

NOVEMBER 2007

SPORT *Aerobatics*

OFFICIAL MAGAZINE OF THE INTERNATIONAL

ATIC CLUB

Vicki Cruse: 2007 Unlimited National Champion
U.S. National Aerobatic Championships • Awards Roundup • Advanced Team Selection





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2007 U.S. Unlimited National Champion Vicki Cruse flying her Zivko Edge 540. Photo by: Mike Terry of Aviation Legends

SPORT **Aerobatics**

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Judson Bartlett

LETTER from the EDITOR

by Scott Westover

A couple of times each year *Sport Aerobatics* focuses on competition flying. This month the focus is on the U.S. National Aerobatic Championships and the more than 100 competitors who displayed their unusual attitudes in Denison, Texas. A handful of champions emerged from this group, and many of these fliers were vying for a spot on the U.S. Advanced Aerobatic Team. You will meet the team and the champions in this issue, and I would like to take this opportunity to point out why all of us should care about the annual buzz over Texas.

During the contest I received a gang e-mail from the world-famous newsletter editor and webmaster of IAC Chapter 19, Kent Misegades. It read, in part, "Congratulations to Bryan Taylor for finishing 7th overall in his first-ever Nationals contest in Denison, Texas, yesterday! He finished 10th on Tuesday, 7th on Wednesday, and 6th on Thursday; not bad for his first year of competition and in his new Giles." Celebrating seventh-place in the Sportsman category is a little unusual. At least it seems that way until you stop and think about the small percentage of pilots who fly aerobatics and the far smaller number of those who ever attempt competition. Then think about the sliver of our community that makes it to a Nationals competition, and you begin to realize that a seventh-place finish on that level is huge. Kent knew that Bryan represented the entire chapter when he flew, and cheering on a friend defines the very best part of competitive aerobatics.

The e-mail ended with, "We sure are proud of you guys and hope to celebrate a bit with you at the

Mason-Dixon Clash in Farmville next month!" I have no doubt there will be a celebration, and that Bryan will not tire of sharing the stories of his adventure just as his fellow pilots and contest volunteers will not tire of hearing them.

The U.S. National Aerobatic Championships matter because they belong to all of us. If you have any doubt about that, I suggest you make the trip. You will find that the entire aerobatic spectrum is represented, and you are sure to find a pilot that reminds you of yourself. While there is always an impressive collection of Unlimited airplanes, there are far more "modest" airplanes reminiscent of the flightline at your last local contest or Young Eagles event.

The pilots that fly them have picked their way across the country, many times testing and strengthening their flying skills by planning unfamiliar fuel stops and remaining strapped in a little longer than the hometown practice session requires. These pilots had the dream of participating in this spectacle, and they actually did it. They have that rare attribute of setting and reaching goals. That is something to cheer on from the tarmac or through cyberspace.

If we let it, the Nationals remind us that working toward our goals is important. Maybe it's just making it to Denison, or perhaps it is representing the United States on the world aerobatic stage as a team member. It's nice to be reminded that we have the power to work toward achieving our dreams and that we will more than likely have people cheering us on along the way. Here's to seventh place in the Sportsman category. ☺

***Sport Aerobatics* is your magazine. To submit news, comments, articles, or article ideas, please send them to:
IAC, P.O. Box 3086, Oshkosh, WI 54903-3086; or email them to tookyflyer@tds.net.**

PRESIDENT'S PAGE

by Vicki Cruse • IAC 22968
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Vicki Cruse

U.S. Nationals

Competition with a little adventure and great people

This issue highlights IAC's most prominent event for competitors, the U.S. National Aerobatic Championships. The event showcases the best flying in the United States and brings together people with a common interest in flying. This year 102 pilots arrived in Texas to test their skills in front of a panel of judges. Winners were everywhere and not limited to those who took home trophies or medals. In fact, some of the biggest winners didn't take home material things, except perhaps a contest shirt; they ended up taking home something more important.

The experience of participating in this event is something every pilot and volunteer will remember for a long time to come. Some experiences involved flying a long cross-country for the first time in many years or taking five days to get from California to Texas due to weather only to arrive after the general briefing, but having enjoyed every minute of the adventure of seeing the western United States from the front and back seat of a Decathlon.

Matt Hall from Australia traveled the farthest to attend the Nationals. Matt flies a G-202 in Australia and contacted Rob Holland to inquire about flying his MX2 in the Unlimited category. Rob offered him the plane, and Matt did a respectable job in the category, especially considering his lack of time in the airplane (four hours' total time going into

the Unknown). Matt's wife, Perdita, and their son, Mitchell, joined him in the States. Matt said he made his plans months ago and was not disappointed. He found a well-run contest, great atmosphere, and friendly people, many of whom will be lifelong friends.

Some adventures prevented would-be competitors from arriving at all. One hopeful Advanced category competitor experienced a partial engine failure just before leaving for Nationals. The accident resulted in an airplane that was totaled, but thankfully the pilot remained calm and intact. Friends came to the rescue to offer another "mount," but due to modifications in the airplane, fit was a problem. Disappointment loomed large, although thankfulness for not being injured was larger.

Along this same line, Robert Bisbuth, the photographer for the past three years, did his best to arrive on the Saturday preceding Nationals; however, a plethora (how often does one really get to use this word?) of airplane problems prevented him from arriving. First, he lost a magneto over the desolation of eastern Colorado on Saturday. Four days later, a fresh magneto arrived. The next day, heading home, his alternator quit near Cheyenne, Wyoming. He landed only to find no maintenance facility, so he flew a Cirrus to Denver, left it, and flew home commercial. Robert's sense of adventure was obviously piqued during this trip.

The U.S. Air Force Academy showed up in full force to dominate the Sportsman and Intermediate glider categories. These guys are always happy to be in Texas and help out whenever asked, making the world's greatest volunteer coordinator, Ann Salcedo, very happy. Jason Stephens and Klein Gilhouse joined them in the Unlimited glider category. Jason and Klein were fresh off their showing at the World Glider Aerobic Championships in Austria where hope was renewed in U.S. glider pilots.

The Nationals is based on competition, but centers on the people. It's the national stage upon which competitors and supporters gather to cheer each other on, eat steak and fried catfish while throwing peanut hulls on the floor of the restaurant, have one too many beers, see more jacked-up pickup trucks per capita than anywhere else in the United States, and spend time with people they get to see once a year in this special place.

Congratulations to all of the competitors, with a special congrats to the 2008 Advanced team members. We wish you the best for a great competition as you represent the United States in your own backyard. For more information on the 2008 Advanced World Aerobatic Championship (AWAC), and information on making your plane available to non-U.S. competitors, please visit www.AWAC2008.org.

NEWSBRIEFS

Courtesy Vicki Cruse



Randy Owens poses with the IAC President's Award.

Randy Owens Receives President's Award From IAC

International Aerobatic Club President Vicki Cruse awarded IAC member Randy Owens of Anaheim Hills, California, with a Special President's Award at the Happiness Is Delano contest held over Labor Day

weekend. Randy was recognized for the outstanding volunteer assistance he has provided the IAC headquarters office for the last two years.

"I can't thank Randy enough for his efforts," said Lisa Popp, executive director of the IAC. "His work has automated many of the processes that used to be done manually by staff, and his efforts have made registering, taking exams, and finding contest results on the web a little easier for all of us. Kudos to Randy for everything!"

In 2006 and 2007, Randy has been responsible for developing the computer database that allows the contest scores from the IAC contest scoring program to be viewed on the IAC website; building a maintenance utility to validate and correct any errors found in the contest data; generating the online standings for the Regional Series, Collegiate Program, and L. Paul Soucy Award; allowing online registration and PayPal payments for the Regional Series and U.S. Nationals; hosting the U.S. National Aerobatic Championships website; and creating the online regional and recurrency judge exams.

To put Randy's work into a pilot's perspective, for every hour spent in his cockpit, he's spent two hours volunteering in front of his computer.

BFB Aero Services Launches Innovative Aviation Staffing Solution

At this year's NBAA convention, Steve Bjornson, vice president of contractor relations, introduced BFB Aero Services LLC. BFB Aero Services is a full-service staffing agency specifically assembled to benefit the aviation and aerospace sectors. Bjornson stated, "We deliver top qualified aircraft maintenance personnel to the aviation maintenance industry, as well as provide a sound foundation of employment for our employees that promotes professional development and loyalty to both BFB and our business partners."

Steve Blosch, vice president of sales and service, added, "We also offer contract-to-hire and direct-hire opportunities of professionals, along with a payroll service that helps reduce overhead expenses." BFB Aero Services seeks to establish long-term relationships with aviation maintenance companies that are



Courtesy BFB Aero Services

Steve Bjornson of BFB Aero Services.

committed to growth and prosperity, and best complements organizations committed to these goals. For further information on services, contact BFB at 888-444-0366 or visit www.BFBAeroServices.aero.

Correction: Giving Credit Where It Is Due

In the September issue of *Sport Aerobatics* we featured a story written by Steve Johnson, "An Alternate View of World Competition." On page 6 there is a photo of the Pitts Steve flew in Poland with the photo credit "Courtesy Steve Johnson." The photo should be credited to Freddy Stenbom who is a publisher, photographer, writer, and aerobatic pilot living in Sweden. Mr. Stenbom is a regular contributor to *Sport Aerobatics* and very generous when it comes to allowing us to use his photos to bring the magazine to life. We apologize for the error.

Clay Smith



Norm DeWitt prepares to compete for a spot on the U.S. Advanced team 2008 roster.

Cruse Takes Unlimited Title; 2008 U.S. Advanced Team Selection Complete

Congratulations to International Aerobatic Club President Vicki Cruse, who won the title of Unlimited Champion at the 2007 United States National Aerobatic Championships held at Grayson County Airport, Sherman/Denison, Texas. Vicki placed ahead of Michael Racy, Goody Thomas, Robert Armstrong, and Debby Rihn-Harvey.

2007 was a selection year for the U.S. Advanced Aerobatic Team. Members of the team will represent the United States at the Advanced World Aerobatic Championship in 2008.

This year's U.S. National Aerobatic Championships saw tremendous interest among U.S. pilots as the contest is being hosted by the United States. Jeff Boerboon piloted his way to become the Advanced National Champion, finishing just ahead of co-Advanced teammates Todd Whitmer, Hector Ramirez, Patrick Clark, Rob Holland, Norm DeWitt, Brian Dierks, Craig Dobesh, Alex Land (alternate).

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The Unlimited Freestyle program is a crowd favorite.

Directing the main event for competitive aerobatics in the United States

Bob Stark, 2007 Contest Director, U.S. National Aerobatic Championships • Photos by Clay Smith

The first time I ever heard of the IAC was in 1992. I had just purchased a Steen Skybolt and was looking for people who might know something about the breed. Knowing that the Pompano Air Center did some aerobatic training (I didn't realize how much they did at the time), I called to see if they knew of anyone who could help me. I managed to get through to Suzie Becker, who encouraged me to fly to Sebring a couple of weeks later to compete in the Basic category. At the time I really thought such competitions were for "professional" aerobatic pilots. Fast forward

to 2007 and I am the contest director for the largest, most important IAC contest in the U.S.

Well, now I have to expose a dirty little secret. The people behind this contest just let you think that you are running the U.S. Nationals. The truth is, with a very experienced staff working with you, the contest nearly runs itself. Even before I accepted Ann Salcedo's offer to take the job of contest director for the 2007 U.S. Nationals, a committee had been formed to take care of many of the organizing tasks. That committee was chaired by Allyson Parker-Lauck and

included Ann, Doug Bartlett, and Lisa Popp with Vicki Cruse contributing from time to time. Each one of these generous people already serves on our board of directors or other committees and they still found time to work on the many tasks that have to be addressed before the box markers come out of the storage room.

The contest's website was well on its way to completion by the time I came into the picture and Doug Lovell of Chapter 52 in New York was the man behind the work. Doug had a lot of the information put together already. All I had to do

was suggest a change and he did it within hours—sometimes minutes—of my suggestion. Even though Doug was not able to join us in Texas, he managed to get the scores up on the website by the end of each day. For a large portion of our membership, the website is their portal to the contest and keeps the larger aerobatic community connected to the excitement of the Nationals.

As the competitors began arriving at the Grayson County Airport in Denison, Texas, Nick Galyon, who was serving as our technical director, started poking his head inside their airplanes and reviewing paperwork so that everyone would be “teched” before registration. Small issues were quickly resolved and we had a worry-free contest from a technical standpoint.

Maverick Yamamoto ended up in Japan at the time of the Nationals so he persuaded his company Munro & Associates to send his buddy Michael Pritchett in his place. That's right, they paid his wages for the week and even paid for his transportation to get to Texas just so we would have a qualified person to take charge of our scoring needs. At one point I heard Michael singing “Take This Job and Shove It” under his breath, but by midday Tuesday he really got a handle on the process and the score came out shortly after the categories finished. Munro & Associates' generous contribution deserves our recognition, so take a look at their website at www.leandesign.com. Besides their personal air vehicle project, you just might find a service to help boost the profits of your company.

I had the good fortune to be backed by the best registrar in the business. Kathleen Moore started the task of registering pilots long before anyone arrived at Grayson County Airport by getting the preregistration data from the website and filling out the forms for the 80-some pilots who had taken the time to register online. When they arrived, she handed them a completed registration form to sign. As the remaining competitors came into her registration area, Kathleen greeted them with that big Oklahoma/Texas smile and guided them through the process. When it was time to fly the first Advanced program on Sunday, Kathleen had all of the paperwork neatly organized on clipboards and

ready for the judges. In fact, there was never a time when the flight was ready to begin that the paperwork was not ready. Kathleen worked tirelessly from 8 in the morning until 9 at night every day of the contest. Anytime I asked her for information she reached into her files and handed it to me like she knew all along that I would be looking for it.

I mean no offense to all of the hardworking registrars who make the regional contests run smoothly, but Kathleen is the absolute best in the business.

Speaking of the best in the business, Ann Salcedo took care of the volunteer coordination duties with her usual high-energy style. It takes no less than 30 people assigned to active duties to make each category run. We flew three categories each day and Ann managed to round up 150 people each day to fill those jobs. As if getting them to their assigned positions was not enough, Ann made sure that each of them had whatever they needed to comfortably do their jobs. When it became necessary to change the schedule for the second Advanced Unknown, Ann went into action, restaffing most of the positions to cover the flight.

The contest is all about getting the pilots in front of the judges and, to this end, Dale Evans functioned like a well-oiled machine. Once the word was given to launch the first competitor, the judges never had to wait for a plane to dive into the box. Dale kept the final hold over the east side of the airport occupied at all times during each category. It goes without saying that the pilots gave a good deal of cooperation in that effort. I watched Dale stroll over to a waiting pilot and give him a five-minute warning. When it was time for that pilot to go, all it took from Dale was a command to “strap it on” and he was on his way. With only three and a half hours of daylight left on Monday, Dale managed to launch 33 Advanced pilots in just three hours. Each category went off with the same precision and I don't believe anyone felt rushed. The starter can make or break a contest schedule and Dale kept this contest on schedule.

Now, it would not be fair to suggest that Dale did all of that smooth work on his own; the chief judges had a lot to do with it to. Charlie Harrison headed up the Unlimited category with 15 pilots and Brian Howard helmed the Advanced category with



Each night the crowded hangar resembles an aerobatic toy box.



There is always time to review the check list once more before closing the canopy.



Getting pilots like Brian Dierks launched on time requires a helpful Starter.

33 pilots, all eager to secure a position on the U.S. Advanced Team. In spite of the need to do a few video reviews, the planes just kept coming. Greg Dungan took command of the Intermediate category, which included four gliders to be woven in between 14 powered aircraft. I took a break from CD duties during this category to do some judging myself and I can tell you that I never sat out there wondering where the next airplane was, nor was there ever any confusion about what was to be done as a judge. Our biggest category was the Sportsman/Primary category and Hector Rameriz served as the chief judge with 21 powered Sportsman pilots, three powered Primary pilots, and 12 glider Sportsman pilots. In all he served up 36 pilots for the judges with the precision of a true aerobatic champion. My hat goes off to these four guys and all of these people who served under them as judges, assistant judges, and recorders. They worked together to ensure all pilots a fair and honest shot at their quest for the gold.

While the flying was going on, our safety officer/medical director, Jeff Stoltenberg, was constantly scanning the area for issues that might cause a problem for anyone on the airport grounds. Each day, Jeff would come to me with one or two items he felt needed attention so that I wouldn't have to stop the contest to clean up some sort of dreadful mess. A few of our competitors even got a little medical attention from Dr. Jeff so that they could stay in the contest. Considering the accident-free contest that we had, I would have to say that Jeff's watchful eye served us all very well.

Proclaiming that we simply were not going to accept any protests, our jury chairwoman, Debby Rihm-Harvey, was a fantastic resource for me. Anytime I had a doubt about some contest administration issue, Debby was there. Her many years of U.S. and world contest experience are invaluable. When I began to see a time constraint and wanted to postpone the second Advanced Unknown flight until Friday morning, I went straight to Debby for consultation. With a moment of thought and a reassuring smile, she said, "I think that would be a great idea." I really can't thank her enough for being

Ever wondered how an Air Force pilot ends up in a glider competing at the U.S. Nationals? . . . Captain Erich Kunrath sheds some light on the process.

We operate a squadron of 22 gliders at the Air Force Academy, five of which are aerobatic. Staff members in the squadron are Air Force officers that have gone through a year of pilot training and then flown various operational Air Force aircraft. Most have between five and 15 years in the Air Force. Although the officers are all instructors in the gliders, the cadets do the majority of the flying and instructing.

Out of the 4,500 cadets at the Air Force Academy, most receive at least one glider flight and half will go through a 10-flight program. Eighty cadets are selected during their sophomore year to become cadet instructors, and out of this group we select six for the aerobatic team and six for the cross-country team each year.

This year we brought seven seniors and six juniors from our aerobatic team to the U.S. Nationals. Four officers, including me, taught these cadets aerobatics over their spring break and throughout the months leading up to the contest. The officer instructors that flew during the U.S. Nationals will use the experience for teaching our new members during our next spring break aerobatic flight-training period. Hopefully, we can make the team better every year.

*Capt. Erich Kunrath
94 FTS/DOB*



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Margo Chase was one of the more than 100 aerobatic pilots who landed in Denison, Texas to find out who is the best of the best.



The boundary judges keep a watchful eye on the action.

there and sharing her knowledge of contest operation with me. In my IAC eyes, Debby Rihn-Harvey is a national treasure.

In all my years of business experience, it always seemed to me that the "bean counters" were working against me. If I thought I needed more salespeople to make my sales goals, the bean counters would refuse me the money to pay them. If I needed more help in the assembly area, they seemed to want me to do it myself. This time I got the right guy. Already involved in the organizing committee and working on the budget, Doug Bartlett volunteered to be my assistant contest director. As the financial officer for the contest, Doug was easy to work with. We seemed to think alike on every single issue. What I really was not prepared for was the way this guy works.

He's sort of a cross between the Tasmanian Devil and the Road Runner. Whether I asked him to do something or he suggested it himself, he had it done before I could write down a note to follow up on it. Doug told me that he intended to arrive at Grayson County early in the week and that he would check on a few items before going to Dallas to visit with an old friend. When I got there on Thursday, Doug had gone to the storage area and moved all of the supplies (easily a truckload or two) out to the airport. He had gone down to Addison (about 50 miles away) to pick up the radios that we used for the staff and boundaries, and he had been over to Wal-Mart tracking down the manager to ask him to donate the water that we needed. (I guess that was the bean counter at work. Unfortunately, the manager said no, but at least Doug tried!) When I took the time to serve as a judge during the Intermediate category, Doug took the radio and the contest went on like nothing had changed. Besides being one of the nicest guys I have ever met, Doug is also one of the hardest-working guys that I have had the pleasure of working with.

Several years ago I was introduced to the concept of the "upside-down" organization. The premise was that the president or CEO of an organization dangles at the bottom of an upside-down pyramid held in place by all of the people who choose to do his work and thus hold him in place.

If any one of those people chooses to let go and not do his work he may fall out of his precarious position and vanish. I can tell you that the group of people I've mentioned in this article truly did hold my hand and keep me in place, focused and functional at all times. It was a fantastic experience and I have to admit that I'm getting choked up thinking about it as I write these simple words that can't begin to describe the gratitude that I feel toward every one of them.

We started the contest on Sunday with the Advanced Known program followed by the Advanced Unknown figure submission and order-of-flight drawings for the next day's flights. We then kicked off the week with a party in the evening sponsored by MXR Technologies, complete with a demonstration flight by Gary Ward in his MX2 and a Caribbean band.

Monday morning we got the contest started with the Unlimited Known program followed by the Intermediate Known and the Advanced Freestyle program. It was a long day, with 61 flights in all. We managed to com-

plete all scheduled flights by sunset with 30 minutes to spare. After the Unlimited Unknown figure submission and order-of-flight drawings for the next day, everyone went on their way for the evening.

Tuesday went equally smoothly with the Unlimited Freestyle, Sportsman/Primary, and the first Advanced Unknown programs all completed by the end of the day. Tuesday evening, the Denison Chamber of Commerce was on hand to host a Texas-style barbecue for the whole gang and the festivities finally wound down at 9 p.m.

Wednesday's schedule caused a little confusion, with the Intermediate Unknown being flown before their Freestyle had been flown, but it was all according to plan. Since I personally believe that every contest should fly the unknowns before the freestyle to allow the best separation of pilots in the event of a rainout, I exerted my influence here. The day started with the Intermediate Unknown, followed by the Unlimited Unknown, and the second Sportsman/Primary

flight. Wednesday didn't go quite as smoothly. We managed to complete all scheduled flights except for six of the 12 gliders. By late afternoon we saw some clouds develop, which prevented the Air Force Academy pilots from flying. Seeing the turn in the weather, Doug Bartlett and I consulted with the glider pilots and, at their suggestion, we elected to fly the remaining Sportsman gliders during the third power Sportsman/Primary program. Knowing that this would result in the Sportsman glider pilots only getting two flights, they generously offered this solution. In the tradition of Cliff Hurley, Dale Evans hosted a starters party with a little help from Red Bull, and the evening came to a close.

Thursday we only flew the Intermediate Freestyle program and the third Sportsman/Primary with the remaining Sportsman gliders. On Wednesday, it became apparent that with all of the Sportsman pilots that we had to fly we would not finish them on Thursday, so we elected to move the Second Advanced

*The people behind
this contest just let
you think that you
are running the U.S.
Nationals. The truth
is, with a very experi-
enced staff working
with you, the contest
nearly runs itself.*

– Bob Stark



Unknown for team selection out to Friday morning. This change gave us a fairly easy day on Thursday. We finished the flying late in the afternoon and had plenty of time to get cleaned up for the hamburger cookout at the Library lounge, sponsored by the Lake Texoma Jet Center.

Friday was another beautiful day at Grayson County Airport. We briefed at 8 a.m. and the flying started at about 9:15. Intermediate was done around 11:30 and we stuck to the schedule and started the Unlimited Four-Minute Freestyle at 1 p.m. With one warm-up pilot and nine contestants, we finished the contest by 3 p.m., and to my great pleasure most everyone pitched in to clean up the airport.

On Friday night, everyone got dressed up for the awards banquet. After being on the ramp all week with everyone dressed in T-shirts, shorts, and jeans, it was really nice to see everyone looking so fashionable and dignified. After cocktails and dinner, it was time to recognize everyone for the contributions, efforts, and successes. All of the flight medals, trophies, and plaques went to the deserving few who had managed to perform at their best during the week, while the rest of the com-

petitors vowed to practice harder and return next year for another try at the big trophy.

At the end of the banquet, I conducted an auction of the banners that had been hanging in the briefing/hospitality hangar all week. Those banners listed the past winners for each category since the first IAC U.S. Nationals in 1968. While several names appeared on multiple banners and others appeared multiple times on a single banner, none was more conspicuous than the Intermediate banner. Louis (Bud) Judy appeared at the top and at the bottom of this year's Intermediate banner, which dates back to 1972. Not surprisingly, Bud expressed a lot of interest in that banner and stated that he would be bidding on it. A group of us got together and agreed to bid against Bud until he could no longer see the value of it, thus seemingly losing his dream on the auction-room floor. When the bidding stopped, the price of the Intermediate banner was \$800. All of the conspirators gathered onstage and presented the banner to a very grateful Bud.

Throughout the contest, everyone was impressed with the young men of the Air Force Academy, so when it came time to auction the banner with

the Glider champions on it, another bidding war erupted. This time, the two conspirators had not discussed it beforehand and therefore neither was aware of the other's plan. As a result, Ann Salcedo and Klein Gilhouse started bidding against each other with the same intention. In the end, Ann won the bid and donated the banner to the men of the Air Force Academy aerobatic team.

Throughout the week there were so many memorable moments and events that I could fill every page of this magazine with them. It's amazing to watch 102 people go through all that's required to get in the air in front of a panel of judges just to see how their flying stacks up against the best of the best. With all the details involved, it's astonishing how well the contest flows with just a little steering from the CD. The one thing that stands out most in my mind is how professionally all the people involved conducted themselves. In the end, it turns out that an IAC competition is all about Professional People and Professional Pilots. Again, I offer a humble thank you to all those who helped make the 2007 U.S. National Aerobatic Championships a memorable and successful event. 



LEFT: Bob Stark credits the expert staff for running a first class contest. ABOVE: Debby Rihn-Harvey is now known as a "National Treasure."

Thank You to the Sponsors of the 2007 U.S. National Aerobatic Championships

Clay Smith

"It would be impossible to host a contest of this magnitude without the financial help of many generous sponsors. I want to thank them for contributing to another successful U.S. Nationals for the benefit of the dedicated members of the International Aerobatic Club."

Bob Stark

Contest Director

2007 U.S. National Aerobatic Championships

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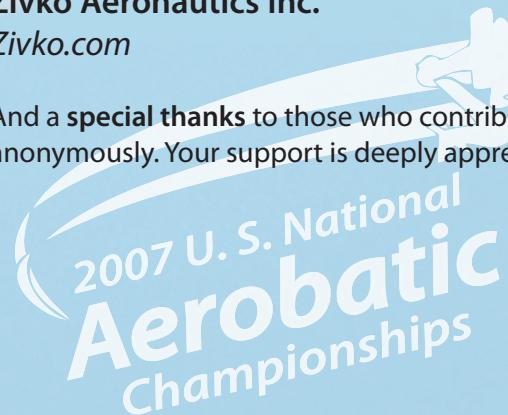
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Dan Harding/Pacific Images

Profile of a Champion

Vicki Cruse is the best of the best at the

Scott Westover with Vicki Cruse

It is traditional that the cover of the U.S. National Aerobatic Championships issue of *Sport Aerobatics* features a picture of the Unlimited champion. This year, the cover boasts a familiar face. This year our current IAC president, Vicki Cruse, flew her way to the title of Unlimited champion. Many of you know Vicki through her regular column in this magazine and from seeing her at contests and aviation events all over the country. Now, *Sport Aerobatics* would like you to get to know Vicki as the Unlimited champion. We asked Vicki Cruse to answer a few questions about aerobatics, competition, and motivation. As you will read, Vicki took time to share some personal information. Who would have guessed that the 2007 Unlimited champion failed her private pilot checkride the first time out? As usual, Vicki provides hope for the rest of us! Congratulations, Vicki.

When did you first know that aviation would be part of your life, and when did you first experience flight?

I did not grow up dreaming of becoming a pilot. I had aspirations of being a marine biologist since the seventh grade, and this is what I did by education and vocation. My aunt was the only person in my family who flew, and we called her the "accidental" pilot because she was only supposed to take the "pinch hitter" course to learn to land the plane in case her husband had a problem. It turned out she was the better pilot and ended up getting her certificate (her husband never did). As a kid, I can remember her flying over our house, but I don't recall flying with her. Ironically, my mother was afraid of small planes.

While growing up, my family would take fishing trips for spring break, and usually it involved flying the airlines somewhere and then hopping on a small aircraft to the camp. I enjoyed those flights a lot. The first airliner I can remember flying in was a Republic Airlines F-27 that flew out of Springfield, Missouri, where I grew up. I was reintroduced to flying

while in college by a pilot-friend, and I decided I could probably do this too. After I earned a master's degree I rewarded myself with a pilot certificate in 1993. I continued working as a marine biologist, never having aspirations of being a commercial pilot.

I actually failed my checkride, which surprises most people. My instructor (whom I was dating—really bad idea) didn't teach me to slip, and the examiner didn't like my "carrier" landings. I landed this way because I could not see over the instrument panel of the 152, despite sitting on the Fort Lauderdale phone book (a requirement for every flight). I finally passed a few days later, but I didn't fly again until 1996 because I was too afraid to fly by myself, and I had no one to fly with.

In 1996, I went to Santa Paula, California, and took the Emergency Maneuver Training (EMT) course with Rich Stowell. The course introduced me to aerobatics, gave me confidence that I could fly by myself, and changed everything for me. When I give talks about aerobatics, I usually show a picture of Rich and tell people this man cost me a lot of money. I would not have accomplished what I have without Rich's course.



Mike Terry/Aviation Legends

2007 U.S. National Aerobatic Championships

Who gave you your first aerobatic ride? What do you remember most about that experience?

It was Rich as part of the EMT course, so it wasn't really a ride. I remember being anxious about the flights, but I enjoyed them. The maneuver that always made me feel queasy was Dutch rolls; thankfully, we didn't do too many of those.

When and why did you start flying competitively?

My first contest was in June 1997, two months after Rich soloed me in my Christen Eagle. I had purchased the airplane sight unseen about two years before I started flying it. It needed rudder pedal extensions to enable me to fly it and my ex-husband wouldn't get them. When I left Florida (and my ex), I had to have someone else fly it to California for me. It took me three months to solo it because I had no taildragger time, and truthfully I didn't want Rich to get out of the plane.

Rich told me about competition, and I also knew about it from *Sport Aerobatics* magazines I had picked up at Oshkosh when I first went in

1995, which is when I joined the IAC. After the first contest I was hooked and quickly realized there was a lot of work to be done to fly "perfect." There still is, and that is part of the challenge.

How often do you practice, and is there anything unique that you do to get ready to fly in a competition?

The practice schedule varies depending on what is coming up and if I am home. My IAC duties require a lot of time, but I usually practice about twice a day leading up to an event, and I try to start about one and a half to two weeks prior to the competition. I didn't fly as many competitions this year due to maintenance issues and being in Spain for just over a month. I also try to do a few training camps each year with a coach to help me refine things I can't figure out how to fix.

How does winning the U.S. Championship compare to flying in the 2007 World Aerobatic Championships (WAC) as a member of the U.S. Unlimited Aerobatic Team?

In the WAC, despite being an individual, you are flying as a team with your peers. This year everyone helped each other like I've never experienced, which made it so much better. In the United States you are on your own, and you are competing against your former teammates. Honestly, I think the Nationals means more to me because it's at "home" in the United States and among friends. That is not to say that WAC competitors aren't friendly, or that the WAC isn't important. It's just an entirely different experience. In both the WAC and the Nationals you are flying against the standard you set for yourself.

It is unique for any sports organization to have its president also be its champion. How does your experience at the helm of IAC influence the way you feel about your victory?

It really doesn't; it's just a coincidence. I was a competitor before I was an officer. Sometimes it's hard to separate the two when at a competition. Despite the fact I am there to compete, I am always the IAC president, and I have to be open to answering questions and listening to



people's concerns. Perhaps there is a way that this victory will help IAC with its relationships within the aviation community, by giving it some exposure that might not have happened otherwise.

What do you think will change in your life as a result of winning at Nationals?

I have no idea, but maybe I'll get a date. I never have been much of a goal setter; things just happen, like the IAC presidency (thanks to Gerry, Howie, and Norm). When I started competing I never thought about making a U.S. team or being the national champion, yet they both happened. Several years ago at a judge's school, Greg Dungan asked me if I was going to become a national judge, and I asked him why I should do that. He suggested that when you set out to get involved in something, you try to be the best you can and attain the highest achievement in whatever you do. I knew this from an educational and professional standpoint, but Greg tied it to the IAC.

What advice would you offer someone who is considering getting started in aerobatics?

I suggest they find a school and an instructor to make the introduction rather than go out and try to do something on their own. Structured unusual attitude training and formal aerobatic instruction definitely turn out safer pilots. Aerobatics can be educational, rewarding, and a lot of fun. Put away the fear you've built up and believe you can do it.

I don't think there has been anything in my life that has been as rewarding as my time flying aerobatics; it has given me confidence in my flying, confidence in myself, and galvanized friendships that will last a lifetime. Despite the fact the general population thinks flying is difficult, it is really something most people can do. If people could just feel the freedom it gives us, and the satisfaction we get from it, everyone would do it.

How will you reward yourself for a job well done?

I've been thinking about an iPhone or a photograph for my house, but I don't think I'll be going to Disneyland. ☺

Vicki Cruse: Just the Facts, Please

- Born in Springfield, Missouri
- Has 2,300 hours' total time, with all but about 350 in taildraggers
- Annual flight time is about 200 hours
- U.S. Sportsman National Champion in 1998
- Intermediate Champion at the Championships of the Americas in 2000
- U.S. Unlimited team member in 2002, 2004, & 2006
- Top placing woman pilot in 2005 and 2007
- U.S. Unlimited Champion in 2007
- Flies a Zivko Edge 540 built in Guthrie, Oklahoma
- Currently the only woman qualified to race in the Sport Class at the Reno Air Races
- Races a Glasair III dubbed the *Cruse Missile*
- Third place finish in the Silver Race at Reno in 2003
- Placed fifth in the Bronze Race at 264 mph at Reno in 2006
- President of the International Aerobatic Club
- Author of the Technical Advisor column for *Sport Aerobatics* magazine
- Education and professional background is marine biology

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Ladies Three-quarter Sleeve Knit Shirt

Just right for that evening where you want to feel a little dressed up but still comfortable! This knit shirt features an elegant square neckline, three-quarter sleeve, and an even bottom hem with side vents. Subtle tone-on-tone IAC logo embroidered on left chest. Available in turquoise and black. **SM-2XL \$43.99**

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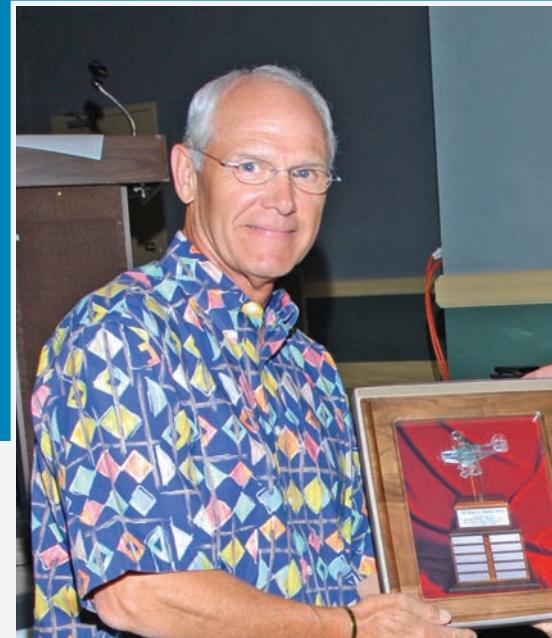
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Tom Adams receives the Robert L. Heuer Judges Award.



Randy Reinhardt (right) receives the Harold

Recognizing Excellence: Announcing the

Each year at the U.S. Nationals, the IAC presents four special awards. These awards require nomination, and the winners are chosen based on their contribution to the sport of aerobatics and the criteria for the award. Nominations for these awards are accepted the previous year and are presented at the following year's U.S. Nationals.

Kathy Jaffe Volunteer Award

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

The trophy is a beautiful glass sculpture consisting of a tall cylinder etched with vortices coming off the wingtips of a Pitts Special rolling vertically. It was designed by Bob and Karen Minkus, both aerobatic enthusiasts and volunteers for many years. This trophy and the master trophy on display at the IAC Pavilion in Oshkosh are made possible through the support of the Kathy Jaffe Memorial Fund. The master trophy is engraved

with each recipient's name. Previous winners include Ray and Lois Rose, Ann Salcedo, Joanne Johnson, Marylinn Holland, Hal Raish, Bob Buckley, and Julia Wood.

This year the Kathy Jaffe Volunteer Award was presented to **Gary Mack** of McHenry, Illinois. Though not a pilot, Gary attended his first IAC event in 1970 at the age of 16. He attended the first and last championships at Fond du Lac and has attended nearly every contest in the Midwest region since 1970. He has been a volunteer, doing every contest job, for the last 37 years. He has become a fixture and a familiar face to everyone flying competitions in the Midwest.

Harold E. Neumann Award

The family of Harold E. Neumann provided a permanent trophy in 1998 to recognize an outstanding chief judge and to honor the name of Neumann—a Robert J. Collier Trophy recipient, Thompson Trophy Race winner, and active IAC competitor and judge until well into his 70s. The award is given annually for outstanding contribution as a chief

judge during the previous contest year. Recipients are known for leadership qualities and fairness on the judges' line. They conduct each contest flight in a professional manner and are widely respected for their knowledge of and experience with IAC rules and judging criteria.

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

This year's Harold E. Neumann Award winner is **Randy Reinhardt** of Lexington, Kentucky. Randy was nominated by Lorrie Penner of IAC Chapter 34. A fixture in aerobatics for many years, Randy was a competitor in the Advanced category in his Extra. An accident in the late 1990s prevented Randy from continuing his competition flying, but his spirit for the sport never died, and he has returned



E. Neumann Award.



The Kathy Jaffee Trophy is awarded to Gary Mack.

2006 IAC Awards of Merit, Non-Flying

to the ranks as a judge and chief judge for many Midwest contests. Applying his experience from many years of competitions, Randy is a favored chief judge at contests and spends constructive time with each line, turning out judges who are grateful for his many years of experience and his willingness to share his knowledge.

Robert L. Heuer Award for Judging Excellence

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

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

This year's Robert L. Heuer Award

winner is Tom Adams of Springfield, Tennessee. Tom was nominated by Larry Owen. Tom has been involved in the sport of aerobatics since his first competition, Fond du Lac 1973, and has flown every category. He became a judge in the late 1970s and was a member of the U.S. Advanced Aerobic Team at the first event in 1995. Tom has been chosen by competitors as a judge to select the last six U.S. teams competing in world competition.

Frank Price Cup

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

The trophy consists of a laser-cut plaque with a photograph of the permanent trophy set in the plaque. The master trophy is engraved with the recipient's name and is on permanent display at the IAC Pavilion in Oshkosh. Previous winners include Mike Heuer, Eric Müller, Jose Aresti,

James Black, Chuck Mann, Dan Rihn, Chuck Alley, Dick and June Rihn, Jim and Jean Taylor, Lois Rose, Robert and Karen Minkus, Brian Howard, Gerry Moldor, Guenther Eichhorn, John Morrissey and Marta Meyer. The Frank Price Cup was not awarded at the 2007 awards banquet as no nominations were received.

All of the awards mentioned above require nominations by IAC members. Nominations are welcome from either individual members or from a chapter. Nominations should include a statement as to why your candidate fits the criteria for the award and should be written in a way that board members who may not personally know the candidate will see the merits of the candidacy from the supporting letter. The IAC Master Trophies and Awards pages are located at www.IAC.org/programs/index.html. Once the nominations are received, the IAC board of directors votes for the recipients based on a number of criteria, including number and quality of nominations and how closely the nominee meets the requirements for the award.

Nominations should be addressed to Loren Smith at LS@iac78.org. The deadline for nominations for the year 2007 is June 15, 2008. 



2007 IAC Awards of Merit: Flying

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

POWER AEROBATIC TROPHIES

Mike Murphy Cup

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

Previous winners of this award include Art Scholl, Leo Laudenlager (7), Henry Haigh, Kermit Weeks (2), Clint McHenry (3), Tom Jones, Pete Anderson, Patty Wagstaff (3), Phil Knight, Mike Goulian, Diane Hakala, Robert Armstrong, Steve Andelin, David Martin, Kirby Chambliss (5) and Debby Rihn-Harvey. The 2007 winner of the Mike Murphy Cup was Vicki Cruse of Santa Paula, California.

Betty Skelton Trophy

Conceived and donated by Betty Skelton Frankman, pilot of the famous Pitts Little Stinker, an aircraft in the collection of the National Air and Space Museum in Washington, D.C., this trophy is presented to the top-placing woman in the powered Unlimited category at the U.S.

Nationals. The award was first presented in 1988. Previous winners of this award include Patty Wagstaff (6), Elena Klimovich, Linda Meyers-Morrissey, Diane Hakala, and Debby Rihn-Harvey (8). The 2007 winner of the Betty Skelton Trophy for the second time was Vicki Cruse of Santa Paula, California.

Bob Schnuerle Trophy

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

Previous winners include Gene Beggs, Harold Chappell, Kermit Weeks (2), Tom Jones, Clint McHenry, Nikolai Nikitiuk, Rick Massgee (2), Phil Knight, Mike Mangold, Kirby Chambliss, and Zach Heffley. The 2007 winner of the Bob Schnuerle Trophy for the fifth time was David Martin of Possum Kingdom, Texas.

The Goodrich Trophy

Conceived, donated, and funded by the Goodrich Corporation, this trophy was first awarded in 1997 and is presented to the highest-scoring Unlimited power pilot



Vicki Cruse earns the Betty Skelton Trophy.

who is not a U.S. citizen. Previous winners include Sergei Boriak (Kazakhstan), Doug Jardine (Canada), Elena Klimovich (Russia), Michael Golan (Israel), Jason Newberg (Canada), Ann Marie Smith (Canada), and Pete McLeod (Canada). The 2007 winner of the Goodrich Trophy was Matt Hall of Australia flying in the Advanced category.

Fred Leidig Trophy

This trophy was conceived and donated by Robert Wag-



Matt Hall takes home the Goodrich Trophy.

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

Previous winners include Gerry Molidor, Bradley Vid-

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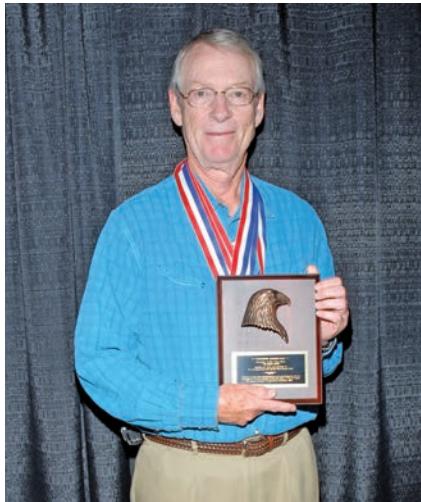




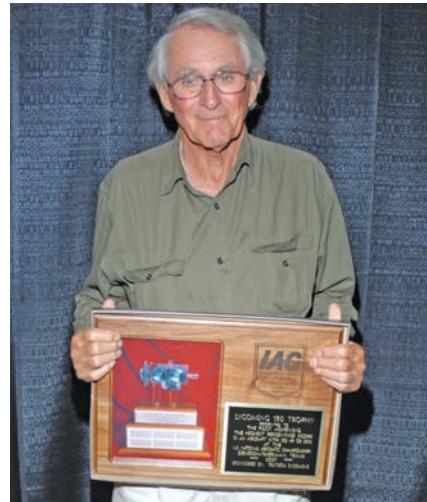
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Klein Gilhouseen proudly accepts the Old Buzzard Award.



Joe Haycraft wins the Lycoming 180 Horsepower Trophy.



Tom Adams and Bill Denton celebrate.

rine, Suzanne Owen, Fred DeLacerda, John Handly, Clyde Cable, Hector Ramirez, Justin Anderson, Mike Wiskus, Larry Reynolds, Todd Whitmer, Doug Bartlett, and Bud Judy (2). The 2007 winner of the Fred Leidig Trophy was **Kevin Campbell** of Ocala, Florida.

L. Paul Soucy Award

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

Previous winners of this trophy include Peter Anderson (2), Amos Buettell, Harold Chappell, Phil Sisson, Larry Warren, Gerry Molidor (2), Jan Jones, Nott Wheeler, Chris Panzl, Mike Vaughan (2), Dave Monroe, Vicki Cruse, Clyde Cable, Pete Eslick, Mike Mangold, Brent Smith, Joe Haycraft, and Reinaldo Beyer.

The 2007 winner of the L. Paul Soucy Award was **Jenner Knight** of San Diego, California, for his performance in the Sportsman category in 2006.

MT-Propeller Trophy

The MT-Propeller Trophy was conceived and donated by Gerd Muhlbauer of MT-Propeller Entwicklung GmbH in Atting, Germany, in 2006, and is presented to the winner of the Advanced category. The recipient receives a plaque with a photograph of the permanent trophy set in the plaque. The master trophy, chosen by Gerd and made in Dubai, consists of a gold-plated crystal eagle with diamonds and is on permanent display at the IAC Pavilion in Oshkosh. The recipient's name is engraved on the master trophy.

The previous winner was Todd Whitmer. The 2007 winner was **Jeff Boerboon** of Phoenix, Arizona, who was also awarded a \$500 cash prize from MT-Propeller.

Old Buzzard Award

The Old Buzzard Award is presented in honor of Charles "Chuck" Alley, an active competitor at age 84 who passed

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

Previous winners include Chuck Alley, Joe Haycraft, Bud Judy, John Watkins, D.R. Bales, and Tom Adams. The 2007 winner of the Old Buzzard Award was **Klein Gilhouseen** of Bozeman, Montana.

Chapter Team Trophy

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

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

Previous winners include the following chapters: 26-California, 88-Michigan (3), 59-Oklahoma, 23-Florida (3), 12-Colorado (2), 1-Illinois (2), 25-Texas, 91-New York, 69-Arizona (2), and 23-Texas (6).

The winning team in 2007 was **Chapter 23** of Florida. This is the fourth win for Chapter 23. Top-scoring members included Don Hartmann (Intermediate), Joe Haycraft (Sportsman), and Tom Adams (Intermediate).

GLIDER AEROBATIC TROPHIES

Les Horvath Trophy

This trophy was conceived and donated by Bob Kupps of California, a member of the 1989 U.S. Glider Team, in honor of Les Horvath. Les Horvath of Arizona was a former member of the U.S. Glider Team and a pioneer in glider aerobatics in the United States. The trophy was first



Girls rule! The Unlimited Known winners show their medals.



The Air Force Glider team with Bob Stark and Ann Salcedo.

presented by the Sailplane Aerobatics Association and was donated to IAC when the SAA merged with the IAC. Up until 1982, the trophy was presented to the winner of the Unknown program at the U.S. National Glider Aerobatic Championships. In that year, the board of directors elected to present the trophy to the winner of the Unlimited category and holder of the U.S. National Glider Aerobatic Champion title.

Previous winners include Charles Kalko (3), Steve Coan, Gary Gillmore, Ken Hadden (3), Bill Lumley, Kim Reniska, and John Lumley. The 2007 winner of the Les Horvath Trophy was **Jason Stephens** of Gilbert, Arizona. This is Jason's second win.

John Serafin Trophy

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

Previous winners include Ken Hadden, Bill Lumley (2), Walter Parrasch, John Lumley, Charles Kalko, Clay Quinby, Scott Kotowski, and Chris Ross. The 2007 winner of the John Serafin Trophy was **Jacob Allen** of the U.S. Air Force Academy.

Edge Challenge Cup

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

Previous winners include Kirby Chambliss, Rob Traugott, Ike Weathers, Steve Andelin, Al Gordon, Jon Nash, David Windmiller and Todd Whitmer. The 2007 winner was **Vicki Cruse** of Santa Paula, California, who flew in the Unlimited category.

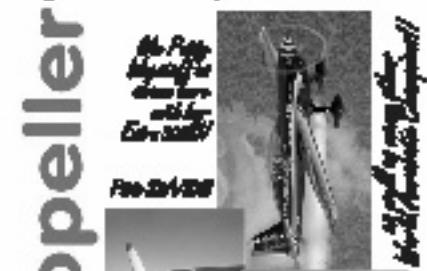
Lycoming 180 Horsepower Trophy

The Lycoming 180 Horsepower Trophy was conceived by several IAC members in an effort to further the grass-roots movement within the IAC. The Textron Lycoming company came forward to donate this trophy in May of 1999. It is awarded to the highest-scoring pilot (percentage-wise) performing in an aircraft with a limited range of horsepower—not to exceed 180 hp. A permanent master trophy is on display at IAC headquarters. The individual winner's name is engraved on the master trophy. The winner also receives an engraved picture plaque of the master trophy. The 2007 winner was **Joe Haycraft** of Owensboro, Kentucky, flying a Pitts.

Highest-Placing First-Time Sportsman

The Highest-Placing First-Time Sportsman Award is presented to the Sportsman pilot, power or glider, with the highest percentage of points possible, flying for the first time at the U.S. Nationals. The 2007 winner was **Kevin Coleman** of Coushatta, Louisiana, flying a Super Decathlon. 

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2007 U.S. National Champions



More than 100 pilots gathered in Texas to see who was the “best of the best” at the 2007 U.S. National Aerobatic Championships. Only eight of these pilots would earn the title of Champion. For complete results and scores visit www.USNationalAerobatics.org. Photos by Clay Smith.



Unlimited Champion is Vicki Cruse flying an Edge 540, 2nd place is Michael Racy and 3rd goes to Goody Thomas.



Advanced Champion is Jeff Boerboon flying an Extra 300, 2nd is Todd Whitmer and 3rd goes to Hector Ramirez.



Intermediate Champion is Kevin Campbell flying a Pitts S-2C, 2nd place is Bill Denton and 3rd goes to Tom Adams.



Sportsman Champion is Joe Haycraft flying a Pitts S-1S, 2nd place is Jerry Benham, and 3rd goes to John Ostmeyer.



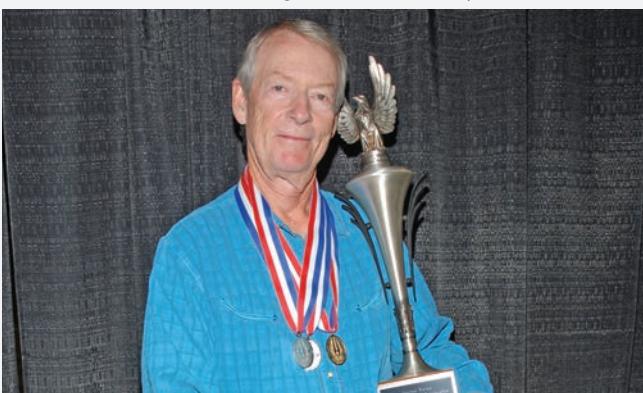
Primary Champion is Jeremiah Brown flying a Super Decathlon, 2nd place is Eric Platt and 3rd place goes to Rick Nutt.



Glider Unlimited Champion is Jacob Allen flying a Blanik L13AC, 2nd is Andrew Davis and 3rd goes to Paul Jennings.



Glider Intermediate Champion is Mark Matticola flying a Blanik L13AC, 2nd is Matt Taraborelli, and 3rd goes to Patrick Smiley.



Glider Sportsman Champion is Jason Stephens (not pictured) flying a Swift S-1 and 2nd goes to Klein Gilhouse.

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The 2007 U.S. Advanced team members are (left to right) Alex Land (alternate), Norm DeWitt, Todd Whitmer, Jeff Boerboon, Brian Dierks, Patrick Clark, Hector Ramirez, Craig Dobesh, and (not pictured) Rob Holland.

Clay Smith

2007 U.S. ADVANCED AEROBATIC TEAM

With the Advanced World Aerobatic Championship (AWAC) being hosted in the United States in 2008, competition for a spot on the U.S. team was fierce.

Congratulations to the U.S. Advanced team members and best of luck as you fly for the gold in Pendleton, Oregon. The AWAC is set for August 1st through 10th.

For information about the AWAC and sponsorship opportunities visit www.AWAC2008.org.



BOOKS & DVDS



Stall/Spin Awareness

The newest comprehensive look at stalls and spins by MCFI and aviation writer and educator Rich Stowell.

I09045 \$40.99



Facts About Spins

A thorough and in-depth study of spins. Written by active competitive pilot and instructor, Dr. Fred Delacerda.

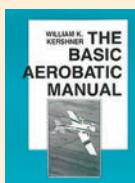
I00535 \$34.95



Better Aerobatics

By Alan Cassidy, 4-time British aerobatic champ, contains diagrams from first steps to world-class, Unlimited figures. Details how to fly figures, analyze errors, design sequences and improve scores.

I-37791 \$51.95



Basic Aerobic Manual

Authored by William K. Kershner. Kershner, who passed away in early 2007, was known as one of the world's best flight instructors. **I-00534 \$25.95**



Fly For Fun

By Bill Thomas, one of the world's most experienced aerobatic instructors. It provides a precise analysis of each maneuver and shares the author's enjoyment of aerobatic flying. **I-13186 \$21.95**



Skydancing: Aerobatic Flight Techniques

By David Robinson. Covers all basic aerobatic moves and more, with instructions and diagrams. Includes the Aresti Notations plus a syllabus that compiles the book into an effective, integrated curriculum. **I-00339 \$25.95**



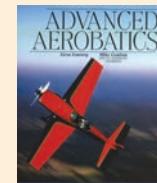
Flight Unlimited '95

By renowned aerobatic pilot Eric Müller of Switzerland and Annette Carson of Great Britain, this book is highly recommended by IAC as a superb manual on many aspects of aerobatics. **I-12433 \$51.95**



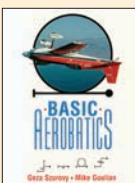
Fly For Fun To Win

Written by Bill Thomas for the aerobatic pilot who would like to fly in competition or for the current competitor who wants better scores. **I-22722 \$21.95**



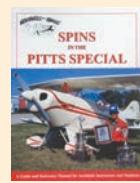
Advanced Aerobatics

Sequel to Mike Goulian & Geza Szurovy's **Basic Aerobatics**. Presents competition flying from A to Z, concentrating on flying advanced aerobatic maneuvers. **I-12432 \$33.95**



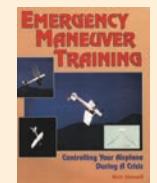
Basic Aerobatics

Co-authored by Mike Goulian and Geza Szurovy. This book is for the serious student or pilot who wants to learn more about aircraft control. **I-00110 \$33.95**



Spins In The Pitts Special

By Gene Beggs. Long overdue, had this been printed forty years ago, it could have saved many lives. The techniques have been researched thoroughly and been proven thousands of times. **I-00338 \$25.95**



Emergency Maneuver Training

Authored by Certified Flight Instructor Rich Stowell, this manual offers a common sense approach on how to control your airplane during a crisis. **I-12270 \$35.95**



Basic Aerobatics

by Master Certified Flight Instructor Rich Stowell. A demonstration of aerobatic maneuvers including spins, rolls, loops, Immelman, Cuban Eight, and Hammerhead. Introduces Aresti symbols and covers how to recover from failed maneuvers. 54 minutes. **I-00624 \$59.95**



Emergency Maneuver Training

By Master Certified Flight Instructor Rich Stowell. Topics include aircraft controls, stalls, slips and skids, inverted attitudes, control failures, powerplant failures, off-airport landings, and checklist/resources. 90 minutes. **I-12266 \$69.95**



Stall/Spin Awareness

by Master Certified Flight Instructor Rich Stowell. For pilots who want to really understand stalls and spins. This is a live videotaped safety seminar with actual flight footage inserted to reinforce the points discussed. 84 minutes. **I-12264 \$29.95**



Getting Ready for Spins, Aerobatics and Other Unusual Attitudes

by Master Certified Flight Instructor Rich Stowell. Includes: flight school and instructor considerations, aerobatic aircraft preflight, airspace, parachute and emergency egress, typical course content, maneuvers, and g-loads. 33 minutes. **I-12263 \$14.95**



TECHNICAL ADVISOR

By Vicki Cruse

Pitts Tie-down Solution

One problem with many Pitts aircraft is the lack of tie-down rings. Being able to easily and securely keep your Pitts in place on the tarmac until you are ready to go is a good idea, and recently we saw a solution that accomplishes the mission—without scratching the leading edge of the wing. These scratches are a dead giveaway that the pilot compensated for the lack of tie-down rings under the wing by securing the aircraft by using the "I" struts only to have the tie-downs scratch the paint when the airplane struggled in the wind.

Mark Nowosielski of Marietta, Georgia, brought his aircraft to Sun 'n Fun this year and displayed an ingenious alternative. Mark's solution is fabric tubes that slide over the tie-down ropes to protect the surface. His covers are made out of a felt-like fabric and are approximately 2 feet long. They also double as a fashion accessory, and coordinate nicely with his Pitts.

For more information contact Mark at av8ter76@yahoo.com.

American Champion Stereo Headset Wiring Inspection

On May 29, 2007, American Champion Aircraft issued Service Letter 429 affecting American Champion models 7EC, 7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC manufactured between December 20, 2006, and May 14, 2007, with a factory installed PM3000A intercom. This service letter provides guidance for inspection and correction of the aircraft intercom wiring. The PM3000A fail-safe audio will not function with improperly wired intercoms using mono headsets. The improper headphone wiring does not affect operation with stereo headsets.

For details, please see the service letter at www.AmerChampionAircraft.com/tech/techmain.htm.



Aerobatic Aircraft Fire Safety

Sukhoi-owner Hubie Tolson of New Bern, South Carolina, had the following suggestion for the installation of fire suppression on his Sukhoi, which could be made applicable to other models of experimental aerobatic aircraft.

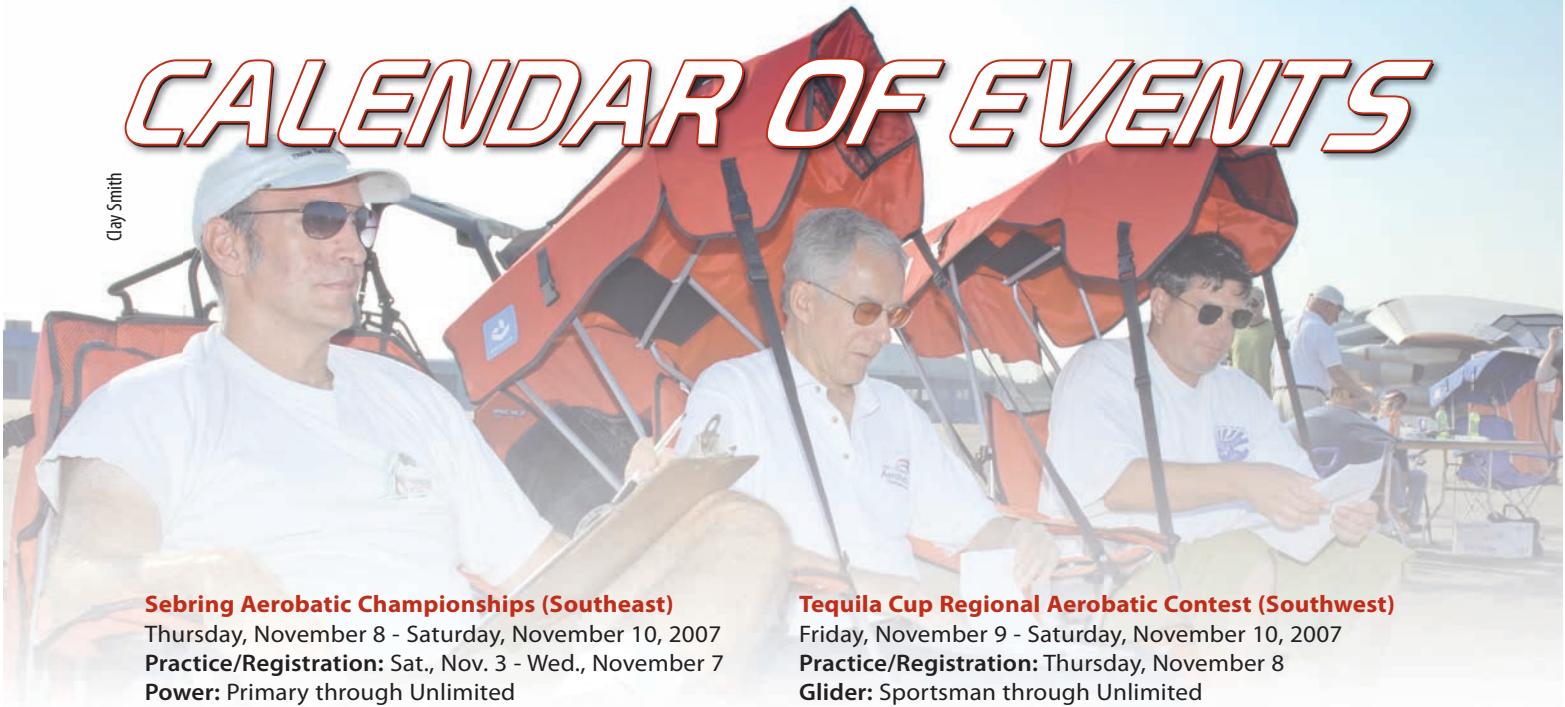
Hubie suggested that getting to a handheld fire extinguisher, which is most likely floor-mounted, is not always possible in an emergency. He has installed Halon systems in every airplane he's owned. Systems are available through a variety of sources, including automotive racing suppliers. Aircraft Spruce has such a system that you can check out online at www.AircraftSpruce.com/catalog/pspages/phoenix1301.php.

For Hubie's installation in a Sukhoi 31, he removed some lead weights he'd added to the tail of the airplane and mounted the Halon bottle there instead, netting almost no weight gain. The actuator is remote-mounted in the cockpit for easy reach. Hubie mounted the nozzles in both the cockpit and the engine compartment. The full contents of the bottle are emptied when the system is activated. Hubie says, "I wouldn't own an airplane without this system, and would encourage everyone to install one."

For details contact Hubie at hubie@uhfdevelopmentgroup.com.

CALENDAR OF EVENTS

Clay Smith



Sebring Aerobatic Championships (Southeast)

Thursday, November 8 - Saturday, November 10, 2007

Practice/Registration: Sat., Nov. 3 - Wed., November 7

Power: Primary through Unlimited

Location: Sebring Regional Airport (SEF): Sebring, Florida

Phone: 561-734-1955, E-Mail: soaerobatics@aol.com

Director: Mike Mays

Tequila Cup Regional Aerobatic Contest (Southwest)

Friday, November 9 - Saturday, November 10, 2007

Practice/Registration: Thursday, November 8

Glider: Sportsman through Unlimited

Power: Sportsman through Unlimited

Loc.: Marana Regional Airport (AVQ): Marana (Tucson), AZ

Phone: 520-887-9399, E-Mail: hollandsaac@comcast.net

Director: Marylnn Holland

ABOVE: Bimini Chairs provided shade for the judges line. For more information, visit www.biminichair.com

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m i s h a p s d a t a

Compiled by Bruce Johnson

MISHAPS BY MONTH

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2006	0/0	1/2	1/1	1/0	1/1	1/0	0/0	1/0	0/0	1/1	1/1	1/2
2007	0/0	0/0	1/1	0/0	0/0	1/2						

MISHAPS BY YEAR

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Mishaps	20	26	21	24	20	18	12	9	15	9	10	16

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

"The pilot stated to an FAA inspector that while at 2,000 feet in cruise flight he heard a 'loud bang,' and then the airplane vibrated uncontrollably."

Final

Accident occurred Sunday, September 3, 2006, in Topsail Beach, North Carolina, Probable Cause Approval Date: December 28, 2006

Aircraft: Brown Floyd L Christen Eagle II,

Registration: N225FL

Injuries: 1 Uninjured

On September 3, 2006, at 1345 Eastern Daylight Time, a homebuilt experimental Christen Eagle II, N225FL, registered to a private owner, operating as a 14 CFR Part 91 personal flight, collided with water following an in-flight loss of control about 1 mile off the coast of Topsail Beach, North Carolina. Visual meteorological conditions prevailed, and no flight plan was filed.

The airline transport pilot reported no injuries, and the airplane sustained substantial damage. The flight originated from a private airstrip in Chinquapin, North Carolina, on September 3, 2006, at 1330.

The pilot stated to an FAA inspector that while at 2,000 feet in cruise flight he heard a "loud bang," and then the airplane vibrated uncontrollably. He was wearing a parachute and bailed out safely. According to the Topsail Beach Police Department, several witnesses on the beach stated the airplane was flying at an altitude of about 200 feet, performing aerobatic maneuvers over the ocean. The witnesses stated that it looked like the engine separated from the front of the airplane. The pilot jumped out and

deployed his parachute. The pilot was then picked up by a boat in the local area. On September 5, 2006, the Onslow County Sheriff's Department divers located the airplane about 200 yards from the shore. The airplane was resting about 40 feet below the surface. The divers pulled the airplane up toward the surface and then had it hoisted toward the shore.

An FAA inspector telephoned the pilot on September 7, 2006, to schedule a visit for photographing the crashed aircraft and components. The pilot stated that he had already moved the airplane to his home in Chinquapin and disassembled it. The pilot said he had not found the engine or propeller. When asked, the pilot stated he was aware of engine and propeller bulletins and stated the engine had a "new crankshaft" and that a propeller inspection had been performed. The FAA further stated that it had requested a written statement, last aircraft condition inspection, airworthiness directive compliance list, and the engine and propeller logbooks. To this date, the requested items have not been received from the pilot.

The pilot filed an NTSB 6120.1/2 Aircraft Accident Report with the NTSB, but did not submit a written statement about the accident. Numerous attempts by the NTSB investigator to contact the pilot have also been unsuccessful.

The NTSB determines the probable cause(s) of this accident as follows: The in-flight separation of the engine and propeller from the airframe for undetermined reasons, which resulted in the airplane's uncontrolled impact with water.

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meet a member

Photo courtesy Kate DeBaun

Name: Kate DeBaun

City, State: Ventura, California

Occupation: Full-time Student/Professional Photographer

Family: Parents: Gary and Chris DeBaun of Lakeville, Minnesota

Pilot certificate, ratings, and endorsements: I am currently taking lessons in my mother's J-3 Cub. So far I have 22 hours, and I have learned that landing a tailwheel airplane is not quite as easy as it looks, but I'm getting it!

Aircraft flown: I have flown a Pitts S-2B, a J-3 Cub, Champ, Cessna 170, and many more as a passenger.

What drew you to flying? I grew up around airplanes, but for a long time I wasn't interested in flying. I always figured that if I wanted to fly I could call my dad and he would take me. But then I moved to California and started to go to aerobatic contests to photograph them. While attending those contests it hit me like a lightning bolt...I needed to learn how to fly. I talked to my parents about it, and my mother lent me her J-3 Cub so that I can just pay for the instructor and gas to save money.

What was your first experience with aerobatics? Seven years ago I got a ride with a pilot in Oroville, California, in a Starduster. We flew a couple of maneuvers, and I loved the excitement.

If you own an airplane, please tell us about it: I own a 1946 Aeronca Champ. A few years ago my dad inherited the Champ from his father when his dad lost his medical. My mom and dad are fixing it up, and next year after Oshkosh they will be giving it to me. My grandfather owned it for 35 years, and it will be an honor to be able to fly it and call it mine. And I find it easier to land than the Cub.

How are you involved with aerobatics? I photograph the California contests. Every now and then you might see my name next to a picture in *Sport Aerobatics*.

Who do you admire in this sport? I admire everyone I meet...it's just amazing that people can jump into an airplane and do the things they do. My admiration tends to shift with every air show I go to. Right now, I'm flabbergasted by what Sergei Boriak did during his performance at Oshkosh. Sean Tucker still blows me away, as does Patty Wagstaff.

How does your family feel about your interest in aerobatics? While I don't fly aerobatics yet, perhaps I will compete someday. If I do, my parents will support me because that's how I got into aviation in the first place. My dad used to compete in California contests in his little black Smith Miniplane in the 1970s.

Where would you like to see yourself going in the sport? I would love to work for *Sport Aerobatics* magazine, but I need to find a job that earns me a living first!

Check out Kate's photography at www.KWDPHOTOGRAPHY.com.



**Remember,
things don't always go
according to plan!**



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