

DECEMBER 2008

SPORT Aerobatics

OFFICIAL MAGAZINE OF THE U.S. NATIONAL AEROBATIC CLUB

The 2008
National Champion:
Debby Rihn-Harvey

U.S. National Aerobatic
Championships

Awards Summary

'08 Nationals Photo Essay





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Debby Rihn-Harvey obviously enjoys sitting in her office. Photo by Scott Slocum.

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Reggie Paulk

LETTER from the EDITOR

by Reggie Paulk

What's remarkable about her win are the obstacles she had to overcome in order to get ready to compete. Her dedication and determination shine through in her accomplishment.

Debby's story is unique, but every person who competes faces obstacles. The requirements to become a pilot are stringent. There are significant financial and time commitments just to earn a pilot's certificate—much less fly aerobatics. Competition is orders of magnitude more demanding of the finite resources of time and money.

*"For aerobatics,
the name
is Denison."*

This sport runs on the determination of dedicated individuals who have one thing in common: a love for their aerobatic community. From the volunteers holding umbrellas to shield waiting pilots from the midday sun to the Primary pilot in their first national competition, The U.S. National Aerobic Championship is the culmination of thousands upon thousands of hours of hard work.

As you're reading this, the holiday season has already descended upon us. Whether you live in the frozen North or the relative warmth of the South, let the photos on these pages remind you of the warm and wonderful people that make up the International Aerobic Club, and may you have a very happy holiday. ☺

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

PRESIDENT'S PAGE

by Vicki Cruse • IAC 22968
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Vicki Cruse

U.S. Nationals 2008

The Best of the Best, Including Weather

Without a doubt, the IAC's flagship event is the U.S. Nationals. For those of you who don't compete, your flagship event might be EAA's AirVenture Oshkosh, or perhaps Sun n Fun. Nonetheless, for one week in late September, North Texas Regional Airport (formerly known, and still referred to as, Grayson County) comes alive with non-stop airplane sounds. This year new sounds were added in the form of voices coming from a new control tower. We broke them in by day two and they saw more operations in the first few days than they see in a typical month. After all, this is a training tower, and we certainly helped them with that.

There were no Hurricane threats this year. Ike passed by the week before leaving unbelievably good weather in its wake. Despite the destruction as Ike made it on shore in Texas and continued through the Northeastern United States, the weather gods must have thought highly of northern Texas because it was the best weather we've seen in years; nice temperatures and low humidity. It's also a time to sample the great food that Texas has to offer, namely that served at what seems to be becoming the "Official Lunch Hangout of the U.S. Nationals," the Burger Barn. Fried okra has become an endangered species in California, but is easily found here.

IAC Treasurer/Contest Director Doug Bartlett ran a tight ship. Being a former Navy guy AND former Marine (I know, once a Marine always a Marine), he had things under control. He made decisions in record time and had no tolerance for people playing outside the rules. Doug's team included Jury Chairman and National Champion Debby "No Protests Allowed" Rihn-Harvey, Volunteer Coordinator Extrodinaire Ann "Dahlin" Salcedo, Scorer Maverick "Numbers" Yamamoto, Registrar Kathleen "No Problem" Moore, Starter Dale "Little Yellow Corvette" Evans, and Photographer Robert "Invisible Biz" Bismuth.

With just over 80 participants, the competition was fast and furious. All of the categories were close calls that came down to the last flight. Once again, Debby Rihn-Harvey reigned supreme in Unlimited, and was named U.S. National Champion for the second time. Jason Stephens is the U.S. Unlimited Glider Champion. The U.S. Air Force was out in full force with Sportsman and Intermediate Gliders. This year, Cadet 1st Class Phil Wilson set a record for the Air Force by flying the highest percentage ever by an Air Force participant by scoring 84.36% in the Intermediate Glider Unknown since the program started in 2000. [Author's note: the record was bro-

ken 5 days later in Lamar, Colorado, by Cadet 2nd Class Scott Hatter in the Sportsman known flight with a percentage of 85.53%.]

Nationals is known for its fierce competition, but also for the number of non-competitors who come out to volunteer. Doug Lovell was instrumental in setting up the Nationals website as a source of information and registration portal. During the contest, Doug spent countless hours putting up daily summaries, results and the photos given to him by Robert Bismuth, all of which helped make Nationals information available to those who were observers from afar. Plans are in the works for next year to make the experience for non-participants even better.

This year's Nationals were a great contest in many ways. Doug Bartlett should be commended for putting together a great team that made everything work. The weather was outstanding as we chose seven deserving individuals as the best aerobatic pilots in the country. In addition, the 2009 U.S. Unlimited Team was selected and will be competing in the United Kingdom next August. Thank you to all who made Nationals a championship event and all the best to the U.S. Team next year. *The 2009 U.S. Nationals will be held September 20 – 25, so mark your calendars.*

NEWSBRIEFS

MX Aircraft Moves to Larger Facility

To meet increased demand for its aircraft, MX Aircraft has moved its headquarters and factory to North Wilkesboro, North Carolina. The relocation was made in June 2008. MX Aircraft is now assembling both its single and two place aircraft in a 13,500 square-foot facility located at Wilkes County Airport (KUKF). It will serve as the company's temporary base of operations until

a new and even larger facility can be built on the East side of the airport. Groundbreaking for the "state of the art" manufacturing complex is scheduled to begin in the first half of 2009. All MX aerobatic, airshow, and race aircraft will be produced there. Prior to moving to North Carolina, MX Aircraft was located in Boynton Beach, Florida. www.mxaircraft.com



There's Still Time to Get Your Free Airplane!

If you've been putting off the purchase of a new airplane, Aviat Aircraft has a deal for you. Due to the Economic Fiscal Stimulus Package passed on February 13 of this year, a business may expense up to \$250,000 of the purchase price in the first year. Up to \$800,000 dollars may be expensed pro-rata over the next four years. For Aviat's example, a company earning \$250,000 in pre-tax profit would pay the IRS about \$80,000 dollars in taxes—that is unless it purchases an airplane. If that company acquires an airplane in '08, that \$80,000 tax payment goes toward the capital acquisition cost of the airplane. In addition, the interest on the loan is also deductible as a business expense. Of course, this type of plan could be applied to the purchase of any kind of aircraft. www.aviataircraft.com



Ken and 'Sammy' Larson

Gone West: Ken Larson

Ken Larson is an icon in aviation and the sport of aerobatics. Ken was flying aerobatics when I started and he was always impossible to beat, so I thought. Ken gave so much to the sport, he and Sammy were always there. Ken was the US Judge at the World Championship in Red Deer, Alberta in 1988. He cared so much and was so supportive to all of us. Ken always loved aerobatics and the last time I saw him was at the Nationals this year when he came to visit. May peace be with his family at this time and that they know he was loved by so many. Ken is now flying perfect 10's. Some day we will fly together again my friend. —Debby Rihn-Harvey (Look for a story on Ken in a future issue of SA—Ed.)



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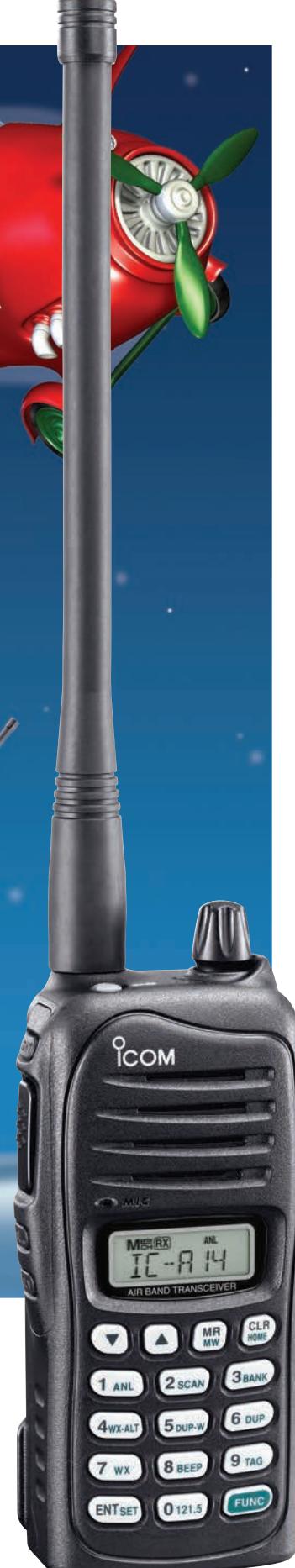


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Sponsors & Volunteers

The making of the 2008 U.S. Nationals

Doug Bartlett, Contest Director

Photos by Robert Bismuth

Being your contest director for the 2008 U.S. National Aerobatic Championships was a real honor and treat. I can think of no better way to meet member pilots and IAC volunteers from across the country. Sure it took some planning and time to set up, but the friendships gained will last a lifetime.



I will get to thanking the scores of people who make the contest work shortly, but let's dispel a few of the myths about the Nationals. First, you do not have to be a seasoned aerobatic pilot to compete. There were several first-time competitors this year at Grayson County Airport (KGYI). The truth is that the Nationals is just a bigger regional aerobatic contest with bigger trophies and bigger bragging rights.

Although competing the first time up against the best of the best might be a bit intimidating for some, there is no better way to start than at Grayson County. Where else can you get free advice from well-seasoned aerobatic experts? And please don't forget that the Nationals is a wild card for all Regional Series competitions and may count as one of your scores for each and every region in which you compete.

Another myth that circles around is that the entrance fees cover all the expenses of running the contest. With 82 pilots registered this year, resulting in about \$15,000 in registration fees, we still needed another \$30,000 to run the contest. Where does this additional money come from? It is the result of the generosity of the many sponsors who make this contest possible. Donations come from many areas and are given in many ways. Some of the funds come in cash and are unrestricted.

As an example, Northwest Insurance Group and Berkley Aviation, our new insurance group, provided us with more than \$5,000 of cash funding and sponsored our Unlimited trophies. Extra Aircraft and Southeast Aero Services sponsored our Advanced trophies, while MT-Propeller provided a \$500 cash award to the winner of the Advanced category. (Congratulations, Hector Ramirez; by the way, Hector, we reported your earnings to the government.) Aviat Aircraft sponsored the Intermediate trophies, while American Champion Aircraft sponsored the Sportsman category. MX Aircraft supported one of our three nightly events, the Texas Barbecue, and the Primary trophies.

Many other sponsors donated gifts for the pilots, items for raffle, or equipment for use at the contest. The hangars we use are an example of this type of sponsor. Thanks to Mike Plylar and Lee Olmstead we have two large hangars for our use in support of the operations of the contest. Private individuals such as Tom Rhodes and Norm DeWitt also showed their support. I could go on and on about the great values we receive from these companies and individuals. Please take a look at the list of sponsors who supported this year's event and thank them with an opportunity to get your

business when the time comes around. Again, I would like to thank our sponsors one and all. *Just for reference, if it were not for the generosity of our sponsors, pilots would have had to pay \$520 each for the contest to break even.*

The next great thing that happens at Nationals is the wonderful volunteers who come out to support the many tasks required to complete the contest. The individual coming the farthest had to be Maverick Yamamoto from Japan. Can you believe he volunteered a week of his time to come halfway around the world to sit on the judging line all day each day entering scores? And when the pilots left for the night events, Maverick and other non-flying volunteers would stay well into the darkness to ensure the day's scoring was completed, posted, and the next day's activities prepared.

And then there is the blonde with endless energy, Ann Salcedo. We can never thank her enough...but let's try next time we see her. For the second year in a row Dale Evans stayed on his feet all day at the starters' line to ensure we all got safely in the air. Kathleen Moore comes every year to run the office and organize all of the flight documents with precision and perfection no one can match. Then there was Doug Lovell, judge during the day and webmaster at night, working to ensure all went well. John Wilkomm from Chapter 1 in Chicago worked all day every day doing tasks large and small that make a contest work. These are just a few examples of the many people who worked hard to support the competition pilots in their quest for a national championship.

Out of the 25 judges on the line, seven were non-competitors, and of those seven, four were your chief judges! And there is even more good news for all the pilots to appreciate. There is a young man by the name of John Proctor who lives near Sherman, and he came out on his free days during the contest to volunteer and go wherever he was needed. Way to go, John. Personally, I do not know what drives these volunteers to support the IAC to such a depth, but I am grateful they do. To all of the volunteers that helped prior to, during, and after this year's Nationals, I want to thank you for your efforts. Your prior planning and hard work made the contest a success for all of the pilots. All of the credit goes to you, and I am personally grateful for your efforts and enjoyed having had the pleasure to work with you. Again, thank you very much.

At times I hear pilots comment that paying their registration fees and volunteering on the line is their fair share of effort. Well, I would encourage each and every





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pilot to rethink what is needed to run our national contest. Of course, we need to pay our fees and work the line. But each pilot should also help in the daily operational tasks needed so badly to have a great contest such as oil cleanup, trash disposal, judging line setup, and on and on. We have many great examples of pilots who do this, and we need many more.

Another myth is we will soon have to move to a new airport due to all the construction at Grayson County Airport, now called North Texas Regional Airport. Not so in the near term! The construction we saw this year was to improve the drainage on the airport and prepare it for future expansion. The road construction to the west will not interfere with our western judging line but will enhance the development in the area. The airport manager, Mike Shahan, has been a wonderful host to the IAC and has invited us to return each year to run our premier event at his airport. Mike has informed us that someday there will be factories on the western side of the airport as the region develops, but none are being designed at this time. Our local pilots tell us it will be several years into the future before we have to start thinking about a move. But not to worry, Mike has already been looking out for us and has several possibilities in the area that will provide us with the same Texas hospitality we have come to appreciate so much.

And how about that new tower? As your contest director, I cannot tell you how much I worried ahead of time about the possibility of conflict with a new tower and then how much I enjoyed working with the controllers during the contest. What a great crew! On a normal day the tower will get about seven to 10 events an hour. With us in town on practice day it was more than 100 events per hour with little to no problems for our pilots. The men sure worked up a sweat, but said they enjoyed us being there. Gentlemen, it was a pleasure working with you, and we look forward to working with you again next year.

One of the goals we strived for this year was to provide standings for the pilots before the last pilot had his plane put away in the hangar. On opening day, Sunday, we had a few missteps and had to shake some of the bugs out of the process. From then on the scoring team improvised and improved the speed of delivering data to the contestants and then to the world through the Internet. By the end of the week, pilots

were watching the results of the competition on their cell phones with the Internet being updated every four pilots. Way to go, Mav and Goose! (That's Maverick Yamamoto and Doug Lovell).

A change we had this year was in the scoring software used for the contest. This year we ran a CIVA scoring program called ACRO at our national contest. This scoring program uses a "fair play" system that attempts to remove any bias in judging and provides adjusted pilot results. In order to accomplish this, each pilot had to provide super family data on Form A. Although not well understood by most pilots, it certainly makes watching the real-time results interesting as pilots move around in the standings as the competition progresses.

At the end of our contest we had our banquet at a wonderful location called the Tanglewood Resort. Although a few miles away on the Texas/Oklahoma border, Lake Texoma provided a beautiful setting for the event. The master of ceremonies for the event was none other than our world famous Mike "Spanky" Gallaway, who kept the crowd on the edge of their seats with his Texas wit and southern charm. Dressed in a Texas tuxedo, namely blue jeans, cowboy boots, and a tux above the waist, Spanky introduced the category winners and recipients of many of our most coveted awards. Congratulations to our new national champions in the Glider and Power categories and to all other award winners.

So this year's contest is in the record books, and we now look forward to our return to KGYI next year for the 2009 U.S. National Aerobatic Championships. Your directors and officers are already planning next year's event, which is looking to be a great one. Next year we hope to continue our advance with technology by providing real-time scoring results for all levels of competition. We also hope to use the Internet to provide real-time scheduling changes to all pilots in the event changes are needed.

So come one, come all to Grayson County to enjoy great Texas weather, wonderful southern hospitality, and our national contest where we assemble a wonderful cast of characters for each year's event. See you there, September 20-25, 2009. 



Please join the IAC in thanking the following sponsors. Without these individuals and companies, the U.S. Nationals would not be possible.

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twice is nice

Debby Rihn-Harvey takes the 2008 U.S. National Aerobatic Championship

*Debby Rihn-Harvey with Reggie Paulk
Photos by Scott Slocum*

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

A: I grew up racing quarter midgets, driving demolition cars, helping to build engines and maintaining airplanes. I was not your typical young girl. Aviation has always been a part of my family. I remember at an early age, flying with my grandfather and father going to fly-in breakfasts. My grandfather flew in the 1920's and had a trade school for mechanics. He started a barnstorming business and later decided to manufacture an aircraft called the Overland Sport. My father was a pilot during WWII and taught flying after the war. It was expected that my brothers and I would learn to fly, just like driving a car. I soloed when I was 16 and continued obtaining ratings thereafter. I never planned on aviation being my career; it was just a hobby. After graduating from college with a biology and medical technology degree, I changed my mind. It wasn't a smooth road into aviation as there were many obstacles for women to overcome. I spent a few years supervising a hospital lab and it was during that time I met someone who would be one of my biggest supporters, best friend and change my future forever [Dr. Eoin Harvey].



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

When I was 14, my father's best friend was killed in a glider spin accident. It was after this that I was introduced to spins. I wasn't overly impressed, mostly terrified. The next real extensive aerobatics was after meeting Dr. Eoin Harvey. Eoin flew aerobatics and had been the physician for the USA Aerobatic Team. We had a Cessna Aerobat in the school so I thought I should learn some basics for safety purposes. I can't say that it was love from first flight, but it was definitely a challenge. I guess it was the desire to master the machine and that challenge of perfection that drives most of us.

Q: When and why did you start flying competitively?

A: I started in 1978 in the Aerobat. We had a fun contest in the Houston area. In 1979, I entered my first IAC contest in the intermediate category. We had



Debby Rihn-Harvey is an aviation icon and an aerobatics legend. With a career spanning three decades, Debby is one of the most prominent figures in our sport. With aviation coursing through her veins, her bright smile accompanies her throughout her aerial endeavors. This year's win of the Unlimited U.S. National Aerobatics Championship marks her second win in three years. When you see how little preparation she had, her accomplishment will leave you shaking your head. Hurricanes and high water are but minor obstacles to a woman whose life is devoted to promoting the beauty and freedom of flight.





a Swick Taylorcraft, and I remember riding through advanced sequences with Eoin and wondering why anyone would want to fly negative maneuvers; they were so uncomfortable. Competition is a challenge between yourself and perfection, but mostly it's an avenue to use what I learned in aerobatics. It was also a reason to get together with friends and share a mutual love of aviation.

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

A: I try to practice every day that I'm home. On the weekends, I try to fly 2-3 times a day with someone critiquing. In addition to this, for the last 12 years or so, I try to participate in several aerobatic camps or coaching sessions every year. Visualization is an important aspect of all sports, so I try to review the flight mentally and stay as relaxed as possible prior.

Q: How does competition flying differ with air show flying, and what aspects do you enjoy about each?

A: They are definitely different types of flying. Each requires a great deal of practice. Competition flying is intense control of every move, the precision of lines, angles and the execution in a prescribed box for judges. It is a contest between yourself and perfection and I enjoy that challenge. Air shows are enjoyable because the lines and angles are not being judged and the environment is much more relaxed. They are demanding because of the lower altitude and having less room for error. I enjoy air shows because I can promote aviation, aviation safety and encourage people to pursue their dreams.

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

A: I think aerobatics is a must for all pilots. It definitely makes you a better pilot by becoming more perceptually aware of your environment. It also increases one's knowledge about aerodynamics and the limita-

tions, or lack thereof, of the aircraft and themselves. Most definitely take lessons from a reputable school or instructor, don't try to learn on your own.

Q: How will you reward yourself for a job well done?

A: I really don't plan on anything special. There are a couple of celebrations planned, but mostly just back to work and my normal hectic schedule.

Q: Was winning the National Championship the second time easier than the first?

A: It really is funny that you should ask this. I don't really think it is ever an easy task to win at any time. We all put so many hours of hard work into trying to win. However, it seems that the two times I have won, I have had less practice than any time in my career.

For my first win in 2006, my airplane had been damaged in a hurricane and down for a year. I had about 10 days to prepare for the Nationals. This year I had had surgery, some engine maintenance and another hurricane to deal with, leaving about five days to prepare. I'm not sure, but not having any expectations and having the 30 years of experience to draw on must have been the answer. It was a pleasant surprise both years. The competition is so close; it could have been anyone.

Q: Tell us a little bit about what induction in the IAC Hall of Fame meant to you.

A: It is such an honor to be recognized by your colleagues. I have worked my entire life to help promote aerobatics, aviation and safety. I have been fortunate and successful in many areas of aviation, including airlines, flight training, examining, owning an FBO, building and maintaining aircraft, air show flying, competition aerobatics and representing the U.S. in world-level competition more times than anyone else. My purpose and desire now is to encourage and help others fulfill their dreams. I feel that anyone could do

what I have done if they had the passion and determination. Once again, I was speechless, yet so proud to be associated with those in the HOF that I have always respected and admired.

Q: You had to overcome an injury this year. How did the shoulder surgery affect your flying?

A: I had rotator cuff surgery at the end of May with expectations of being back to flying in five or six weeks. Little did I know that I could barely move my arm in that amount of time. Thank goodness it was only my throttle arm. I contacted friends with two-place airplanes and tried to build up a little g tolerance as a passenger; this being my mental and physical therapy. I finally discovered that I could move the throttle in my airplane, and as long as I held my shoulder and arm mostly still, I was able to fly. The biggest challenge of it all was getting in and out of the plane. I did get to do a couple of air shows, but the competition flying was definitely out; much too aggressive. I was not able to work for the airline for 3 ½ months and my time was spent trying to rehabilitate. My first competition practice was the five days before the Nationals started. With the critiquing help of Bud Judy and Dan Clark, I made it to the Nationals.

Q: Hurricane Ike blew through just before Nationals. How did you prepare yourself and the flight school and how did you fare?

A: I had just gotten the CAP back in the air after a month of engine maintenance the weekend before Ike—two weeks prior to the Nationals. This was also my first week back to work after a long medical leave, so there wasn't much time for me to prepare for the hurricane. I relied on employees and friends who have been through this drill quite a few times to help with the hangars and airplanes. By the time I got home the evening prior to the storm, school airplanes were flown out or in secured hangars. My house had even been boarded up and all outside items secured. I was still in my airline uniform as I jumped into my CAP to fly along with Janet Fitzke taking our airplanes out of harm's way. This time, we were taking the airplanes far enough that they would not get damaged, as had happened two years prior. Thanks to great friends, we got our airplanes secured, and boarded a commercial flight back home that night. The next morning, I had to move two more airplanes, and then try to prepare the house for the possibility of floodwaters. We were expecting a 20-foot storm surge that would have flooded everything except the airport (24 ft. elevation). The city had a mandatory evacuation, so pack a bag and hope you would have a place to come back to. Thank goodness the storm moved a few miles and we didn't get as much water as anticipated. Other than losing electricity for eight days and a few t-hangar doors, we were very fortunate. I worked at the house cleaning up for a couple of days, then proceeded to Ft. Worth to attempt to build G tolerance and practice for five days prior to the Nationals. ☺

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Recognizing Excellence:

Vicki Cruse

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 significant contribution to the sport of aerobatics and how closely their achievements parallel the criteria for the award.

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; who 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.

This year the Kathy Jaffe Volunteer Award was presented to the late **Phil Schacht** of Daytona Beach, Florida. The award was accepted by his wife, Sue, and his daughters, Amy and Erin. Phil was an Air Force aviator, a retired 747 captain, a volunteer for an aviation program for underprivileged kids, a warbird and sailplane pilot, and a mentor and instructor for an untold number of budding aerobatic pilots. One nomination submitted on Phil's behalf said, "His quiet service to the aerobatic community and his students was immeasurable."



The master trophy is engraved with each annual recipient's name. Previous winners include Ray and Lois Rose, Ann Salcedo, Joanne Johnson, Marylnn Holland, Hal Raish, Bob Buckley, Julia Wood, and Gary Mack.

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, Charlie Harrison, and Randy Reinhardt.

This year's Harold E. Neumann Award winner is **Greg Dungan** of Great Mills, Maryland. Greg was nominated by Scott Francis of IAC Chapter 11 (Northern Virginia, Washington, D.C., and Maryland). Greg has been the chief judge at numerous contests in the Northeast and has been selected as chief judge for many years at the U.S. Nationals. His organizational skills on the judges' line and knowledge of the rules are appreciated by all those working with him.



THE 2007 IAC AWARDS OF MERIT, NON-FLYING

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. Nominees must be a national judge 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, Alan Geringer, and Tom Adams.

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.

This year's Robert L. Heuer Award winner is **Lynne Stoltzenberg** of Brenham, Texas. Lynne is a pilot but doesn't fly aerobatics, and she became involved in competition through her husband, Jeff. She quickly became a national judge and has judged at the U.S. Nationals for the last three years. She has also served on the Nationals contest jury. Lynne is an active participant in IAC Chapter 107 and critiques aerobatic pilots on a regular basis.



Photos by Robert Bismuth

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.

This year's Frank Price Cup award winners are **Lorrie and Gordon Penner** of Cincinnati, Ohio. Lorrie and Gordon are both active members of IAC Chapter 34 in Ohio. Lorrie served as IAC secretary for two years, and Gordon is a Master Certificated Flight Instructor-Aerobatic and instructs in a Super Decathlon. He also writes articles on unusual attitude training, promotes safety through numerous forums he gives throughout the year, and is an FAA-designated safety speaker. Lorrie is a major organizational force in Chapter 34 and maintains the chapter's award-winning website and monthly newsletter. She also administers the IAC Achievement Awards program and books the forum speakers for the IAC at the Sun 'n Fun Fly-In at Lakeland, Florida, and at EAA AirVenture Oshkosh.

All of the awards mentioned above require nominations by IAC members. Nominations are welcome from either individual members or collectively from a chapter. Nominations should include a statement with justification 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 located at the IAC website at www.IAC.org/programs/index.html provide a complete history of each trophy, along with the list of recipients and a picture of the master trophy. 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 which the award was conceived.

Nominations for these awards should be addressed to Allyson Parker-Lauck at iac@eaa.org. The deadline for nominations for the year 2008 is June 15, 2009. The 2008 awards will be presented at the U.S. Nationals next year. ☺

2008 IAC Awards of Merit: FLYING



By Vicki Cruse with photos by Robert Bismuth

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, American Champion Aircraft Trophy and Highest Placing First-Time Sportsman 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 Laudenslager (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 Vicki Cruse.

The winner of the Mike Murphy Cup for the second time was **Debby Rihn-Harvey** of La Porte, Texas.



BETTY SKELTON TROPHY

This trophy was 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. It 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 Vicki Cruse (2).

The winner of the Betty Skelton Trophy for the ninth time was **Debby Rihn-Harvey** of La Porte, Texas.



BOB SCHNUERLE TROPHY

This trophy was conceived and donated by Florence Schnuerle, Bob's mother. Bob was a pilot on the 1970 U.S. Aerobatic 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 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 Massagee (2), Phil Knight, Mike Mangold, Kirby Chambliss, Zach Heffley, and David Martin (5).

The winner of the Bob Schnuerle Trophy was **Rob Holland** of Nashua, New Hampshire.

THE GOODRICH TROPHY

Conceived, donated, and funded by the Goodrich Company, this trophy was first awarded in 1997 and is presented to the highest-scoring Unlimited power pilot who is not a U.S. citizen. Previous winners include Sergei Boriak (Kazakhstan), Elena Klimovich (Russia), Michael Golan (Israel), Jason Newberg (Canada), Ann Marie Smith (Canada), Pete McLeod (Canada), and Matt Hall (Australia).

The winner of the B.F. Goodrich Aerospace Trophy for the second time was **Doug Jardine** of Canada, flying in the Unlimited category.

FRED LEIDIG TROPHY

This trophy was conceived and donated by Robert Wagstaff 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 Hyperbiplane 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 Vidrine, Suzanne Owen, Fred DeLacerda, John Handly, Clyde Cable, Hector Ramirez, Justin Anderson, Mike Wiskus, Larry Reynolds, Todd Whitmer, Doug Bartlett, Bud Judy (2), and Kevin Campbell.

The winner of the Fred Leidig Trophy was **Michael Montgomery** of Rancho Cucamonga, California.



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, Reinaldo Beyer, and Jenner Knight.

The winner of the L. Paul Soucy Award for the second time was **Joe Haycraft** of Naples, Florida, for his performance in the Sportsman category in 2007.

MT-PROPELLER TROPHY

The MT-Propeller Trophy was conceived and donated by Gerd Muehlbauer of MT-Propeller Entwicklung GmbH in Atting, Germany, in 2006 and is presented to the winner of the Advanced category. The winner 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.

Previous winners include Todd Whitmer and Jeff Boerboon.

The winner was **Hector Ramirez** of Ocala, Florida, 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 old or older and completed all flights in any category at the U.S. Nationals. The winner 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, Tom Adams, and Klein Gilhouse.

The winner of the Old Buzzard Award was Clyde Cable of Eaton, Colorado.

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 are used.

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

Previous winners include the following chapters: 26-California, 88-Michigan (3), 59-Oklahoma, 23-Florida (4), 12-Colorado (2), 1-Illinois (2), 25-Texas, 91-New York, and 69-Arizona (2).

The winning team was **Chapter 24** of Texas. This is the seventh win for Chapter 24. Top-scoring members included Joe Stockhausen (Sportsman), Pat Clark (Advanced), and George Hendricks (Sportsman).



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 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 Aerobic Championships. In that year, the board of directors elected to present the trophy to the winner of the Unlimited category and the holder of the U.S. National Glider Aerobic Champion title.

Previous winners include Charles Kalko (3), Steve Coan, Gary Gillmore, Ken Hadden (3), Bill Lumley, Kim Reniska, and John Lumley.

The winner of the Les Horvath Trophy for the third time was **Jason Stephens** of Gilbert, Arizona.



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, Chris Ross, and Jacob Allen.

The winner of the John Serafin Trophy was **Paul Jennings** of Hulbert, Oklahoma.



SPECIAL RECOGNITION AWARDS

LYCOMING 180-HORSEPOWER TROPHY

The Lycoming 180-Horsepower Trophy was conceived by several IAC members to further the grassroots movement within the IAC. The Textron Lycoming Company first donated 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 winner was George Hendricks of Fort Worth, Texas, flying a Super Decathlon.



AMERICAN CHAMPION AIRCRAFT HIGHEST-PLACING AIRCRAFT

The American Champion Aircraft Trophy was donated by American Champion Aircraft in Rochester, Wisconsin, and is presented to the pilot flying an American Champion aircraft who achieves the highest overall percentage regardless of category. This was the first year this award was given.

The winner was George Hendricks of Fort Worth, Texas, flying a Super Decathlon.

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 who is flying for the first time at the U.S. Nationals.

The winner was Colin Bailey of Fort Worth, Texas, flying a Pitts S-2C.

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For complete results and scores visit www.USNationalAerobatics.org.

Photos by Robert Bismuth.



Unlimited Champion is Debby Rihn-Harvey flying a Cap 232 (left), and 3rd place is Hubie Tolson. 2nd place finisher David Martin is not pictured.

Advanced Champion is Hector Ramirez flying an Extra 300SHP, 2nd place is Alex Land (right) and 3rd place is Pat Clark (left).





Intermediate Champion is Michael Montgomery flying an Extra 300L, 2nd place is Bryan Taylor (left), and 3rd place is Kevin Coleman (right).



Sportsman Champion is Steve Packer flying a Staudacher, 2nd place is Jerry Benham (right), and 3rd place is Joe Stockhausen (left)



Unlimited Glider Champion is Jason Stephens, and 2nd place is Klein Gilhouse (right).

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Intermediate Glider Champion is Phil Wilson flying a Blanik L13AC, 2nd place is Paul Jennings (left), and 3rd place is Jake Lowrie (right).



Sportsman Glider Champion is Brandon Burfeind flying a Blanik L13AC, 2nd place is Hans Hilterman, and 3rd place is William Resnik.



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- I15168 Orange 4T
- I15169 Orange 5/6
- I15170 Purple 2T
- I15171 Purple 3T
- I15172 Purple 4T
- I15173 Purple 5/6



Aerobatics Plane. This fun T available in short sleeve and two-tone layered designs will give your child the chance to show off his or her knowledge of aerobatic maneuvers. Screen print design shows a Pitts with the aerobatic terms cuban eight, hammerheads, rolls, loops, spins, and tailslides. A great conversation starter. All designs are 100% cotton. Double needle stitching for durability. Screen printed no tag label. Available in red and navy. **All sizes and styles \$14.99.**

- I15150 Navy Long Sleeve Layered T Size 7
- I15151 Navy Long Sleeve Layered T Size 8/10
- I15152 Navy Long Sleeve Layered T Size 10/12
- I15153 Navy Long Sleeve Layered T Size 14/16

- I15154 Navy Short Sleeve T Size 7
- I15155 Navy Short Sleeve T Size 8/10
- I15156 Navy Short Sleeve T Size 10/12
- I15157 Navy Short Sleeve T Size 14/16

- I15198 Red Short Sleeve T Size 7
- I15199 Red Short Sleeve T Size 8/10
- I15200 Red Short Sleeve T Size 10/12
- I15201 Red Short Sleeve T Size 14/16

- I15202 Red Long Sleeve Layered T Size 7
- I15203 Red Long Sleeve Layered T Size 8/10
- I15204 Red Long Sleeve Layered T Size 10/12
- I15205 Red Long Sleeve Layered T Size 14/16



I love Aerobatics! This 60/40 cotton poly T is sure to impress. Screen printed no-tag label. Double needle stitching for durability. Styled with young girls in mind. Available in long and short sleeve designs. Sizes 7, 8, 9, 10/12, 14/16. **All sizes and styles \$14.99.**

- I15174 Aqua Marine Short Sleeve T Size 7 (not pictured)
- I15175 Aqua Marine Short Sleeve T Size 8 (not pictured)
- I15176 Aqua Marine Short Sleeve T Size 10/12 (not pictured)
- I15177 Aqua Marine Short Sleeve T Size 14/16 (not pictured)



- I15182 Apple Green Long Sleeve T Size 7
- I15183 Apple Green Long Sleeve T Size 8
- I15184 Apple Green Long Sleeve T Size 10/12
- I15185 Apple Green Long Sleeve T Size 14/16
- I15186 Pink Crush Long Sleeve T Size 7
- I15187 Pink Crush Long Sleeve T Size 8
- I15188 Pink Crush Long Sleeve T Size 10/12
- I15189 Pink Crush Long Sleeve T Size 14/16

I Eat Barrel Rolls For Breakfast. This whimsical children's T is sure to put a smile on your child's face. 100% cotton. Screen printed no-tag label. Double needle stitching for durability. Available in light blue or pink. Sizes 2T – 5/6.

All sizes \$12.99.

- I15162 Pink 2T
- I15163 Pink 3T
- I15164 Pink 4T
- I15165 Pink 5/6
- I15158 Light Blue 2T
- I15159 Light Blue 3T
- I15160 Light Blue 4T
- I15161 Light Blue 5/6



Zip Hood. Your kid's will love the soft comfortable feel of these zip hoodies. Toddler style is 80/20 cotton poly blend and has a gathered elastic hood. Youth style is 90/10 cotton poly. All styles feature a screenprinted monoplane design, double needle stitching for durability, and so soft label. **All styles and sizes \$25.99.**

- I15190 Red Toddler Zip Hood 2T
- I15191 Red Toddler Zip Hood 3T
- I15192 Red Toddler Zip Hood 4T
- I15194 Oxford Youth Zip Hood Size 7
- I15195 Oxford Youth Zip Hood Size 8/10
- I15196 Oxford Youth Zip Hood Size 10/12
- I15197 Oxford Youth Zip Hood Size 14/16



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I'd Rather Be Flying Inverted This Men's T features a Pitts aircraft flying inverted. 100% cotton athletic cut jersey. Available in Carbon and Vegas Gold. Sizes S-XXL. **All sizes \$15.99.**

I15054 Carbon SM	I15059 Vegas Gold SM
I15055 Carbon MD	I15060 Vegas Gold MD
I15056 Carbon LG	I15061 Vegas Gold LG
I15057 Carbon XL	I15062 Vegas Gold XL
I15058 Carbon XXL	I15063 Vegas Gold XXL



Aerobatics – I'm feeling a little boxed in.

Men's T features a monoplane flying maneuvers inside the aerobatic box. 100% cotton athletic cut jersey. Available in Oxford and Carolina Blue. Sizes S-XXL. **All sizes \$15.99.**

I15064 Oxford SM	I15069 Carolina Blue SM
I15065 Oxford MD	I15070 Carolina Blue MD
I15066 Oxford LG	I15071 Carolina Blue LG
I15067 Oxford XL	I15072 Carolina Blue XL
I15068 Oxford XXL	I15073 Carolina Blue XXL



IAC Fleece Crew Neck Sweatshirt. 55/45 Fleece. Coverstitched detailing on all major seams. Spandex reinforced rib trims for extra durability. Available in Carbon and Carolina Blue. **All colors and sizes \$29.99**

I15074 Carbon SM
I15075 Carbon MD
I15076 Carbon LG
I15077 Carbon XL
I15078 Carbon XXL



Men's Pocketed Golf Shirt. Two-color twill knit in 70% cotton/30% polyester. Knit collar and cuffs. Left chest pocket. Three button collar. Navy IAC logo embroidered on left. Available in Chianti and Blue. **All colors and sizes \$36.99.**

I09430 Chianti SM
I09433 Chianti XL
I09434 Chianti XXL
I09435 Blue SM
I09436 Blue MD
I09438 Blue XL
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Cubavera Shadowbox Woven Women's Camp Shirt. Pitts or Monoplane embroidered on left chest. 70% rayon/30% polyester shadowbox pattern woven camp shirt. Point collar. Front and back contour darts flatter your figure. Coconut shell buttons. Available in navy and ivory. **All sizes \$44.99**

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I15216 Navy MD Monoplane
I15217 Navy LG Monoplane
I15218 Navy XL Monoplane
I15219 Navy SM Pitts
I15220 Navy MD Pitts
I15222 Navy XL Pitts
I15130 Ivory SM Pitts
I15133 Ivory XL Pitts
I15135 Ivory SM Monoplane
I15137 Ivory LG Monoplane
I15138 Ivory XL Monoplane



I'd Rather Be Flying Aerobatics T.

100% cotton 4.6 oz jersey in white with pink and lime green silkscreen. Basic Junior fit. Tagless label.

All sizes \$15.99

I15020 SM I15021 MD I15022 LG I15023 XL



Women's Hooded Sweatshirt. This 60/40 fleece full-zip sweatshirt with hood is super soft and comfy. Features a Pitts aircraft and IAC logo on left chest. Available in white. **All sizes \$29.99.**

I15024 SM
I15025 MD
I15026 LG
I15027 XL
I15028 XXL



This Angel has Aerobic Wings T.

100% cotton 4.6 oz jersey in pink fusion with light blue silkscreen and angel dust glitter. Basic Junior fit. Tagless label. **All sizes \$15.99.**

I15016 SM I15017 MD I15018 LG I15019 XL



I love Aerobatics. Dancing with the Clouds. Brown Fashion T with light blue neckline and cuffs. Flattering Misses fit. **All sizes \$15.99.**

I15012 SM I15013 MD I15014 LG





By Allen Silver, IAC 431160

Ask Allen

A master rigger answers your questions about parachutes.

Q: Will heat affect the rubber bands that hold my parachute suspension lines in place?

A: The rubber bands are a critical part of the proper deployment of your parachute. If a picture is worth a thousand words, then look at this photo carefully. The rubber bands in this photo didn't become stuck to the lines of this parachute overnight. Several things can cause this to happen to your parachute. Long intervals, usually several years, between having your parachute packed can cause this to happen. Storing your parachute in a hot, damp, climate is a contributing factor. It's almost always a combination of several things. Even if you could remove most or what would appear to be all of the rubber bands stuck to this parachute (see photo), you still have a problem. Particles of rubber bands have impregnated themselves into the parachute line and only need a little heat to make everything a sticky mess again. You can't remove the rubber bands without damaging the lines.

The number one cause of this problem, in my opinion, is exposure to excessive heat. Usually this is caused by such things as leaving your parachute in your cockpit exposed to the hot sun (and UV damage). This will be compounded by leaving the oven door (your canopy) closed, creating an even hotter environment. I often see parachutes left in cars that have been sitting in the hot sun for hours. A car or the cockpit of your aircraft can become very hot, speeding up the deterioration of the rubber bands. In addition to heat, UV damage will also speed up the whole process. Severe UV damage is almost always irreparable. At today's prices of replacing your parachute this can be a very expensive lesson.

Over the years I've attempted several methods of trying to remove, from parachutes, rubber bands that have



turned to a sticky mess, with no satisfactory results. I've had come into my shop parachutes that could not even be pulled out of the container because the rubber bands had glued the canopy and lines to the inside of the container. This would have caused a total malfunction of the parachute. The best you can hope for is that the rubber bands have only dried up and become crumbly. Usually they can be successfully removed. This is still dangerous, because they are not holding the suspension lines in their proper order. This could easily result in an out-of-sequence opening of your parachute and could result in a malfunction if you needed your parachute in an emergency.

This is such an easy situation to prevent. Having your parachute serviced on a regular basis will usually solve this problem. Your parachute rigger should always have a supply of rubber bands on hand. The ultimate solution is to properly store your parachute when you're not wearing it. This includes opening the parachute container and removing the rubber bands if you anticipate a long storage period (anything more than six months).

Q: How do I store my parachute for the winter?

A: Winter is fast approaching in many parts of the world, and storing your parachute can be an issue. I covered this last year in the December 2007 issue of *Sport Aerobatics*. You can refer to that issue, if you have it still lying around, or go to my website, www.SilverParachutes.com, and click on "Ask Allen Dec 07." However, I do have a couple of photos of a parachute sent to me in a plastic box. These boxes are very inexpensive and a great way to store your parachute for the winter. They also prevent critters from getting into your parachute (see photos). Stores like K-Mart or Wal-Mart carry them. If you store your parachute in a container, you might consider tossing in a few desiccants to help absorb any moisture.

Q: Is my parachute steerable and where will I land?

A: Many pilots don't have a clue if their parachute is steerable or how to maneuver it. Most modern parachutes have some means of steering them. You need to ask the manufacturer or the dealer who sold you your particular parachute how to do this. It can vary slightly from manufacturer to manufacturer. The next time you have it repacked ask your rigger to show you the steering handles and how to properly use them. If you ship your parachute to your rigger, open it up and check for yourself before you box it up.

I receive at least one call or e-mail every month from someone who didn't even realize their parachute was steerable. I often refer them to my website, www.SilverParachutes.com, and tell them to click on "Articles" and read "Practice! Practice! Practice!" Once they find out that they can steer their parachute, they often ask how maneuverable it is and where they will land. This article has one section devoted entirely to steering your parachute and where you'll land based on the average forward speed of most round parachutes of about 5 mph.

I need to remind you that more than 99 percent of you will be wearing round parachutes and you must not confuse them with rectangular parachutes used by sky divers. One is an apple and the other an orange. On round parachutes, you pull down *one* steering handle at a time depending on which way you want to turn. Sky diving parachutes are flying wings and need to be flared on landing to reduce their forward speed just prior to landing. This is accomplished by pulling down both steering handles at the same time. Remember, *never* flare or pull down both steering handles on a round parachute at the same time. If you do this, the result can be a very hard landing and possible injury.

This year is almost over. I don't know where it went so fast, but I wish all of you a happy holiday season and a happy new year. Of course, keep your questions coming. 



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All the Best to You during the holiday season



We hope that your holidays and the New Year ahead
are filled with peace, joy, and safe flying.

From the IAC Board of Directors and IAC Staff



Back row: Scott Poehlmann, Greg Dungan, Robert Armstrong, Tom Adams, Doug Sowder, Norm DeWitt, Darren Pleasance

Front row: Doug Bartlett, Lisa Popp, Vicki Cruse, Allyson Parker-Lauck, Randy Reinhardt

Not pictured: Mike Heuer, Debby Rihn-Harvey

2009



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