

JUNE 2009

SPORT *Aerobatics*

OFFICIAL MAGAZINE OF THE INTERNATIONAL AEROBATIC CLUB



Sun 'n Fun 2009: A Peek Inside

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Earning Achievement Awards



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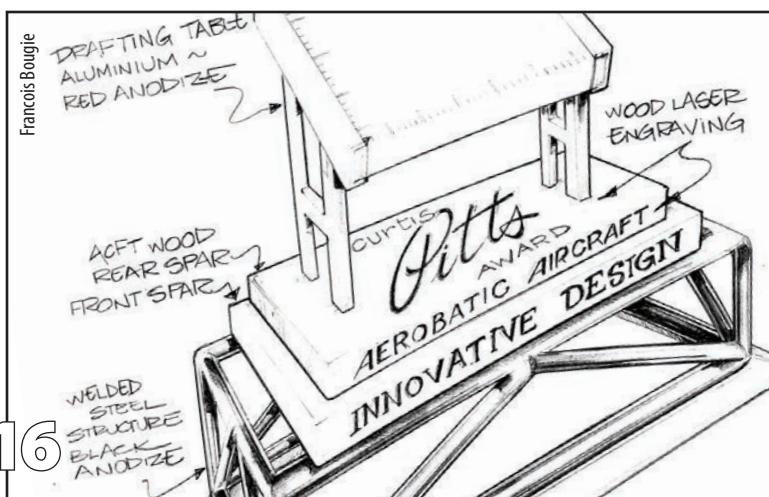
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THE COVER

Bill Finagin flies his brand new Aviat Pitts S-2C in formation with Stu Horn's Aviat Husky A-1C, over the Gulf of Mexico.

—Photo by Jim Koepnick

SPORT Aerobatics

Publisher: Vicki Cruse
IAC Manager: Trish Deimer
Editor: Reggie Pauk
Art Director: Phil Norton
Interim Dir. of Publications: Mary Jones
Copy Editor: Colleen Walsh

Contributing Authors:

Vicki Cruse Jorge Manrique
Ryan Birr Reggie Pauk
Norm DeWitt Lorrie Penner

IAC Correspondence

International Aerobic Club, P.O. Box 3086
Oshkosh, WI 54903-3086
Tel: 920.426.6574 • Fax: 920.426.6579
E-mail: reggie.pauk@gmail.com

Advertising Director

Katrina Bradshaw Tel: 920.426.6836
E-mail: kbradshaw@eaa.org

Representatives:

NORTHEAST: Ken Ross
Tel: 609.822.3750 Fax: 609.957.5650
E-mail: kr40@comcast.net
SOUTHEAST: Chester Baumgartner
Tel: 727.532.4630 Fax: 727.532.4630
E-mail: cbaum111@mindspring.com
CENTRAL: Gary Worden
Tel: 800.444.9932 Fax: 816.741.6458
E-mail: gary.worden@spc-mag.com
MOUNTAIN & PACIFIC: John Gibson
Tel: 916.784.9593 Fax: 510.217.3796
E-mail: john.gibson@spc-mag.com
EUROPE: Willi Tacke
Tel: +498841/487515 Fax: +498841/496012
E-mail: willi@flying-pages.com

Mailing: Change of address, lost or damaged magazines, back issues.
EAA-IAC Membership Services
Tel: 800.843.3612 Fax: 920.426.6761
E-mail: membership@eaa.org

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Reggie Pauk

LETTER from the EDITOR

by Reggie Pauk

Gathering Stories

My goal for this year's Sun 'n Fun was to gather photos and find stories you may not have heard before, or at least tell them in a way that hasn't been told before. As the editor, the most difficult job I have is getting people to send me their stories and photos. I've been fortunate to have a group of people who have been willing to sit down, put their thoughts on paper, and send me the product of their effort.

What most people don't realize is that the story ideas they've been tossing around in their head for the past few months or years just might actually be good enough to print. I provide my e-mail address at the bottom of this page because I want you to contact me with your thoughts, suggestions, and critique. You'd be surprised, but with more than 4,000 members, I rarely receive e-mails from any of you. No matter what you have to say, I'd like to hear it.

At the beginning of the year, I received an e-mail from a member who lives overseas. The e-mail indicated that member's disappointment with some of the editorial. The member asked if I could speak to those not dedicated to competition flying, as well as those who fly outside the

United States. I've been trying very hard to address concerns like those.

This month, I'm going to give you an exclusive look inside the making of a feature story for this magazine by introducing you to people who operate mainly behind the scenes, but whose work is at the forefront of the IAC and EAA's publications. I was fortunate enough to be granted a ride along in Photo 1, EAA's Cessna 210 photo ship, skippered by Bruce Moore. I had the privilege to see veteran photographer Jim Koepnick in his office 1,500 feet above the sparkling green waters of the Gulf of Mexico on two separate missions.

In January, we introduced you to Bill Finigin, the 2008 IAC Hall of Fame inductee. This year, he

was at Sun 'n Fun with a brand new Pitts S-2C over at the Aviat booth. After a little prodding, I was able to convince him and Aviat President Stu Horn to fly a Pitts and a Husky in formation so we could shoot a cover. After talking with Mr. Horn, I found no one had ever photographed a Husky and a Pitts in formation, to his knowledge. Luckily for me, Bill had an empty seat in his Pitts for the mission, so I was the lucky stiff who got to ride along for the occasion. I hope you enjoy the story. ☺

... the most difficult job I have is getting people to send me their stories...

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

PRESIDENT'S PAGE

by Vicki Cruse • IAC 22968
E-mail: vcruse@earthlink.net



Vicki Cruse

Making Things Happen

It takes knowing what you want and taking action

Over the course of nearly four years as president, one of the things I have attempted to emphasize to the board and the membership is trying to assess where the organization needs to go and what it needs to do, using member feedback to solicit this information. In the April issue, I tried to address the question of "What Does the IAC Want to Be?"

Periodically, the International Aerobatic Club (IAC) performs member surveys to ask randomly selected members how we're doing as an organization. We want to know what we do well and what we need to improve. Taking a look at the surveys from past years, we see similar trends. We know that this magazine is the number-one member benefit, and we have made strides over the last few years to continue to improve the content. The next task for Reggie Paultk, our editor, is to add more variety to the magazine—not only with content, but also with the length of stories. We will also begin putting some articles on the IAC website.

It is critical to know what the members of the organization want. Sometimes we can make improvements and other times we can't, but knowing what the issues are gives

us direction. One area that needed improvement was our relationship with aerobatic schools. This new venture is well under way with new web pages to support the schools and the instructors and students associated with them. This was a result of your request. The IAC Aircraft Insurance Program was also changed in April 2008 as a result of a survey we conducted after receiving feedback from a number of members.

I recently requested information from the chapter presidents regarding a new web page we'd like to have that provides resources to them, such as presentations, other chapter newsletters, and seminar ideas. Many chapters are only active during contest season, but the largest chapters hold events all year long. How do they do it? Active chapter members and a plan are the key.

There is always room for improvement, and this fact never changes. We have gone from 4,500 members to about 4,300 in the last year. Is this related to the economy, or is it something else? Clearly the members we have lost will not be

answering this question for us, but those of you contemplating not renewing can answer it. If you sold your airplane or no longer compete, what would make you want to stay a member of the IAC? Could we keep your interest? Or is it just that interest in aerobatics is declining for many reasons beyond our control, and this could be the future of the IAC, as it appears to be for pilots in general?

*Knowing what
the issues
are gives us
direction.*

Once we know what you want, can we implement it? This is the big question. With a volunteer organization, it can be difficult to get more than a few people to be active within it. Budget constraints are also a big issue for us. Take the time to get involved with your local chapter or at the national level, and provide a little help. As a friend of mine says, "There are those who make things happen, those who watch things happen, and those who ask, 'What happened?'" Help us make things happen by continuing to be a member of the IAC, and get involved at the chapter or national level. Thanks for your support. ☺

NEWSBRIEFS

Two "New" Books Available

While they have actually been available for several years to aerobatic students at Sunrise Aviation, two new books are now available through IAC. *Primary Aerobatics* and *Intermediate Aerobatics* by MCFI-A Michael Church, are instructional books that provide great text and graphics to show beginning through intermediate maneuvers. One feature of the books is the description of the maneuvers but also common things pilots do wrong throughout the maneuver. In addition, there are tips for competition pilots on maneuvers such as the spin. The Primary book covers basic maneuvers such as the spin, loop, roll, partial looping figures (Immelmann and split-s) and the two cubans. *Intermediate Aerobatics* covers more advanced maneuvers including snap rolls, inverted flight, hammerheads and humpty bumps, to name a few.



Both books include an appendix that covers topics such as *g* forces, motion sickness, parachutes and drag issues. These books would make a great addition to the beginning pilot library. They are available for \$19.95 each by calling 800-564-6322 (US and Canada), 920-426-5912 elsewhere or by visiting the IAC online store at www.iac.org and click on the "Store" tab.

VedaloHD Glasses

VedaloHD was at Sun 'n Fun this year and gave me a pair of their Azzurro sun glasses to use while flying our photo missions. I've seen all of the gimmicks offered to aviators over the years to help improve vision while airborne and was skeptical at best. After flying in the hazy Florida air with these glasses, I can say without a doubt they are amazing. Traffic was far easier to locate and the haze all but disappeared. It's no wonder Sean Tucker and Rob Holland wear them. -Reggie

SIU Aerobatic Team is Back: Needs a Little Help from its Friends

The national championship Aerobatic Team at Southern Illinois University-Carbondale has been on a temporary hiatus since early 2008 due to a lack of aircraft sponsorship for the last year. Since 2001, the team earned the national championship collegiate title six times. Coach Charley Rodriguez and team Captain Scott Marquardt have been trying to find a way to get the team its wings again. Southern Illinois Aerobatics, a not-for-profit corporation, is being formed to secure sponsorships from businesses and individuals in order to purchase an aerobatic aircraft. Team members not only enjoy the excitement of aerobatic flight, but the skills learned from this unique style of flying help them understand complicated aerodynamic principles, energy management, and precise control of their aircraft. Teammates are also required to maintain the aircraft, so their airframe and powerplant knowledge is put to practical use. The team hopes to raise enough funds by early summer so it can compete this season, and return the championship collegiate title to Carbondale. For more information please visit <http://aerobatics.aviation.siu.edu/>

Rans Aircraft to Again Produce S-9 and S-10 Single and Two-Seat Kits

Due to popular demand, Rans Aircraft will again provide kits for their aerobatic single-seat S-9 Chaos and two-seat S-10 Sakota. Powered by a variety of two- and four-stroke Rotax engines, the company says the airplanes are capable of competition aerobatics to the Advanced level. The kits meet the standards of the FAA's 51 percent amateur-built rule, and also meet the requirements to be registered as experimental Light Sport Aircraft. An S-9 Chaos, equipped for competition aerobatics, can be built for under \$20,000.



Rans S-9.

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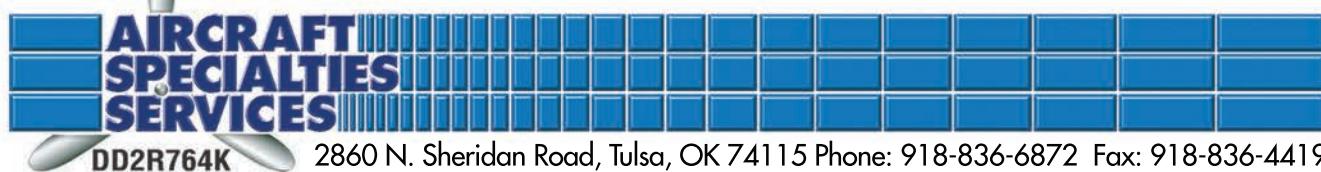
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Behind the Scenes at Sun 'n Fun 2009

SHOWING HOW WE BRING YOU THE STORIES

Story and photos by Reggie Paulk

Before this year, I'd only read about the Sun 'n Fun Fly-In at Lakeland, Florida. After Oshkosh last summer, I wasn't sure what to expect. I'd heard that Sun 'n Fun was the second biggest fly-in, but that it was considerably smaller than AirVenture. Even so, I look at both Sun 'n Fun and Oshkosh as a one-stop shop to get stories and photos for upcoming issues of the magazine. Unlike my time at AirVenture, at Sun 'n Fun I wasn't standing like a deer in headlights waiting to get mowed down by the nearest airplane. This time, I came prepared, or so I thought.

Temperatures were pretty mild this year from what I'm told. That's a good thing, because when you're walking from one end of the place to the other, chafing really becomes an issue after a few days. Notice how I said you could walk from one end to the other. You really can! It's like AirVenture Lite. Sun 'n Fun is not the sprawling event AirVenture is, and that makes for a little cozier setting. Of course, because it does encourage walk-

ing, you really need to be on the lookout for chafing... but I mentioned that already.

The first thing I did when I arrived on the grounds was get lost. Luckily, Budd Davisson was headed in my general direction and found me wandering aimlessly near *The Beast*, a Pitts Model 12 on display at the Jim Kimball Enterprises/MX2 booth. Thank goodness for that big biplane. It made a great landmark for the rest of the show.

Meeting Davisson was special to me. I've been reading his stories since I was a kid and had never met him in person. For Sun 'n Fun, I had two assignments for him, but that quickly turned to one when we found out that Chris Myers was unable to bring one of his new single-

seat MXS airplanes down because Red Bull is using them all. (Don't worry, we'll cover the MXS!) The other assignment was *The Beast*.

With a thrust-to-weight ratio of nearly 1-to-1, *The Beast* is truly what its name implies. A single-seat Pitts Model 12 fuselage made of titanium is only a small

As a team, they've been doing this for more than two decades, and it shows.



part of the weight savings this airplane incorporates. It's those kinds of innovations that make for interesting reading, and Davisson will have the story for you in the July issue. I'm going to tell the story of how that came to pass.

Air-to-Air

The International Aerobatic Club is very fortunate because we get to use the services of *Photo 1*, EAA's Cessna 210, to shoot some of the cover photos you see in this magazine. Jim Koepnick and Bruce Moore are the team behind the effort. With Moore piloting, Koepnick sits in back and shoots out the side of the airplane with the baggage door removed. As a team, they've been doing this for more than two decades, and it shows.

Before any air-to-air can happen, a photo assignment form must be



ABOVE: Bruce Moore keeps things safe and helps Jim Koepnick get the shot.

LEFT: Bill Finagin holds formation with *Photo 1* while Stu Horn flies off his left wing in the Husky.

filled out, and all participating pilots must attend a safety briefing with Moore. This is easier said than done. The best time to attend these briefings is at the beginning of the week, before EAA has begun to find its own photo assignments. The first briefing I attended had three pilots—the second had 15! Pilots willing to fly photo missions are well advised to attend the first briefing of the week.

Bryan Jensen is the lucky owner of our subject aircraft and graciously offered to attend the first available briefing and fly the first photo mission. We filled out the photo assignment form and made arrangements to meet for the brief.

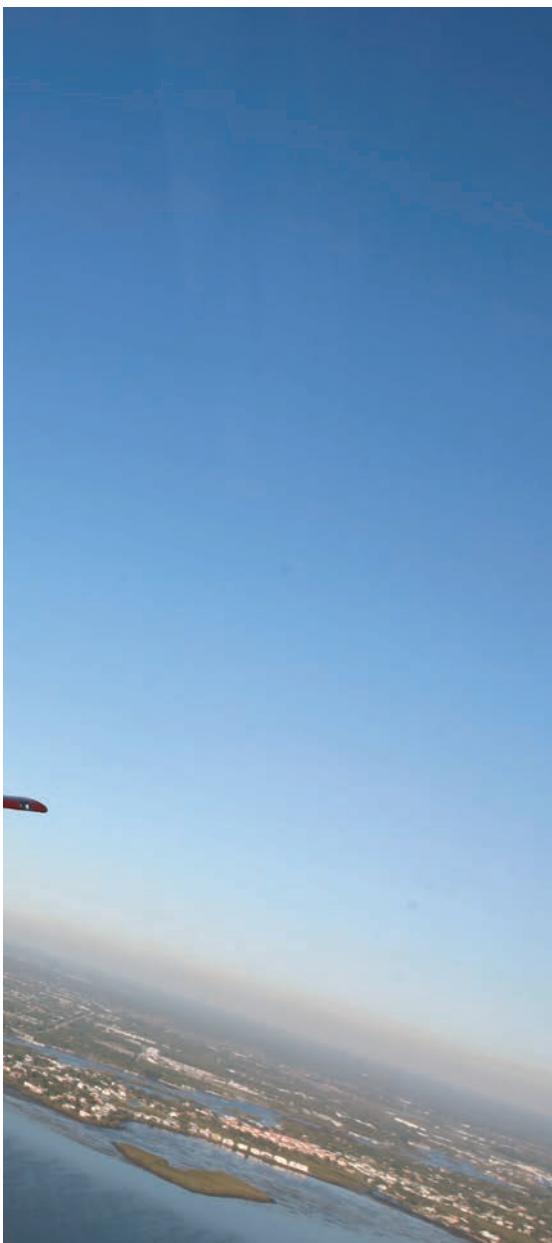
At Sun 'n Fun, meeting space is at a premium, so we had to cram into a tiny room with a large table in EAA's modular building for the first briefing. Luckily, there were only two other pilots, so the meeting went by quickly.

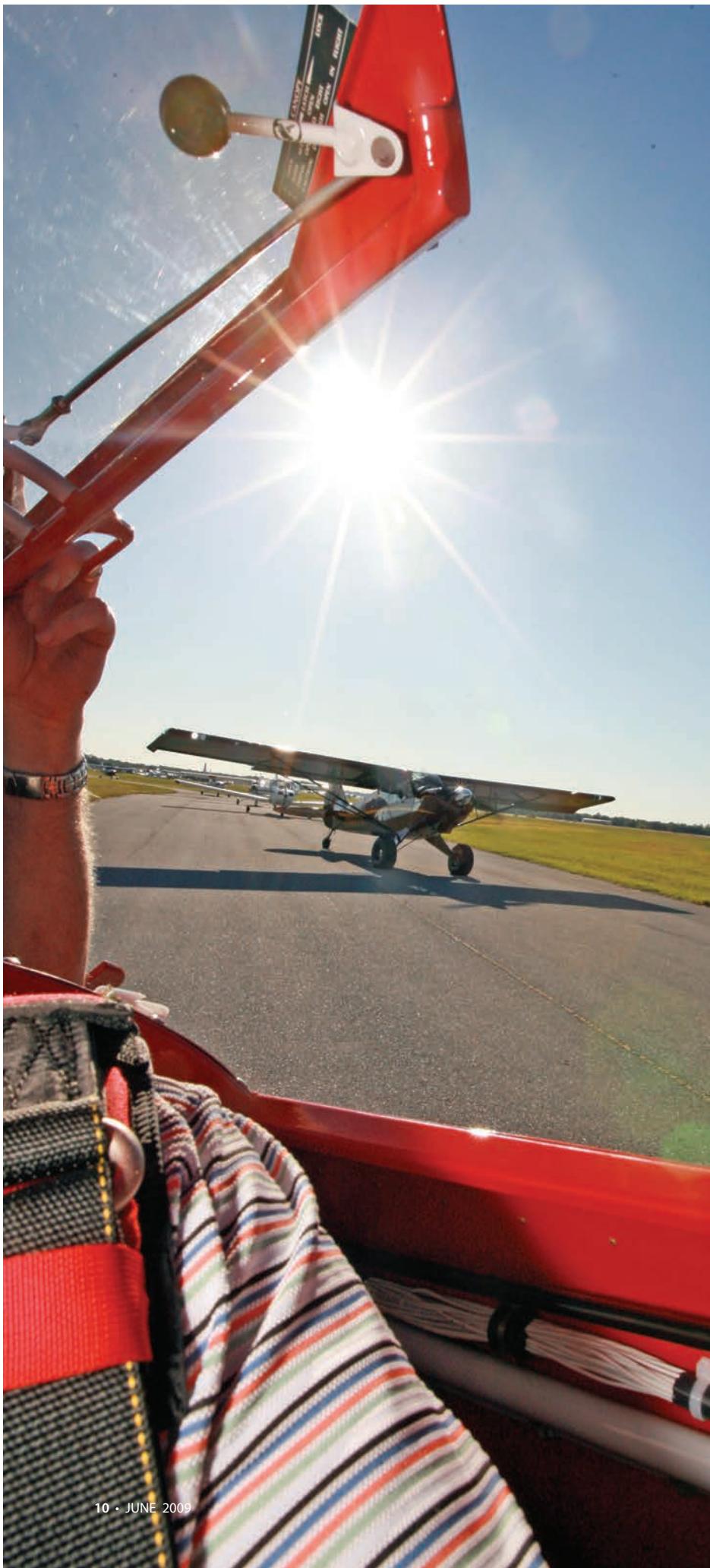
The safety briefing serves two purposes. First, it allows Moore to size up each of the pilots in order to gauge their level of formation-flying experience. Second, it's an opportunity to educate the potential subjects about local airport procedures, airspace, frequencies, and join-up procedures.

It might be surprising to learn most pilots, even veteran air show performers, have little to no formation-flying experience. For Moore, flying formation with first-timers is all part of the job. Most pilots who've flown off his wing will tell you that he is an excellent lead. His smooth flying style, coupled with good communications, helps keep everyone safely separated while Koepnick gets the shots that grace the covers of magazines.

In order to get the best light, it's necessary to fly early in the morning and late in the afternoon, when the sun is just above the horizon. This means oh-dark-thirty takeoffs in the morning and sunset landings in the evening. When things are buzzing, Koepnick and Moore might photograph three or four airplanes, taking 20 minutes for each aircraft. This requires quite a bit of advance planning, especially at Lakeland.

Lakeland is located about 40 nautical miles from the Gulf Coast, so it's a bit of a flight to get out over the beautiful turquoise waters the Gulf provides. But it's worth it! Airplanes like the Pitts, with only an hour and





45 minutes of fuel aboard, require good advance planning to ensure the photo ship is ready when the Pitts arrives. It must work, because I have as yet to see a stopped propeller on the cover of one of our magazines.

Because *The Beast* was on display at a booth, getting it to the flightline was a challenge. We were flying in the afternoon, which meant we had to be ready to go immediately after the last performance of the air show. Because of Sun 'n Fun rules, no airplane activity is allowed while the air show is active. Another logistical issue is fuel. No fuel trucks are allowed around the booths, so the airplane needed to be pushed to the flightline before receiving fuel. Jensen did an excellent job, because he was ready to go when we were.

Photo 1 was tied down on the opposite side of the field, next to the main terminal. Moore, Koepnick and I drove a van over during the air show to preflight the airplane and get our equipment set up.

The first thing Moore does when he gets to the airplane is remove the aft baggage door. He then stows it and proceeds to remove the tie-downs and complete the preflight inspection. While this is happening, Koepnick prepares his equipment.

Photo Gear

For EAA photo missions, Koepnick wears a climbing harness and ties himself to one of the seat belt anchors in the aircraft. The baggage opening would be difficult to fall out of, but not impossible, so this precaution ensures that he remains with the aircraft no matter what.

The toys Koepnick gets to play with would make any amateur photographer drool. One of the most important toys is the Kenyon Labs gyroscope. It's used to steady the camera for those full-propeller-disc-shots we're so used to seeing. With the Ken Labs gyro, Koepnick can use shutter speeds of up to one second and get tack-sharp results. Shaped like a small bomb, the metal housing contains two tungsten gyros powered by a small motorcycle battery. (How do you get that through airport security?) Another tool at his disposal is a brand new Canon 5D MKII. The 5D shoots digital still photographs using a full-frame 21-megapixel sensor. This in itself is incredible, but it also shoots high-definition movies at a full 1080p (progressive scan). Can you say plasma screen? His other camera is a

Finagin ventilates the cockpit while waiting in line for takeoff as Stu Horn performs his run-up in the Husky.

Canon 1D MKIII. This 10-megapixel camera will shoot 10 frames per second, which means it'll fill up a large memory card in the blink of an eye! As for lenses, the workhorse air-to-air lens is a trusty Canon 70-200 mm image stabilized beauty. This is the lens that makes most covers you see today.

As for me, I brought along my Canon 1D MKIIIn body and used my 16-35 mm wide-angle lens for most of the shots you see in this story. Koepnick lent me his 14 mm distortion-free lens while we were up. "Wow" is all I could say. In addition to my still camera, I also brought my Canon HV30 high-definition video camera. I posted a video of the experience to YouTube (link at the end of this piece).

Good Shooting

Flying formation is a blast, but flying formation with a beautiful biplane as the sun is setting over the Gulf of Mexico leaves one speechless. The water explodes into millions of sparkling diamonds as the sun sets it afire. We shot the airplane with and without smoke, in a slip and backlit. After our shoot, we headed back to Lakeland as the sun slowly dipped to the horizon. Landing to the west, we were the last flight of the day as Sun 'n Fun prepared for its evening activities.

Describing his experience, Jensen said his eyes were tearing up because he had to look into the sun so much. In addition, his mouth hurt from trying to smile the whole time to look good for the camera. I think he'll agree it was worth it when the photos come back!



Jim Koepnick and Bruce Moore planning a photo shoot.

On the first day, I went to the Aviat booth to see Dent-Air's Bill Finagin and his brand new Pitts S-2C. As we were talking, I asked if anyone had ever photographed the Pitts and the Husky together in flight. He didn't think that had ever been done before and introduced me to Aviat President Stu Horn. Horn also didn't think anyone had ever photographed the two aircraft together in flight, so I asked if they'd be willing to do it for me. They agreed, and the next day we were at the safety briefing.

If possible, full seats in the subject aircraft are one thing the photographers like to see for air-to-air shoots. Unfortunately, Finagin didn't have anyone filling the front seat of the Pitts, so I had to take it. I was beside

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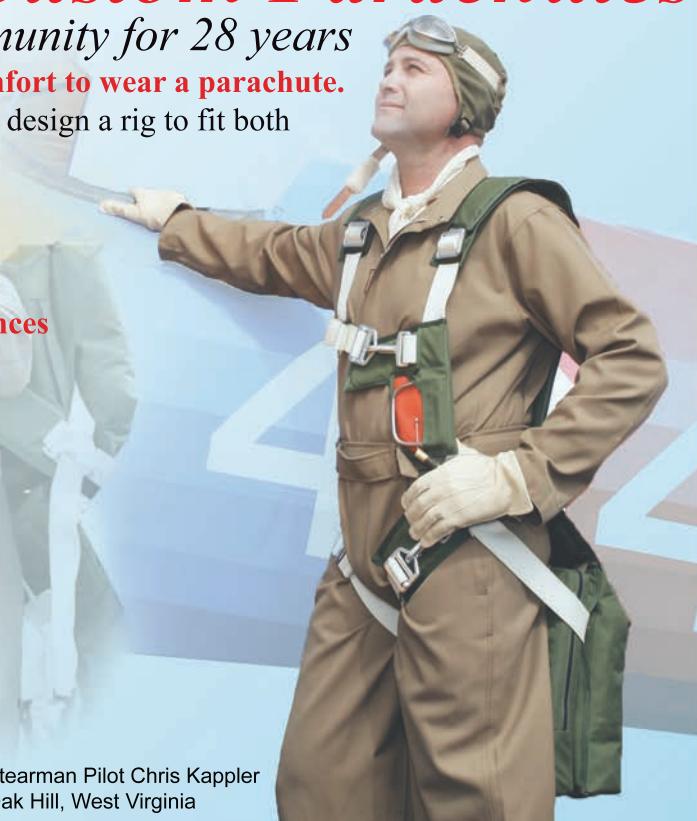
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myself with excitement because I'd never been in a Pitts before, and my first time was going to be with a man who has more than 18,000 hours in the type.

Along for the Ride

Finagin is exactly the kind of instructor I like to fly with. He is thorough, meticulous, and calm. We were scheduled to fly after the air show, so Finagin and I grabbed the parachutes and took them out to the airplane. He prepared the cockpit for our entry and then briefed me on the procedure to climb into the front cockpit. Laying a towel on the ground next to the wing, Finagin explained that one of the main enemies in aerobatic aircraft is the dust and debris that falls off the bottom of shoes. Not only can this play havoc with our eyes when it flies into them during negative maneuvers, but it works its way throughout the fuselage and lodges between the tubes and fabric. After cleaning my shoes, I stepped with my left foot up onto the wing root and grabbed the cutout in the center of the top wing above the front cockpit. Sitting on the

cockpit divider, I swung my right foot into the cockpit and onto the seat, followed by my left foot. After this, the feet went down onto the steel foot rails on the floor and I slithered into the seat. Repeat in reverse to disembark. After getting settled, Finagin explained how to get hooked into the parachute, followed by dual seat belts. He then briefed me on emergency egress procedures, such as how to jettison the canopy, and the order in which to unfasten the seat belts before bailing out. I figured parachutes might be overkill, since we were only going on a photo flight, but I was in for a pleasant surprise.

As the air show was wrapping up, we pushed the Husky and Pitts out

to the taxiway to await fuel in preparation for our departure. Horn would pilot a beautiful new Husky A-1C, with about 25 hours on it; Finagin's S-2C was just as new.

After firing up, we made our way out to the taxiway behind about 25 other departing aircraft. We thought we'd be there for quite a while, but the airplanes were getting off in short order. Other than a quick snafu with one of the ground crew about departing as a flight of two

Finagin is exactly the kind of instructor I like to fly with. He is thorough, meticulous, and calm.



Horn and Finagin (Second and third from left) listen as Moore (far right) briefs the pilots.



Tom Johnson holds a line drawing he uses as part of his incredible hand-drawn cutaways.

(we had to wave hand signals), we were westbound in no time.

Climbing out, Finagin had me scanning over the nose to keep track of two other airplanes that departed immediately before us, and Horn kept the Husky a comfortable distance off our eight o'clock. As we covered the 40 miles to the coast, Finagin had me take the controls to get a feel for the Pitts. Of course, since we were flying with a Husky, which does best at slower speeds, I got to learn slow flight. What a beautiful little airplane, though!

Since I had been to the photo location the day before, I guided our flight toward the power plant near our objective while keeping us safely north of the Tampa Class B airspace. Arriving over the coast, Finagin checked in with Moore and Koepnick, who were photographing a rare two-seat twin named the Derringer. They had about 10 minutes to go, so we circled out over the Anclote Key Preserve State Park, which serves as a beautiful backdrop to some of the shots in this story.

Since we had a little time, Finagin radioed Horn and told him to hang back...we were going to do some rolls. I gripped my camera gear tightly to avoid it flying about, and Finagin performed a couple of bar-

rel rolls that, had I shut my eyes, would never have made me think we went inverted. Watching the world go upside down is one thing; watching it do so while out over the sparkling waters of the Gulf of Mexico during a beautiful evening was magic. After our rolls, we spotted Horn and let him know we were going to do a hammerhead. After the vertical, Finagin kicked the Pitts over, and we were headed straight toward the most beautiful turquoise water I'd ever seen. Now that's living!

After the hammerhead, Moore let us know they were finished with their mission and ready to join up on us. We formed up on Horn's Husky as we scanned for the 210. After tally-ho, Moore formed up and told Horn to fly his left wing. As Moore relayed Koepnick's commands, Finagin and Horn did a beautiful job of keeping a nice, tight formation throughout the shoot. With the photo mission complete, we headed back to Lakeland as a three-ship.

Coming in to land, we were greeted by another glowing sunset after a successful photo mission. Life rarely gets much better. ☺

To see a video of our air-to-air shoot, visit www.youtube.com/reggiepaulk



Sun 'n Fun 2009



(left to right) Trish Deimer, Ann Salcedo and Ellyn Robinson helped make '09 a record year.

By Vicki Cruse with photos by Reggie Paultk

The 2009 Sun 'n Fun Fly-In at Lakeland, Florida, is one for the history books for a number of reasons. At least from our perspective, attendance appeared to be up from last year. Sales of International Aerobatic Club (IAC) merchandise were up from last year, and this was our best year since 2007. The weather was great all week with no rain, but Thursday and Friday saw temperatures in the high 80s, humidity in the high 80s (well, it was high), and little wind. This troubled the Wisconsin and California natives greatly. The remaining days were actually quite pleasant by Florida standards, though we were grateful for the tent being anchored sufficiently when the afternoon winds picked up.

The IAC tent has finally arrived at what we think will be a permanent location, though it has extended the walk to the amazing homemade ice cream booth (probably a good thing). We are across the walkway from EAA's Member Village, next door to the National Association of Flight Instructors and just down the path from Jim Kimball Enterprises and MX Aircraft Technologies.

Ann Salcedo and Trish Deimer expertly manned the booth this year. Helping out during the week were Ellyn Robinson, Bob Curran, Dan Salcedo, and Chris Rudd. Ron Chadwick came to help out, but for most of the first day

... a successful week in Lakeland



(left to right) Jim Taylor, Stepdaughter Heidi Hasenfus, Jeanne Taylor and Bryan Bell braved the dirt and grit all week at the IAC tent. That's Jeanne's old Citabria behind them.

was known as Barbara Chadwick. Ann accidentally pinned the wrong name tag on him and off he went looking for donations for his local chapter contest. It wasn't until he reached Oregon Aero (three or four vendors down the list) that someone made him aware of the error.

The Sun 'n Fun Aerobatic Center, under the direction of Jim and Jean Taylor, was hopping by the end of the week when aerobatic arrivals had to move across the taxiway due to lack of space. Kendall Simpson and Dennis Thompson arrived from the Northeast after stopping in Keystone for a training camp with Nikolai Timofeev. Kendall headed for Sebring at the close of the show, figuring since he was already in the state, he might as well stay for the contest.

Dan Salcedo brought up his fabulous Pitts S-1-11, and as a result of Rob "the kid" Marsicano sitting in it (Rob is building one and wanted to check out the fit), a line of kids formed at the plane who wanted their turn. Dan was a good sport, but finally had to turn some away. Turns out Rob came down to fly Ron Chadwick's Pitts home, in

what is becoming a yearly Chadwick tradition. Ron flies to Florida, and someone flies his Pitts home while he sips mint juleps at 35,000 feet.

The member party on Thursday night brought out the most people in years, and this was great to see. It was sponsored by Ryan Birr and Northwest Insurance Group and was the venue for awarding the first Curtis Pitts Memorial Trophy. The trophy was conceived three years ago by Curtis Holder, Pitts' grandson, and it made its debut this year and was awarded to a very deserving recipient.

The air show was peppered with IAC members including World Advanced Aerobatic Champion Rob Holland, who did a fantastic job. U.S. Unlimited Aerobatic Team members Debby Rihn-Harvey and David Martin closed the show. The U.S. Air Force Academy made its Sun 'n Fun debut with Andy Davis at the controls of the Academy's Blanik glider. Andy flew in the Intermediate category at the 2008 U.S. Nationals. It was just about the one time all afternoon when you could hear on your cell phone. Can you imagine driving the glider trailer from Colorado Springs to Lakeland, Florida? I'm guessing the Air Force guys are just as good at doing road trips as any college.

Aerobatics and legal issues were covered in the forums by Elgin Wells, Mark Mattioli, Kent "I have an impossible last name to pronounce" Misegades, Jim Alsip, Allen Silver, and me. Kermit Weeks, a former U.S. National Champion and the guy behind the amazing venue between Orlando and Tampa called Fantasy of Flight, spoke about aerobatic aircraft development in the 1980s.

Aerobatic aircraft manufacturers were also present with the likes of Aviat Aircraft and IAC Hall of Famer Bill Finagin, American Champion Aircraft and Greg Koontz, and Extra Aircraft represented by Kramer Upchurch and company, who displayed the brand new Extra 330-LC. Kevin Eldredge of SLO Air brought the Sbach 342 to the Sun 'n Fun Aerobatic Center. And Kevin Kimball debuted his latest creation, *The Beast*, which you will be hearing more about in an upcoming issue. Sharing booth duties with Kevin was Chris Meyer of MX Aircraft Technologies, who arrived planeless due to finishing some airplanes destined for Red Bull a little too quickly, but Gary Ward filled the bill and put his MX2 on display when he wasn't flying the air show.

Reggie Paulk, Budd Davisson, and Kent Misegades covered the grounds looking for upcoming stories for *Sport Aerobatics* that will debut in the coming months. ☺

Can you imagine driving the glider trailer from Colorado Springs to Lakeland, Florida?

The dates for Sun 'n Fun next year are April 13-18, 2010.

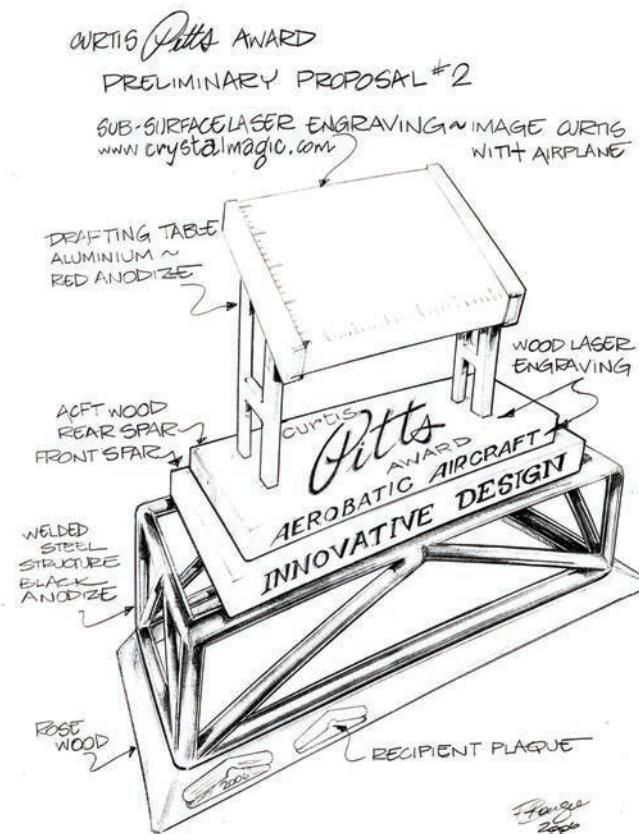
The New Curtis Pitts Innovative Aerobatic **DESIGN AWARD >**

Kevin Kimball becomes first recipient



Story and photos by Reggie Paultk

As a tribute to his grandfather, Curtis C. Holder commissioned an award that would honor those who continue to make innovations in the realm of aerobatic design. After four years, the result is a beautiful work of art that incorporates many of the key design elements used in the legendary biplanes Curtis Pitts is famous for.



Francois Bougie was approached by former IAC Director Lisa Popp to create the trophy concept, which was commissioned by the Pitts family. Francois is an aviation illustrator who had already created Pitts artwork for a T-shirt, and his second concept drawing of the trophy closely matches the final design.

Looking at the trophy, the slanted top represents a drafting table like those used by Mr. Pitts for all of his early designs. In addition to his name laser engraved into the upper crystal face, the title block in the lower-right-hand corner represents drafting paper.

The machined aluminum stand that makes up the legs of the drafting table have cross-bars in the shape of H, which reflect the middle initial of Curtis Pitts' name. The large crystal block in the center of the table is like a toolbox that contains the essence of Mr. Pitts' creations—his beloved biplanes.

To the lower left of the 3-D engraving of Curtis' portrait is the original Pitts *Little Stinker* prototype—N22E—flown by former US Aerobatic Champion Betty Skelton and now hanging at the National Air and Space Museum. This image was a part of all of his business cards and was imprinted on his company letterhead. The image of the biplane with N22E on the wing is how she now hangs at the museum.

N22Q, now residing at EAA's AirVenture Museum, is the S-2 *Big Stinker* prototype—which later became the S-2A.

N442X, hanging in the atrium of the EAA Museum, is the airplane Charlie Hillard flew to victory during the World Aerobatic Championships in 1972. The men and women both took the team titles that year, and they all flew Pitts biplanes.

On the upper left side of the block of crystal, N11PU is the S-1-11 *Super Stinker*, which incorporates the same wing and aileron design as the S-2C.

Directly over his portrait flies the Pitts Model 12 *Macho Stinker* prototype—N80XP.

Except for N442X, for which Curtis only supplied the wing, the man himself built every one of these aircraft.

The drafting table and crystal block sit atop an aircraft grade spruce spar like those used in all Pitts wings. This

LEFT: One of Francois Bougie's original concept drawings from the development of the new trophy.



LEFT: Kevin Kimball being presented with the IAC plaque by Trish Deimer at Sun 'n Fun 2009. RIGHT: Kevin (holding plaque) with members of the Curtis Pitts family; (left to right) grandson Doug Holder, grand daughter Denise Holder, grandson Curtis Holder, daughter Martha Holder, trophy designer Francois Bougie, and daughter Mary Warner.

rests upon a welded steel tube lattice like those used in the fuselages. If you were to look at the trophy from the rear, the steel tubes are in the shape of an M, in honor of Pitts' daughters Martha and Mary.

The final piece of the trophy is the recipient plaque base made of rosewood, chosen to pay homage to Rose Carter, his loyal secretary of 35 years.

To turn concept into reality, Francois contacted Kevin Kimball of Jim Kimball Enterprises in Zellwood,

Florida. This would seem a natural choice since Kevin builds the finest examples of the Pitts Model 12 on the planet. A close inspection of the trophy reveals Kevin's exquisite attention to detail, and it really came as no surprise, except to Mr. Kimball, that he had earned the distinction of being the first recipient of the Curtis Pitts award.

Congratulations, Kevin! Your work is a shining example of the innovative spirit of Curtis Pitts. ☺

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Aerobatic Contest

in

Argentina



Jorge Manrique, IAC 18825 (member since May 1992)

After many years, an aerobatic contest took place in Argentina. On March 6, many pilots attended the first day of EAA Argentina Chapter 722's 28th Fly-In Convention (www.EAA.org.ar). After plenty of organizational work accompanied by the tenacity of collaborators and friends, pilots flew in three categories: Primary, Sportsman, and Intermediate.

Since the rules used by the International Aerobatic Club (IAC) were generally followed, organization of the contest took a short time, a factor that was not an obstacle for the competition to take place normally. Those rules allowed for its success.

It was an occasion for celebration to not only have competition aerobatics again, but also to show that we train confident and balanced pilots. We were

very fortunate to find people who worked against the clock for the organization to succeed thanks to the example set by the IAC. A big thanks to the judges who traveled from Chile, to the Argentinian judges, and to all who made it possible for us to see that aerobatics is not "a crazy thing." This will be the beginning of a long journey that will allow Argentinian aerobatic pilots to measure their skills against their peers from Brazil and Chile, where competitions are already established, and, perhaps, to fly the IAC's Sebring, Borrego, and Lawrence competitions from previous years one more time.

Thank you so much to the friends from the IAC. 



Condigiani father and son: 2nd place Sportsman and 1st place Intermediate, respectively.

Courtesy Jorge Manrique

PRIMARY

1st: Matias "Colo"
2nd: Nestor Del Vino

RANS S-9
RANS S-10

SPORTSMAN

1st: Dino Moline
2nd: Miguel Condigiani
3rd: Ernesto Acerbo

RANS S-9
Christen Eagle
RANS S-9

INTERMEDIATE

1st: Franco Condigiani
2nd: Cesar Falistocco
3rd: Fernando Rampezzotti

Christen Eagle
RANS S-10
Pitts S-1T

*"It was an occasion
for celebration to
have competition
aerobatics again."*



Courtesy Jorge Manrique



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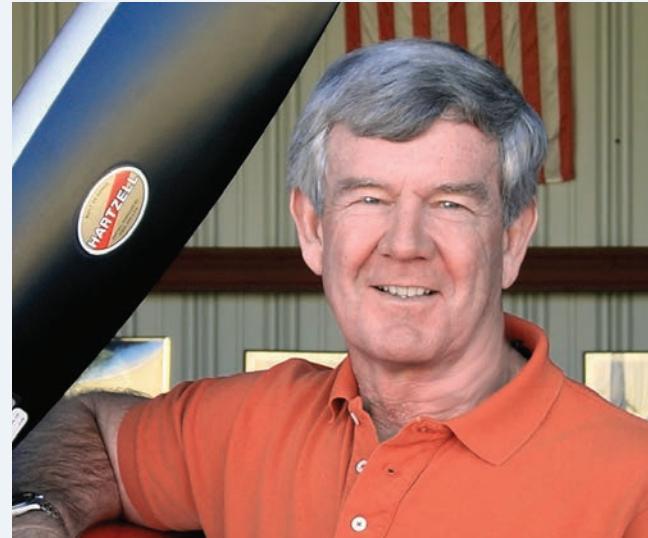


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Unlimited Aerobatic Team

UPDATE



Norm DeWitt
President, Unlimited Aerobatics USA, Inc.

The 2009 contest season is now well underway across the country. So far, by all accounts, the worldwide recession appears not to be having a substantial negative impact on our sport. Attendance at the contests is holding up rather well. This bodes well for the long-term health of aerobatic competition.

As of May 4, 2009, 45 pilots from 11 countries have signed up for the 2009 World Aerobatic Championships (WAC). There are five female pilots making up two teams, Russia and the United States, so there will be medals awarded to the female competitors. Six countries are fielding male teams: Germany, Russia, Spain, Switzerland, United Kingdom, and United States. It is likely that the French will also be present with a team.

LightSpeed Aviation, Sky-Tec Starters, and Silver Parachute Sales have again signed on as team sponsors. Berkley Aviation, Champion, and The Pitstop have become new sponsors. Most of these sponsors are familiar to you, but Berkley Aviation may not be. Berkley Aviation is the insurance underwriter of the IAC Aircraft Insurance Program. One of the insurance offerings of the Berkley program, offered through Northwest Insurance Group, is insurance for the team members at WAC who are already on the IAC program. In 2007, this insurance cost each team member approximately \$3,000. This coverage is now included at no additional charge in each team member's policy. That certainly helps reduce the cost of competing at the WAC. Please help support the sponsors who support your team.

In world aerobatic competition, each participating country may send both a men's team and a women's team. Each male or female team has a minimum of two members and a maximum of five. Each country can have no more than 10 members of both sexes. The primary focus of the WAC is to determine the top men's team and the top women's team. The Nesterov Trophy and the FAI

Challenge Cup are awarded to these top teams. It is analogous in many respects to the Ryder Cup in professional golf. Each golfer focuses on winning his or her matches, but the Ryder Cup is awarded to the team earning the most points throughout the matches.

There are additional trophies awarded to the top-scoring male (the Aresti Cup), the top-scoring female (the Eric Muller Trophy), and the winner of the 4-Minute Freestyle (the Manfred Stroessenreuther Trophy). Also, gold, silver, and bronze FAI medals are awarded in each flight. These are equivalent to the medals awarded in Olympic competitions. All of the medals and trophies can be seen at www.FAI.org/aerobatics.

Your U.S. Unlimited Aerobic Team members have been practicing their routines for several months, and they are readying themselves to make you proud. Work is still in process to secure U.S. Air Force transport to England. The success of this effort will go a long way toward reducing the individual costs of team members attending the World Aerobatic Championships. Speaking of costs, the team could use your financial support. You may contribute to the team or individuals on the team by visiting the team website, www.UnlimitedAerobaticsUSA.com, and making a contribution through PayPal. Contributions may also be mailed directly to: Unlimited Aerobatics USA Inc., 148 Magnolia Dr., Atherton, CA 94027.

Your charitable contributions are tax-deductible to the extent allowed by law.

Thank you in advance for your generous support of your team. ☺

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Unlimited Aerobatics USA
at 650 321-8499.

Robert Armstrong • Debby Rihn-Harvey [US National Champion] • David Martin [Team Captain]

Jeff Boerboon • Dan Clark • Vicki Cruse

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Two for Ten

Two journeys to earn all Ten Achievement

Lorrie Penner, IAC Achievement Award chair

Where to start? Does one plan to earn all 10 International Aerobatic Club (IAC) Achievement Awards, or does it evolve and grow out of the continuing drive to pursue aerobatic excellence?

In 2008, Ann Marie Ward, of IAC Chapter 67, and Doug Bartlett, of IAC Chapter 1, joined the ranks of only 33 other pilots who have earned all 10 IAC Achievement Awards since the program's inception in 1971.

(All 10 awards consist of five Smooth awards earned in a noncontest environment, Primary through Unlimited, and five Stars awards earned at a contest, Primary through Unlimited.)

Ward began her quest by earning patches during her second year of competition in 2001. It wasn't until she earned the Advanced with Stars several years later that she set her sights on collecting all 10. In contrast, Bartlett started collecting the patches on his first day with the IAC.

"My aerobic instructor, Bill Bruns, told me to go to the Salem contest, find the contest director, tell him I want to volunteer, fly Primary for a patch, and compete in Sportsman," said Bartlett. "I followed his advice and had a great time. Although I didn't turn the paperwork in for the patch and did not earn a Stars award for Sportsman, I did get to fly in the box six times my first contest!"

Both pilots approached earning their Smooth patch awards from differing angles as well.

"Our chapter had no organized means to encourage or enable members to earn Smooth patches," said Ward. "So, with help from other judges and chapter regulars, I organized our first Patch Day: a Saturday at our contest airport in Ephrata, Washington, in which members could fly before judges, earn Smooth patches, and get critiquing



UPPER: Ann Marie Ward LOWER: Doug Bartlett

in the box. Patch Days have now become regular Chapter 67 events; it's a great way to introduce newcomers to the sport without the pressure of a contest. An unanticipated bonus: Several of our now-ardent competitors got hooked on contest flying by showing up at one of our Patch Days."

In her quest for the Smooth patches, Ward came up with her own sequence incorporating all of the maneuvers from all of the categories in order to earn all Smooth patches in a single flight.

"I wanted to get through it without getting a zero or taking a break—I did it and it was a blast," she said. "After the flight, I also shared judging duties, and I had just as much fun that day helping some new people with their first attempt at the Primary patch."

To earn Smooth awards Bartlett found that, as time went on, he sent in the paperwork and started to collect the patches.

"I found that flying for patches at contest sites after the contest was over was very easy to do," he said. "In this manner, I flew for all of my Smooth awards."

Neither pilot started out with the thought that they would someday earn all 10. "Somewhere along the line I learned there was an 'All Five' and 'All 10' award," said Bartlett. "Well, being part way to the goal made it easy to just keep going. Being an officer of the IAC, I was in a position to hear early on that the patches were going to give way to pins and a plaque. This is when I started to get serious about finishing the objective, because I wanted the patches!" *(There are still plenty of patches available to any person who would like to order them on his or her application. Currently the program offers patches, pins, and decals.)*

"I think the hardest award to get was the Unlimited with Stars," said Ward. "It took several years before I truly earned it. There were a few contests where technically I achieved it—either there was no Unknown flight or a majority of judges didn't catch my zero or gave me a score higher than I thought I deserved. I was thrilled when I finally earned All 10."

Bartlett had a unique situation on his hands for earning his final two awards.

"I moved up to Unlimited last year and qualified for my Stars award early on," he said. "This left two awards: a Stars in Primary and a Smooth for Unlimited. The toughest patch of all was the Stars in Primary. Having to fly for it in an Edge 540 in front of my peers in Marysville, Ohio, was quite an experience. Coming in with a hot Unlimited entry, pull to the 45, and drop a one-turn spin somewhere close to the airport was fun!"

Bartlett thinks flying for patches makes for a wonderful chapter event.

"I would encourage every chapter to get as many pilots as possible moving forward on the Smooth awards," he said. "It's a great confidence builder. Many people don't like to compete, but most everyone likes to have check-offs such as a patch saying they are competent in a class of maneuver."

The All Five awards, consisting of only the Smooth awards, are earned in a noncompetition environment. Some are under the impression that you must fly the

figures in sequence to earn the awards. In fact, the Achievement Award guideline states, "Figures can be in either one flight or on multiple flights on different days, in different aircraft." This allows someone to accrue their achievement over time using aircraft suited for the mandatory figures. For someone who doesn't already fly Advanced or Unlimited, such as a Sportsman competitor with a Decathlon, one could fly for these upper-category Smooth awards by flying with an instructor at a flight school with an aircraft capable of some of the higher-energy figures.

Although Ward and Bartlett took different paths to All 10, they both succeeded in their pursuit of All 10 within six to seven years. They are now added as the 34th and 35th pilots to have achieved the ultimate goal in aerobatics. Congratulations! 

(NOTE: Achievement Awards guidelines, applications, and previous achievers can be found on the IAC website at www.IAC.org/programs/achievement.html.)

Lorrie Penner has been the IAC Achievement Award chair since 2006, IAC secretary 2006-2008, IAC 34 secretary, newsletter editor, and website administrator since 2002. She is a private pilot with glider add-on, noncompetition aerobatics with Primary Achievement Award winner, and IAC 2008 Frank Price Cup winner with Gordon Penner.



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What Happens After an Aircraft Accident?

The IAC Aircraft Insurance Program

Ryan Birr, President, Northwest Insurance Group

There are a lot of reasons to buy insurance. Some reasons seem to prevail more than others and often come from the need to satisfy someone else's requirements. Common reasons include the bank that financed the aircraft loan requires physical damage coverage; the International Aerobatic Club (IAC) contest requires liability coverage; or an airport authority requires premises liability for the hangar lease, just to name a few. But for those who have been involved in a serious aircraft accident, aircraft insurance becomes much more of a partner in handling the loss and resolving the resulting financial and physical burdens, which I generally call the "crash aftermath." Understanding how a claim is processed and how coverages work can also help you decide how to buy your aircraft insurance. As the flying season approaches, we expect the frequency of calls reporting claims to increase, and we work to counsel our insureds through the process of starting and settling all the various parts of a claim. This month, I'll discuss the settlement of your aircraft physical damage claim, and next month I'll wrap up with an explanation of the liability side of a claim.

My first rule about claims is starting with the concept of simply not letting them happen. Do everything you can to avoid an accident: good maintenance; training; preflight inspections; constant use of checklists; follow the rules; avoid doing anything knowingly stupid; and do everything you can at all times to avoid an accident. This saves your aircraft, your life, and perhaps the lives of others from being harmed by the impact of an accident. This might seem like common sense, I know, but 90 percent of all aircraft accidents are the direct result of the failure of the pilot (yes, the pilot) to do one or more of the above.

Immediately following an accident, there are four primary tasks that need to be accomplished, and the order is simple: 1) preserve life by taking care of any person(s) that are injured; 2) preserve property and make sure that no further damage ensues to your aircraft; 3) call the

authorities (the FAA, the National Transportation Safety Board [NTSB] if required, perhaps the police if needed), and finally; 4) call your insurance representative. The call to your insurance person triggers a claim, but often not much will happen with the insurance company until the FAA or NTSB says so or otherwise releases the aircraft at the accident site for a move to storage or salvage. Although the insurance representative may be limited in what she can achieve until the FAA/NTSB completes their duties, it is crucial she be advised quickly so as to prevent future delays. There are still many things the claims representative can assist with while the incident is being investigated.

The insurance claim process begins with the insurance company collecting enough information to determine if the loss is a "covered" loss. There are many sections in the insurance policy that impose requirements on the insured prior to and after an accident; these are your contractual obligations, and they must be complied with for coverage to be valid. The adjuster will ask for information from

you that will help him determine that all policy provisions have been met so that he can move forward with adjusting the loss for you. He will first ask for you to complete a loss report to be supplemented with records, including pilot information, usually amounting to copies of the pilot's last flight review and medical to determine that the pilot was current and

qualified to fly the aircraft, and copies of maintenance records to be sure the aircraft was airworthy. The insurance company will take all this information and compare it to the provisions in the policy to make a determination as to whether you have complied with all policy requirements at the time of the accident. It is imperative that you cooperate fully and as quickly as possible with your claims rep so as to not delay the overall process.

There is a section in all aircraft insurance policies called "policy conditions." This section describes your duties after an accident. It is usually short and direct, but mostly



"You must not admit fault, no matter what."

it says that you must report your loss immediately or as soon as practical, and that you must not do anything that might jeopardize the insurance company's ability to defend you. The reporting part is easy. The other part is more ambiguous, but simply stated, if you have injured someone or damaged property, you must not admit fault no matter what. All policies provide that the insurance company will defend you, but in doing so, you must not in any way prejudice the company's ability to do so.

Claims are then broken down into two parts: your aircraft damage and liability to others. Often, your aircraft loss, or the "physical damage" portion of your policy, is settled fairly quickly, but liability losses to others can take months or even years to settle. When you have crashed, your aircraft is often not local and it must be recovered. This is one of the major portions of your physical damage coverage; this doesn't seem like a big deal unless it's located on state forest land or in a drinking water reservoir...then it's a very big deal, and the recovery cost can actually exceed the value of the aircraft, not to mention proper preservation of the wreckage if someone is injured or killed in your aircraft. If you choose not to buy hull insurance, this cost will be borne solely by you. If you buy hull insurance, then the insurance carrier will be responsible for the recovery.

When your aircraft is damaged, the determination to either repair or "total" your aircraft needs to be made. Our IAC policy is a "stated value" or agreed value policy that, unlike most auto policies that pay only the book value of the car at the time of loss, will pay up to the

value shown in the policy less any deductibles with no deductions for depreciation. Sometimes the cost of repairing the aircraft comes near to or exceeds the insured value. In this case the insurance carrier may choose to pay you the total insured value and then take your aircraft off your hands. If there is agreement to repair the aircraft, then you may choose your shop and the company will pay for the repair.

A common problem in adjusting partial losses is the concept of "betterment." For example, if you have a prop strike on a 2,000 hour time between overhauls engine with 1,800 hours on it, it might need to be repaired (as opposed to just inspected) to return to service. If the overhaul costs \$20,000, your insurance carrier is only obligated to pay for the repair portion of the engine, which still leaves it at 1,800 hours. If, at that time, you'd like to zero-time your engine, then you'd be responsible for the cost of the used up 1,800 hours. This often puts aircraft owners in a bind because they hadn't anticipated the expense 200 hours early. This also keeps folks from purposely forcing a prop strike, for example, in order to get a new engine when it's close to overhaul time. One other part of a partial loss that comes into play is the diminution of value associated with a damaged aircraft. This is a very subjective cost after a loss and isn't covered in the physical damage portion of the insurance policy.

Next month, I will talk about the liability portion of the policy and how this part of the claim works. As always, feel free to call 503-640-6060 to discuss any of these terms in your own insurance policy. 

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7265275805050 Spring Green XL
7265275806050 Spring Green 2X

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7265277504020 Red LG
7265277505020 Red XL
7265277506020 Red 2X

Ladies polo. Light blue 100% Peruvian tanguis cotton box knit pique with cute, white, covered, 5-snap placket. All sizes \$40.99

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Cardinal red hat with white IAC embroidery. Relaxed fit cotton and adjustable slide. Goes great with our red mock turtleneck!

7265275500000 CAP - Cardinal/White IAC 15.99



Ribbed tank. Lime green and white, ringer-style in 100% combed cotton. Fits nicely, not too tight. All sizes \$14.99

7265279802050 Green/White SM
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Ladies cap. White with lime green embroidered airplane in relaxed fit cotton twill with an adjustable slide.

7265275200000 CAP - White/Green Airplane 15.99



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Allen Silver

Ask Allen

A master rigger answers your questions about parachutes.

By Allen Silver, IAC 431160

Q: Do I need to keep all my packing/maintenance records for my parachute?

A: Most definitely keep them. Those pieces of paper are an important record of who assembles, packs, and maintains your parachute, and when it was done. They are a chronological record of the maintenance you've had done to your parachute.

Think of them as you would the logbooks you keep on your aircraft. They show the history of your aircraft. Not only do they show routine maintenance, but compliance with factory service bulletins, airworthiness directives (ADs), and any other repairs that have been done to keep your aircraft flying.

The same applies to your expensive cushion (parachute). The parachute records may not be fancy hard-bound logbooks, but they are just as important, especially if you decide to sell your parachute, or you want to make sure you've complied with a service bulletin or AD.

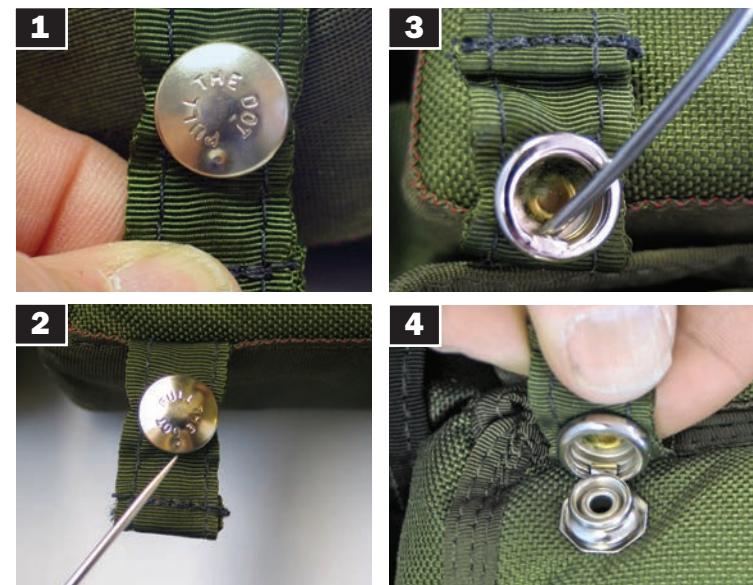
Years ago it used to be a common practice (so I've heard) amongst some riggers to toss out the competitor's packing records that often had the competitor's name or phone number on it. This way when it came time to repack, you could only find the most recent name and number. I'm glad to say that most riggers now understand the importance of the packing data cards.

If you have two, three, or more of these logs stuffed into the parachute's pocket, you may want to remove the oldest ones and keep them in a safe place. Remember, do not toss them out. Like your aircraft logbooks, these records should be available if needed.

Q: I have pull-the-dot snaps on a cushion that attaches to my seatpack. I've pulled and tugged and can't seem to get the cushion off. Is there a secret to getting them on and off?

A: Some parachute components use pull-the-dot snaps to hold things like cushions from constantly popping off all the time. They appear to be a normal round snap (*see photo 1*), but like childproof (or pilotproof) medicine bottles, they can be impossible to unsnap if you don't know the secret. Calling "Big Bubba" to help you force them open is not allowed. I've had to replace several after they've come in all beat up and battered from people trying and failing to get them to come off. Some people have even come to me complaining that they're broken; then I show them the secret to releasing the snap. Here's the secret (*see photo 2*): Read the top of the cap. It says, "Pull the dot." You'll notice a dot (actually

a little dimple in the cap). To remove, **pull (or lift) the side with the dot**, and it should easily unsnap. That was the easy part. Now, to snap it back on, look on the inside of the cap, and you'll see a flat edge (*see photo 3*). When you snap it back on, the flat edge **must** go on first (*see photo 4*). Use about a 45-degree angle, and then roll the other side down.



Q: Why do I still receive parachutes sent to me in boxes full of loose plastic foam peanuts?

A: This is actually a question from me! The answer is because some of you haven't been reading my earlier columns. It's worth repeating, because hardly a week goes by that I don't receive a chute covered with this annoying stuff. It is also a safety issue, because it can get into and jam/clog the rip cord cable housing, possibly making a very hard or impossible pull. Plus, they stick to nylon due to static electricity, making it very difficult to remove. If you feel you must use foam peanuts, put them in a separate bag that you can seal, so nothing sneaks out.

While you're busy closing your shipping box, don't forget to use tape on the bottom of the box also. Every week I receive at least one box with very little tape holding the bottom closed. If it comes open, not only will you lose your parachute, but you'll lose all those peanuts, too!

Take care, and keep the questions coming. 

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Calendar of Events

If hosting a contest, let the world know by posting it. For complete and up-to-date information, visit www.IAC.org.

Southeast Aerobic Open (Southeast)

Friday, June 12 - Saturday, June 13, 2009

Practice/Registration: Thursday, June 11

Rain/Weather: Sunday, June 14

Power: Primary through Unlimited

Site: Treea Field (4A7): Atlanta (Hampton), GA

Contest Director: Marty Flournoy

Tel.: 706.326.4877 • Website: iac3.org

E-Mail: marty.flournoy@fcrealtors.com

Lone Star Contest (South Central)

Friday, June 12 - Saturday, June 13, 2009

Practice/Registration: Thursday, June 11

Rain/Weather: Sunday, June 14

Power: Primary through Unlimited

Site: North Texas Regional Airport (GYI): Denison, TX

Contest Director: Jeremy Humphreys

Tel.: 940.564.6673 • Website: www.iac24.org

E-Mail: jjhumphreys@airtractor.com

Ohio Aerobic Open (Mid-America)

Friday, June 19 - Saturday, June 20, 2009

Practice/Registration: Fri., June 19 - Sat., June 20

Power: Primary through Unlimited

Site: Union County (MRT): Marysville, OH

Contest Director: Chris Keegan/Jeff Granger

Tel.: 513.265.5640 • Website: www.iac34.com

E-Mail: cke8009542@aol.com

orgranger@columbus.rr.com

Apple Cup (Northwest)

Friday, June 19 - Saturday, June 20, 2009

Practice/Registration: Wed., June 17 - Thurs., June 18

Power: Primary through Unlimited

Location: Ephrata (EPH): Ephrata, WA

Region: Northwest

Contest Director: Jerry Riedinger

Tel.: 425.985.9469

E-Mail: jriedinger@perkinscoie.com

Wildwood AcroBlast (Northeast)

Friday, June 26 - Sunday, June 28, 2009

Practice/Registration: Thurs., June 25 - Fri., June 26

Power: Primary through Unlimited

Site: Cape May County Airport (KWWD):

Lower Township, NJ

Contest Director: Craig Wisman

Tel.: 717.877.8933 • Website: www.iac52.org

E-Mail: cwisman@aol.com

Midwest Aerobic Club Challenge (South Central)

Saturday, June 27 - Sunday, June 28, 2009

Practice/Registration: Friday, June 26

Power: Primary through Unlimited

Location: Seward Municipal (KSWT): Seward, NE

Contest Director: Doug Roth

Tel.: 402.432.7124 • E-Mail: AcroD@AOL.com

11th Annual Okie Dust Devil (South Central)

Friday, July 10 - Saturday, July 11, 2009

Practice/Registration: Thursday, July 9 - Friday, July 10

Rain/Weather: Sunday, July 12

Power: Primary through Unlimited

Location: Weatherford-Stafford Airport (KOJA):

Weatherford, Oklahoma

Contest Director: John Creswell

Tel.: 580.774.9176 • E-Mail: creswell@classicnet.net

Green Mountain Aerobic Contest (Northeast)

Friday, July 10 - Sunday, July 12, 2009

Practice/Registration: Thursday, July 9 - Friday, July 10

Power: Primary through Unlimited

Location: Harness State Airport (KVSF):

North Springfield, VT

Contest Director: Weston Liu

Tel.: 603.673.6538 E-Mail: weston.liu@charter.net

Website: www.iac35@aerobaticsweb.org

Michigan Aerobic Challenge (Mid-America)

Saturday, July 11 - Sunday, July 12, 2009

Practice/Registration: Thursday, July 9 - Friday, July 10

Power: Primary through Unlimited

Location: Reynolds Field (KJXN): Jackson, MI USA

Contest Director: Robb Butts

Tel.: 734.255.2263 • E-Mail: rtbutts@iac88.org

Website: <http://www.iac88.org>

Salem Regional Aerobic Contest (Mid-America)

Saturday, July 18 - Sunday, July 19, 2009

Practice/Registration: Friday, July 17

Power: Primary through Unlimited

Location: Salem/Leckrone Airport (KSLO): Salem, IL

Contest Director: Bruce Ballew

Tel.: 314.369.3723 • E-Mail: bruceballew@earthlink.net

Hill Country Hammerfest (South Central)

Friday, August 7 - Saturday, August 8, 2009

Practice/Registration: Thurs., August 6 - Friday, August 7

Power: Primary through Unlimited

Location: Llano Municipal (KAQO): Llano, TX

Contest Director: Andrew Wright

Tel.: 512.394.4396

E-Mail: akwright@acm.org

Beaver State Regional (Northwest)

Friday, August 7 - Saturday, August 8, 2009

Practice/Registration: Thursday, August 6

Rain/Weather: Sunday, August 9

Power: Primary through Unlimited

Location: Eastern Oregon Regional Airport (KPDT):

Pendleton, OR

Contest Director: Robert Harris and Robert Toppel

Tel.: 503.757.1247

E-Mail: rboyd@comcast.net

Website: www.iac77.org

Kathy Jaffe Challenge (Northeast)

Friday, August 14 - Sunday, August 16, 2009

Practice/Registration: Thurs., August 13 - Fri., August 14

Power: Primary through Unlimited

Location: Flying W (N14): Lumberton, NJ

Contest Director: Ron Chadwick

Tel.: 732.865.1610

E-Mail: bubbaron@comcast.net

Website: www.iac52.org

Doug Yost Challenge (Mid-America)

Saturday, August 15 - Sunday, August 16, 2009

Practice/Registration: Friday, August 14

Power: Primary through Unlimited

Site: Spencer Municipal Airport (KSPW):

Spencer, IA

Contest Director: Mike Niccum

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