

SPORT *Aerobatic* OFFICIAL MAGAZINE

JULY 2010

IAC CLUB

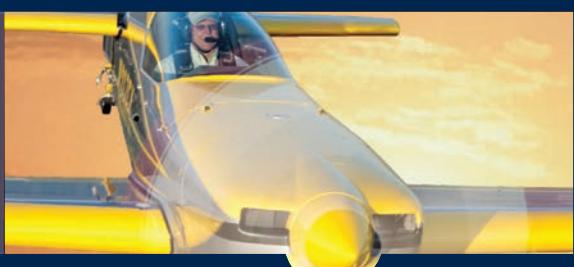


The First
**Pitts
S-1S**

IAC: 40 Years of History
The Spanish Connection

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"Paul Poberezny suggested to my father that we visit Fond du Lac, Wisconsin, and talk to the airport manager, Will Haase, about having a major aerobatic competition there."

Mike Heuer

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Ed McCaskill brought his little Pitts S-1S to the 2010 Sun 'n Fun Fly-In at Lakeland, Florida.

Photo by Jim Koepnick.



SPORT Aerobatics

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REGGIE PAULK

COMMENTARY / EDITOR'S LOG

It's Time for AirVenture

USUALLY, WE REFER TO this month's issue of *Sport Aerobatics* as the Oshkosh handout issue. Obviously, this is because we'll have shiny new copies of this issue to give to all of the people who come by the IAC building on AeroShell Square during AirVenture. I can't tell you how privileged I feel to be able to contribute to the magazine and be a part of the action at Oshkosh.

For years, I would gobble up anything I could read about the goings-on at Oshkosh and imagine myself being there. For the last three years, I've had the privilege of being "required" to attend due to my position with the magazine, and it's everything I thought it would be and more. If you've picked up this copy at the IAC building, you already know what I'm talking about.

Those of you who are unable to attend are not far from my thoughts during the week. In fact, most of my time is spent gathering stories and photos that can be found only at AirVenture. After all, it's the big show, and just about anything can be found here. In the coming months, the airplanes gracing our cover most likely will have been shot while in Oshkosh.

Speaking of the cover, this month is a special treat as I bring you the story of firsts; the first Pitts S-1S owned by a

first-time Pitts pilot. The history of this airplane is as rich as any in the Pitts lineup, and it was my pleasure to meet owner Ed McCaskill at Sun 'n Fun for the story on these pages.

Before I was an editor, I spent a couple of years writing freelance articles for different publications. Unless I was writing a specific story for an editor, I found that communication with most editors is spotty at best. I vowed to do a better job, but have found that the sheer number of e-mails I receive sometimes prevents me from responding in a timely fashion, and I'd like to let you know that if I don't respond, it's not because I'm ignoring you. Please don't hesitate to contact me more than once if a few days have passed since you last wrote. I do my best to stay in contact, and do appreciate every e-mail I receive.

Focusing on communication, take a moment to look at *In the Loop*, our new electronic newsletter. If you're an IAC member and see something appropriate for an Internet audience, don't hesitate to forward it to me. We've received some pretty good material so far, and the magazine allows us to expand upon themes in a way that complements both types of media.

Thank you for your membership, and I'll see you next month! **IAC**

"... I would
gobble up
anything I could
read about the
goings-on at
Oshkosh ..."



DOUG BARTLETT
COMMENTARY / PRESIDENT'S PAGE

Little Changes Make a Difference

JULY IS THE SPECIAL month of the year when many of us make our pilgrimage to Oshkosh. This year's Air Venture is a special one for the IAC for many reasons. On Friday of this year's event, we will have our annual membership gathering at the IAC building on Aeroshell Square after the air show. During this event we will dedicate the Vicki Cruse Pavilion, honor Mike Heuer's extraordinary support of the IAC by presenting him the IAC President's Award, announce the results of our annual election, and celebrate the 40th anniversary of our club. It will be a special day for the IAC and one that any member visiting AirVenture will not want to miss. I look forward to meeting members and, of course, visiting again with many old friends.

Much has been said this spring about the complexity of achieving and maintaining judge status in the International Aerobatic Club. I read with great interest the many e-mails sent through the Acro Exploder and directly to our directors and officers. It appears to me the two most important considerations center on quality of training and testing for judges versus the ease and cost of that training and testing. Your directors have spent much time on this issue and will continue to do so. Our first action will be to provide online training and review in the form of self-paced Internet programs and interactive webinars. These

will be made available in addition to the current judges' schools scheduled by many of our local chapters. It is my goal to have much of this available for the 2011 season.

Also, we enhanced the option of getting waivers to contest rules by beefing up the sanctioning committee to include all officers of the IAC. If special circumstances arise at regional contests where the rules for judging can't be met, the sanctioning committee has the authority to review the situation and provide a waiver if appropriate.

However, I would like to stress that the IAC is a rules-based organization, and the sanctioning committee is expected to enforce those rules whenever possible and reasonable. This is not the board's final action in regard to the judging issue; it's only the first action taken as we continue to monitor this issue as the year progresses. I would like to thank all of those who provided constructive input and helped in moving toward an improved system.

Another topic that has received some discussion lately is the use of two holding areas during a contest. It is done quite often at regional contests, and it is even done at the Nationals at times. Safety is a big deal to me, as I am sure it is to all of us. Although no rules exist to

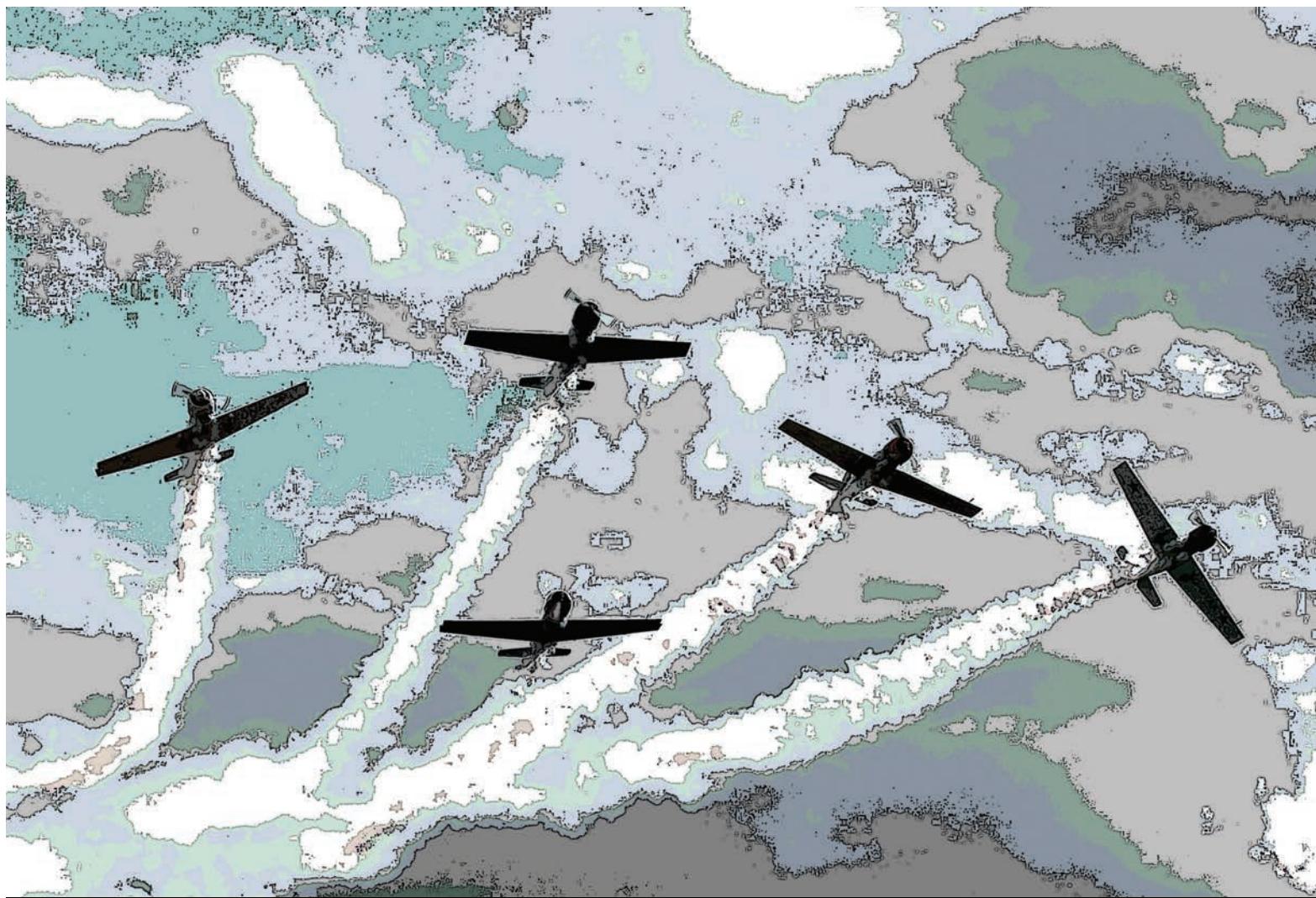
prohibit the use of multiple holds, there are few reasons to do so. Normally two holds are used to speed up a contest because of time-to-climb issues. If one actually looks at this time lost, it is small compared to the time lost changing out judges' lines, breaking for lunch, long-winded briefings, etc.

"The safety risks that are added by a second hold are very large."

The safety risks that are added by a second hold are very large. The chief judge and starter now have to coordinate the movement of pilots from one hold to another. This is a large additional task for both if done in a proper fashion.

This takes time away from the chief judge, who has to follow the activities in the box, and it takes time away from the starter, who has to ensure the pilot strapping in has gotten a briefing and safety check. The pilot, focusing on his or her sequence, now has an additional task of movement without being able to communicate on the frequency unless initiated by the chief judge. "Not good!" as a friend of mine would say.

It is my opinion that the time saved at a contest by using two holds is more than offset by the decrease in safety. The time can more easily be gained through efficient contest operations on the ground without any loss of safety in the air. Avoid this practice whenever possible. **IAC**



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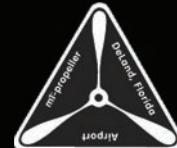
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wed
july 28

8:30 - 9:45am	Vern Rodgers	Cleveland Wheels & Brakes
10:00 - 11:15am	Patty Wagstaff	Flying Aerobatics?
11:30 - 12:45pm	Giles Henderson	Your First Contest
1:00 - 2:15pm	Elgin Wells	Aerobatics for Fun

thurs
july 29

8:30 - 9:45am	Kevin Kimball	Pitts Model 12
10:00 - 11:15am	Martin Albrecht & Gerd Muehlbauer	Aerobatic Propeller Safety
11:30 - 12:45pm	Bill Finagin	Spins
1:00 - 2:15pm	Gordon Penner	Aerodynamics

fri
july 30

8:30 - 9:45am	B&C Specialty Products	Electrical & Oil Systems
10:00 - 11:15am	Rich Stowell & Gordon Penner	Stall Spin Awareness
11:30 - 12:45pm	Forrest Fox	Using Video
1:00 - 2:15pm	Budd Davisson	Picking an Airplane

sat
july 31

8:30 - 9:45am	Johnny White	Maintenance & Operations
10:00 - 11:15am	Mike Heuer	40 Years of IAC
11:30 - 12:45pm	Doug Bartlett	IAC President's Open Forum
1:00 - 2:15pm	Greg Koontz	Teaching Basic Aerobatics

Annual IAC Meeting, Member Reception and Dedication of Vicki Cruse Educational Pavilion

The IAC Annual Meeting will be held on **Friday, July 30th** at the conclusion of the day's airshow at the IAC Headquarters building along the flight line, north of Aeroshell Square. Election results for the board of directors will be announced, along with the dedication of the new addition to the building of the Vicki Cruse Education Pavilion. Many thanks to Northwest Insurance Group for sponsoring the event with complimentary food and beverages. Many thanks as well go to Buehler Foundation for their generous support in the construction of the Vicki Cruse Educational Pavilion.

A close-up photograph of the side of a small, single-engine propeller aircraft. The aircraft features a distinctive color scheme of red, white, and blue stripes running along its fuselage. A prominent feature is a large, stylized five-pointed star logo, which is white with a red outline and a blue center, located on the blue section of the fuselage. The white stripe contains some faint, illegible text. The red stripe has a circular emblem on the right side. The aircraft's surface shows signs of wear and reflection from sunlight.

The First

BY REGGIE PAULK

Pitts
S-1-S

NIAH

Ed McCaskill brought his little Pitts S-1S to the 2010 Sun 'n Fun Fly-In at Lakeland, Florida, with the intent of selling it. His purpose was to get as far away from the memories and hurt that haunted him daily after losing his 30-year-old son, Chris, to a car accident on Valentine's Day just two months prior. What Ed didn't know was his pilgrimage would be the first healing step on his road to recovery.



Chris (right) and Dad with Stearman, circa 1990.

Parked in front of the aerobatic tent, N714H looked special. There was just something about the red, white, and blue starburst paint scheme. As I walked around the little biplane, Bunk Chase, a longtime International Aerobatic Club volunteer, told me the airplane had some unique history. It was possibly the first Pitts S-1S prototype, built and test flown by Curtis Pitts himself. He encouraged me to talk to the owner of the airplane to verify its heritage. I would soon discover the airplane and pilot had a richer history than I first thought.

In 1967, Curtis Pitts completed his first iteration of the symmetrical wing Pitts, the S-1S. That same year, Ed was finishing his last year of college in Jacksonville, Florida. He would graduate in 1968 and move on to flight training at Naval Air Station Pensacola. The Pitts eventually moved north, but Ed stayed in Florida. It would be 40 years before pilot and airplane would come together for the first time.

Although Ed went to Navy pilot school during the Vietnam War, he's quick to play down his involvement. "I started off during the Vietnam era," he says. "I didn't go to Vietnam."

In 1968, the mood of the country was shifting. Protests and marches were picking up steam, and the 1970 shootings at Kent State were the beginning of the end of the war. The Navy was planning for a larger conflict, possibly with China's involvement, and began training thousands of pilots to fill a need that never came to pass.

"The Navy had geared up to train a lot of pilots," Ed says. "The year I graduated, 2,000 pilot candidates went through Pensacola."

Congress started to worry about the elections and began decreasing funding for the Navy's war effort. As a result, there were a lot of Navy pilots with no airplanes to fly. After going through training command, Ed was faced with the choice of waiting for an uncertain flying spot or a program that allowed pilots to un-volunteer.

Ed thought about his options. He decided to take a teaching and coaching job awaiting him in Jacksonville. Even though he loved the Navy, it just wasn't in the cards, but flying still was.

As so happens with many of us, the responsibilities of family life kept Ed away from flying except for the occasional rental airplane he'd take up around Jacksonville. "I couldn't justify spending money on flying when I had kids to raise," he says. A move to central Florida for a new teaching and coaching position would change his flying fortune.

In 1982, Ed took the \$10,000 in Veterans Affairs money he'd received from the Navy and attended Fred Ayres' crop dusting school in Albany, Georgia. During the 20 hours of dual he received in the school's 450-hp PT-17 Stearman, he realized taildraggers were different from anything else he'd flown.

"One of the students on my golf team had a dad who was a P-51 pilot in World War II," Ed remembers. "He had a muck farm made out of swampland off Lake Apopka. I ended up flying for him."

"There's an old saying," he says. "You're never as smart as you think you are." With several hundred hours of flight time under his belt, he thought he was a pretty proficient pilot.

"That Stearman makes a man out of boys," he says. "One of the school's instructors was an ex-Air Force pilot named Jim

Carnes. He was a career ag-pilot. When he found out I learned to fly in the Navy, that was it. He just had to prove he was better than me. In reality, he was about 100 times better than me! On our first flight, he got that Stearman down on the Flint River and showed me how to drag the tires in the river. I told him, 'You win!' Then we flew under some power lines that went across the river, and I thought that was cool. Next we came upon a bridge. I thought, 'There ain't no damn way he's gonna go under that bridge. This is where I'm gonna die, right here.' When we got to the bridge, he pulled straight up into the air...I was relieved and was also wondering what was going to happen next. At least I knew it wasn't going to fit under that bridge. So, he did a hammer-head and came right back down. That was my introduction to the PT-17."

"I couldn't justify spending money on flying when I had kids to raise."

Ed was encouraged to go to crop dusting school by a man named Leroy Brown. Leroy was a retired DC-10 captain who ran a crop dusting operation near Okeechobee and the Everglades back in the good old days.

"Leroy bought a B-17 off somebody in Texas," Ed recalls. "He'd already paid the money, but there was a lien on it, so they wouldn't let him have it. So he got a ride out to Texas, went to the airport, and jumped in that B-17. He'd never flown a B-17 in his life, but he cranked it up, took off across the Gulf of Mexico, and landed in Miami. You can't fly a B-17 solo, but he did."

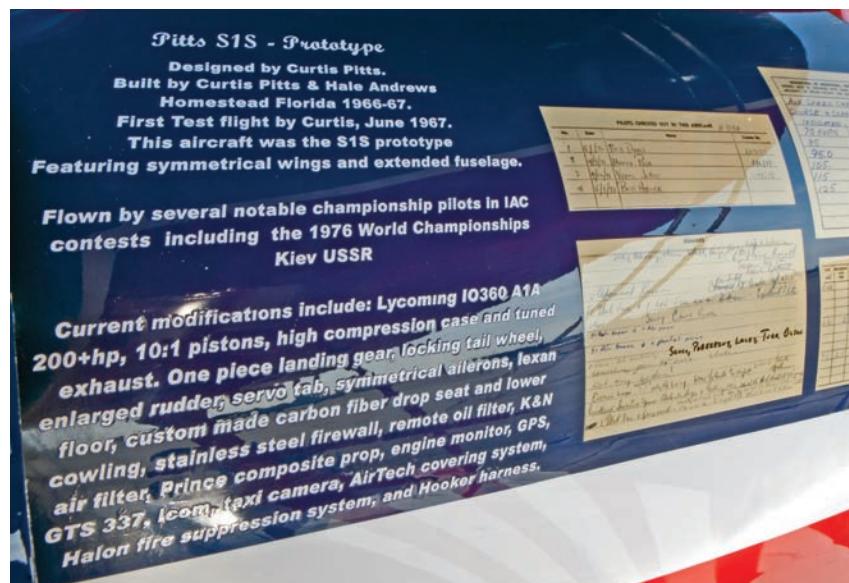
After he got out of crop dusting school, Ed was envisioning a life of teaching and coaching, but fate changed things for him. One of Leroy's pilots had crashed his Cessna 188 after takeoff, destroying the airplane and nearly killing himself.

"Leroy said, 'I need you up here,'" Ed says. "'We've got customers, the insurance company is going to buy me a new Cessna 188, and we've got more work than we can handle.' I took a leave of absence from teaching



in August of '82 and made my entire teaching salary in six weeks of crop dusting."

One time, Ed hit power lines while dusting a field because of a pretty girl in a convertible Mustang. "I dove into a field I'd sprayed before, so I knew where the wires were," remembers Ed. "The field curved with the clay road, so after clearing this little pond house, you'd kick the rudder and slip it in under the tall pines along the road. I was kicking the airplane around to follow the curve under the trees. When I kicked the nose around, the airplane was severely crabbing. At this time, the farmer's daughter came around in a convertible Mustang. I saw her and she saw me and I said, 'Damn!' She saw me and my nose was



TOP: Ed has placed copies of the logbook entries under the clear coat on the cowling of his airplane. *CENTER:* The large bottle on right side cockpit floor is a halon fire extinguisher.

pointed right at her. She thought I was going to hit her, so she went into the ditch. I was watching her, and then the back of my brain said, 'Wires!' I pulled up, kicked the rudder, and went through the wires. I was taught that if you see wires, jam the rudder so the prop hits at an angle like a big machete... it works. A little filing by the A&P and you're back at it again."

After landing, Ed called the farmer to ask if his daughter was all right. The farmer verified she was okay, but he had cut the power to one of his neighbor's tobacco drying fans—the farmer who was affected was looking for a butt to chew. When the power company came by looking for the culprit, Ed gave them the N number of the big winner in the previous night's poker game.

Fast-forward to the early 2000s. His children were grown, and Ed decided to build a Pitts Model 12 with his son Chris. He bought a kit from Kevin and Jim Kimball of Jim Kimball Enterprises and set to work building. Over the course of the next five years, the kit slowly came together. After hanging an engine on the front of the airplane, it was time to start thinking about covering it.

"Around the end of '07, we'd got it to where it was ready to be covered," he says. "I really didn't have the money to have it professionally covered, and I'm not a covering guy. Kevin Kimball was booked for two years solid, so I decided to put it up for sale and see what happened."

In 2007, the euro had about a 30 percent premium to the dollar. A guy from Sweden bought the plane for Ed's asking price of \$93,000. The best offer he could get stateside was \$75,000. Selling the Model 12 gave Ed the funds he needed to buy an airplane that was already flying.

In April of 2008, Ed traveled to Greer, South Carolina, to pick up a Pitts S-1S he read about in an ad. Scotty Seiler, the owner, had purchased the airplane in parts from the previous owner from up north and reassembled it with his father. Then Scotty recovered the airplane and painted it in the red, white, and blue scheme you see on these pages. At first, Ed didn't like it.

"To be honest with you, I'd never seen a photo of the airplane before I bought it," he says. "When I saw it I thought, 'Darn, that's not the original Pitts paint scheme.' But the more I hung around it and the more I saw it, the more I liked it."

The airplane came with an aluminum Hartzell propeller, but Scotty had a Prince carbon-fiber prop that Ed decided to purchase with the airplane. After flying the airplane home and around the patch for about six hours, the engine needed some work.

"I wasn't happy with the way the engine performed, so I took it off and had it majored," Ed said. "Scotty had received the engine as a '0' since major, but with 165 hours total time, it was burning oil." Scotty helped with the cost of the new overhaul.

"Tres Hombres"

When Ed McCaskill parked his little Pitts S-1S at the aerobatic tent at Sun 'n Fun, no one suspected that it was the first Pitts S-1S. On closer inspection, it was revealed that Ed has placed copies of the logbooks under the clear coat on the left cowling, along with this message:

"Pitts S-1S Prototype designed by Curtis Pitts. Built by Curtis Pitts and Hale Andrews Homestead, Florida 1966-67. First test flight by Curtis June 1967. This aircraft was the first S-1S prototype, featuring symmetrical wings and extended fuselage.

"Flown by several notable championship pilots in IAC contests, including the 1976 World Championships; Kiev, U.S.S.R."

Along with the test-flight entries by Curtis Pitts, there are quite a few big names who owned and flew N714H. Shortly after performing the first test flights, the Pitts was sold to three gentlemen and taken up north. Ed wrote current IAC historian Mike Heuer to see if he could find out more about the airplane and its owners. Mike's answer was enlightening.

"I can remember when Manny Peck, Bob Davis, and Verne Jobst bought the airplane," Mike remembers. "They brought it to my Dad's airstrip in Sugar Grove, Illinois, that year (1970). They called the airplane 'Tres Hombres,' but it was Verne and Bob who flew it the most. Dad, of course, tried it on as well.

Bob later bought the other partners out—and kept it for quite some time. I forget whom he sold it to, but I am sure the logbook shows that.

"The May 9, 1971, logbook entry you mentioned was required at that time by IAC rules—all 'amateur-built' aircraft flown in IAC competition had to have it—it has long since been dropped. (On 5/9/71 the logs read as follows. 'This aircraft has been flight tested in accordance with IAC contest rule book and found satisfactory. R L. Heuer IAC #2') And yes, it was the S-1S prototype as you mention. Really a historic aircraft!"

"I had forgotten that Dad used N714H to fly for his Achievement Awards—the Awards program had just been introduced, and Dad was the first to get them."

Pilot	2nd Annual EAA-IAC REMARKS Aerobatic Contest
Bob	
Bob	
Verne	Bob Modest Score 11. 15% bonus on High Score. Plus 10% on
Verne	
Bob	
Bob	
Bob	EAA-IAC Contest Aerobatic Known
Verne	" " Intermediate 10% increase
Bob	" " Advanced Fair Best Heavy Horse By 4 Points
Bob	Performance is As Good Rate in the & Advanced Fair is a lot better
Bob	
Verne	Even Rate for IAC Business Meeting nice Day
Verne	Scored 8 Points on way home Good Show Individual Flight
Verne	Verne Modest Score 2nd
Bob	Average " Heavy Horse
Bob	Soucy " Good Performance



Among the names written in the logbooks, Soucy and Poberezny may be found.

Ed McCaskill may bring "Tres Hombres" to AirVenture 2010. If he does, we'll dive a little deeper into the story with some of the guys who flew the airplane. You can read a little bio about the early days from Tom Poberezny himself here: <http://tinyurl.com/35s3roa>.

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While the engine was being worked on, Ed began reworking the airframe. He removed all the sheet metal, stripped the paint, reprimed the metal, and repainted it. Ed eventually built a new cowling out of carbon fiber that came out 5 pounds lighter than the one he'd removed. Next came the seat. He took it out and made a carbon-fiber drop seat and back that gave him an inch-and-a-half each of head and leg room. The instrument panel was removed, toggle switches eliminated and redesigned to accommodate a Garmin 496 and an engine analyzer. Fairings came next.

"Kevin Kimball told me you had to put fairings on the wing roots and gear to eliminate shaking and vibration that resulted when I'd pull to the vertical," Ed said. "Steve Wolf of Wolf

Aircraft taught me how to build the fairings in order to make the wing root area more aerodynamic. If you're buying or building a Pitts, those two guys are probably in the top 10 most knowledgeable people out there."

At the end of February 2009, the engine finally came back from overhaul. He pickled the engine knowing he wasn't going to fly it right away. Ed was trying to get the airplane ready for Sun 'n Fun but didn't make it. He and his son made a try for EAA AirVenture Oshkosh that summer, but the truck Chris was going to drive up from Florida blew its transmission. They fixed it with about a week to spare, but then that blew out, too. So Oshkosh was out as well.

On Valentine's Day 2010, Chris was killed when his truck skidded into a tree.

"After my son died, I was going to give up," Ed says. "I was just going to sell everything and get out of it. I told my neighbor, who's a retired FAA and aerobatic guy. He told me, 'Ed, don't just throw it all away. Time will heal. Go to Sun 'n Fun. It'll be a good distraction for you.'"

"Chris helped me put that airplane back together and was involved with it," Ed continues. "Our goal was that he would end up flying it one day and maybe competing in it."

Ed arrived at Sun 'n Fun with a heavy heart and a beautiful airplane.



BELOW: Ed's "Tres Hombres" (son Chris, granddaughter Alexis, and their pug Bruzer) ready to hang the engine on their Model 12. RIGHT: Sun 'n Fun was just the prescription Ed needed.





Ed arrived at Sun 'n Fun with a heavy heart and a beautiful airplane.

"I guess I was kind of selfish," Ed says. "I thought, 'This ain't fair.' My best buddy and my business partner, the guy I went fishing with...All of that was gone, and I was in the dumps. I decided I'd go to Sun 'n Fun, but I was going to put a for-sale sign on the airplane. But when I got down there, people started talking to me and making me smile. I helped put up the Acro tent, and then we started talking about airplanes and I began seeing people I hadn't seen in a while. It kind of distracted me from feeling sorry for myself."

While sitting at the aerobatic tent, somebody told Ed to enter his airplane for judging. He went over to the antique area first, but they said a plane built in 1967 is too new. The next day, having forgotten the subject, someone asked if he'd entered the airplane.

"So I went over to the homebuilt area and sat down with some super nice people," he says. "They asked if I built it, and I said that myself and another guy restored it. They asked who built it, and I said, 'Well, Curtis Pitts built it.' They said it was a homebuilt and went ahead and registered it. They told me to put this registration card on the propeller, so I threw the thing on the prop and forgot about it."

On Saturday morning, Ed had the good fortune to be invited by an old friend, Tom Sheehan, to help crew a balloon launch. After the balloon was inflated, Tom told him to hop in. At first, he hesitated; Ed is terrified of heights. He hopped in anyway and had what he described as a super cool time.

Arriving back at the aerobatic tent after his balloon flight, one of the volunteers told Ed there was a note on his plane and he better check it out. "Oh crap, what did I do now?" he worried. "I go over and there is a sign that says, 'Congratulations; you've won best homebuilt biplane.' That evening, after I got the award, I pointed to the sky and said, 'Thanks, Curtis.' I'm the one who received the award, but it was Curtis Pitts who built the thing."

Ed was glad he decided to come to Sun 'n Fun. His experience changed him for the better. "The people in the aerobatic tent took me in and made me feel like a pseudo volunteer," he remembers fondly. "It was the first time I ever camped out at Sun 'n Fun, so that was great. One evening, I arrived back at the camp ground and Dale Evans (IAC Chapter 12) invited me over to his camp for steaks. I sat down at the picnic table next to another old dude like me. I had never met Paul before that evening, but as fate would have it, we spent most of the evening talking about our sons who had recently 'gone west.' Talking with Paul Lopez Sr. was another healing moment for me I'll never forget."

"Wow, what a week." Ed remembers. "The photo shoot came up, I got to go on the balloon ride, and the Pitts won the award. It was like some doctor had written a prescription of how to get this guy out of the blues. I came out of there a totally different person, and it didn't cost me anything. I now have a different attitude. I talk to my son now. I say, 'Hey, I'm going to go fly the Pitts, and I'll be up there a little closer to you.' I look at the positive aspects of life now." **IAC**



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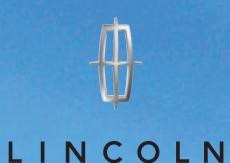


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40 Years of IAC History

– Part I –

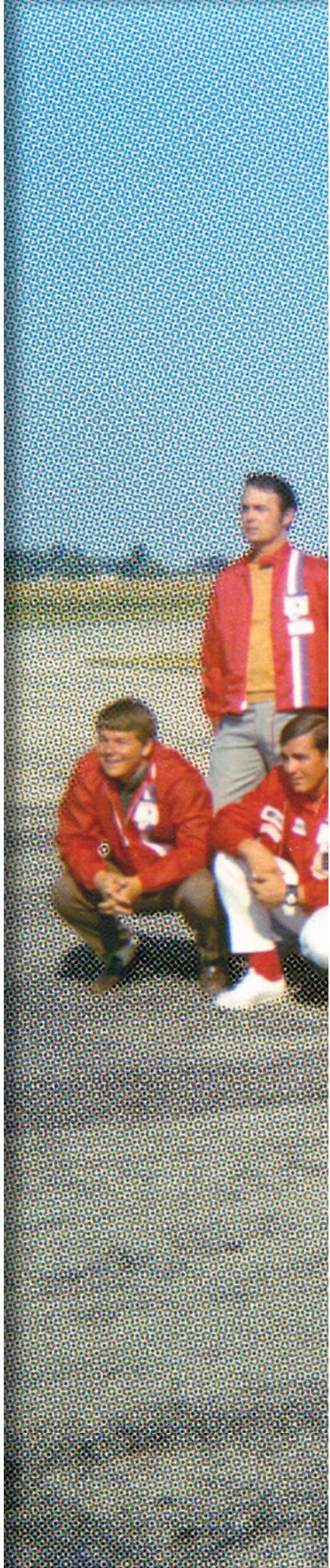
THE YEAR 2010 IS the 40th anniversary of IAC's formation and what an amazing four decades these have been. It has been a privilege and honor to have been involved in our organization in all of those years, to have attended the early meetings where the club was formed and its founding principles were hammered out, to play a part in implementing those ideas, and to help create new programs and plans for IAC that have made it a success for all these years.

We have a lot to celebrate.

BY MIKE HEUER
IAC #4 & IAC HISTORIAN



Sportsman pilots at the EAA International Aerobatic Contest in Fond du Lac, in 1970, the first year of the event. It ran there until 1998.







But the historical details aside for a moment, I would ask IAC members to reflect on the state of sport aviation and aerobatics a little over 40 years ago in order to appreciate how far we have come and how much we have today.

I attended my first aerobatic contest in Ottumwa, Iowa, in the Fall of 1965 with my father, Bob Heuer. It was held in conjunction with the Antique Airplane Association's annual fly-In and while aerobatics back then was flown in a lot of antique aircraft, it really didn't have much to do with AAA's activities back then, but thanks to the foresight of Robert Taylor, its president, and the work of a few others, it had become one of the few aerobatic competitions on the North American continent. That year, the only other competition was in Reno, Nevada – the US Nationals – held in conjunction with the air

races there. For those really eager to compete, there was not much on offer. As a matter of note, the AAA contest that year was directed by Richard Bach who later went on to write *Jonathan Livingston Seagull* and was employed by AAA for a brief time to edit its magazine. The rules were printed on one sheet of paper, and the Aresti system was unknown to anyone outside of those who had competed internationally.

In 1966, what was to prove an incredibly important series of events took place which laid the groundwork for IAC. First, Paul Poberezny decided that EAA should have its own aerobatic contest in conjunction with the fly-In in Rockford, Illinois. It was subsequently held in Harvard, Illinois, and attracted quite a few competitors – over 20 as I recall, which was an amazing turnout in those days. Ideas started to gel – and again, though rules were scant, three categories flew at Harvard that year – Primary, Advanced, and Professional (later to become Unlimited).

Paul was also quite intent on keeping aerobatics safe, especially if flown in homebuilts and airplanes like the Smith Miniplane and the Pitts S-1C were appearing on the scene. Others were on the drawing boards and Paul, being the visionary he always was, saw the day coming when competition aerobatics would be dominated by homebuilts. He formed a committee within EAA called the "Precision Flying Division" and Bill Dodd of the Chicago area was its first chairman. In later years, those duties were turned over to James Morgan, a TWA pilot who also lived in the Chicago area. While the division did not have any members, it was the beginning of bringing people together in the EAA family who shared this common interest, to talk, discuss, develop, and to keep an eye on any government initiatives which might squelch the use of homebuilts for aerobatics. In fact, during the 1960s, the FAA did issue a proposed rule that would prohibit aerobatics in homebuilts. But thanks to the work of EAA and its aerobatic community, it never came to fruition, which we can now be very thankful for – as there likely would have been no IAC. The EAA Aerobic Contest continued at Harvard through 1969 and brought most of the people active in aerobatics together on this small, rural grass airfield.



TOP: A shot taken at the 1969 EAA Aerobic Contest in Harvard, Illinois. Shown are Pappy Spinks (then president of ACA), Bob Heuer (in a few months the first president of the newly formed IAC), and Curtis Pitts. ABOVE: Fond du Lac 1970 competitors

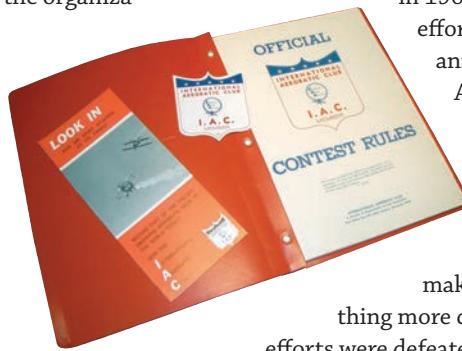
ANOTHER CLUB

On a parallel front, the Aerobatic Club of America was also formed in the mid-1960s and immediately became a Division of the National Aeronautic Association thereby taking responsibility for the US Aerobatic Team's participation in World Championships and the organization of the U.S. Nationals. Things continued to come together. U.S. Teams were participating in WAC –since the first year in 1960 when a lone American, Frank Price, was the only pilot there representing the United States. Later in the 1960's, full U.S. Teams were fielded and competed in such locations as Bilbao, Spain; Moscow, USSR; and Magdeburg, East Germany.

In 1967, another aerobatic luminary appeared on the scene – M. H. "Pappy" Spinks of Ft. Worth, Texas. Pappy was a Texas industrialist. His company, M. H. Spinks Enterprises, rebuilt military helicopters destined for Vietnam and he also owned what was then the largest private collection of aerobatic aircraft in the world. He seemed to have one of everything.

Pappy assumed the mantle of ACA president around that time, sponsored an "All America" competition at Oak Grove airport in Texas that year, put some resources into ACA, and moved the Nationals to Texas in 1968. The U.S. Nationals was finally a "stand alone" event of its own and no longer a part of something else. In the winter of 1967 and 1968, the first ACA rulebook was written, and at the time, this was revolutionary – aerobatics finally had a set of standardized rules everyone could understand and use. Though there were now just a few more aerobatic contests on the calendar, with events added in Monroe, Louisiana (under Marion Cole's direction) and Aurora, Illinois (with Bob Heuer in charge), it was good to have a set of rules instead of each event making up its own.

However, while all this was taking place, trouble was also brewing. Though Pappy was putting a lot of energy and



money into the sport, the ACA was perceived by some as not being a democratic organization, and being the self-made businessman that he was, there was not a lot of room for dissent. Due to the dissatisfaction that some in the sport had with the Nationals in 1968, Bob Heuer led an effort at the 1969 annual meeting of

ACA in Texas to elect a new president and to introduce several resolutions to alter the by-laws to make ACA into something more democratic. These efforts were defeated – a rather long story – and Bob Heuer, Don Taylor, Duane Cole, and others decided it was time for a new organization under the EAA umbrella.

EAA START UP

In the Fall of 1969, Bob Heuer and Don Taylor approached Paul Poberezny about forming a new, formal

organization within the EAA structure that went beyond what had previously been done and to begin building a membership, new programs, chapters, and competitions. It was to be what the IAC founders called a "grassroots" organization – a part of IAC's culture that has survived to this day. Paul agreed and offered the full resources of EAA to make it succeed, even loaning us a few hundred dollars to get it going and opening the pages of *Sport Aviation* magazine to attract members from within EAA. Bob became the IAC's first president with Don as the vice president. Everyone involved in those early years had been EAA members for quite a long time and had become known to each other – and friends – as a result of the EAA contests at Harvard as well as the AAA contest in Ottumwa. The hardcore work began.

By-laws were written with the help of an EAA member attorney in Milwaukee, Fritz Reidenbach. Over several weeks, the small group of IAC founders assembled to write the new IAC rulebook with my father even

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TOP: Bill Dodd with his Ryan ST-M N11D in the 1960s. Bill was a pioneer airshow and competition pilot who took on the chairmanship of EAA's Precision Flying Division, the precursor to IAC. CENTER: IAC's first president, Bob Heuer, in his Pitts S-1S, N442X. This aircraft was flown by both Bob and his son, Mike, in competition that year and later went on to win the World Championships in 1972 in the skilled hands of Charlie Hillard. LOWER: An early meeting of some of the key people in the Chicago area who were active in EAA's aerobatic division and later became instrumental in bringing IAC into being. Bill Dodd (second from left) is seen showing the new ACA rulebook to Mike Heuer, Bob Heuer, Carroll Dietz, John Gosney, unknown, and James Morgan. OPPOSITE: Mike Heuer (IAC #4) and Jim Lacey (IAC #6) discussing contest details at Fond du Lac.

calling a meeting on New Year's Day, 1970. A temporary number of Officers were appointed, pending the first election, with an incredible array of talent – Bonnie Poberezny, Secretary; Tom Poberezny, Treasurer; and Directors L. Paul Soucy, Marion Cole, Jim Lacey, John Lumley, Paul Poberezny, and Jim Dees. Telephone calls back and forth between Hales Corners, Wisconsin (EAA's headquarters), and Maple Park, Illinois (our home), were occurring daily as the organizational and logistical details of founding a new organization were worked out. It was an exhilarating time.

By March of 1970, the rulebook was distributed (free of charge to members), a newsletter published, and seven IAC Chapters formed (one of which was in Canada). Like EAA, IAC was to be an international organization which included non-U.S. members and chapters. We learned a lot of very good lessons from EAA's success, including the formation of chapters and regional competitions, all a part of our new "grass roots" culture. While the new IAC rules did include a section on Unlimited, ACA continued to host the Nationals and select and promote the U.S. Aerobatic Team.

The calendar of events began filling up rapidly, and with new chapters in charge, a new schedule of regional competitions began to be organized. It was a wonderful development for those who had to fly hundreds, if not thousands, of miles just to fly in an aerobatic contest, which was the situation in the pre-IAC days. The first IAC-sanctioned competition took place in Lansing, Illinois, in the spring of 1970.

During that year, EAA itself also made a momentous decision: to move its rapidly growing fly-in (now known as AirVenture) to Oshkosh, Wisconsin. Up through 1969, the EAA aerobatic contests had continued in Harvard, Illinois, but with IAC newly formed and EAA moving, it became time to start another larger competition in conjunction with the fly-in. Paul Poberezny suggested to my father that we visit Fond du Lac, Wisconsin and talk to the airport manager, Will Haase, about having a major aerobatic competition there. Fond du Lac was just twenty miles south of Oshkosh and at the southern tip of Lake Winnebago and a perfect site. Will Haase soon became an IAC member and a strong supporter of aerobatics for the many years he continued as airport manager in Fond du Lac. That competition became the focus of our contest year and continued through 1998 when it was discontinued for financial reasons, though many of us miss its camaraderie even today. But in 1970, it was one of IAC's focal points and was first known as the "EAA International Aerobatic Contest" and later the "IAC Championships".

ABOUT THE RULES

As mentioned earlier, the first EAA aerobatic contests employed categories named Primary, Advanced, and Professional. In 1968, when the first ACA rulebook was issued, these categories were changed to Primary, Advanced, and Unlimited. IAC's founders, however, were not happy with this category system and my father felt that "Primary" was not an appropriate name for the entry level category.



The name "Sportsman" was his idea though it actually originated from a local stock car track we frequented which had its own Sportsman races as well. He thought it was a great name for a true "grassroots" category. There was also a strong feeling that the jump between Sportsman and Advanced was far too great, so the new "Intermediate" category was created. This meant that the 1970 IAC rules had four categories. "Basic" (which is now called Primary – amazing how history repeats itself) did not come for many years later, and glider

aerobatic categories did not appear on the scene until the mid-1980s. The Aresti system, which was relatively new at the time, was adopted as the standard, as it had been internationally for several years. The availability of Aresti catalogues continued to be a problem until IAC began printing them by agreement with Jose L. Aresti in 1981.

And by the way, in those years, there was no e-mail, Internet, computers for scoring, or even fax machines. Communication was either by telephone or letter. But an amazing amount of work was done and in a very few short months.

Soon to come that year were Judges Schools, a technical safety program called IAC Malfunction and Defects Program, and even new jackets, hats, and decals. But the key to IAC's early success in those months could be better understood today by the points Bob Heuer made in an article he wrote in the March 1970 *Sport Aviation* magazine, as follows:

"The goal for membership is 500 by the time we get to the EAA International Aerobatic Contest at Fond du Lac. However, a person does not have to necessarily be an aerobatic pilot or own an aerobatic airplane. The Club not only needs pilots, but it also needs enthusiastic people to serve on Technical Committees, as Judges, as contest officials, etc. Our Club is open to everyone who is interested in aerobatics."

He meant every word and since then, IAC has instituted a wide ranging awards program to recognize those who contribute to our organization all the way up to the Hall of Fame. As Napoleon once said, "Give me enough ribbon and I will build you an army." Yet it wasn't just recognition people were looking for then – it was a chance to be a part of something bigger, something important, something worthwhile and fun. For aerobatic enthusiasts in the United States, and around the world – that became IAC. **IAC**

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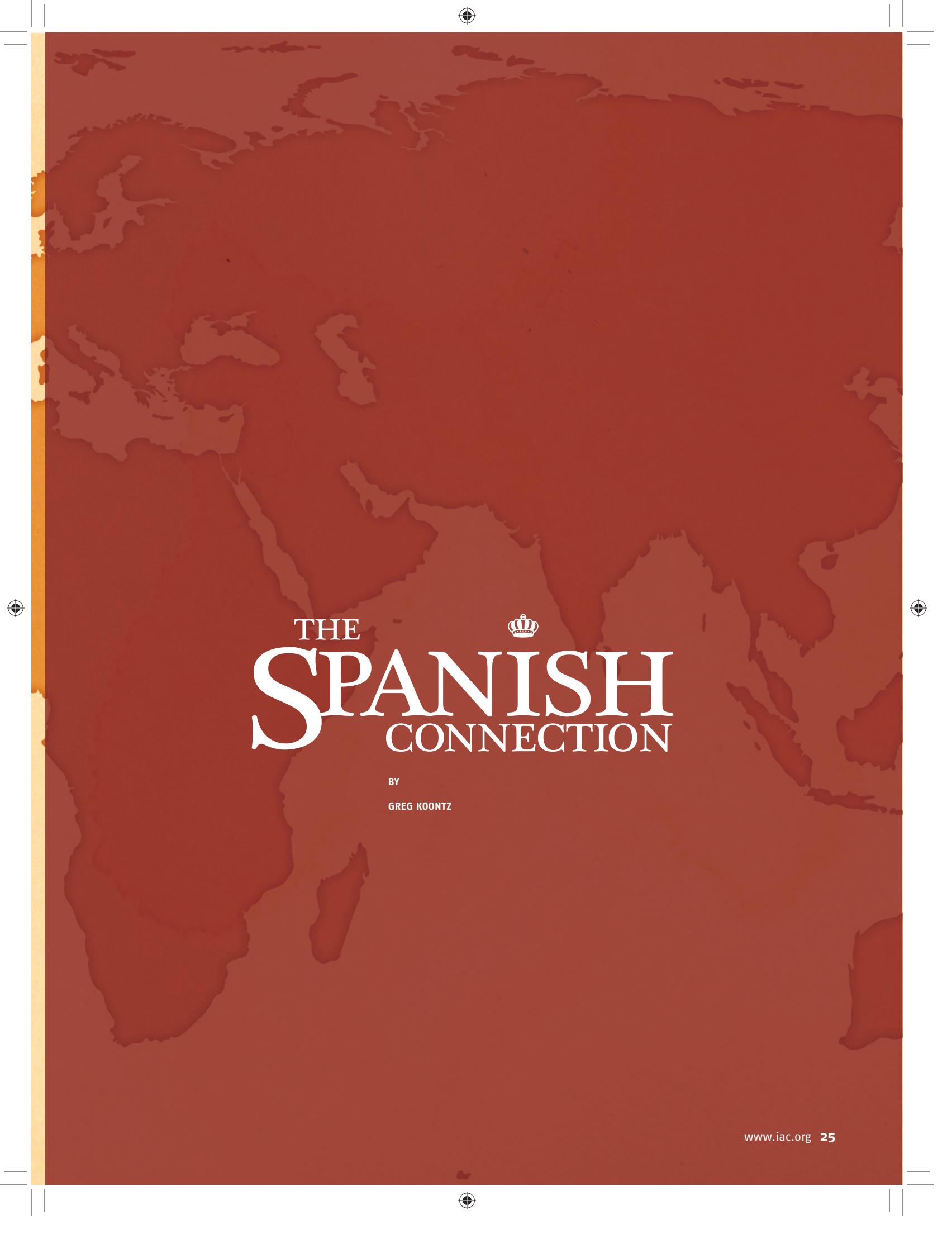
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THE SPANISH CONNECTION

BY
GREG KOONTZ



Miguel over Spain in his Super Decathlon.

THESE DAYS I GET a lot of students from Spain. They come by themselves, or they come to train along with a friend. It's no more than two at a time because, by my own methods, I take on only two students at a time. They jump on a flight from Madrid, land in Atlanta, and drive the rest of the way to Sky Country Lodge. They stay for about five days and take all the training a person can consume without busting at the seams.

The funny thing is, before last year, I had never trained a pilot from Spain. I get students from just about everywhere. Obviously a lot of people come from the southeast, then all across the United States and Canada, and a few from Europe. Since all I have to offer is a southern version of the English language, it's up to my clients to determine our prospects of having good communication. Thanks to the international requirement to speak English to get a pilot certificate, most of my clients have already shouldered the burden to make our communication possible.

Our pilot friends from other countries find the schools they would like to visit on the World Wide Web. I can assure you they don't come to my school because they can't find quality instruction in their home countries;

it's simple economics. Most live in the land of \$15 per gallon of avgas, strangling airspace, and airport user fees and other government restrictions that make our aviation scene look like an open frontier. The cost of crossing an ocean and a few nights lodging doesn't put a dent in the comparable cost of flying at home. They lack good schools not from the lack of qualified pilot instructors, but from their inability to offer training at a price that will support such a business. *Count your blessings.*

EXCHANGE STUDENT

My connection to Spain came in early '09 when Miguel Larraga contacted me. Miguel had tried to pursue a passion for aerobatics at a school near his home. The cost was tough, but the availability of instruction was worse. So, Miguel bought his own Super Decathlon from the United States and had it imported.

It was a bold move. Just the task of getting the aircraft registered and approved for flight in Spain is a bureaucratic nightmare. To make it worse, he was in the land of Extras and CAP 231s. The local competition pilots turned their noses up at the little Super D. One such pilot told him it wouldn't do a slow roll! Miguel felt like he had just bought an

Ercoupe. The final straw came when, after no one would train him, he tried to teach himself. That led him to the Web and eventually to me.

In the first e-mail, Miguel told me he had about 30 hours in his Super Decathlon and wanted to perform in his local air show. He had not yet done a hammerhead, and from his description, he was only doing aileron rolls. I had this horrific image of some poor fellow trying to do low-level aerobatics in some far away place with no idea of what he was trying to do. He was at least asking for training, and I wanted him here even if it was to at least talk him out of doing an air show right now.

When I say, "I can't get enough of it," it's just an expression. For Miguel, it is fact, so a 10-hour aerobatic course to him is like a feast. Miguel came to my school with a smattering of dual instruction in his past and some harrowing experiences trying to teach himself aerobatics. He arrived ready to learn with enthusiasm that would wear

the ears off the Energizer bunny!

First came the language thing. Miguel spoke very good English. To my delight, I discovered that in translation an air show was the same as a Sportsman aerobatic contests! He had no intentions of doing anything low. A happy man with a beautiful wife and kids, he had every intention of being

... a 10-hour aerobatic course to him is like a feast. ♣

around for them. So with that issue behind us we discussed his real goals over a big dinner, getting some of the kinks out of our communications and making a plan.

Typical of any ambitious student, we were looking at the minimum time to get Miguel ready for his upcoming

contest. He had less than 90 days to prepare, and I had about 10 hours of dual to get a doable program kick-started. To our advantage, Miguel had been flying his Super Decathlon quite a lot. Even though he had some bad habits developing, his willingness to learn helped him find the right direction. Every training program follows a hilly route of fast rises while learning, followed by flat plateaus while the brain and muscles slow down to absorb it all before soaring off again. When you're having to push toward a deadline, the air gets filled with tension while things progress with difficulty and then fills with celebration when the light comes on and things suddenly improve. It's a roller-coaster ride every time, and you have no guarantee of the ending.

Between my southern backyard cooking and Miguel's Spanish wine, we recapped each day with stories and reviews over the dinner table. This is where great friendships are made and the reason I love what I do at Sky

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Country Lodge. The style here isn't scheduled lessons, but rather full-time personal training. We spend all day together briefing as long as it takes and flying when we're ready to fly. We take breaks by retreating to our laptops for e-mail or whatever relaxes us. When mentally ready, we get back at it.

When the training was over, Miguel was ready to proceed. But here's what he couldn't know right then. Instructors teach you to go out there and progress. We don't and we surely can't make you good at anything. All we can do is give you the tools you need to move on. I tell my students, "You can't drop by Arnold Palmer's house on the way to the Masters and have him make you a winner." He can show you the moves, but only you can do the practice. Miguel went back to Spain and put in 25 hours of practice!

In June of last year I was sitting in a little restaurant in Kokomo, Indiana, having a meal with a group of pilots I was to teach some basic aerobatics to. My cell phone rang, and since I am the only receptionist for my business, I did the impolite thing and answered it. It was Miguel. When Miguel is excited he talks in one long run-on sentence that leaves no possible way to get a word in edgewise. He had just completed the first round of the La Axarquia aerobatic contest and, without a doubt, was in first place. In fact, he had the highest percentile of anyone in the whole contest, all categories included. He sounded like he was about to wet his pants! I had to ask him the most important question, "Is the guy there who told you a Super Decathlon couldn't slow roll?" Miguel wasn't in that guy's category, but he did have a higher percentage score! Success can be really sweet.




CLASIFICACIÓN

CTVA'09 1ª Prueba – LA AXARQUÍA

ILIMITADO								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	Juan Velarde	3803 - 73,3%	2471 - 68,7%	71,2	18	5238		
2	Cástor Fantoba	2913 - 69,4%	2471 - 78,2	73,2	16	5385		
3	Anselmo Gámez	3050 - 72,0%	2134 - 67,0%	70,5	14	5195		
4	Antonio Ideus	2566 - 61,1%	1739 - 55,0%	58,5	10	4309		
5	Paco Sola	1656 - 39,4%	1254 - 39,7%	39,5	8	2910		

AVANZADO								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	David Membrives	1718 - 70,2%	2409 - 70,9%	70,8	20	4187		
2	Lino Gonçalves	1711 - 67,0%	2337 - 69,9%	68,9	16	4089		
3	Alex Balcells	1566 - 61,5%	2141 - 62,9%	62,5	11	3707		
4	Daniel González	1495 - 57,0%	2143 - 61,0%	60,8	11	3608		
5	Javier Aranduy	1347 - 53,2%	1889 - 60,0%	55,7	8	3136		
6	Lluís Alejo	1140 - 45,0%	1430 - 42,0%	43,3	6	2570		

Yak 52								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	Nico Goulet	1076 - 51,0%	1344 - 61,1%	56,1	18	2421		
2	Luis Álvarez	0703 - 33,4%	1422 - 64,0%	49,3	16	2126		
3	Manuel 'Coco' Rey	0634 - 39,5%	1342 - 60,0%	50,2	14	2166		
4	Miguel Salas	0491 - 23,2%	1218 - 55,3%	39,6	10	1709		

INTERMEDIO								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	Javier 'Tadeo' Errea	1393 - 72,2%	1477 - 73,8%	73,0	18	2870		
2	Santiago Sampietro	1237 - 64,1%	1559 - 77,8%	71,2	16	2297		
3	Rafael Molina	1200 - 66,8%	1411 - 70,5%	68,7	14	2701		
4	Krasimir Berov	1181 - 61,3%	1055 - 54,3%	57,6	8	2266		
5	Pablo Villalba	0594 - 30,7%	1323 - 66,2%	48,7	8	1997		
6	Xavi Ormo	0611 - 31,7%	1227 - 61,4	46,8	8	1838		

DEPORTIVO								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	Daniel Martín	943 - 72,0%	953 - 72,7	72,9	18	1886		
2	Miguel A. Larraga	1011 - 73,8%	997 - 68,5%	70,8	15	1854		
3	Patrick Koch	894 - 68,3%	924 - 71,3%	66,8	14	1829		
4	Ignacio Castro	723 - 55,2%	921 - 70,8	63,0	9	1650		
5	Francisco Centeno	735 - 56,1%	973 - 65,6%	61,3	8	1608		
6	Carles Alqué	749 - 57,2%	526 - 40,3%	48,7	6	1277		
7	Antonio Justicia	028 - 46,0%	732 - 55,9%	52,0	4	1361		
8	Javier Plaza	430 - 32,8%	848 - 58,0%	48,8	4	1279		

TROFEO FUTURO								
Posición	Piloto	1er Prog	2º Prog	3er Prog	% VL	CTVA	C. AND	
1	Santi Faced	070 - 64,3%	449 - 70,9		20	851 67,6		
2	Víctor Esquerda	403 - 64,1%	410 - 65,2		14	814 64,8		
3	Maurici Chies	359 - 57,1%	419 - 68,5		14	778 61,8		
4	Félix Tamellini	323 - 51,3%	508 - 63,2%		10	721 57,2		

Table 1: First Contest

CLASIFICACIÓN GENERAL

6º copa triangular de vuelo acrobático

ILIMITADO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Cástor Fantoba	UA / Top Fly	16	-	26	42			
2 Juan Velarde	Aerofly	18	-	19	37			
3 Mikel Bragord	Francis		22	22				
4 Luis González	Docevolar		16	16				
5 Alex Steiger	Alemania		15	15				
6 Anselmo Gámez	Aerofly	14	-	14				
7 Antonio Ideus	Equipo Alpha Lima	10	-	10				
8 Nacho Gómez	Alemania	10	-	10				
9 Paco Sola	Grupo Astral	8	-	8				

AVANZADO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Lino Gonçalves	Alphs Lima	16	20	20	36			
2 David Membrives	ACB5	20	16	14	36			
3 Alex Balcells	ACB5	11	-	11	22			
4 Krasimir Berov	EA Andaluz	-	13	13				
5 Daniel González	ACB5	11	-	11				
6 Javier Aranduy	8	-	8	8				
7 Kai Schüller	Francia	-	8	8				
8 Lluís Alejo	ACB5	6	-	6				

INTERMEDIO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Santiago Sampietro	RAC Málaga	16	18	18	36			
2 Javier 'Tadeo' Errea	ACB Heradio Alf.	16	12	9	30			
3 Pablo Villalba	J52/La Bonsai B.	8	9	10	19			
4 Krasimir Berov	RAC Málaga	8	5	5	13			
5 Andre Marie Semer	Y. Wagtail	-	-	11	11			
6 Xavi Ormo	ACB5	6	-	6				

DEPORTIVO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Miguel A. Larraga	ACB Heradio Alf.	15	20	12	35			
2 David Martín	ACB5	-	14	32				
3 Patrick Koch	J52/La Bonsai B.	14	15	15	30			
4 Ignacio Castro	J52/La Bonsai B.	9	16	20				
5 Silvia Gómez	ACB5	-	11	8	19			
6 Francisco Centeno	EA Andaluz	8	10	8	18			
7 Carles Alqué	ACB5	6	-	5	11			
8 Raúl Jiménez	Icaria	-	-	9	9			
9 Daniel Gómez	ACB5	-	-	8	8			
10 Antonio Justicia	EA Andaluz	4	-	-	4			
11 Javier Plaza	EA Andaluz	4	-	-	4			
12 Jesús Sagastiz	AC Heradio Alf.	-	-	2	2			

Yak 52								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Nico Goulet	Blau Devi Aeroba	18	-	-				
2 Luis Álvarez	J52/La Bonsai B.	16	-	-				
3 Manuel 'Coco' Rey	J52/La Bonsai B.	14	-	-				
4 Miguel Salas	Blau Devi Aeroba	10	-	-				

INTERMEDIO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Santiago Sampietro	RAC Málaga	16	18	18	36			
2 Javier 'Tadeo' Errea	ACB Heradio Alf.	16	12	9	30			
3 Pablo Villalba	J52/La Bonsai B.	8	9	10	19			
4 Krasimir Berov	RAC Málaga	8	5	5	13			
5 Andre Marie Semer	Y. Wagtail	-	-	11	11			
6 Xavi Ormo	ACB5	6	-	6				

DEPORTIVO								
Piloto	Equipo	Axarquía	Santarem	S. Cilia	Total			
1 Miguel A. Larraga	ACB Heradio Alf.	15	20	12	35			
2 David Martín	ACB5	-	14	32				
3 Patrick Koch	J52/La Bonsai B.	9	15	20				
4 Ignacio Castro	J52/La Bonsai B.	9	16	20				
5 Silvia Gómez	ACB5	-	11	8	19			
6 Francisco Centeno	EA Andaluz	8	10	8	18			
7 Carles Alqué	ACB5	6	-	5	11			
8 Raúl Jiménez	Icaria	-	-	9	9			
9 Daniel Gómez	ACB5	-	-	8	8			
10 Antonio Justicia	EA Andaluz	4	-	-	4			
11 Javier Plaza	EA Andaluz	4	-	-	4			
12 Jesús Sagastiz	AC Heradio Alf.	-	-	2	2			

Table 2: Second Contest

CTVA'09 2ª Prueba – SANTARÉM

AVANZADO								
Piloto	1er Prog	2º Prog	% VL	CTVA	C. AND			
1 Lino Gonçalves	2153,2 / 70,6	2,636,8 / 77,5	76,7	10 + 10				
2 David Membrives	1991,5 / 70,4	2,482,7 / 77,0	71,7	8 + 8				

INTERMEDIO								
Piloto	1er Prog	2º Prog	% VL	CTVA	C. AND			
1 Santiago Sampietro	1000,5 / 70,5	1,662,0 / 77,5	72,1	10 + 8				
2 Rafael Molina	1530,3 / 67,7	1,664,3 / 75,0	71,3	8 + 10				
3 Javier 'Tadeo' Errea	1310,0 / 75,8	1,554,2 / 68,8	63,5	6 + 6				
4 Pablo Villalba	1197,8 / 73,0	1,325,2 / 58,6	55,8	4 + 5				
5 Krasimir Berov	1214,5 / 53,7	0,0	26,8	5				

Table 3: Third Contest



Contest in Santarem, Portugal.



Miguel (blue Super D) out playing with friends.

FIRST CONTEST

It was an amazing first contest. Miguel did what many of us do in our first experience in the box; he got really excited and made a big mistake in round two. He finished the contest with second place in Sportsman, a magnificent accomplishment. His second contest was in Santarem, Portugal, where he beat out a Zlin 50, CAP 10B, and a Yak-52 for first place.

SECOND CONTEST

Finally, Miguel did well in his third contest, and that gave him the points to win first place overall in total points for the season. A local aviation magazine picked up on his "rags-to-riches" story and published a great article on the whole adventure. Miguel was very kind and mentioned the start he got here, hence the onset of new Spanish students! He has since jumped ahead and purchased a CAP 231 (much to my displeasure!).

THIRD CONTEST AND OVERALL RESULTS

To me Miguel proved a point. Doing well in this great sport depends on attitude and perseverance far more than fancy equipment. While someone might want to dampen your enthusiasm for whatever their reason might be, in the end it is our own responsibility to muster up the enthusiasm and have a winning spirit.

Miguel earned his success with lots of good ol' hard practice. He made me a success in Spain by recommending my training, and I owe that to him. Some great students from Spain are a blessing in this economy! Miguel's Super Decathlon was bought by the competitor that was flying the Yak-52 in Portugal, and he is using it to start the first aerobatic school there. I have had the pleasure to be a part of that new start. I hope to share some of those great experiences soon. **IAC**

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CONTEST CALENDAR

DEPARTMENTS



// 12th Annual Okie Dust Devil (South Central)

Friday, July 9 – Saturday, July 10, 2010

Location: Weatherford-Thomas P. Stafford (KOJA): Weatherford, OK
Tel: 580-774-9176 • **E-Mail:** creswell@classicnet.net

// Green Mountain Aerobatic Contest (Northeast)

Friday, July 9 – Sunday, July 11, 2010

Location: Hartness State Airport (KVSF): North Springfield, VT
E-Mail: wsgordon@earthlink.net
Website: www.iac35.aerobaticsweb.org

// Michigan Aerobic Open (Mid-America)

Saturday, July 10 – Sunday, July 11, 2010

Location: Jackson County – Reynolds Field (KJXN): Jackson, MI
Tel: 734-255-2263 • **E-Mail:** rtbutts@live.com

// Salem Regional Aerobatic Contest (Mid-America)

Saturday, July 17 – Sunday, July 18, 2010

Location: Salem/Leckrone Airport (KSLO): Salem, IL
Tel: 314-369-3723 • **E-Mail:** bruceballew@earthlink.net

// Kathy Jaffe Challenge (Northeast)

Friday, August 6 – Sunday, August 8, 2010

Location: Flying W Airport Resort (N14): Lumberton, NJ
Tel: 732-671-6483 • **E-Mail:** bubbaron@comcast.net
Website: www.iac52.org

// Hill Country Hammerfest (South Central)

Friday, August 6 – Saturday, August 7, 2010

Location: Llano Municipal (AQO): Llano, TX
Tel: 512-497-9656 • **E-Mail:** acroguy@aol.com

// Hoosier Hoedown (Mid-America)

Saturday, August 7 – Sunday, August 8, 2010

Location: Kokomo Municipal Airport (OKK): Kokomo, IA
Tel: 765-864-0096 • **E-Mail:** mike.wild@comcast.net
Website: www.hoosierhammerheads.org

MARK YOUR CALENDARS

for these upcoming contests. A complete list and the latest calendar are at www.IAC.org.

And if you're hosting a contest, let the world know by posting it there!

// Beaver State Regional Championship (Northwest)

Friday, August 13 – Saturday, August 14, 2010

Location: Eastern Oregon Regional At Pendleton (PDT): Pendleton, OR
Tel: 503-472-8017 • **E-Mail:** flyhran@aol.com

// Doug Yost Challenge (Mid-America)

Saturday, August 14 – Sunday, August 15, 2010

Location: Spencer Municipal Airport (KSPW): Spencer, IA
Tel: 712-335-0744 • **E-Mail:** Aaron.mccartan@gmail.com
Website: www.iac78.org

// Harold Neumann Barnstormer (South Central)

Saturday, August 28 – Sunday, August 29, 2010

Location: New Century AirCenter (KIXD): New Century, KS
Tel: (913) 369-5569 • **E-Mail:** Grant.Wittenborn@gmail.com
Website: www.iac15.org

// East Coast Aerobatic Contest (Northeast)

Friday, September 3 – Sunday, September 5, 2010

Location: Warrenton-Fauquier Airport (KHWY): Midland, VA
Tel: 703-618-4132 • **E-Mail:** s.francis@ieee.or

// Happiness is Delano 2010 (Southwest)

Saturday, September 4 – Sunday, September 5, 2010

Location: Delano Municipal Airport (KDLO): Delano, CA
Tel: 661-917-4573 • **E-Mail:** 1jkhowell_1954@sbcglobal.net
Website: www.IACChapter26.org

// Rebel Regional (Southeast)

Friday, September 10 – Saturday, September 11, 2010

Location: Everett-Stewart Regional (KUCY): Union City, TN
Tel: 731-420-4053 • **E-Mail:** nagriffin36@charter.net

// Tequila Cup (Southwest)

Friday, November 12 – Saturday, November 13, 2010

Location: Marana NW Regional Airport (AVQ): Marana, AZ
Tel: 603-860-4456 • **E-Mail:** tequilacup@gmail.com

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Loss Prevention and Mitigation

HAVE YOU EVER THOUGHT of jumping from an airplane just for fun? There are lots of folks who do this; I am not one of them. In fact, I don't think jumping from an airborne aircraft for any reason sounds like a good idea. However, there are times when it is absolutely necessary in order to preserve the lives of the aircraft occupants, but this should be the last option at the bottom of a very long list of to-do's prior to any aerobatic flight.

Leaving an aircraft in flight should be a "yes" or "no" sort of decision. If we choose "no," then we have no risk. If we choose "yes," then we have many things to consider. In the case of voluntary or recreational sky diving where we choose "no," we have no chance of loss. If we choose "yes," then we have infinite possibilities for loss—to ourselves and to other people. If we choose "no," then we have prevented all chances of loss; if we choose "yes," then we have to work to mitigate or lessen those chances of loss. Sky diving normally requires a parachute, an excellent option to lessen the chance of loss for you. Tandem training, using a reputable sky diving operation that performs good aircraft maintenance, and lots of dual jump instruction all can help lessen the chance of your own injuries or injuries that you might cause to others during your experience. These are all good ways to help your sky diving experience be one with few or no injuries to you or others, and your due diligence is paramount to making the experience loss-free.

So why should flying an aerobatic aircraft be any different from sky diving for the first time? Selection of an aircraft; deciding if the weather is appropriate for flying; identifying that you are physically fit to fly; feeling comfortable with your current level of training; and finally ensuring that the condition of your aircraft is appropriate are all considerations in your personal loss prevention program. Have you contemplated every scenario? Have you done everything you can to make sure a loss does not happen? Probably not.

You buy insurance for those times when you missed something or a loss takes place for which you have no control. Once you have decided to participate in any risky activity, and you have done all you can do to minimize your chances of losses, insurance is often the next component of any personal risk management program.

Here is where you make sure that your losses are covered by someone else; you pay a known premium in advance to someone else in order to transfer the risk of financial responsibility of your loss to them, i.e., an insurance company. It could be in the form of health insurance for your injuries, or disability insurance for your future inability to work, or life insurance for your death. It could also be in the form of hull insurance for damage to your aircraft after you jumped out, or it could be in the form of liability insurance for damages or injuries you do to other people. The fact is, insurance is a conscious decision to move your financial risk or chance of loss to someone else, and subsequently there is a cost to do so. You can choose to personally absorb all chances of loss by dealing with your injuries and paying all those you might owe because you crashed your aircraft inadvertently and affected others, or you can purchase a wide array of insurance products to protect you financially and pay those that you are responsible to. If you purchase insurance, then those

companies are gambling that you have done everything possible to lessen your (and their) chances of loss. If they can profit, then they can continue to gamble, but if they lose, then they can no longer participate.

It's all tied together; you should make the good decisions from the moment you decide to fly. You should do everything you can to minimize the chance of loss at the exact moment you decide to fly. Transferring your financial responsibility to an insurance company should absolutely be your last option for loss mitigation, just as jumping out of an aircraft in controlled flight should be. So please, don't do anything you wouldn't want to read about in the paper! **IAC**

Leaving an aircraft in flight should be a "yes" or "no" sort of decision.

The International Aerobatic Club and EAA will be memorializing Vicki Cruse by dedicating the new Vicki Cruse Educational Pavilion in her honor on Friday, July 30th at the IAC's Annual Meeting. The meeting will take place at the conclusion of the day's air show at the new Pavilion which is attached to the IAC Headquarters building on the northeast side of Aeroshell Square.

On Sunday, August 1st, at 10:30 AM, Vicki Cruse will also be honored along with others, such as Chandy Clanton and Jim and Mike Swick, whose lives were positively affected by aviation by being placed on EAA's Memorial Wall. The memorial wall is located by the Fergus Chapel, next to Pioneer Airport.

The IAC is also collecting donations for a monument that will be placed on the EAA grounds in remembrance of Vicki Cruse.

If you are interested in donating, please mail to:

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P.O. Box 3086 Oshkosh, WI 54903-3086.



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