

SPORT *Aerobatics*

September 2017

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB



EAA
AirVenture
Oshkosh 2017



Thank You for Another Amazing Year!



2017 was another remarkable year at EAA AirVenture. The great partnership between Ford and EAA provided many benefits to AirVenture attendees and future aviators.

We were proud to support 2017 AirVenture with many exciting experiences:

- A crowd-pleasing opening-night concert performance by the award-winning band, Barenaked Ladies
- Blockbuster films including Sully, Hidden Figures, Rogue One: A Star Wars Story and more at the nightly Fly-In Theater; with famed presenters such as Jeff Skiles and John Knoll discussing the films
- Donating the one-of-a-kind Ford F-22 Raptor F-150, which raised \$300,000 for EAA's youth education programs, including the Young Eagles
- Celebrating 40 consecutive years of Truck Sales Leadership with the F-Series lineup
- Showcasing product innovation, the power of choice offered across Ford vehicles and state-of-the-art technology at the Ford Hangar
- Offering an additional **\$750 member incentive** toward the purchase or lease of a new Ford or Lincoln vehicle through January 2, 2018
- Delivering family-friendly experiences, offering fun and engaging activities for everyone

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EAA members are eligible for special pricing on Ford Motor Company vehicles through Ford's Partner Recognition Program. To learn more about this exclusive opportunity for EAA members to save on a new Ford or Lincoln vehicle, please visit www.eaa.org/ford.

Thank you for joining us at AirVenture 2017. We hope you enjoyed the experience. Only in Oshkosh!



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He found the field. He found the farmer. And he got the gas.
— John Morrissey, referring to Harold Neumann.

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John Morrissey (left), his son Matt, and Harold Neumann (right).

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COVER

The grounds in front of the IAC Pavilion, with many Eagle IIs arriving for the type's 40th anniversary celebration. Photo by Evan Peers.

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Letters

Dear Editor,

In the July '17 issue of *Sport Aerobatics* Allen Silver has written an excellent article on ripcord pins and some things to be aware of.

While Allen has moved the ripcord pin in his photo (page 45) to demonstrate what he is writing about, quite often this type of problem (the creeping pin) is the result of a ripcord that is simply too short:

When a ripcord is too short, it is not that difficult to move one or more of the ripcord pins just by putting the rig on & taking it off or by just getting into the airplane & back out with the rig on.

In the August issue of *Sport Aerobatics* is another photo (page 10) that shows another type of ripcord problem. Here we have a ripcord that appears to be way too long for the rig.

Each type of length problem has it's own dangers; a too short ripcord can dislodge the pin or

pins; and a too long ripcord can have the ripcord swinging around in a large circle, should it get out of the pocket. This would make it very hard to get your hand onto when microseconds count.

In my opinion, the ideal setup for the the ball on the handle end of the ripcord is that it should sit just about in the middle of the handle, as shown in this photo:



I just wanted to point this possible problem of a too long ripcord; sort of a follow-on to Allen's article.

Jerry Baumchen

Beaverton, Oregon

Master Parachute Rigger **IAC**

SUBMISSIONS: Photos, articles, news, and letters to the editor intended for publication should be e-mailed to editor@iac.org. Please include your IAC number, city, and state/country. Letters should be concise, polite, and to the point. All letters are subject to editing for clarity and length.

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www.iac.org/yellow-pages

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President's Page

AirVenture, Success, and Tragedy

MIKE HEUER, IAC PRESIDENT, IAC 4



I have been home from Oshkosh, and EAA AirVenture, for four days and am still recovering from the nearly two weeks I spent in the Midwest. I have been recalling the wonderful times and people that make up this extraordinary event each year. There is nothing like it. If you have not been to Oshkosh, it needs to be on your bucket list.

Over the last three years and since I assumed office in August 2014, we have striven to bring an improved presence in our pavilion and exhibits to IAC members and AirVenture attendees each year. We have been enormously successful, thanks to the outstanding efforts of our leadership team. For those of you who could not attend, the August issue of this magazine highlighted the exhibit panels that were featured in our pavilion this year, honoring the 40th anniversary of the Christen Eagle II and the gathering of Extra aircraft.

That said, we started AirVenture with sadness and grief as we lost Margo Chase on Saturday, July 22. Margo was practicing an Unlimited aerobatic sequence in her Panzl at Apple Valley, California, when she lost her life.

Margo was one of the most skilled, talented, and dedicated people I have ever met in my life. Though I first met her a few years ago at a board meeting, over the last three years we worked very closely on IAC projects, and my admiration for her only grew. She was bright,

intelligent, and simply fun to be with. She thoroughly enjoyed flying, our sport, and our history, traditions, and people. We were devastated by this news.

Margo was responsible for the new look and brand we adopted in early 2015 and was one of the country's leading graphic designers — justifiably famous in her field. Her work included clients in the music and movie industry, as well as companies well known around the world. She brought that talent, in an unassuming and professional way, to IAC.

My heart goes out to Patrick Dugan, her husband, and Tim Just, who were both there in Apple Valley with her, and to her many friends, family, and colleagues. When we lose good friends like this, life is never quite the same, as it leaves a hole in your heart that is always there. During AirVenture, we were surrounded and overwhelmed by memories of Margo, as so much of what we had in the pavilion were her creations — the clothing, the logos, the banners, the posters, all from her imagination and mind. We will be forever in her debt, and her memory will always be with us.

I thought you would be interested in some statistics and facts from AirVenture. EAA's own numbers can be found in its publications, but ours were also important to the IAC and EAA.

We had approximately 150 people attend the IAC Gathering of Members at the EAA Nature Center



IAC's merchandise center at EAA AirVenture displays the many designs and branding created by Margo Chase.



Gathering of Members at the EAA Nature Center provided a social setting for award presentations.



Mike Heuer receiving a donation from Kramer Upchurch of Southeast Aero (EXTRA Aircraft.)



Frank Christensen with Mark Ciaglia, who won the signed poster with his winning bid.

on Friday, July 28. The dinner has become more significant, as it is the place we recognize various award winners, including the collegiate competition awards, the nonflying awards, and the L. Paul Soucy Trophy. Winners of those awards are recounted elsewhere, but I would only add my congratulations to these accomplished people.

A few things stand out to me from that dinner. When John Morrissey accepted the Harold E. Neumann award for outstanding contributions as a chief judge, John took some time to tell the story of Harold Neumann, who was the winner of the 1935 Thompson Trophy in *Mister Mulligan* and the impact he had on John's life. Harold was a frequent competitor in IAC's early years in his Monocoupe, and we will never forget his warm personality and the wonderful aviation life he lived. I was delighted at the emotional and engaging speech that John gave that night to honor Harold. It was a credit to John that rather than focusing on himself, he chose to honor that great man in aviation and IAC history. You can read that speech later in this issue.

At the dinner, we also announced that Frank Christensen has been selected to be inducted into the International Aerobatics Hall of Fame in November. The selection was made by our Hall of Fame Committee, headed by David Martin, and unanimously approved by your board of directors. It could not have been a more opportune time. I am hopeful Frank will attend the induction

ceremonies in Oshkosh and also pass along his thanks to those who made his visit to AirVenture rewarding and enjoyable.

Finally, we had a large poster made of the event on canvas, had the Eagle and Extra pilots sign it, and then auctioned it that night with Rob Reider, one of EAA's finest air show narrators, conducting the auction. It was exciting and fun to watch the bidding, and we raised \$2,500 that night. Our congratulations to Eagle pilot Mark Ciaglia for the winning bid. We know it will occupy a prominent place in his hangar or home.

My thanks to Walter Extra of EXTRA Aircraft, Kramer Upchurch of Southeast Aero in St. Augustine, Florida, and the Extra aircraft pilots who brought their stunning airplanes to display at AirVenture. Some were featured in the front of the pavilion, including Bill Cox's EA-230 that had been recently restored. His airplane originally belonged to Eric Müller of Switzerland. Eric was one of the first pilots to fly the EA-230 in the World Aerobatic Championships (WAC) in 1984 and subsequently after that year. This helped launch EXTRA Aircraft into what has become the world's leading producer of competition aircraft.

It is interesting to note that seven of the eight U.S. Unlimited Aerobatic Team pilots will be flying the EA-330SC at the WAC in South Africa this month. EXTRA Aircraft provided sponsorship funding for IAC's AirVenture presence, and at



The IAC Pavilion provided attendees with a place to learn, offering 13 different forums.

the dinner on Friday night donated an additional \$5,000 to the IAC. I am very happy that we have a synergistic relationship with EXTRA and its people, and as we work together it will only be for the good of aerobatics. Having strong and proactive relationships with the people who make our airplanes can only be good news for all of us.

During AirVenture, we also signed on 80 new members at the pavilion. Many came in to sign up after attending the forums organized by Michael Church. We had an outstanding array of speakers, and it helped us to accomplish what has always been one of the key hallmarks of the IAC — education and dissemination of information. The forums will always be an important feature of IAC activities at AirVenture and often lead to changing people's lives and the direction their aviation careers take them in the future. As a matter of note, 13 forums were held, with approximately 485 attendees.

As an example, I was delighted to welcome Jerry Esquenazi, who flew his RV-8 into Oshkosh. Jerry only recently began flying competition in the RV and has competed in Sportsman category in four contests in late 2016 and this year. I loved the sign on his airplane that said, "RVs are Competitive!" Jerry, Ron Schreck, Bill McLean, and other RV pilots have been urging their fellow owners to join us at competitions, and I thank them for their support of the IAC. Building our organization and our activities is done one member at a time, and they have done good work in that regard.

As we cleaned and closed down our pavilion on the Monday following AirVenture, there was one significant difference: We will all be returning to Oshkosh in late September for the U.S. National Aerobatic Championships that will take place at Wittman Regional Airport for the first time. Our FAA waiver is in hand, and Gary DeBaun has completed work with an airport engineering company to survey the box. Gary will be spending

much of his time in August and September on site in Oshkosh to put the final touches on the event.

My goal all along in moving the U.S. Nationals to Oshkosh has been to provide our membership, our volunteers, and our competitors with the finest facilities and the most enjoyable event we can possibly organize. EAA's facilities are the best in the world, and we will be using several buildings on the AirVenture site for the competition, social events, and the awards dinner and ceremonies. We also expect beautiful, cool Wisconsin weather that time of year, which will be a welcome relief from the scorching heat we have often experienced in Texas. EAA has been supportive, and we look forward to Oshkosh being our home for many years to come.

I am also happy to announce that Game Composites LLC of Bentonville, Arkansas, is our major sponsor of the Nationals. It is the manufacturer of the GB1 GameBird that has been featured at Oshkosh for the past couple of years. The company is closing in on FAA certification of the airplane, which will be on display during the first part of Nationals. Philipp Steinbach is our contact at Game Composites and an accomplished engineer and Unlimited competition pilot who I first met



when he was on the German aerobatic team. Philipp was the German national aerobatic champion in 2011 and flew in several world and European championships. He will demonstrate the airplane in Oshkosh as we expect him to fly the warmup flights for Advanced category when it kicks off the first day of Nationals.

I cannot overemphasize how important it is for both pilots and volunteers to preregister for Nationals. Pilots can pay their entry fees, and volunteers can sign up for various assignments. This is of enormous help to our contest staff and volunteer coordinator. Please go to www.IAC.org and click on the “Nationals” tab for more information. You also can find Nationals Bulletin No. 1 at the “News & Updates” link, which has key information on the contest as well as other important policy documents. Be sure to visit all of the Nationals pages on the website for this information.

AirVenture is also the opportunity for meetings with various people, and a lot of work is accomplished. One of those meetings this year was a conference with FAA personnel from Washington, D.C., and the Milwaukee Flight Standards District Office regarding current issues and our waiver for Nationals.

The manager of the Milwaukee office — Mark Kosco — personally signed and delivered the Nationals waiver to us during that meeting. He was accompanied by Joe Saunders, the FAA inspector with whom we have been working. My thanks to Mark and Joe for their cooperation, as well as Bruce Ballew, our IAC government relations chairman, who has been working with the FAA to secure the waiver. There has been some outstanding and detailed work done here that will establish a precedent for future Nationals in Oshkosh. We wanted to get it all right for this first contest so we set the stage for the future.

Sue Gardner, FAA’s national aviation event specialist, was also in attendance at the meeting and gave us an update on changes to the FAA handbooks regarding practice areas and contest boxes. These



Bruce Ballew, IAC government relations chairman, and FAA Milwaukee FSDO manager Mark Kosco.

improvements are welcome and gladly anticipated. In addition, we expect language shortly in official FAA publications on the issue of ADS-B-equipped aircraft performing aerobatics. The document will state that reduced ADS-B “out” avionics performance during aerobatic flight is expected, and the FAA does not consider it to be a condition of noncompliance to applicable regulations. ADS-B “out” equipment must meet performance requirements for nonaerobatic flight. This is more good news and an example of the excellent cooperation and working relationship the IAC has with the FAA.

Let me close with the motto we have on the north wall of our pavilion in Oshkosh:

“Wheels move the Body; Wings move the Soul.”

This was Margo Chase’s creation, and she personally painted it on the wall in 2015 when we were doing the massive renovation of the building. That slogan will be with us for years to come, and how true it is.

See you at Nationals.

IAC

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



Dr. Kimberly L. Kanapeckas
Recipient of the CP Aviation Emergency Maneuver
Training Scholarship in Memory of Vicki Cruse
 by Lorrie Penner, IAC Executive Director, IAC 431036

Judy Phelps of CP Aviation, a family-owned business located in Santa Paula, California, awards an annual scholarship in memory of her friend and former IAC president Vicki Cruse. The scholarship aims to promote aviation safety through unusual attitude and aerobatic training.

Judy emphasizes that the scholarship isn't just for women, and she works with a group, including past recipients, to determine the next recipient. She especially focuses on someone who is already a member of the IAC, because it was important to Vicki to build and support the membership of the IAC.

This year's recipient is Kimberly L. Kanapeckas, IAC 438342. Kimberly would like to become an IAC regional judge and eventually participate in competition at some point. She would like to own her own Citabria, which holds a special place in her heart because she was briefly introduced to aerobatics in a Citabria. The experience gave her the knowledge that her body could physiologically adapt to the increased load factor.

At the moment, her primary reason for applying for the scholarship is to enhance her current job as a scientist by becoming a senior pilot flying scientific missions, where she would need to fly low and slow to monitor aquatic animal distributions and obtain habitat and climate data. The position also requires transporting researchers and provisions. She feels that emergency training will make her flying much safer and more enjoyable.

Being able to maneuver in difficult terrain and know how to be as safe as possible in an unusual attitude, stall or spin, or in-flight emergencies, particularly when the environment below is rural and rugged, she feels are critical to her success. She

has a deep desire and responsibility in this stage of her pilot career to develop her in-flight emergency skills. Kimberly is looking forward to learning basic aerobatic maneuvers that will improve her safety and precision.

Kimberly has degrees in biology (B.S.), zoology (M.S.), and genetics (Ph.D.). In 2016, she joined the South Carolina Department of Natural Resources as a scientist at the Marine Resources Research Institute in Charleston, South Carolina. She also completed a Ph.D. and flight training at Clemson University. Kimberly has earned her private pilot certificate with a tailwheel endorsement and will earn her seaplane rating this year.

Mentorship and volunteering are important to Kimberly. It enables her to serve her students and future pilots (especially women). She is a mentor for Girls With Wings, which she considers an honor and privilege. She spearheaded the organization's booth at the Southeast Aviation Expo, where she represented her university's flying club. This allowed her the opportunity to serve as a mentor-leader for undergraduate club members (nonpilots and flying members). Her undergraduate institution featured her pilot career path in its alumni publication recently, and her family, friends, and community look to her for information about aviation and for inspiration to achieve their own dreams.



Loren Marburg
Greg Koontz Airshows Aerobatic Instructor
Scholarship in Memory of Bobby Younkin
 by Lorrie Penner, IAC Executive Director, IAC 431036

Greg Koontz awards a scholarship annually to an applicant who is a certificated flight instructor, has some tangible experience in aerobatics, and has demonstrated through activities that he or she is that they are interested in becoming involved in aerobatic instruction.

Loren Marburg, IAC 437525, is the perfect

candidate for this scholarship. He was introduced to aerobatics when he first moved to Florida and joined the Eagle Sport Aviation Club. The club had a beautiful Pitts S-2B sitting in its hangar, which had been flown by many first-time IAC competitors. The first time Loren took the controls he would never forget how it felt. It was what he always wanted a plane to feel like; he could maneuver the plane to do the type of figures he had seen done at air shows.

During that first ride, he and his instructor went through basic loops and rolls, and it was at that point it hit him like a Mack truck how important it is to practice and train. None of his rolls were on altitude, and his loops were about as circular as a triangle. He was determined to put in the work to become proficient at these maneuvers and compete.

Loren ended up moving back to his native state of California for a series of jobs. One of which afforded him another opportunity to get a taste of aerobatics. This is when the bug really bit him. Loren took the Pilot Confidence Training course at Tutima Academy in its EXTRA 300L and Pitts S-2B. He finally got to the point where an aerobatic flight no longer felt like a boxing match on his body. He was able to attend and compete in his first contest at Delano in 2016 and placed third in the Primary category.

Not long after that first contest, he was laid off from his job in California and ended up moving back to Florida to finish his degree. First thing that he did when he got back to Florida was finish his CFI. As of March 2017 he had acquired 50 hours of instructing in J-3, 7KCAB, C-172, C-182, and PA-28R aircraft.

His goal is to be able to pass along that first memorable experience in an aerobatic airplane to someone else much like his own first experience. With the award of this scholarship, he is well on his way toward his goal of becoming more qualified as an aerobatic instructor.

Congratulations, Loren!

American Champion Aircraft Releases Updated Wing Design, Reinforcement Kits

American Champion Aircraft (ACA) Corp., Rochester, Wisconsin, has released an updated wing design for new-production Super Decathlon and Xtreme Decathlons in response to an airworthiness directive affecting aircraft with a new-style aileron first delivered in 2012. Also released was a wing reinforcement retrofit kit for aircraft already in the field. American Champion is providing the parts free of charge for the aircraft that have been delivered; a special discounted installation rate will also be available for aircraft that return to the

factory. All new aircraft will be delivered with the reinforcements installed.

“We want to thank all of our customers who have waited while we completed extensive engineering and testing to address the reinforcements needed,” stated Jerry Mehlhaff Jr., vice president of engineering for American Champion Aircraft Corporation. “We understand that the time required to analyze the problem and create a solution was frustrating for our owners, but we knew we needed to get this right. It wasn’t good enough to develop a quick fix that would require limitations or that we felt wouldn’t deliver an experience worthy of our name. While it took us a hard few months, we’re proud to say this is the strongest Decathlon wing ever built.”

Super Decathlon and Xtreme Decathlon aircraft with the exposed balance aileron will need to have the aileron hinge area inspected as per AD 2017-07-10. Decathlon family aircraft (model 8KCAB) equipped with spades are not affected, though inspections are recommended on an annual basis. Owners and maintenance providers can check to see if their airplane is one of the 61 serial numbers affected by referencing Service Letter 442, available on the American Champion website at www.americanchampionaircraft.com.

Lycoming Engine Mandatory Service Bulletin 632B

Lycoming Engines has issued Mandatory Service Bulletin (MSB) No. 632B, dated August 4, 2017. The MSB describes procedures for inspecting connecting rods and replacing connecting rod small end bushings on engines listed in Table 1 of the MSB and engines that have been overhauled or repaired that could contain connecting rod assemblies or connecting rod bushings shipped from Lycoming during dates identified in Table 2 of the MSB. The FAA, in issuing the related airworthiness directive 2017-NE-27-AD, indicated that they have received five reports of uncontained engine failures and in-flight shutdowns due to failed connecting rods on various models.

For service information contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: 800-258-3279; fax: 570-327-7101; internet: www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx

IAC

AIRVENTURE AWARDS 2017

PHOTOS BY EVAN PEERS



The University of North Dakota aerobatic team, led by Michael Lents, was awarded the 2016 Collegiate National Championship Trophy.



Frank Christensen receives the Curtis Pitts Memorial Trophy.



Service awards were given to Bob Hart, Gary DeBaun and Lorrie Penner.



John Morrissey receives the Harold E. Neumann Award.



Mike Heuer presents the Frank Price Cup award to Liza and Fred Weaver.



Bob Hart receives the Kathy Jaffe Volunteer Award

AIRVENTURE EAGLES 2017



Monday's Balloon Glow event provides a spectacular evening scene.

LAURIE GOOS



ED HICKS

Mark Ciaglia's (front) and Bo Kalabus' (rear) Eagle IIs.



EVAN PEERS

Colors abound as no fewer than 28 Christen and Aviat Eagles, along with a few mascots, flock to EAA AirVenture in Oshkosh.



JACK FLEETWOOD

A Tribute to the Eagles Aerobatic Team. Flown by Randy Ott (lead), Bo Kalabus (two), and Tommy Suell (three, piloting Ron Hansen's Eagle).



EVAN PEERS



Tommy Suell with a bright blue and yellow color scheme.

GLENN WATSON / MACH POINT ONE AVIATION

AIRVENTURE 2017

FRANK CHRISTENSEN

PHOTOS BY EVAN PEERS



Frank Christensen, shown in front of IAC's Chairman's Circle, helps celebrate 40 years since the introduction of the Christen Eagle II. Behind him (N12SE) is Eagle serial no. 1 built by Frank himself.



Frank cuts the 40th anniversary cake at the Gathering of Members. Right, Randy Ott welcomes Frank over his Eagle I. Below, Frank and Mike Heuer discuss the success of the Eagle II on EAA Radio.



Mark Ciaglia gets a custom upgrade to his Eagle. Color me impressed!



A few of the IAC's 80 new members can be seen somewhere in this Saturday afternoon crowd.



AIRVENTURE AIRCRAFT 2017



Benjamin Anderson's Midwing Special.

EVAN PEERS PHOTOS



SCOTT PELKOWSKI

William Cox's EXTRA 230.



EVAN PEERS

Vanguard Squadron's Ethanol-powered RV-3A.



Harvey Swift's Pitts S-1C.

EVAN PEERS PHOTOS



Larry Lyons' Smith Miniplane.



Dell Collier's CAP-10.



James Brown's Eagle II and David Brown's EXTRA 300.

ED HICKS

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(ACTUAL 1ST PITTS SOLO COMMENTS.)

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A high-angle, aerial photograph of three biplanes flying in formation over a dense, green forest. The biplane in the foreground is white with a large, colorful rainbow stripe running along the length of its upper wing. Behind it, two other biplanes are visible: one with a blue and red livery, and another with a yellow and blue livery. The sun is low in the sky, creating a warm, golden light and casting long, soft shadows on the forest below.

Show Your Colors

Scott McDonald (piloting Ron Hansen's N24AL), Tommy Suell, and Mark Ciaglia representing the iconic Eagle livery and the rainbow of colors created by its builders.



AIRVENTURE 2017

IAC MEMBER
PERFORMERS

PHOTOS BY EVAN PEERS

Mark Nowosielski (front, in *America!*), IAC 433175, performs with Mark Sorenson in their twin Yak 55s.



David Martin, IAC 5128, in his Bücker Jungmeister.



Patty Wagstaff,
IAC 9010.



Left, Cameron Jaxheimer, IAC 436475, interviews with AOPA prior to his demonstration.

Gene Soucy, IAC 25, performs a wingwalking act with Teresa Stokes.



This September –
GO WHERE THE WINNERS GO!



**THE BOX
IS OURS
NATIONALS 2017
OSHKOSH**



► Shop online for your Nationals and IAC Unlimited Collection merchandise at iac.org/store



SEPTEMBER 23-29, WITTMAN REGIONAL AIRPORT

For more information on schedules, lodging and other details visit iac.org and go to the Nationals tab.

AIRVENTURE 2017

PERFORMERS

PHOTOS BY EVAN PEERS



Michael Goulia, IAC 11878.



"45 Downline with Moon," Vicky Benzing, IAC 431814.



Rob Holland, IAC 27724,
shows how it's done
in MX-S serial no. 1.



Matt Chapman, IAC 10521, flies in tribute to 40 years of the Christen Eagle during Wednesday's air show.



Following the IAC Eagle forum, many of the Eagle owners and pilots of AirVenture 2017 gather for a photo opportunity. Thanks to Lynn Ojala (center left), Mark Ciaglia (center), and the many others who made the event a success.



AEROBATICS

Basic through Unlimited
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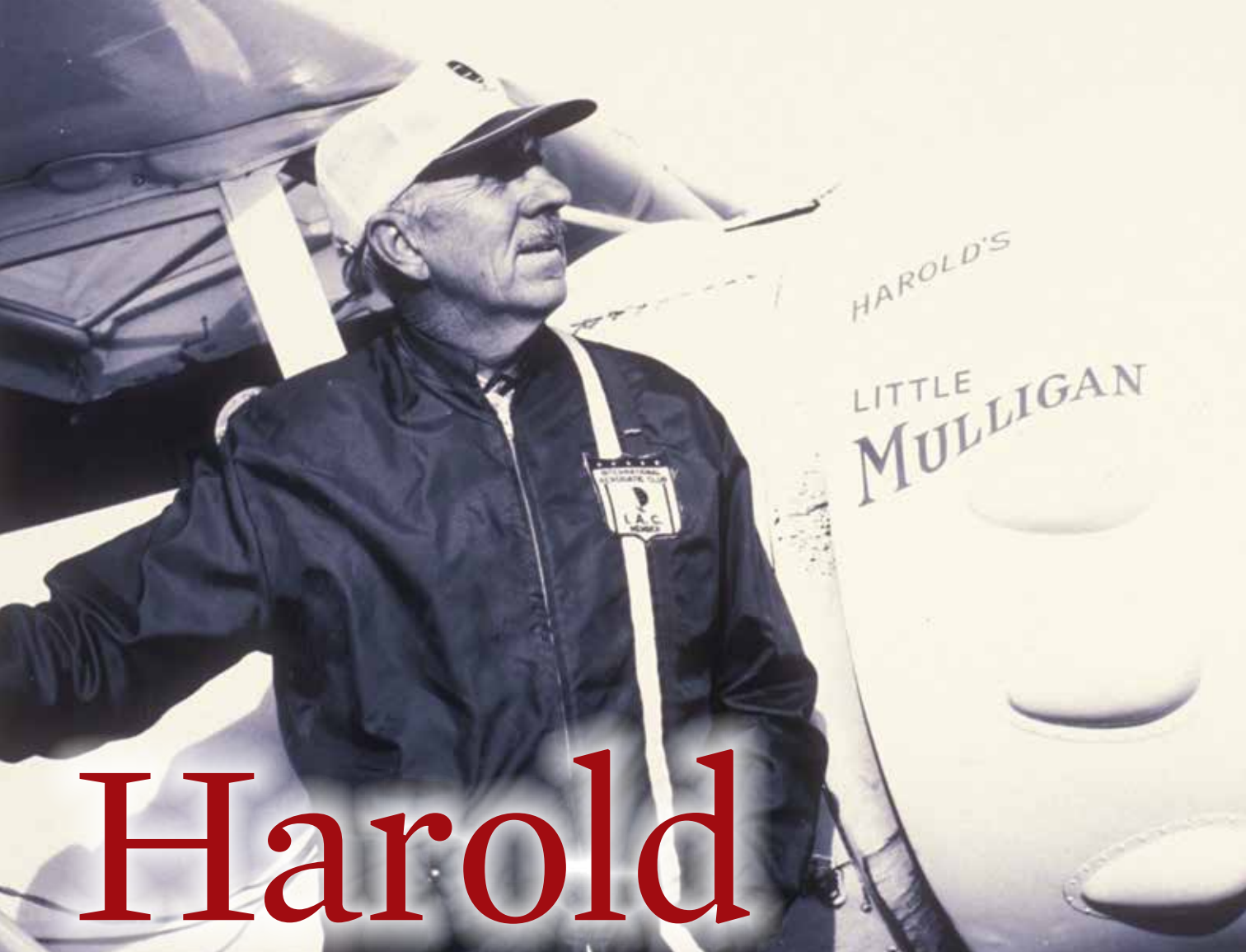
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BY JOHN MORRISSEY, IAC 3238
2017 HAROLD E. NEUMANN AWARD RECIPIENT

Mike, members of the IAC board, thank you for this award. It means a lot to me. Especially being able to receive it here at our IAC dinner, and share the occasion with Frank Christensen and fellow airmen.

I believe it appropriate to take a moment and talk about the most prominent name on the Harold E. Neumann Award. And it certainly isn't mine. It's Harold's.

He was my friend. Harold was born in 1906 and flew west in 1995. His first pilot certificate was signed by Orville Wright.

He won the Thompson Trophy Race in Benny Howard's *Mr. Mulligan* at the 1935 National Air Races in Cleveland, where he also won the Greve 75-mile race. You may not be aware, but winning the Thompson Trophy in 1935 bestowed "rock star" status to the winner. That year Harold bested Roscoe Turner and the favored French pilot, whose name I have forgotten. In 1936 he flew his Folkerts Special to victory in Los Angeles, winning the Shell Trophy in a 100-mile pylon race of 20 laps before 40,000 people.

Marion Cole once called him "the humblest man he ever met, with very little to be humble about."

I met him at his austere country airstrip on a cold windy day during the third week in November of 1973. He was having his annual end of the season fly-in. I could see he was a special sort of person — quietly self-confident, at ease with himself and his environment, and in love with the sky. He possessed the unique quality of agelessness, a pleasant mixture of the old and the new with the mind and heart of a young man.



I left his flying field that day with an invitation to come back.

When I returned the next spring it was in my own ship, a Starduster Too I purchased about a month after meeting Harold. The exact events of that day escape me, but I do know that when I watched him fly I realized that after 17 years of flying, I had a lot more to learn. Watching him made me want to learn to fly, not merely drive airplanes.

I wanted to fly like Harold. I came to his airstrip often — to watch. But more importantly, to listen. I began to suspect that he flew his magic 1930s Monocoupe under a very special set of rules. Rules earned and reserved for a special few by a jealous and demanding sky.

We went to the Nationals together for the first time in 1975.

I remember vividly during a day of bad weather when he talked to me for hours about flight. About his flying experiences.

He told of evaluating his racing propellers by timing two-way runs over the section lines at his family's farm at full throttle. About a flight back to his hometown of Geneseo, Illinois, from the Florida air show and racing season in his 1929 Travel Air. His wife, Inez, was freezing in the front seat. About their letdown through 10,000 feet of a solid Georgia overcast using only steam gauges and the magnetic compass to find a farmer's field, and hope to get some gas.

He found the field.

He found the farmer.

And he got the gas.

About his first flight as a pilot with TWA in 1936 in the right seat of a DC-2. About his last in the left seat of a Boeing 707 in 1966. He talked about soloing in a Jenny (*His Jenny*) with no dual instruction. About Inez who towed *Ike*, one of his racing planes, behind their car to the races and air shows while he flew *Mike*, the other racer.

He told me about landing a TWA Lockheed Constellation, with two engines out on one side, in a Texas field about 8 miles north of the Amarillo airport, at night, with a full load of passengers — and no damage to the plane or injuries to the folks in back.

Harold was also a chief judge. In 1976 he was chief at Council Bluffs, Iowa. It was hot at that contest. About 100 degrees on the black asphalt ramp. He was chiefing when he wasn't flying his two Sportsman flights. As a finale he flew in the air show. I flew once, judged that day, and by mid-afternoon I was ready for a cold shower. He won his second flight after chiefing all morning and joined us in the bar that night. If memory serves, he also did some dancing.

Come to think of it, I cannot ever remember him ever looking tired or discouraged.

In 1976, 41 years after his first-place finish at the Thompson, we went back to the Nationals. That was the year his Warner swallowed a valve and damaged the cam (kept on running, though). Casey Kay lent him his S-2A, and with no practice at all, and having never flown a Pitts, he almost won.

I left him at Sherman after the contest and flew home. I had left him with Don Ort to breathe new life into what I was then calling the White Ghost. I beat myself up for years for not staying with him until that job was done.

As the years passed, we continued to go to many contests together. I grew to feel that a contest was never a real contest without that white Monocoupe, a miniature *Mr. Mulligan*, in the sky accompanied by the solid drone of the Warner. Some at the contests were always aware of Harold Neumann. They knew. Others knew he was there but seemed puzzled by his presence. You could just see it in their faces — an old guy in an ancient airplane, what's that all about?

As for me, I'll always remember that God may have given me the sky, but it took a gentle man in a white Monocoupe to show me how to enjoy it.

IAC

Mr. Mulligan was all white with Harold's racing number, 40, on the fuselage. His Monocoupe was an almost identical but smaller version of *Mr. Mulligan*, which he named *Little Mulligan*. It too had the racing number 40 on its fuselage. I called *Little Mulligan* the White Ghost as it reminded me of *Mr. Mulligan* that crashed, injuring Benny Howard and his wife, but destroying the airplane.

Beautifully Prolific

by TIM JUST, IAC 19479



It was a Sunday evening at the end of a day of aerobatic practice. Pilots new and old to our sport would fly in to Apple Valley like players looking for a pickup game at the local rec center. A marked, waived aerobatic box helped. As the saying goes: “If you build it, they will come.” I did, and so did they.

After a good day at the airport no one wanted to leave; those who had to fly home were constantly checking the time for official sunset. Invariably the question came up, “It’s not a night landing until one hour after sunset, right?” We were discussing the upcoming 2007 Delano contest. I said to no one in particular, “I would love it if we had a poster for our next contest.” Someone said: “I can do it.” I added: “We need to have a section on the poster that includes all our sponsors.” I hear again, “I can do it.” I added detail after detail that would make Cormac McCarthy roll his eyes (read one of his books, you will get it). “I would like it to be a Pitts Model 12 with smoke coming out of it, and, and, and” Again, I hear, “I can do it,” and a petite blonde hands me a business card.

It was dinner time by the time I returned home. As I cut slots in the plastic that was covering my TV dinner, the microwave let me know I had a three-minute window. I emptied my pockets. Among the day’s collection I found her card.

Okay, Google, what is Chase

Design Group, and who is Margo Chase?

It was easy to find her. By the time I finished researching Margo, my Salisbury steak was cold again. Brian Chase, Margo’s brother wrote, “Even if you don’t know my sister, you know her work.” He is correct. Margo has designed album covers for Prince and Kenny Loggins, book covers for Cher and Madonna, and acclaimed logos for TV shows including *Buffy the Vampire Slayer*, P&G, PepsiCo., Nestlé, and Mattel have been graced by her design ingenuity. The list goes on and on. In recognition for her work Margo was awarded nearly every major honor in her field and named one of the most influential graphic designers of our time by Graphic Design USA.

Monday morning, I called Chase Design Group. After convincing the receptionist I was just a harmless smoke oil salesman, a long pause, “Please hold.” A cheerful Margo picked up the phone. I blurted out “I Googled you,” or something to that effect. She replied, with a hint of laughter, “I told you I could do it.” This marked the beginning of a friendship that would last a decade.

After the first poster was revealed her talents were immediately in demand. And Margo produced. She designed countless shirts, posters, and programs for IAC chapters 26 and 49. Shortly thereafter, IAC headquarters would benefit, too. She redesigned the IAC logo and created posters, team uniforms,

and a new line of apparel. In addition, she helped with the IAC’s Oshkosh pavilion makeover.

Margo was a consistent competitor since 2007, introduced to aerobatics by her future husband, Patrick Dugan, starting in the Basic category flying a Super Decathlon. As the aerobatic bug bit harder she began flying an EXTRA 300 she fondly referred to as *Little Roo*. That bug just wouldn’t let go. Wanting more performance, a Panzl found its way into her hangar. Margo’s drive for excellence that was so evident in her design work transferred right into her passion for aerobatics. During the past year, Margo chose to move up a category from Advanced to Unlimited. Tail slides and vertical snaps were the new hurdles she wanted to master. There was no timeline, just a goal to learn. We worked together, three flights a day, every Saturday and Sunday when possible. Each new figure presented its own challenges for her. Some came easily, others didn’t. Vertical up-snaps were perhaps the most difficult for her. Attempt after attempt, she tried. Never discouraged, her struggles inspired the shirt “Eat, Fly, Sleep, Repeat.” Then it happened, vertical snaps! I said “fluke” over the radio. Do it again, and I will buy lunch. She ordered tacos.

Margo would always beat me back to the hangar. When I drove up, I could hear her talking on her phone. The joy in her voice was infectious. “I CAN DO IT,” she

exclaimed! She would call or text her husband, Patrick, after every flight, if he was out of town. They shared these moments after each milestone was reached.

It was an amazing 10 years. We shared cross-country flights, training camps, never-ending fetch with that damn dog. I taught her how to fly formation; she taught me that there was spellcheck on my phone. If you met her, she was your friend. She was an elegant, simple beauty with dedication and tenacity in everything she did. Her accomplishments were prolific and far-reaching, way beyond aerobatics. The fact that she chose to spend time with all of us is an honor that I will forever cherish. July 22, 2017 — in a blink of an eye it ended. The box went silent. Margo was gone. Her legacy is so rich. Everyone will remember her art, her graphic design, her humor. I will always remember hearing her say, “I can do it.”

IAC







Margo Chase
1958-2017



POSTER DESIGNS BY MARGO CHASE. PHOTO BY TIM JUST.

2017

REGIONAL AEROBATIC CONTEST CALENDAR

WESTERN

9/06-9/09 | APPLE TURNOVER

Ephrata Municipal | EPH | WA

10/12-10/14 | BORREGO AKROFEST

Borrego Valley | L08 | CA

NEW DATE 11/02-11/04 | THE TEQUILA CUP

Marana Regional | AVQ | AZ

CENTRAL

9/08-9/10 | ACE'S HIGH AEROBATIC CONTEST

Newton City | EWK | KS

NEW DATE 09/08/-09/10 | HOOSIER HOEDOWN

Kokomo Municipal | OKK | IN

9/20-9/29 | U.S. NATIONAL AEROBATIC CHAMPIONSHIPS

Wittman Regional | OSH | WI

10/06-10/08 | THE CLYDE CABLE ROCKY MOUNTAIN AEROBATIC CONTEST

Lamar Municipal | LAA | CO

10/12-10/14 | HILL COUNTRY HAMMERFEST

Llano Municipal | AQO | TX

EASTERN

9/08-9/10 | EAST COAST AEROBATIC CONTEST

Warrenton-Fauquier | HWY | VA

NEW 10/14 | KEENE FALL CLASSIC - 1 DAY/1 FLIGHT CONTEST

Dilland-Hopkins | EEN | NH

10/19-10/21 | MASON DIXON CLASH

Farmville Regional | FVX | VA

NEW 10/19-10/21 | BEN GLATTSTEIN INTERNATIONAL ADVENTURE CLASSIC

Keystone Airpark | 42J | FL

10/28-11/04 | EAST COAST CHAMPIONSHIPS, SEBRING

Sebring Regional | SEF | FL



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by GARY DeBAUN, IAC 4145

John De Gennaro

IAC #	438253
Nickname	Johnny D. My mom calls me that, and now Sean does.
Occupation	Aerobatic pilot/air operations coordinator for Sean D. Tucker/Team Oracle.
Chapter affiliation	Chapter 26; I believe Tim Just knighted me last contest.
Age	26



GD: John, how did you become involved in aviation/aerobatics?

JD: When I was a kid my dad used to take me to the Santa Rosa Wings Over Wine Country Airshow every year. I enjoyed watching the aerobatic pilots perform and remember just being completely amazed at what they could do. I have always been obsessed with driving anything with a motor. I'm in love with the amount of focus that it gives me, and I can do it for hours and hours and it never gets old. The fine motor skills that go into it, utilizing the controls to manipulate that machine, there is nothing better. Aerobatics is the ultimate motorsport because it takes you into every dimension. It's an obsession.

GD: You have some acro time in the famous Pitts 260AB. What is your experience with that airplane?

JD: Yea! The Pitts is the coolest machine to have ever been built, and AB is a famous one. The plane belongs to the Eagle Sport Aviation Club in DeLand, Florida. Dr. Pat Anderson checked me out. The club has been extremely valuable in the aerobatic community and has allowed younger pilots to get involved in aerobatics at an affordable cost. It was a long road to get there, but I flew my first contest in that airplane and then got enough experience for a checkout to instruct in the plane as well. I will always remember the day I first flew solo in an airplane, but I'll NEVER forget the day I first flew solo in a Pitts. Since then, it has been no other choice but to fly inverted.

GD: When and where was your first contest? How did it go?

JD: I flew my first contest in Keystone, Florida. I flew Primary and got first place. Andrea Luethi was my instructor. He is an incredible pilot. He was able to dissect my flying and tell me what I was doing wrong. We didn't have much time before the contest to practice or prepare, so his instruction was crucial in

helping me be successful. I am sure I was all over the place and uncoordinated as hell, but it was an awesome experience and I made it through the program.

GD: What is your current acro ride? Any changes in the future?

JD: I flew my last contest in a Pitts S-2B, but right now I am currently flying an EXTRA 300L. I am currently sponsored by Sean, so it all depends on the agreement. Hopefully no changes anytime soon. I'm getting inverted almost every day.

GD: What's it like to work for the master — Sean D. Tucker?

JD: It is an incredible experience to learn from the best. Sean is a phenomenal mentor and dedicated to excellence. His dedication to the perfection of execution is exactly the mentality I want in my own flying, and being around him has helped me with my own discipline inside and outside the cockpit.

GD: What is your favorite figure to fly?

JD: Avalanche. Inside loop with a flick on top. Gotta love it. For non-Aresti, torque roll. It's a fun maneuver, looks good in a Pitts, and there are a million ways you can get into it and get all twisted.

GD: Do you have any pre-acro routine, like stretching, yoga, or listening to music?

JD: Listen to music, walk through the program, and get my mind right.

GD: You are relatively new to the IAC; anything you would like to see changed?

JD: It would be great to see more pilots get involved in aerobatics and competition flying. It is amazing how many pilots are uncomfortable doing stalls and spins. I know the IAC does their best to get people flying, but it is up to the current pilot group to try and encourage membership. So I guess here is a good platform for



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me to try and convince more pilots to get involved. Aerobatics really does make you a better pilot, and it can be accomplished in a safe and relatively affordable way. As an aerobatic instructor, it is awesome to take a pilot new to aerobatics and take them to that "unknown."

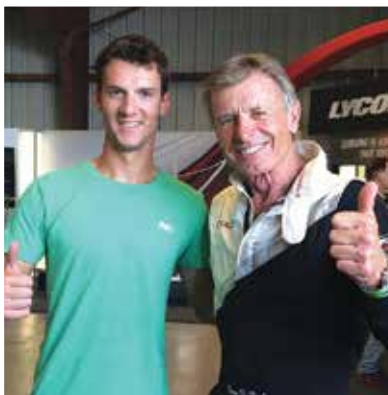
GD: Who in the sport has been an inspiration to you?

JD: There really are too many people to list, but the Eagle Sport Aviation Club and its members is where it started, the IAC and its members where I have been able to compete, and ICAS and its members where I have learned a lot and will continue to learn more. And of course, Sean D. Tucker and Team Oracle. It has been an awesome ride so far. The learning and inspiration doesn't stop here.

GD: Do you have any interests outside of flying?

JD: Nope. Not right now. Between work and flying, I'm not doing much else. I wear a parachute every day and don't get to actually use one. So if I am going to pick up a hobby, I think I am going to start with skydiving and getting my A license.

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