tequila cup (Southwest)**

[Friday, November 7 – Saturday, November 8, 2014](#)  
Practice/Registration: Thursday, November 6  
Rain/Weather: Sunday, November 9  
Glider Categories: Sportsman through Unlimited  
Power Categories: Primary, Intermediate, Advanced, Unlimited  
Location: Marana Avra Valley, Kavq (AVQ): Marana Arizona  
Region: Southwest  
Contest Director: Robbie L. Gibbs  
Contact Information: 602-663-3062  
E-Mail: [BudL101@aol.com](mailto:BudL101@aol.com)

**Snowbird Acro Classic (Southeast)**

[Friday, February 27 – Saturday, February 28, 2015](#)  
Practice/Regist: Wednesday, February 25–Friday, February 27  
Rain/Weather: Sunday, March 1  
Glider Categories: Sportsman through Unlimited  
Power: Primary through Unlimited  
Location: Marion County Airport (X35): Dunnellon, FL  
Region: Southeast  
Contest Director: Chris Rudd  
Contact Information: 850-766-3756  
E-Mail: [invertedribboncut@gmail.com](mailto:invertedribboncut@gmail.com)

**MEET A MEMBER**

BY GARY DEBAUN, IAC #4145

IAC - 436586  
Occupation - UND Flight Dispatcher  
Chapter Affiliation - None  
Age - 21  
E-mail - [jenslack18@gmail.com](mailto:jenslack18@gmail.com)

**JEN SLACK**



**GD: What is your current aerobatic mount?**

JS: ACA Super Decathlon.

**GD: If you could have any aerobatic aircraft in the world (money no issue) what would it be and why?**

JS: Definitely a Panzl. Ever since I saw Aaron McCartan flying his Panzl last year I knew that was the plane I wanted. The way it flies, the way it looks...in my mind that airplane is perfection.

**GD: Do you see yourself moving up to Intermediate anytime in the future?**

JS: For sure, just not for a few years yet. I definitely plan on being in this sport for a long time. With enough practice and the right airplane I'd like to go even higher.

**GD: You flew the 2013 and 2014 Nationals; what was it like?**

JS: Amazing. The 2013 Nationals contest was my second contest ever so I was just happy to be there and see everything. This year I had a little bit more experience, but it still felt pretty surreal and incredible just to be at Nationals, let alone to fly there.

**GD: What is your favorite contest and why?**

JS: I love the Spencer contest. Chapter 78 and 80 both make their contests feel like the UND team's home away from home, but I'll never forget flying my first contest in that box.

**GD: Do you have any other interests outside of aviation?**

JS: Growing up my family had several dogs, and as a young teenager I spent a lot of time training and working with my own dog. I love them, and any dog big enough to wrestle with is good with me! **IAC**

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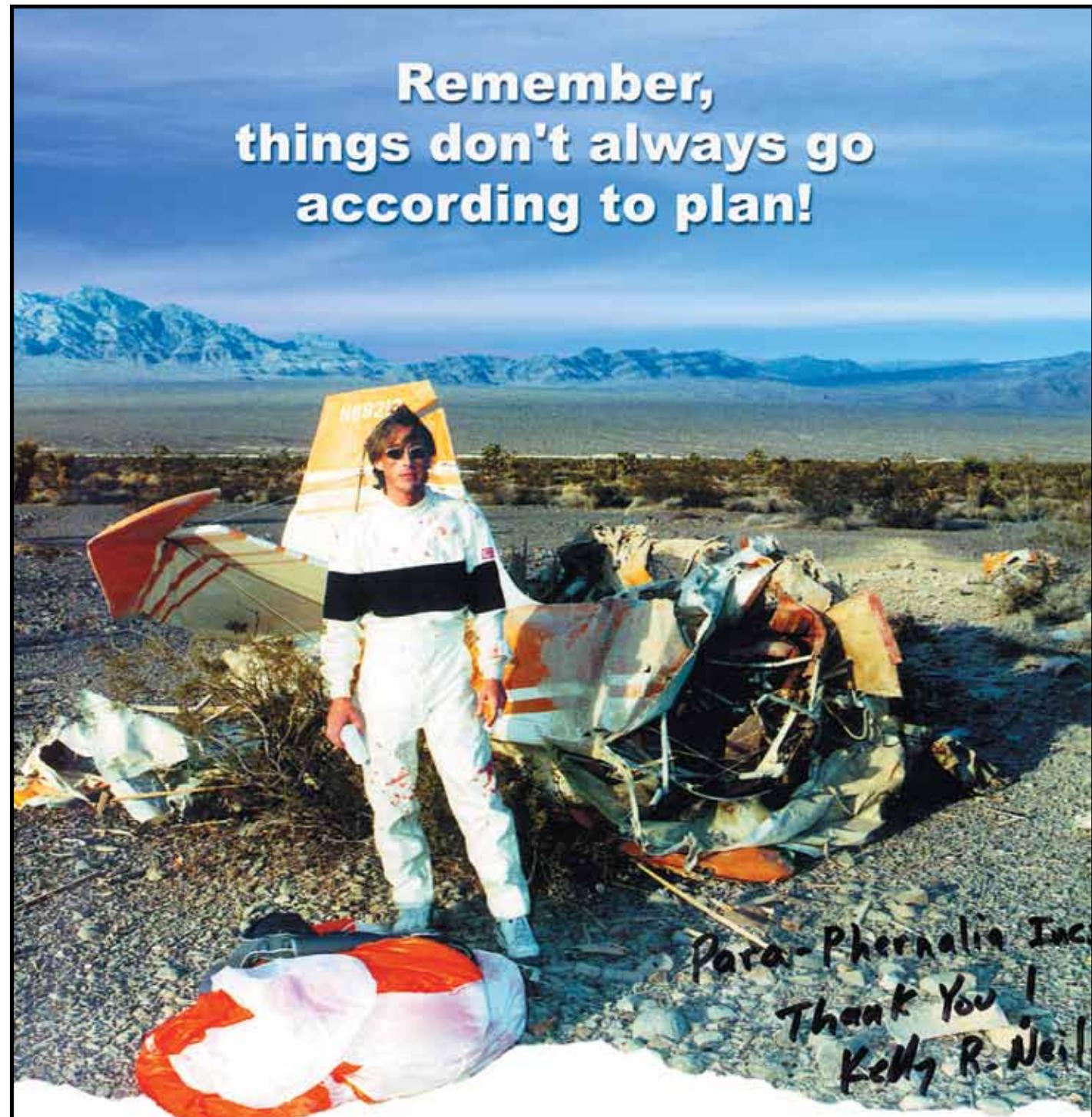
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