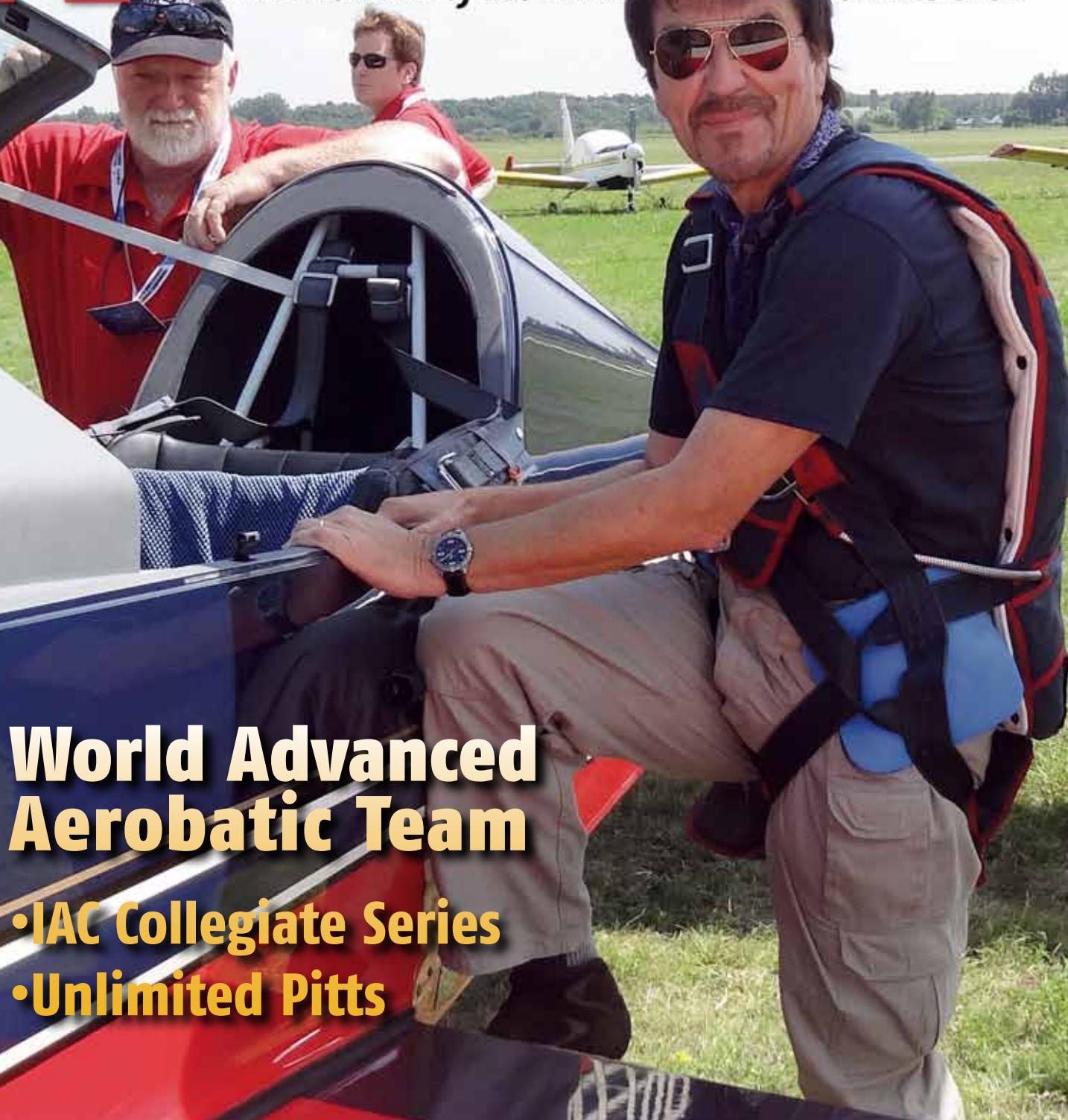


SPORT *Aerobatics*

December 2012

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB



World Advanced Aerobatic Team

- IAC Collegiate Series
- Unlimited Pitts



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The first day of the World Advanced Aerobatic Championship began with your standard morning briefing covering judges, jury, technicians, airport facilities, rules, etc.

—Jody Flournoy

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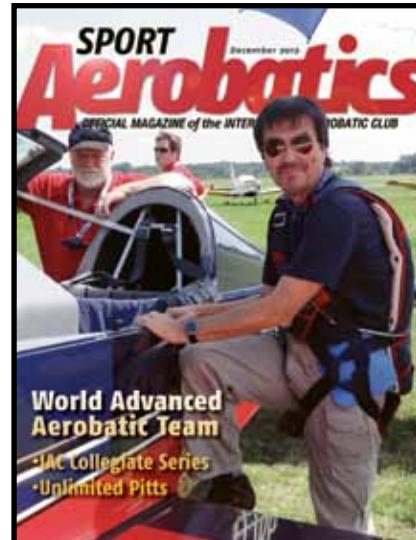
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The late Reignaldo Beyer gets ready to saddle up at the Advanced World Aerobatic Championship.
Photo by Jody Flournoy

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REGGIE PAULK

COMMENTARY / EDITOR'S LOG

Recognizing Excellence

The many facets of IAC

THE NOVEMBER ISSUE OF SPORT

Aerobatics focused on Nationals and the pilots who flew in all levels of competition. We gave deserved recognition for the excellence achieved by a number of pilots. It's easy to see those achievements because they happen out in the open, where everyone can see them. But at the IAC there is excellence occurring many members may not be aware of, and I'd like to take a moment to recognize it in this month's column.

...at the IAC there is
excellence occurring
that many members
may not be aware of . . .

You may be aware that the IAC will be rolling out a new website in the coming year, but what you may not know is the amount of volunteer hours and sweat that have gone into the effort. I can assure you it will be a far cry from what we've come to expect from our old web platform, and will firmly plant the IAC into the digital age. None of it would have been possible were it not for an enormous number of volunteer hours, meetings

and brainstorming sessions with what we dubbed "The WEB Team." You'll be learning more about the website, and the team behind it, in future issues of this magazine and *In The Loop*.

Speaking of volunteers, I'd like to recognize a photographer who came all the way from England to volunteer at Nationals. I failed to properly attribute two of his photos that graced our pages last month, and would like to thank him for his hard work. Leif Culpin worked alongside Laurie Zaleski all week in order to bring us a detailed photographic record of the event, and you'll be seeing both of their photos in upcoming issues. That is not an easy job, and I thank you Leif!

This month's issue brings two new voices to the magazine in the form of young members of the club. Jody Flournoy graces us with an in-depth look at the Advanced World Aerobatic competition held in Hungary this year. Tagging along with his competitor/father Marty, Jody gives us a highly professionally written and photographic account of the Worlds. Andrew Davidsmeyer is a student and competition pilot at the University of North Dakota. I was able to convince him to write an article describing his experience of flying to Nationals from the Frozen North. Thank you, gentlemen, for taking the time and making the effort!

IAC



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Hungary World Advanced Championships 2012

How to get there

ARTICLE AND PHOTOS BY TOM ADAMS

This year's Advanced team represented the United states in Hungary with record-breaking sponsorship, training and performance. The funds for the team were graciously donated by the many people listed on the Advanced team web site at <http://advancedaerobaticteam.com/sponsors/contributors>. Other sponsorship came in the form of physical assistance.

Two pilots, Kelly Adams and Craig Gifford, flew Kelly's Staudacher S300D, while Jessy Panzer and Mark Nowosielski flew his G-200. Marty Flournoy flew the G-202. All three of these aircraft were shipped from the East Coast with the outstanding assistance of two of the sponsors. Chris Meyers, the developer and manufacturer of the MX aircraft series, graciously made his hangar and plant available to containerizing the Staudacher. Patricia and Wayne Vick, of Southern Bracing Systems in Rome, Georgia, sponsored the packing and shipping for the G200 and G202. Marty, Mark and Jody were up to their ears in cardboard during the process.

Reinaldo Beyer personally shipped his Extra from the west coast and Ben Freelove made arrangements to fly the Japanese team's "Red Bull" Edge 540. Nikolai Timofey really thought "outside of the box." He bought a large truck and designed the lifts and braces to place his Sukhoi inside so he could just drive it on and off the ship.

The Staudacher was flown in to North Wilkesboro, North Carolina and pulled directly into the MX hangar. Craig Gifford, Russ Mann (team mechanic), JD Vaughn, Marty Flournoy, Randall (Chris Meyer's right-hand

man), Jody Flournoy and me started the disassembly. Jody and Marty were kind enough to drive north to lend a

huge hand on the Staudacher.

After the cowl came off, the aircraft was lifted by the engine to remove the



Shipping Reinaldo Beyer's Extra.



Nikolai Timofeev thinks out-side-the-box by placing his Sukhoi inside a truck that is driven on and off the ship.

gear. The bolts were pulled and the wing dropped down.

The gear was put back on and then the fuselage was transported to the loading dock at the MX facility.

This year's Advanced team represented the United states in Hungary with record-breaking sponsorship, training and performance.



Cowl removed.



After removal, the wings were mounted and secured on the trailer for transportation to the MX plant.



The rest of the airplane is ready for transport.



Concentrated training sessions were at the Hosin site where the Czech Nationals had been held.

All pilots and team members were on site to begin a strong training period of 10 days.

The next day was devoted to packing the airplane. In all the entire project took 24 man hours. The Giles 200 and 202 left the USA on June 7th. The Staudacher left a week later on the 14th and both containers arrived in Nyiregyhaza, Hungary, the contest site, on July 10th.

After assembly of the three aircraft in Nyiregyhaza, they were flown to the practice site in Hosin, Czech Republic. Ben Frelove was training at another site with the Japanese team, whose Edge-540 he was going to fly. Reinaldo picked up his airplane in Germany and joined the team in Hosin. Nick, the sly Russian immigrant, drove his truck holding the Sukhoi off of the boat and cross-country to Hosin, where he removed and assembled it. There were some jaws dropping when they saw that operation. Craig Gifford flew commercially into Prague, then drove to the Hosin site. All pilots and team members, except for Ben, were on site to begin a strong training period of 10 days. The Czech Nationals had just been completed the weekend, before and the airport agreed to

leave the CIVA style box in position for the U.S. team to use. The facility there lent itself toward concentrated training. The upper floor of the main building was a hostel with rooms that were clean and neat. Breakfast was at 0700 and the first briefing of the day afterwards. Three meals a day were offered in the restaurant/bar on the first floor. I have never seen Pork cooked in so many ways.

The weather was often Marginal but everyone got at least two flights per day. Nick would make up unknown sequences for each flight, and prior to flight the team worked out the best way to present the sequences. Nick would have them fly once on the "X" axis, then another on the "Y" axis. He even had them fly diagonally.

This training camp culminated the program that Nick started in the USA in January. He held two camps each month in Keystone, Florida. Those that could make it did. Kelly and Mark rented a Hangar there and they as well as Jessie and Craig just went to the aircraft. I do not think I have ever seen an Advanced team this prepared for a WAAC. **IAC**

World Advanced

(continuing coverage)

ARTICLE AND PHOTOS BY JODY FLOURNOY



Near-edge-haza July 13, 2012

We were greeted upon arrival in Nyiregyhaza with the news that the container would be transported to the airport on Wednesday; not Monday, not last Friday, not June 29 for that matter. We have grown fairly numb to the excuses, so no point in going into any details. On the bright side, Hotel Tara has been a welcome oasis for the past few days. With no set plans and a fear of no vacancies, we step foot into the lobby of Tara, ask if there are any open rooms, and become pleasantly shocked to hear the articulate, Irish-English accent of Brian Carney. An Irish-American from New York and a graduate of Georgetown Law, Brian and his family have gone to great lengths to keep us both well fed and well entertained. Intertwining European history lessons with old Irish jokes, the whole team has enjoyed the company of Brian after a long day of working at the airport.



Frank makes precise work of resurfacing the prop.

The first container arrived Wednesday morning at the airport with a few fresh dents (we suspect the Germans didn't favor the large American flag on the side). Everything inside made the trip as expected, except for a dent in the trailing edge of Golf Papa's propeller. At the sight of the prop damage, most thought that this would require an overnight shipment from the MT-Propeller factory in Germany, a few thought that a little JB Weld and duct tape would suffice, but no one ex-

pected the persistence and attention to detail that the locals would employ to get the blasted thing fixed. Within an hour of pulling the plane into the hangar, a local, Frank, started sanding away at the troubled area. Dennis, the manager of a Eurocopter based in Nyiregyhaza, discussed a few repair techniques with Marty, and a few hours later, a local dentist, also named Frank, began the precise work of resurfacing the prop much like applying enamel onto a chipped tooth. The repairs haven't finished, but we expect great results.

Drawn out of the hangar by the deep, guttural sound of a big radial engine, Tom and Kelly Adams came upon a beautiful cherry red Beechcraft Staggerwing taxiing through the grass. Out of the cockpit steps Bill Charney, a re-tired airline pilot from Reno, Nevada. A supporter of the Wings of Hope program, Bill has flown from Reno to New Zealand and is currently flying



planes together, but vowed there's a good chance he might return for the world contest (and hopefully dish out a few rides in the *Red Rockette*). No better way to exit the building than with a smooth, full-throttle fly-by to turn some heads and ring some ears.

During the assembly, flightcams were used to take a time-lapse video of the process. While a few minor things still need to be tweaked before all is done, the video shows the large amount of space and invaluable help that the locals in Nyiregyhaza have provided.



Following a wallet-squeezing \$12 per gallon fill-up on avgas, Mark's first engine run-up and flight went very smoothly. A big cheesy grin on his face



Hungarian goulash.



Toast to a successful competition.

marked the end of a month anxiously wondering if his prized little machine would ever fly again. Pushing the limits of airport closing time, Jessy was able to take Papa Juliet for a quick spin to wrap up the day.

Hospitality at Hotel Tara nearly matches the southern tradition. From his Irish blood, Brian can skillfully pour a frosty pint of the local beer called Soproni, but from his travels he has amassed recipes from cuisines all over Europe. We have been treated to savory meals ranging from traditional Hungarian goulash to Spanish seafood paella. Those bright red USA jumpsuits the team will wear in two weeks are looking mighty snug these days.

WAAC 2012 Opening Day July 27, 2012

The first day of the World Advanced Aerobatic Championship began with your standard morning briefing covering judges, jury, technicians, airport facilities, rules, etc. Now to the big stuff: the drawing for the order of flight for the "Q" program. Red Bull cans with numbers written on the bottom were chosen one by one as pilots were called by country to come to the stage. Not too much reaction by anyone besides a few sighs of re-

lief every time a low number was drawn. Sergey Prologayev's No. 1 Red Bull can drew a round of applause and friendly laughter for his misfortune. Team meetings and lunch followed the briefing, but with the low ceilings overhead, flying had to wait. Two official weather test flights and hours of waiting later, it was decided that the flying would not officially start until tomorrow.

Later that evening, the WAAC 2012 opening ceremonies were held in the city square. Akin to a small Olympics ceremony, the different teams were assembled by countries and led by a local volunteer carrying their name written in both Hungarian and English. Russ had the honorable duty of toting the American flag as the team paraded behind a marching band to the center of the square. The ceremony was a short, but well-planned cultural event. Speeches were followed by lively traditional folk dancing that had the crowd clapping and pulling out their video cameras. The cocktail dinner that ended the evening featured a mix of traditional Hungarian flavors and allowed for some friendly interaction between teams before the games begin. No late night tonight; Kelly and Marty will be flying tomorrow and must be at the top of their game.



Briefings.



Lunch after the briefing, and later low ceilings prevented flying.



Opening ceremonies.

Kelly and Marty Take to the Air July 28, 2012

Aerobatics is finally under way now that the weather has cleared and the people are organized. All 81 competitors will fly the Q program in the first round over the course of two to three days. You can get a better sense of how the contests are set up by reading <http://AdvancedAerobaticTeam.com/about-aerobatics>. The pilots approach the Q by focusing on staying calm (not an easy task when this is the first flight on the world stage for many pilots), avoiding major mistakes (zeros), and placing in the top third of contestants. Following the last flight, pilots will be ranked and divided into three groups that will determine the order of flight for the next round. You want to be in the top group. Beyond the prestige of being ranked next to the best pilots, being ranked in the top third is almost a necessity if you want to contend for the podium. All of this said, the Q is only a qualifier and will not count toward the overall score unless poor weather prevents all competitors from completing all four flights. The contest is never won in the first round, but a good flight here sets the tone for the rest of the week.



Satisfied with their drawings of 19 and 20, Kelly and Marty were up in the air by late afternoon. While the world stage carries more weight, this sequence is the same as they have been flying in regional contests all year. Time to knock it out.

Kelly flew a very crisp flight and finished it with a strong 8 point roll. He was only held back by a mix-up on a 1/4 roll in which he incurred a significant penalty. Besides that one figure,

his confident flying should carry well into the second round.

Marty followed up with one of the more solid flights flown that day. There's no need to be too aggressive on the Q, just avoid the mistakes. This tactic bode well for Marty and his score.

Flying High Over the July Heat July 29, 2012



The scorching heat in Nyiregyhaza didn't slow down the U.S. Team one bit. With the blistering heat and humidity reminiscent of the American South, the training camps and regional contests in Florida, Georgia, and Mississippi are starting to pay off. Pilots choose Freestyle programs that play to their strengths and avoid their weaknesses. Half-snaps, push-humptys, and rolling turns should all be avoided if you tend to score low on these figures. The size and power of the airplane is also a factor. Kelly's Freestyle caters to his larger, six-cylinder plane, while Marty, Jessy, and Mark all fly a Freestyle that fits a smaller, four-cylinder aircraft.

Contestants were divided into three groups, then jumbled into a random order by a computer. Kelly had the honor (or misfortune) of being the first American pilot on deck. In response to his mishap in the Q, Kelly fiercely responded with a strong self-designed Free program that presented well to the judges. Young Adams took the experienced route of flying an aggressive flight for good scores, but not over-reaching personal limits and making a costly mistake. The next American

that flew is on her way to being a TV celebrity. Early in the day, a local TV station tracked down the ever-exuberant Jessy Panzer for an impromptu interview about her flying experiences. It's not common that you find a female pilot accomplished in both aerobatics and corporate aviation. Probably the most any of us have watched television in a month, the whole crew was pres-

ent in the FBO at 6:30 to catch Jessy's interview and a panning shot of the American tent.



The Edge 540 flown by Ben Frealove and the Japanese team had difficulty starting when one of the Japanese was called to fly his Free. Marty and Russ couldn't sit idly by with their years of experience in on-the-go engineering and duct-tape mechanics. Heads bur-

ied in the high-performance LyCon engine, the boys used a few redneck tricks and rental car volts to get the lightning-fast plane back to its job of tearing down the runway.



In the morning briefing, managers drew out of a hat to determine which teams could choose figures to submit for the Free Unknown program. Once chosen and submitted, teams received a copy of the 10 figures to try their hands at aerobatic architecture. With the printer ink still fresh, Nikolay got to work disassembling the 10 figures and constructing an Unknown sequence that presents well to the judges, discourages easy mistakes, and keeps high energy throughout. Luckily for the USA, this is not Nikolay's first go-round. I wondered why the process took him much of the day, but when you think about the difficulty of building a sequence that suits all eight pilots and all five planes, it starts to sound pretty time-consuming. Eventually Nikolay emerged from his secret laboratory (or unused conference room) and submitted the Aresti concoction that would from then on be known as sequence "D." Each team submitted its own sequence that will also be publicly available for other teams to fly in the Unknown round. Hey, if a German or Swiss pilot can construct a solid program, give him a pat on the back and fly his sequence to perfection. While I have a good feel-

ing most of the Americans pilots were leaning toward program D, I'll provide confirmation tomorrow.

U.S. Team Flies Into Contention July 31, 2012



The rainstorms that poured down much of the night passed through and left a cloudy morning sky that thankfully rested above the minimum ceiling needed to fly. The first pilot in the air for the Americans would be Marty Flournoy. Despite being positioned between two very skilled French pilots, Marty flew his Freestyle very similar to his Q flight: a few rough places here and there, but generally mistake-free. The picture on the left displays the starter's information board presented to pilots before each flight. There has been more than one good pilot that has zeroed every maneuver by flying the opposite of the official direction of flight. We feel the pain of those pilots, but it served as a great fundamental lesson for all of us.

After lunch, the sun burned off the

cloud layer that had lingered since morning, yet it brought in a decent amount of wind that caused small patches of drifting clouds to halt the contest until they passed. Nik's Sukhoi powered through his Freestyle



routine, stopping on command for each point of the rolls and snapping abruptly when commanded. While it is hard for Nikolay and the rest of the team to critique the unique combination of Ben's West Coast flying style with the air-splitting speed of the Edge 540, his polished flying skill led him through another successful flight in the Freestyle. Not trying to mend the unbroken, Nikolay has been telling Ben that if the judges like it, then keep doing what you're doing.





Americans Still in the Hunt

August 2, 2012

The strong wind of the previous afternoon combined with the blistering Hungarian sun to create an exhausting marathon of Unknown preparation, leader board watching, and keeping bloody cool (some of us are converting to South African). Once again, Kelly started off the flying for the USA with a no-frills, zero-free Unknown sequence. Coach Nik captured the team atmosphere after the flight with his exclamation of, "Kelly is back!" His consistent flying is making his zero during the Q a faint memory, but fighting for first group scores while still in the second group has been an uphill battle that Kelly fought in full force.

Mark nailed the Unknown by sticking to the card like he practiced in the first two rounds. Much like Tuesday, the wind howled through the box and forced Mark onto the outer limit of



Mark flew through another good routine by managing his speed and keeping the Giles in full view of the judges. He approached the flight just like he would an Unknown, reading the card and flying one figure at a time. This method is great preparation for the last two rounds. Craig admitted earlier that when he fully relaxes for a flight, he tends to fly the sequence higher in the box than he would like. In the Q, Craig flew a solid flight, but had a weaker box position. However in his Freestyle, Craig made the adjustment for better box positioning, but his maneuvers weren't quite as crisp as in the first flight. We expect for the pieces to come together in the third round and for Craig to be a top contender.

The first two rounds have provided the opportunity to scout out the field of pilots and gauge who will be a serious competitor in the final Free Unknowns. The flying hasn't been easy, but most pilots will admit that the Q and Free rounds tend to be slow and mundane. These are the sequences that pilots have been



practicing at their home airfield all year, making mistakes a rarity and results a mere product of judging style and presentation nuances.

The game begins with the Unknowns. The contest will shift from its current casual, repetitive status to a heated test of skill and mental fortitude. Teams will now pay attention when a pilot in the hunt wing-wags into the box. Mistakes will be clear. The leader board will be shifting. It will be time for the Americans to use the instincts developed during the punishing Unknowns in Hosin. Let's keep the support coming.



the box where he received costly penalties. The calls were questionable, but the team decided it better not to protest. Beginning with the most aggressive entry I've ever seen, Craig opened up the six-cylinder Lycoming to charge into the box for a strong,

confident start to the Unknown. While a few mistakes throughout the sequence left Craig unsatisfied, his ability to fly within the box and avoid penalties resulted in a solid score for the Americans.

You can tell from the results of the Q and Free that Reinaldo's flying is what the judges are looking for. The difficulties of flying the Un-



Closing ceremonies, the team with trophy.

known became clear when a skilled pilot such as Reinaldo got caught too low on the two figures after a mind-bending outside push. The resulting 400 penalty points devastated an otherwise good score.

In the No. 63 slot, Ben flew an absolutely brilliant flight. One of the best Unknowns of the day, his excellent presentation received high marks that will be invaluable to the Team USA overall score. If he can keep it up, USA can really make a run in this thing. Not long after Ben, Marty executed sequence D in a calm, deliberate fashion that

kept the ball rolling for the team. Although their styles differ, Marty and Craig both avoided box outs and received similar positive scores. Nikolay finished off the day with a flawless Unknown flight in typical Timofeev fashion. He aided Ben in boosting the team score to currently give the Americans a hold of third place. The U.S. will have to fly lights-out in the second Free Unknown to contend, but as you've seen from their intense training and the immense effort it took to get here, their desire to win is unquestionable.

On the Podium August 5, 2012

For the past month, Nikolay has been inside the mind of each pilot to effectively push him or her to their maximum flying potential. I believe his aerobatic coaching was brilliant, but the results really speak for themselves. To have so many pilots in contention going into the final round is a luxury that most countries do not have. Nikolay used this depth of talent to the absolute fullest, but some days the cards (or scores) just don't go your way.

While the contest is over and the journey is nearing the end, I will continue to post photos and other content from the contest to try to convey the atmosphere of sportsmanship that pervades an international aerobatic contest. Many friendships were made and plans laid down for the next WAAC to be held in South Africa. Along the same lines, we made sure to welcome them to the Unlimited World Aerobatic Championships held next year in Denison, Texas. The USA may be on the outside this go round, but with the precedent set by the team this year, future American teams will be a strong, well-trained force to be dealt with.

IAC

Excerpted from Jody's blog

IAC Collegiate Series

A great resource for your chapter

BY DAVID MOLL

WE ARE LOOKING AT THE FUTURE FACES of the IAC when we host Collegiate Program pilots at our contests, and they can be a great resource for your chapter. It takes work, volunteers, and some time, but the rewards are unbelievable.

At our own Chapter 80 Midwest Aerobatic Club contest in June, nine collegiate pilots competed. These pilots are well trained, disciplined, and flew well enough to kick the backsides of most of the Primary and Sportsman pilots they competed against, taking first, second, and third place in Primary, and first and second place in Sportsman. The lead aerobatic instructor for the University of North Dakota, Michael Lents, won the Intermediate category.

If you don't think having young energetic collegiate pilots at your contest is a lot of fun, you need to start looking at the declining IAC membership list, and get a reality check as to our future.

To get started, let me give you a short history of the program taken directly from the IAC Policies and Procedures (P&P) Manual, Section 225, which explains, "The University Program was established to increase the interest level of college-age pilots in aerobatics, aerobatic competition, and the Aerobatic Club (IAC)."

In 2001, the IAC Collegiate Program was set up by E. Allan Englehardt, and the director was Charlie Rodrigues. The concept is a great one, and to paraphrase the P&P, was created to get collegiate student pilots involved in the IAC and compete against other college students on an individual and team basis. The best part of this competition is that the students compete in regional IAC contests, but the scores are tallied on

a national level to determine the individual and team champion. This saves the students a tremendous amount of time and money.

Over the years, the colleges who are powerhouses in regular aviation training have dominated the IAC Collegiate Program. These colleges include Southern Illinois University, Embry Riddle, United States Air Force Academy, and the University of North Dakota. It is very clear they have found benefit in recruiting new students to their program by offering upset training combined with sponsoring an aerobatic team.

It's now 2012 and time to expand the program, and this expansion will benefit quite a few of the IAC chapters, plus the IAC membership. But in order for a program to be successful, this has to benefit not only IAC, but more importantly, it must benefit the collegiate pilot. IAC board of director member Lynn Bowes has been assigned to develop and implement this expansion. The process to start this expansion is twofold.

The first process is to keep the aerobatic side of the program intact because it is going well, albeit with only a handful of participating schools.

The second portion is the long-term development of the program. The goal is to create a long-term relationship between each IAC chapter and its local college/university/training facility, so that the school will expand into collegiate members and collegiate teams. The chapter volunteer will become the aerobatic mentor to the college for encouraging students to learn precision aerobatics and upset training. Not only will the students benefit by adding a resume-enhancing section called upset training or aerobatic col-

legiate team member but also getting the proper aerobatic training, which will be a lesson in safety for their entire aviation career.

Once the upset training has begun in a college, the natural progression is to include aerobatic maneuvers into the flight curriculum. This progression is aided with the help of the IAC mentor chapter leading the way on how to get their instructors properly trained and insurance questions resolved. With help from the chapters, we hope the number of schools participating in the IAC collegiate series will increase and the first step in this process is also solved, plus the IAC membership will benefit.

How do we find the colleges with flight schools? While attending the National Intercollegiate Flying Association national contest in Salina, Kansas (SAFECON), I found there are approximately 85 participating colleges in 10 regions throughout the country. Some of these may not have flight schools, but there are 85 colleges with enough interest in aviation to participate in an aviation-based organization. Besides, A&P or avionics schools are just as important as pilot schools, and with as many experimental airplanes as the IAC members fly, these students could have more interest than the pilots do.

The University Aviation Association (uaa.aero) has been the voice of collegiate aviation for more than 60 years and has more than 600 members, including 100 accredited colleges and universities. So there are numerous schools and students to attract.

With the schools identified, it's an easy job to see which IAC chapter is closest to each school and we can approach them first by mail, and then a

face-to-face meeting. Once a volunteer from each chapter is identified, the process of assigning schools to chapters can be started by the collegiate committee.

We understand the IAC and competition aerobatics may not be entirely welcome at all of these schools. Here will be the standard arguments, and answers, against aerobatics:

- There is no question insurance will be a huge obstacle, so how do we resolve this?

We resolve it by suggesting all aerobatics will be done with a CFI as a safety pilot.

- There is a lack of certified aerobic airplanes.

Absolutely not, we suggest they look at the Super Decathlon.

- Schools must use a type-certified airplane.

The "Super D" can be safely used for upset training, stall training as well as tail wheel endorsements.

- Spin training for CFI candidates in a Cessna 172 is not the right airplane and could result in damage.

For cost comparison, a new Cessna 172 is just over \$300,000, while a new Super Decathlon is \$175,000.

- Our instructors are not trained in aerobatics.

IAC has a list of aerobatic schools and aerobatic professional pilot instructors to choose from.

- It's dangerous.

The IAC is the industry leader in safety through precision flying. It's far more dangerous if students try to teach themselves upset or acro maneuvers. Stunt flying is when you do not know where the airplane will end up at the end of the maneuver. Precision Flying on the other hand strives to always end up in exactly the same place, time after time.

- This isn't a program that is beneficial to our program.

The most successful aviation programs

in the nation, such as Embry Riddle, University of North Dakota, and Kansas State University attract the highest number of students because they offer the best variety of programs. Additionally, it's free publicity! Remember, any school and students at competition not only will have bragging rights, but also will have his/her name and college affiliation published in Sport Aerobatics as well as the possibility of local publications and magazines such as *Flying Magazine* and *Sport Aviation*. The Collegiate Program leaders can facilitate the publication and free press and/or press releases to magazines and newspapers.

IAC Chapters can interact with their local schools and students in lots of different ways, even if they do not initially want to participate in the IAC.

- Invite them to your chapter meetings.
- Invite them to your practice sessions.
- Invite them to your contest to observe.
- If it's an A&P or avionics school, invite them to help do the contest air-

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Budd is one of the best instructors I've ever flown with. He has more knowledge to share about the Pitts, and flying in general, than anyone. -Mike Melville

...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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craft inspections.

- At the contest, be sure they are welcomed at your first pilot briefing or, if you have a Friday evening gathering prior to the contest start, introduce them as a group; have them stay for your awards dinner and introduce them.

- Emphasize aerobatic contests are an excellent forum for students to interact with professionals in various industries in a relaxed atmosphere.

- Introduce the professionals.

- Corporate pilots, airline pilots, private pilots with a passion for aerobatics and aviation — all are important.

- Offer to give their aviation students a speech on topics such as how to practice, how to run a contest, human factors, or even about the fancy corporate jet or airliner you are flying.

- Offer to come down and critique their first primary routine.

- Give them the free introduction membership form to send in.

- Tell them the reduced fare for EAA/IAC combined membership for students is \$35 Call 1-800-564-6322.

- Invite them to join your chapter with local membership dues waived.

Very soon, we will be contacting each chapter president or membership chair to get them involved in the process of reaching out to the colleges, universities and training facilities in their area. We have divided the list of schools among all of the IAC chapters and this amounts to anywhere from one to four schools in the chapter's area — entirely doable and not a huge burden to any one chapter. We will be providing helpful basic information and tools to make the contact easy for the person reaching out to the student and program department heads and students, emphasizing safety and precision.

Our target is the students and we believe that getting them interested and involved is what will drive the program. If the students are excited about the prospect of aerobatic training and striving for perfection and precision, their programs should and will follow their desires. Our position in IAC must be as the professionals of the sport

in order to give them the foundation they need for flying safe and fun competition aerobatics and giving them a firm and safe foundation for their future careers in aviation.

Does this program really work? Yes! Earlier this year I was planning on a trip to Salina, Kansas, to see my

Does this program really work?

wife's family. Since I was going there, I decided to make a cold-call to the department head of the Kansas State University Aviation Department and talk about the IAC, the Midwest Aerobatic Club, and more importantly the IAC Collegiate Series. We agreed to meet for lunch where for the next hour and a half my wife and I went over how the IAC Collegiate series was a program for him to consider. At the end of the lunch, he asked if I would come back down and give a speech to any of his students that had an interest in aerobatics.

The showing of interested students was somewhat meager, but in the end, one instructor was assigned to form a two-man acro team and compete in the Midwest Aerobatic Championship contest at Seward, Nebraska, to "test the waters."

Associate Professor and CFI Safety Pilot Troy Brockway brought Jack Henry and Joel Harts to our contest and placed extremely well for their first contest, earning fourth and fifth place out of seven primary contestants. These pilots had a blast and still talk about how well they flew (and ate) at our contest. They were competing against pilots from the University of North Dakota, the four-time IAC Collegiate champions, and held their own. Now, those are bragging rights.

Just before leaving for home after

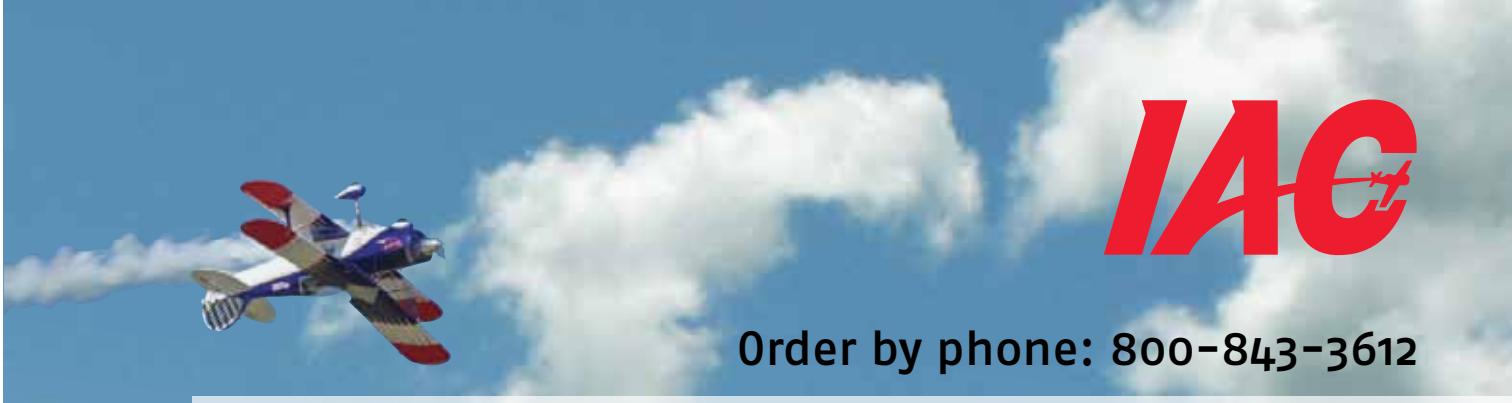
the contest, Troy asked if I would be interested in being the guest speaker at his Human Factors in Aviation class, which I gladly accepted. On October 9, Lynn and I drove back to Salina for the human factors speech and had lunch with the program manager again. In the era of aviation schools closing due to the sluggish economy, the Kansas State aviation program is flourishing.

During our luncheon meeting, we got an unbelievable surprise. We were asked if the Midwest Aerobatic Club would sponsor a contest at the Salina airport. Immediately Lynn and I started planning for a one day, two-category, contest (Primary and Sportsman) that hopefully we can do at the Salina airport. And so it doesn't conflict with the student's final exams, it will be held in late April or very early May. Plus we have asked IAC Chapters 15, 78 and 119 to join us in the fun, and to help with the logistics of supplying the support staff needed to make a contest work smoothly. Each of these local IAC chapters has a contest in our region the collegiate pilots can attend and therefore should be represented. More importantly, the intention of the IAC Collegiate program Lynn is implementing is beneficial to all of the IAC chapters and not just one or two.

After my speech on human factors was finished, Lynn and I were then asked to give a talk to possible new aerobatic students. The interest has now grown to 11 students who attended the meeting.

Clearly not all colleges will be as accommodating. Some colleges will be a very long-term work in progress to get interested, if ever. The IAC does very little marketing outside the aerobatic community, so finding us is not very easy unless you are trying. That's why I believe that personal contact is so important. We hope each chapter will make the effort to show colleges what advantages the IAC has for their collegiate pilots, with the understanding of the rewards it will bring to our chapters.

Contact Lynn Bowes at lynn.bowes@hotmail.com to get the information on how your chapter can get started. **IAC**



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Aerobatic ResUME

Flying a Pitts in Unlimited

ARTICLE AND PHOTOS BY HUGO RITZENTHALER IAC #7414



MY INTEREST IN AND LOVE FOR AIRPLANES GOES BACK TO MY childhood in Germany, where I picked up pieces of downed aircraft left behind in the woods after World War II. Shortly after the war, the French, who occupied part of the country where I lived, built an air force base close to my hometown in the southwestern-most part of Germany. I still remember one of those fighter jets flying aerobatic maneuvers almost every Sunday afternoon, doing big loops and rolls. As a young child it was so exciting to watch.

Immigrating to the U.S. in 1967 provided me with the opportunity to fulfill my dream of flying an airplane. Working in La Salle/Peru, Illinois, I did my solo flight in 1968 in a 1946 Aeronca Champ. Even though those first loops with

Marvin May, a World War II pilot flight instructor, induced the urge to do more than flying straight and level, it took some years before I would get to fly any aerobatics. Five years on an assignment in Brazil very much limited the opportunities to pursue my dream.

It was not until I returned to the U.S. and watched Dr. George Philips performing in his Pitts S1S in an airshow in Winchester, Virginia, in June of 1980 that I started contemplating taking up aerobatics. My wife, Kathy, and I made plans to attend the World Aerobatics Championships, which were held in Oshkosh that year. Returning from that trip, I joined EAA/IAC as well as the East Coast IAC Chapter 11, which prepared me for what became a lifelong love for flying aerobatics.

In 1981 I was offered a partnership in George Philips' Pitts, which made another dream come true. Finding a competent aerobatic instructor was relatively easy while living in the Washington, D.C., area. Don Rhynalds from Bealeton got me to do lots of takeoffs and landings in his Pitts S2A before allowing me to step into George's S1S.

My first Pitts, a S1S

Although I was active (as starter, judge's assistant, etc.) in Chapter 11, I did not start competing until some years later. When the company decided to transfer me to Rochester Hills, Michigan, in 1984, I acquired full ownership of the S1S and joined the Michigan Chapter 88. Over the next 10 years I competed for a few years in the Sportsman and Intermediate categories and then moved into the Advanced category for a total of 8 years.

However, for me to move up into the Unlimited category, I needed more horsepower. In 1996 I transitioned from the S-1S (standard design, open cockpit, stock engine 180hp, fixed pitch prop) into a Pitts S-1E, built by Jon Staudacher (his serial #1 aircraft). This Pitts had been previously owned by Henry Haigh Jr. (reason for the N# being 96HH) and Chris Panzl. Jon Staudacher's superb design and craftsmanship and the later installation of a 200+ hp experimental engine from Barrett Performance Aircraft and a variable speed prop produced a well performing aerobatic Pitts, allowing me to compete amongst the high powered monoplanes like Staudachers, Panzls, Extras, MXs, Sukois, and others.

My second Pitts, a S1E

The first year competing in Unlimited was in 1999. Thirteen years later (I never missed a year, flying an average of three to five competitions) I am still flying this S-1E in Unlimited. I have enjoyed flying in many of the Mid-America contests, which included competitions in Canada. Since the official introduction of the Regional Contests in 2002, I was able to capture a place amongst the first three for most of the contest years.

Since 1986 I have competed every year without missing a single year. Over those years I have been able to capture nine out of the 10 achievement awards. I will fly Unlimited until that UL Stars Award has been obtained to complete



My MidAmerica Placements:

2003: 2nd

2004: 3rd

2005: 2nd

2006: 2nd

2007: 1st

2008: 3rd

2009: none of the competitors made 3 contests

2010: 4th

2011: 2nd



the set of 10. Of course, I fully understand that that is a really big challenge, as the Unlimited Unknowns usually do me in, preventing a submission of the awards application.

My nonflying support of the IAC and Chapter 88 included being chapter president, contest director, box mas-

ter, and regional judge. I have enjoyed being a judge for more than 20 years.

Being supported by my wife, Kathy

It is my sincere desire to mention Kathy, my wife of 42 years. Kathy has supported me for all the 30-plus years

I have been active in the competition flying sport. Year after year, contest after contest, Kathy followed me by car, driving often for seven or more hours to get to the competitions in the Midwest and in Canada. She herself has during the many years since 1980 been very much involved in the competition circuit, being registrar, score entry volunteer, chief judges' assistant and recorder on the line. And I shall not forget, the mending and washing for many years of Chapter 88's white linen box markers.

I have very much enjoyed the camaraderie I found in the IAC organization. Over the 32 years of being around the competition circuit, I have met many people and made many friends. It is a pleasure to see many of the people who I had met long ago over and over at the contests.

My 32 years of flying a Pitts and being involved in aerobatic competition have been immensely gratifying. I tell everyone who wonders why I still expose myself to the torture of flying high gs at my age that I do it because I love to fly, enjoy the competition spirit (although I am typically the underdog in the Unlimited category), and enjoy the people I meet at the contests and the camaraderie and fellowship the IAC competitions offer. I am looking forward to many more rewarding years of competition flying in my Pitts S-1-E.

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The U.S. Nationals

A North Dakota perspective

BY ANDREW DAVIDSMEYER

WHEN YOU'RE FERRRYING TWO PIPER

Arrows and an American Champion Super Decathlon down to Texas, a hat, winter gloves, a winter coat, and snow boots seem like unneeded weight. We had to wait for the thermometer to tick above freezing, however, before the University of North Dakota would allow us to dispatch without wearing our winter gear. So after a short delay, we launched and began our 857-mile journey to Denison, Texas.

The Decathlon 317JR led the way, followed by the two Arrows. I flew the JR along with the team coach,

Mike Lents. I am a first year primary competitor on the team, and a UND senior. Mike is a UND Aerospace lecturer, flight instructor, and alumnus. He has logged over 700 hours of dual given in the Decathlon, and is a seasoned veteran in the International Aerobatics Club, flying in the intermediate category with JR.

The second aircraft in the loose formation that flew down was piloted by Aaron Fettig, a flight instructor at UND and a competitor in the Sportsman category, and Alexander Sachs, a senior at UND and a primary competitor.

The final plane in our aerial convoy was flown by Ben Thomas and John Seivert. Ben is a recent graduate from UND. He is a flight instructor at UND and a three-year veteran on the team, competing in the primary. John is another first-timer on the team, and a senior at UND who also competes in the primary.

We stopped for fuel and food at Watertown, South Dakota; Seward, Nebraska; and Wichita, Kansas, before we arrived in Denison. The impact of the climate change between North Dakota and Texas didn't seem to really af-



MIKE LENZ

Super Decathlon in the lineup.

fect us until we were passing through 3,500 feet MSL.

"I thought the engine had caught fire," Mike Lents states, recalling the final decent into Denison. "The heat was tremendous."

On Sunday the heat continued to climb into the high 90s; a far cry from the temperate low 70s and 60s we'd been experiencing in the north. But we muscled through and began our slow navigation of the paperwork that is required at any IAC event. After paying our dues, we ended the day with the unlimited known event. For UND



LAURIE ZALESKI

UND Aerobatic Team: Left to right, Aaron Fettig, Jonathan Sievert, Mike Lents, Ben Thomas, Alexander Sachs, and Andrew Davidsmeyer.



MIKE LENZ

Left to right: Ben Thomas, Jon Sievert, Alex Sachs, and Andrew Davidsmeyer discuss the day's flights while rehydrating.,



ANTHONY BOTTINI



MIKE LENZ

Andrew Davidsmeyer standing in front of Rob Holland's MXS-RH Special.

watching any unlimited competitor fly is an amazing thing, but to watch seventeen competitors battle it out in the skies above Texas was something we were all amazed by, and made for a good end to the day.

The next day started early with the morning safety briefing and schedule of events. The IAC is run by volunteers;

our team volunteered for various positions. I found myself in a hot, dusty field at the southwest corner of the aerobatic box, acting as a line judge. For some reason, a lot of volunteers seem to hate being line judges, but I feel it's one of the best places to sit and watch the competitors. As a new competitor I found watching the advanced pilots

UND ACA Super Decathlon in front of two UND Piper Arrows.

fly helped me understand how to play the winds and place my figures in the sequence to gain a better score, and eliminate costly outs.

After the advanced pilots were done flying we were called back in and new volunteers were sent in to replace us as the intermediate competitors took to the skies.

Among these pilots was our coach Mike Lents.

Mike has over 700 hours of dual given in the Super Decathlon, but that doesn't mean he's not challenged by the intermediate figures. Most of the challenge comes from the Decathlon. The airplane is one of the best airplanes for beginner aerobatics, but when it comes to more advanced figures the plane simply can't perform some of the maneu-

Most of the challenge comes from the Decathlon.



MIKE LENZ



Davidsmeyer discussing strategy with Alex Sachs

vers. It is widely regarded as one of the best planes to fly in the sportsman and primary category, but somehow Mike makes the aircraft fly the maneuvers without overstressing the aircraft in anyway.

As so often happens when Mike

takes to the skies in the Super D, the whole team watches with rapt attention. Mike flew an amazing sequence until he flew through an avalanche and accidentally and unknowingly unbuckled himself. He then continued his flight until he approached an outside roller, a maneuver that can sometimes push him to negative three gs and when you're unbuckled that becomes a problem.

He came up out of the seat and bounced off the skylight once before he was able to skillfully right the aircraft and load it up with positive gs. From the ground, it looked extremely odd for Mike to slide out of a roll and then wag out. We speculated numerous things while we watched Mike wag back in and redo the roller to the best of his abilities (though it was zeroed because of the interruption) and complete the sequence with a slow roll. When Mike landed he told us of his troubles with the harness, and even though he had zeroed the maneuver, he was still happy to have flown at all. Even with interruption Mike placed somewhere in the middle of the pack that day.

The next day Mike sat out, and the primary and sportsman competitors got our first shots at the box. The primary

team flew extremely well with no major catastrophes. Ben Thomas placed first that day. Of the three of us new guys, John took second with an outstanding

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ANTHONY BOTTINI

performance that made him look like a veteran. The fight for first was a very tight one, which made us all look forward to the next day of competition.

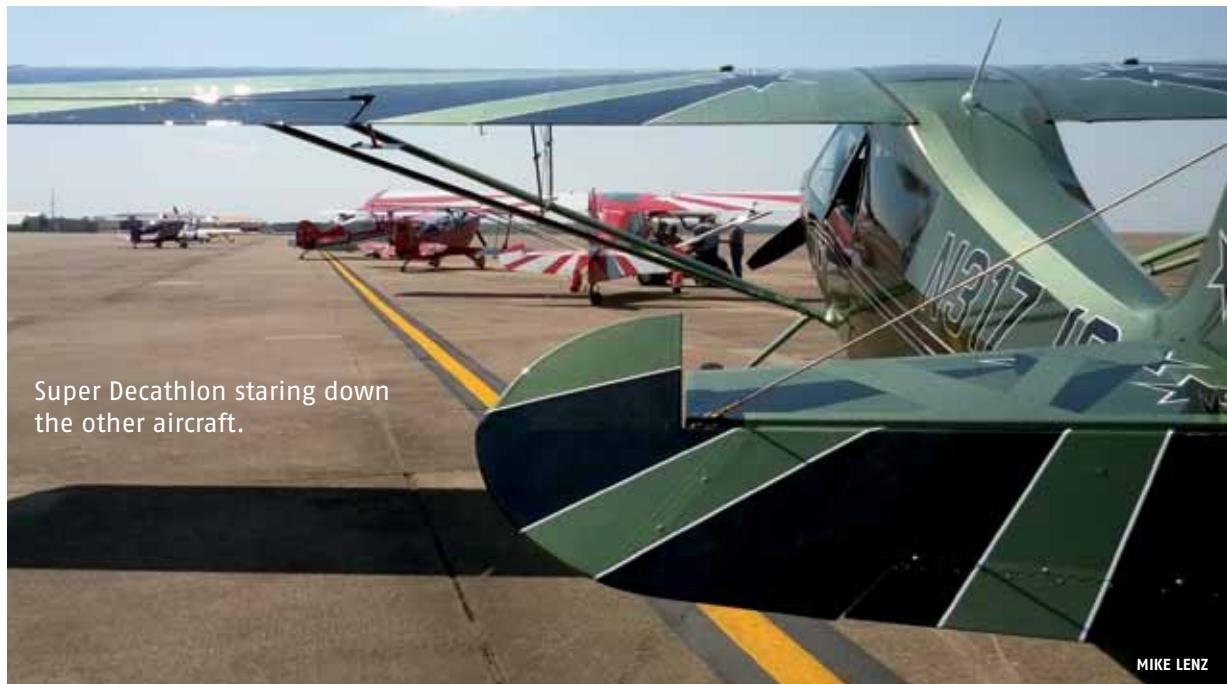
In Sportsman, UND had only one competitor, Aaron Fettig. Aaron, not unlike Mike in many ways, is an incredibly skilled pilot in his division. He too started his sequence by flying the Super D with polished skill until the down line on the back side of a pull-pull humpty. As happens to even

the most skilled pilots, Aaron became slightly disoriented, and forgot which way to turn before his next maneuver, and so had to wag out. After this frustrating mishap, he flew well enough to place in the middle of the pack as well.

On Wednesday, the Primary competitors got a second chance to fly in the box, only this time against howling winds. Ben Thomas was the first to figure out just how strong the winds were that day, and did so by really floating

the aircraft over the top of his loop. When we saw just how well the loop looked, we immediately asked for his guidance. The team performed amazingly, holding onto our first and second place slots.

The main reason the team flies as well as we do, is because we operate as a team should. Ben outlined that well when he shared his technique with us. It would be easy for us to land and slap each other on the back and say you did



Super Decathlon staring down the other aircraft.

MIKE LENZ



LAURIE ZALESKI

Flight Medals! Jonathan Sievert on the left and Ben Thomas on the right join Doug Jenkins who won the second Primary Flight.



A rest between flights.

MIKE LENZ

amazingly, but instead we immediately evaluate each other's performance. We're not afraid to give each other helpful critiques that better our performance. We do this in practice, and during competitions. We always seek to better each other and ourselves for the betterment of the team as a whole.

Thursday started off slow with a rain delay, but eventually got started with the unlimited unknown, and was once again we were blown away by Rob Holland, Goody Thomas, and Melissa Pemberton, and their spectacular performances. Mike flew his unknown sequence later in the afternoon and ended up placing sixth overall.

The final day of flying was highly anticipated by UND by a tight race in the primary division. I was fortunate to be the last primary competitor that day. Being last allowed me to watch and evaluate my teammates and listen to their feedback from their flights. When it was my turn to fly, the anticipation was killing me. The thirst to fly was insatiable. I knew that when I got back to UND our competition season was over, so this was my last flight for the season. This was all or nothing.

I remember thanking Mike for all the guidance he'd given the team, and for all the work he'd done to get us all the way down here; no easy task when governed by a school that has its own worthy agenda to accomplish. I felt the love of the sport wash over me as I dove for the last time at the box.

I did my wing wags all the way to knife edge as my speed climbed and my altitude dropped to right where I wanted it. I pulled the plane to level and flew the Super D through the best sequence I've ever flown in my life. I placed second that day and third overall, and even if I'd placed last I would have been thankful just to have been there at all. The rest of the day UND was happy to simply sit and watch Rob Holland, Paul Jennings, and others fly their four-minute frees. For UND Nationals wasn't just another competition. It was an event that represented everything that we love about aerobatic aviation: competition, teamwork,

determination, and above all an overwhelming love for flying. Sunday morning we began our journey home; each of us proud of ourselves, and of our teammates. We are all proud and honored to say that we were able to represent the University of North Dakota at the 2012 International Aerobatics Club Nationals.

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One Crash; Two Conclusions

Spin safety

BY STEVE JOHNSON
IAC SAFETY CHAIR

My Analysis—Pitts Crash

A Pitts S-1 crashed in Canada on July 12 while practicing the 2012 IAC Intermediate sequence. According to the Canadian Transportation Safety Board (TSB), the pilot initiated a 1 1/4 turn upright spin at approximately 3,000 feet above ground level (AGL). The aircraft then entered an inverted spin, which continued for 10-12 rotations before stopping rotation near the ground. It then struck the ground in an inverted attitude.

Spin training has been an IAC tenant for over 15 years, and all competitors are strongly urged to get good spin training and spin recovery training before flying spins solo.

We all must have proper spin training, at altitude, before attempting spins close to the ground. Spin training has been an IAC tenant for over 15 years, and all competitors are

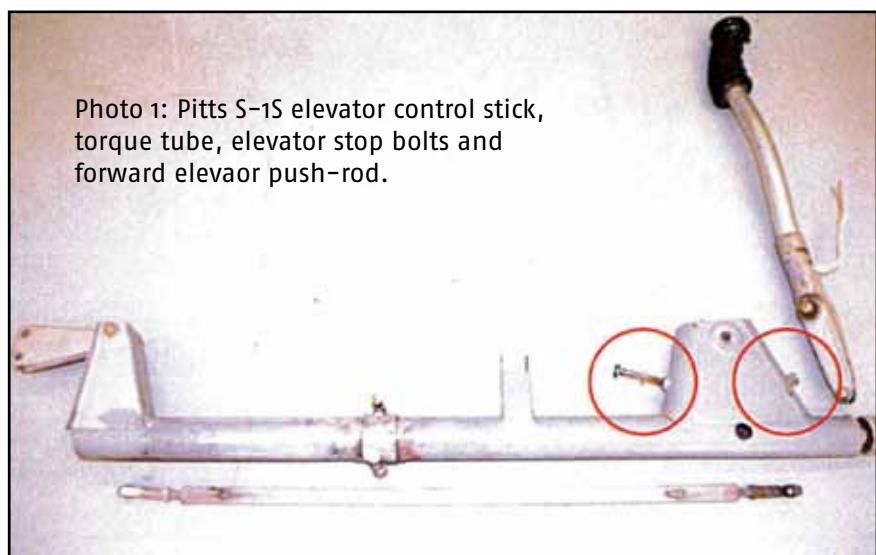
strongly urged to get good spin training and spin recovery training before flying spins solo. In this case, the upright spin devolved into an inverted spin, which the pilot did not recognize or from which he did not know how to recover. The ground coach told the pilot to “relax on the controls,” but the spin was not stopped with sufficient altitude to recover. With 10-12 turns during an inverted spin, there should have been sufficient time for the Beggs/Mueller spin recovery method to work, but the pilot must be able to allow the system to work.

Beggs/Mueller is an *emergency* spin recovery system designed to aid in recovery from all spin modes: both upright and inverted. But a pilot must have the altitude and time to allow

it to work. Competition altitudes are too low to learn how to perform spins. When I teach spins, my floor is 3,000 feet, and I start the spins at twice that height, 6,000 feet, to allow sufficient altitude and time to recover from the spin. Once a spin is learned, the altitude may be lowered to competition heights. Remember Beggs/Mueller—**Power Off, Let Go Of the Stick, Push the Hard Rudder Pedal**

My Analysis—Pitts Maintenance

During the investigation of the above crash, unrelated maintenance problems were discovered. The down elevator stop bolt was found backed out of its proper position by nearly 3/4 of an inch. The jam nut was not secured against the assembly, but



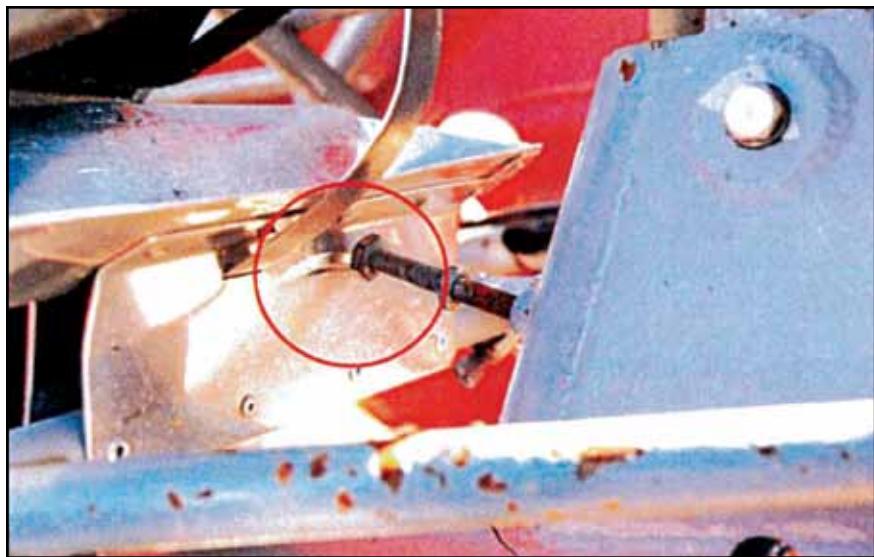


Photo 2: Elevator stop bolt contacting fire extinguisher bracket.

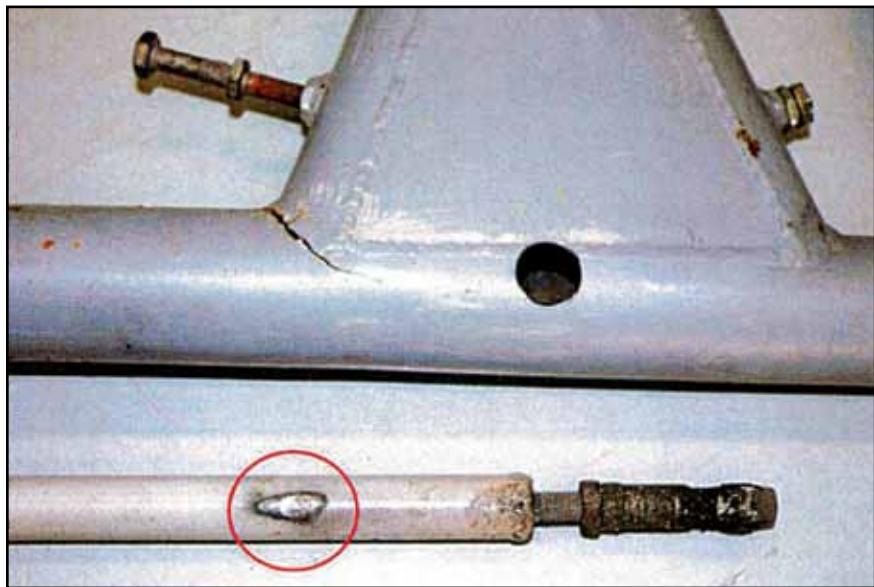


Photo 3: Wear on forward elevator push-rod (note: crack in torque tube impact related).

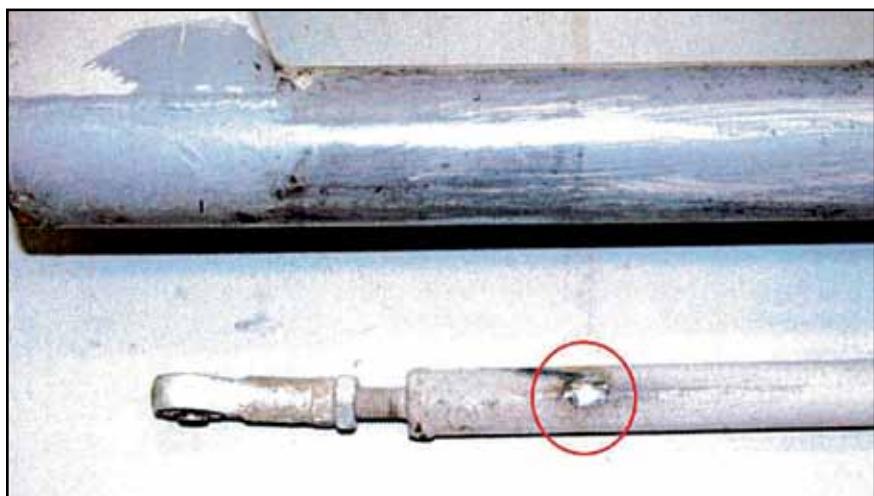


Photo 4: Wear on aft end of forward elevator push-rod.

Be sure you know what needs to be inspected in a good preflight for the aircraft you are flying, and what needs to be inspected by mechanics, when necessary.

was loose on the bolt. The photos in the report show the backed out stop bolt and loose jam nut. The position of the stop bolt and jam nut should have been very obvious when pre-flying the airplane. The control stick torque tube assembly sits just in front of the seat, and is open to view. This failure should have been easily noted. The stop bolt, being in the wrong position, allowed the elevator push rod to move farther fore and aft in the torque tube assembly than designed. This excess movement allowed the push rod to contact and wear against the torque tube assembly. There was significant wear found on the elevator push rod in two different locations, both of which could have led to catastrophic elevator failure.

The push rod wear was not visible, but the control stick “feel” should have been noted by a careful pre-flight or mechanic’s inspection. With any flight control stop bolt in place, the control stick “feel” should have a firm stop, with no sliding, friction or other unusual feel. The stick in this case was rubbing in two separate areas at the front and rear of the elevator push rod, and should have been noted. Our airplanes have specific requirements for maintenance and inspections. Be sure you know what needs to be inspected in a good pre-flight for the aircraft you are flying, and what needs to be inspected by mechanics, when necessary.

IAC

WELCOME



The team is looking for interested corporate sponsors and seeking individual tax deductible donations. Send donations to Unlimited Aerobatics USA, Inc., 148 Magnolia Drive, Atherton, CA 94027 or visit the team website at www.unlimitedaerobaticsusa.com. For more information, contact Norm DeWitt, President, Unlimited Aerobatics USA at 650-321-8499.

Back row, L to R: Hector Ramirez (alternate), Goody Thomas, Rob Holland, Mike Stevenson (Team Manager), David Martin, and Robert Armstrong
Front row, L to R: Michael Racy, Melissa Pemberton, Debby Rihn-Harvey, and Nikolay Timofeev



LAURIE ZALESKY PHOTOS

TEAM 2013

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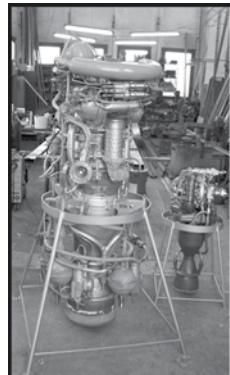
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MEET A MEMBER

BY GARY DEBAUN, IAC #4145

CHRIS OLMSTED

Many years ago I started a page called "Meet a Member." My goal was to put our not-so-well-known members, both flying and non-flying, in the spotlight. Almost everyone knows the air show pilots and national champions; this was for folks like our volunteer coordinators, technical monitors and competition pilots not normally seen at the national level. After a few years, this project was supplemented by other members, until it eventually faded out. I think it was a worthy project, so I'll attempt to get it going again.

Gary DeBaun, IAC 4145



GD: So Chris, how did you get your start in Aerobatics?

CO: When I was eighteen years old I flew into Metz Field where Wayne Handley was hosting a seminar on flying aerobatics in low-powered airplanes. At the end of the class he asked if anyone was interested in going for a flight in his Extra 300L, and I decided to go. I was first up and just after takeoff, I remember saying, "All right Wayne, let's see what you got." Probably not the best thing to say to an air show legend, but it was an unforgettable 35 minutes. After more tumbles and torque rolls than I could count and an inverted pass at five feet, I found myself being reintroduced to my lunch behind his hangar. I took a 10-hour aerobatic/Pitts checkout course with Ken Erickson and Ben Freelove at Sean Tucker's School in King City, California. Shortly I had no need for my old Skyhawk and traded for a 1985 Pitts S-1E. I will never forget that first S-1 flight!

GD: How has Aerobatics and the IAC had an effect on your life?

CO: I knew then I would make my profession as an aviation educator. After becoming a CFI at age 23, I set a goal to inspire others to the same love I found in aviation, and there couldn't be a better way to accomplish this than teaching aerobatics. I believe an emphasis on stick and rudder skills, spin training and basic aerobatics would reduce the number of pilot related accidents significantly.

GD: Where and when was your first contest and how did it go?

CO: I flew my first aerobatic contest at the Tequila Cup in Marana AZ in 2007. My first flight I flew half of the figures outside the box, but was able to pull it together and received best scoring first time Sportsman. I was stoked! Man what a learning experience!

GD: What category and airplane are you flying now?

CO: This year I competed in Intermediate and won the California Point Series in my Pitts S-2A.

GD: Do you volunteer at contests? What do you do? (Judge, assist, ect)

CO: I have ALMOST as much fun volunteering as I do flying. This year I became a judge and am loving it.

GD: What is the most fun contest you regularly attend?

CO: My favorite contest was Paso Robles in CA. But this year the FAA removed the waver permanently. I love all the California contests but my next favorite would have to be the Borrego Springs Acrofest; great people, a very well marked box, restaurant/bar on the field and an event every night.

GD: Do you have any other interests?

CO: I love skydiving, surfing and backpacking

GD: If you could, what would you change about the IAC?

CO: I would like to see the Advanced and Unlimited teams receive more sponsorship and maybe even a salary in order to provide more incentive to represent our country in world competition. It was awesome when our Military used to support us by transporting the US team's airplanes to the WAC.

GD: what are your goals?

CO: My personal goal is to win Intermediate at the Nationals in my Pitts S-2A. Then it's time to look for a machine that will get me on the Advanced Team. I am also preparing for a world record for the most consecutive rolls. The number to beat is 413. I'm shooting for 500 plus. More importantly I would like to earn more "Highest Scoring Flight School" awards for Olmsted Aviation.

IAC

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Chapter 49 – LA Aerobatic Club

Happy Holidays



Back row, left to right: Doug Sowder, Doug Lovell, Jim Ward, Norm DeWitt, Klein Gilhousen

Front row, left to right: Tom Adams, Trish Deimer-Steineke, Bob Hart, Debby Rihn-Harvey, Louie Andrew Jr., Vicky Benzing, Lynn Bowes

Not pictured: Darren Pleasance, Bruce Ballew, Jonathan Gaffney

The IAC Board of Directors and Staff
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filled with happiness, peace and safe flying.



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