

NOVEMBER 2018

# SPORT *Aerobatics*

OFFICIAL MAGAZINE of the INTERNATIONAL AEROBATIC CLUB



- GENERATIONS
- PITTSSES IN ITALY



2018  
NATIONALS

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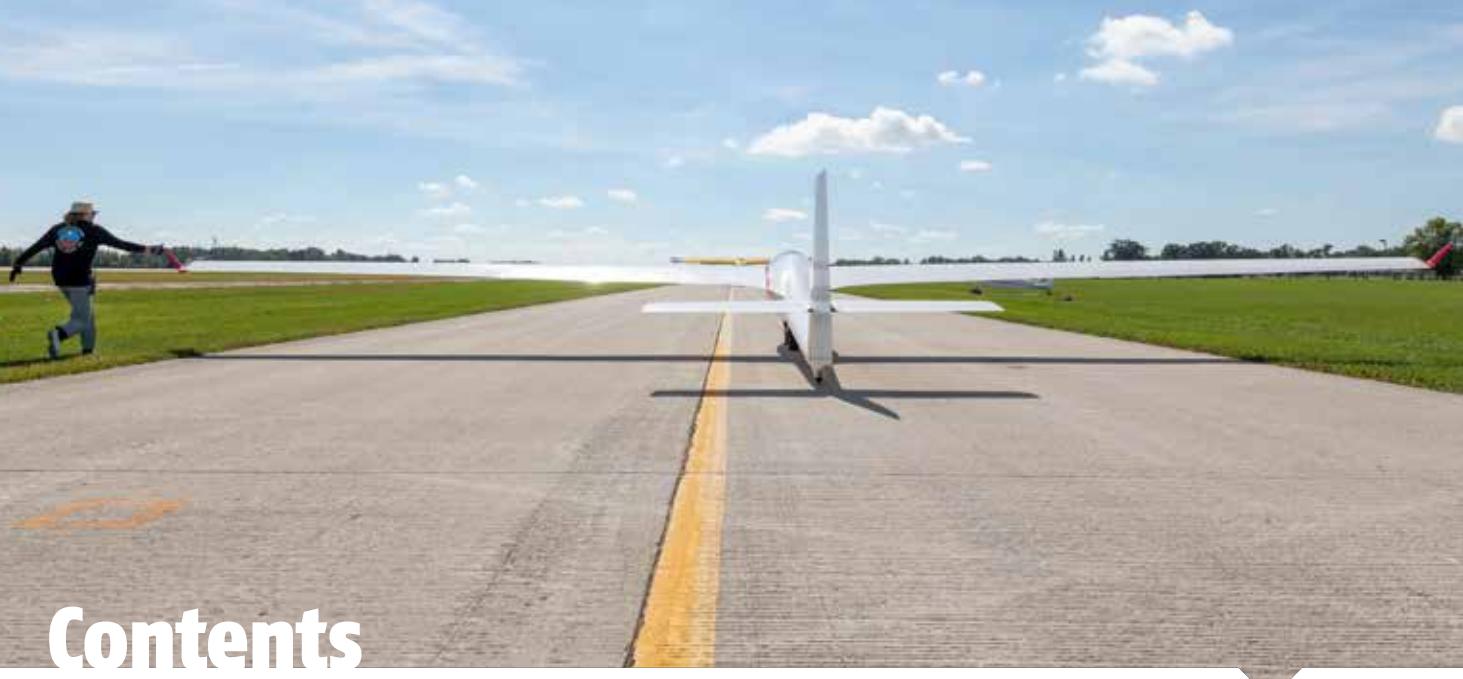


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### COVER

Rob Holland, now eight-time U.S. National Aerobatic Champion, is also the undisputed master of the 4-Minute Free. Photo by Evan Peers.

Above: Laura Radigan launches Jason Stephens, flying Laura's SZD 59 Acro Sailplane, from taxiway Papa during glider operations. Photo by Evan Peers.



## Next Month

**TOM ADAMS**, IAC 1999, was here at the U.S. National Aerobic Championships, and in honor of his induction to the International Aerobatic Hall of Fame, some of his friends surprised him with a huge cake. Watch next month as we recognize Tom and his many contributions to IAC and aerobatics. **IAC**

PHOTOGRAPH BY MIKE HEUER

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# Setting the course

BY ROBERT ARMSTRONG, IAC 6712

**THE U.S. NATIONAL AEROBATIC** Championships has just wrapped up, and we're already looking forward to the 2019 aerobatic season. All categories flew at Nationals 2018, though not all programs were flown for reasons that contest organizers could not control. Wind, wet, and cold were the primary factors, along with some of the most welcoming mosquitos that Wisconsin has to offer.

Results are covered later in this issue so I will not repeat them in my column. There was, however, one notable event that was only seen by those in attendance. The weather had interrupted the first program in the Sportsman category, and the schedule indicated that Unlimited would fly the first Unknown — program three for them — before the continuation of Sportsman. The entire Unlimited category pilot group, in the ultimate show of sportsmanship, approached the contest director and insisted that the Sportsman pilots complete their first program and that each category should have a chance to complete a second flight before the Unlimited category continued. This was one of those moments that reinforce the fact that the IAC is a large family of great people.

We had CIVA President Nick Buckenham as a guest and chief judge for the Advanced category. He was the keynote speaker at the awards ceremony as well. Nick and I found time to discuss the direction that aerobatics has gone and what we might do to preserve our respective domestic aerobatic clubs. It is interesting that the struggle to maintain our IAC is not unlike the issues facing aerobatics in many locations.

During my long drives to and returning from Oshkosh, I had ample time to think. For some months in my column I have been exploring different sequence issues in the various categories. During my time in Wisconsin I spent many hours with as many members I could. The conversation was directed to what the members want to see in the future. Among

those I approached were two people who together represent an impressive group of Primary and Sportsman aerobatic pilots — Dagmar Kress from Metropolitan State University of Denver in Colorado and Mike Lents from the University of North Dakota. I shared with them my ideas for enhancing the Primary category and found them receptive. The details must be approved by the board of directors, the meeting of which will have taken place by the time you read this. The results will be communicated on the IAC website, along with other rule and sequence information for 2019.

During my conversations I also received input that our 2018 Sportsman sequence was indeed improper. There were reports from three pilots, two of whom are former world team members and national champions, that the program could not be flown in a clipped wing Cub. This is the type of plane that we must accommodate in Sportsman. I have even received compatible sequences from Pitts S-2B pilots for Advanced, and Pitts S-1 pilots for Unlimited. The sequence committee has a definitive mission to accomplish.

And finally, by the time you read this, the International Aerobatic Hall of Fame induction ceremony, honoring the long list of contributions by 2018 IAC inductee Tom Adams, IAC 1999, and the fall meeting of the IAC board of directors will have occurred. The board will have a very full agenda that, when complete, will deliver to our members a new set of Known programs and other exciting news for 2019. **IAC**

► Please send your comments, questions, or suggestions to [president@iac.org](mailto:president@iac.org).

# Giles Henderson Trophy Presented to Susan Bell

**THE GILES HENDERSON TROPHY**, a new award created this year, was presented to Susan Bell, IAC 438132, of Pasadena, California, at the conclusion of the U.S. National Aerobatic Championships in Oshkosh, Wisconsin, on September 28. Susan flew her Extra 300 N300XA to victory over 18 other competitors in the Sportsman category and achieved an 84.172 percent score. The trophy will be presented each year at U.S. Nationals to the new U.S. Sportsman Aerobatic Champion.

On hand for the presentation of the trophy to Susan were two members of the Henderson

family: Giles' wife, Lyn Henderson, and his son, Garth Henderson. Many IAC members donated to the fund to create the trophy, and our thanks go out to all.

Giles Henderson, IAC 159, died in a skydiving accident in December 2017 and had most recently competed at the U.S. Nationals in Oshkosh in 2017.

The quintessential, iconic Sportsman pilot, he best represented the grassroots pilots in IAC and our mission to bring aerobatics to all pilots in all walks of life. He was the winner of the L. Paul Soucy Aerobatic Award in 1971, 1975, 1986, and 1988, flying his clipped wing Cub N6620H, which he owned for 50 years. He was inducted into the International Aerobatics Hall of Fame in 2012. **IAC**



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BY LORRIE PENNER, IAC 431036  
PHOTOS BY EVAN PEERS



## ROB HOLLAND

### EIGHT-TIME U.S. NATIONAL AEROBATIC CHAMPION

Congratulations to Rob Holland, who on Friday, September 28, at the closing ceremonies was awarded the U.S. National Aerobatic Champion title. Rob's name will be engraved on the Mike Murphy Cup for the eighth consecutive time, breaking the record he shared with the late Leo Loudenslager. He will also lead the U.S. Unlimited Aerobatic Team for next year's 30th World Aerobatic Championships in Châteauroux, France.



## JOHN OSTMEYER

### U.S. NATIONAL ADVANCED CHAMPION

Congratulations to John Ostmeyer, who wins his first National Advanced Champion title, earning the honor to be the next name engraved on the MT Propeller Trophy. John flies a beautiful Pitts S-1T. He just finished his new wings in June, after almost four years of hard labor, prior to a summer schedule full of making the rounds to chapter contests. John flew in the 2018 Lone Star and Doug Yost Challenge aerobatic contests prior to coming to Nationals. He finished in first place at Lone Star and in third place at Doug Yost. This is John's sixth time at Nationals since 2012.



## **ADAM MESSENHEIMER**

### **U.S. NATIONAL INTERMEDIATE CHAMPION**

Congratulations to Adam Messenheimer, flying his Pitts S-2C with patriotically painted wings and checkerboard tail. He will see his name engraved on the Fred Leidig Trophy as the 2018 National Intermediate Aerobatic Champion.

Adam started flying in competition in 2016 in the Sportsman category, where he placed third at the East Coast aerobatic contest that year. In 2017 he flew five contests, including the 2017 Nationals, and brought home a first-place trophy at the East Coast aerobatic contest. This year he flew five contests, including Nationals. This is his first-time win in Intermediate at Nationals.



## **SUSAN BELL**

### **U.S. NATIONAL SPORTSMAN CHAMPION**

Congratulations to Susan Bell on her first-place win in the Sportsman category and on becoming the first recipient of the new Giles Henderson Trophy as National Sportsman Aerobatic Champion.

Susan has primarily been flying in the Southwest region, with a couple of contests in the Northwest region. Susan began flying contests in a Bellanca 8KCAB during the 2016 contest season until she changed her mount to an Extra 300. In 2017 she flew two contests and in 2018 she has flown seven contests, including this, her first time at Nationals.





## JASON STEPHENS

### U.S. NATIONAL ADVANCED GLIDER CHAMPION

Congratulations to Jason Stephens on his first-place win in the Advanced glider category.

Jason is the Chairman of the IAC's glider committee, has been competing at Nationals since 2006, and is a past Unlimited glider champion winning in 2006, 2007, 2008, 2012, and 2013. Through his high school years, Jason's glider instructor was Les Horvath, a Hungarian immigrant who was a former member of the U.S. glider aerobatic team and a pioneer in glider aerobatics in the United States. In 1969, Horvath founded Arizona Soaring, a school Jason's family purchased in 1987 and continues to operate today.



## VINCENT SABIN

### U.S. NATIONAL INTERMEDIATE GLIDER CHAMPION

Congratulations to Vincent Sabin on his first-place win in the Intermediate glider category.

Vince is a member of the U.S. Air Force Academy aerobatic team. This is his second U.S. Nationals, and in 2017 he placed second in the Sportsman glider category. He flies the academy's shared DG Flugzeugbau DG-1001.

## MICHAEL HAYES CLONINGER

### U.S. NATIONAL SPORTSMAN GLIDER CHAMPION

Congratulations to Michael Hayes Cloninger on his first-place win in the Sportsman glider category. Mike is also a member of the U.S. Air Force Academy aerobatic team, flying the academy's shared DG Flugzeugbau DG-1001. This was his first contest and first attendance at Nationals. He followed up this win with a second-place finish at the Clyde Cable Rocky Mountain aerobatic contest October 6-7.





## JOHN STRONG

### U.S. NATIONAL PRIMARY WINNER

Congratulations to John Strong on his first-place win in the Primary power category.

John has long been a pilot, and after much deliberation has jumped into competition this year. This is John's first Nationals and third contest. You will recognize John from his three-part story in *Sport Aerobatics* on breaking through barriers, persistence, and finding friends through aerobatics.



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# There Is More

BY BRITTANY NIELSEN, IAC 437631

PHOTOS BY EVAN PEERS, BRITTANY NIELSEN, AND MIKE HEUER

## THE U.S. NATIONAL AEROBATIC CHAMPIONSHIPS

are more than competition flying. While it's true that the majority of our time is spent watching airplanes and critically analyzing every maneuver a pilot is performing, we also enjoy many other aspects of Nationals; the event becomes a homecoming, family reunion, and fly-in social all bundled into a week of fun! This year, we focused a lot on bringing the fun back to competition flying and U.S. Nationals. Throughout the week, we had a buzz of hashtags, evening social events, social media explosion, and fun photo booth props. It was an event to remember!

Our days were packed with competition flying, weather analysis, figure selections, and briefings, but our evenings brought us together around food, music, fun, and laughter. We enjoyed Taco Tuesday and passed around photo props, laughed at our aerobatic maneuvers on the ground, enjoyed handing out awards, and even an evening photography session in a quiet hangar.

The U.S. National Aerobatic Championships is an amazing event for pilots and nonpilots alike. The grounds are flooded with busy volunteers who were striving to make the event organized and seamless. Along the way, we all enjoyed our fun and laughter. Volunteers would wake to their bicycles decked out with rubber chickens and streamers, a sea of neon flooded the grounds with "For Mark" T-shirts to show solidarity for one pilot gone west, and social media kept us updated with a live feed of the flying and pilot interviews. Our pilots demonstrated their artistic skills when they created the outline of the aerobatic box in chalk, cones, tape, and even toilet paper. I always wonder what housekeeping thinks when we leave a tip and ask that they don't vacuum up the square on the floor.

What more could you ask for? We were all "Aresti Heroes," showing off our mad skills in competition flying; whether we were on the ground bundled in a cocoon of blankets to stay warm, or strapping on a chute waiting to be cleared into the box, we made our mark at the 2018 U.S. National Aerobatic Championships! **IAC+**













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## ► ONE FOR THE GIFFORD

Craig Gifford flies his Extra 330SC over Wittman Field in Oshkosh following the 2018 U.S. Nationals. Craig took third place in Unlimited and secured a spot on the 2019 U.S. Aerobatic Team.







## 2018 U.S. NATIONALS, WITTMAN REGIONAL AIRPORT, SEPTEMBER 22-28, 2018, CONSOLIDATED RESULTS

**Contest Director:** John Smutny, **Assistant Contest Director:** Mike Heuer, **Contest Chief Judge:** Weston Liu, **Scoring Director:** Teri Bransttiere, **Jury members:** Robert Meyer (Chair), Mike Heuer, Ron Schreck, Doug Bartlett, Doug Sowder, Jim Bourke. Complete contest results can be found online at [www.iac.org/files/nationals-results/2018](http://www.iac.org/files/nationals-results/2018).

### PRIMARY POWER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known 1	Known 2	Known 3	Total	Overall %
1	USA	M	John Strong	Decathlon	N5037N	512.8686	503.2520		1016.1207	83.2886
2	USA	M	Stefan Comina	Decathlon	N555XD	474.1791	491.0903		965.2693	79.1204
3	USA	M	Torin Walhood	Decathlon	N318JR	482.122	479.2448		961.3668	78.8006
4	USA	F	Jenna Coffman	Decathlon	N555XD	458.1421	433.1718		891.3139	73.0585
5	USA	M	Ashton Croy	Decathlon	N318JR	508.6479	102.7082		611.3561	50.1112
6	USA	M	Andrew Hollingsworth	Decathlon	N318JR	Disq.	486.7516		486.7516	39.8977

**Judges:** Sandy Langworthy (Chief), Jim Wells, Mike Forney, Weston Liu, Jeff Granger, Doug Bartlett, Klaus Mueller, Tom Rhodes.

**Judges' Assistants:** Laura Radigan, Jason Stephens, Grant Nielsen, Angelo Cillaroto, Carole Holyk, Mark Matticola, Matt Smith, Wayne Buescher, Jeff Petrocelli.

### SPORTSMAN POWER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	USA	F	Susan Bell	Extra 300	N300XA	1051.5936	1100.0823		2151.6759	84.7116
2	USA	M	Jarrett Croy	Decathlon	N318JR	1063.7458	1074.5906		2138.3364	84.1865
3	CAN	M	Larry Ernewein	Bucker Jungmann	CFLAE	1016.1244	1097.9741		2114.0985	83.2322
4	USA	M	Samuel Robinson	Pitts S-2C	N317JK	1041.4613	1066.8312		2108.2925	83.0036
5	USA	M	Scott Perkins	Extra 330LX	N361LX	1032.9540	1067.6870		2100.6410	82.7024
6	USA	M	Jerry Esquenazi	Vans RV8	N84JE	999.4094	1059.3330		2058.7124	81.0529
7	SWE	F	Sofia Lindberg	Decathlon	N5037N	996.7506	1061.4007		2058.1513	81.0296
8	USA	M	Brooks Dickerson	Decathlon	N148AK	1014.4634	1041.5268		2055.9903	80.9445
9	USA	M	Alex Hunt	Decathlon	N318JR	994.8260	1059.2653		2054.0912	80.8697
10	USA	M	Hugo Ritzenthaler	Pitts S-1E	N96HH	1012.2625	996.0280		2008.2906	79.0666
11	USA	M	John Shavinsky	Extra 300L	N164EX	1036.8043	958.4877		1995.2920	78.5548
12	USA	M	Nick Slabakov	Decathlon	N555XD	963.9435	1017.6117		1981.5552	78.0140
13	USA	F	Elise Wheelock	Decathlon	N318JR	952.9111	990.8791		1943.7903	76.5272
14	USA	M	Mitchell Oswald	Decathlon	N318JR	980.4732	872.2368		1852.7101	72.9413
15	USA	F	Elizabeth Birch	Decathlon	N318JR	779.5213	1058.7539		1838.2752	72.3730
16	USA	M	Galen Killam	RV8	N67GK	867.6331	913.9322		1781.5653	70.1404
17	NOR	F	Vibeke Gaard	Pitts S-2C	N317JK	967.1070	624.9845		1592.0916	62.6808
18	USA	M	Christopher Phillips	Decathlon	N555XD	1032.1152	205.1804		1237.2956	48.7124
19	USA	M	Carlos Sotolongo	Pitts S-2B	N83TH	1002.4233			1002.4233	39.4655

**Judges:** Sandy Langworthy (Chief), Jim Wells, Mike Forney, Weston Liu, Jeff Granger, Doug Bartlett, Klaus Mueller, Tom Rhodes.

**Judges' Assistants:** Laura Radigan, Jason Stephens, Grant Nielsen, Angelo Cillaroto, Carole Holyk, Mark Matticola, Matt Smith, Wayne Buescher, Jeff Petrocelli.

### SPORTSMAN GLIDER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	USA	M	Michael Hayes Cloninger	DG-1001	N205DG	860.3540	909.7485		1770.1026	75.0043
2	USA	M	Triston Berringer	DG-1001	N205DG	816.6162	865.1465		1681.7627	71.2611
3	USA	F	Kristen Gianfaglione	DG-1001	N205DG	873.4446	768.2153		1641.6599	69.5619
4	USA	M	Karl Erik Van Hegewald	DG-1001	N205DG	575.5089	878.8797		1454.3886	61.6266
5	USA	M	Benjamin Jury	DG-1001	N205DG	917.9447	484.8977		1402.8424	59.4425

**Judges:** Sandy Langworthy (Chief), Jim Wells, Mike Forney, Weston Liu, Jeff Granger, Doug Bartlett, Klaus Mueller, Tom Rhodes.

**Judges' Assistants:** Laura Radigan, Jason Stephens, Grant Nielsen, Angelo Cillaroto, Carole Holyk, Mark Matticola, Matt Smith, Wayne Buescher, Jeff Petrocelli.

## INTERMEDIATE POWER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	USA	M	Adam Messenheimer	Pitts S-1	N725AM	1519.7271	1637.6884		3157.4155	81.3767
2	USA	M	Shaun Brautigan	Extra 330LX	N341LX	1531.7401	1604.3371		3136.0773	80.8267
3	USA	M	Tom Rhodes	CAP 232	N232LR	1471.0266	1639.5754		3110.6020	80.1702
4	CAN	M	Luke Penner	Extra 300L	CGXRA	1467.8634	1613.8659		3081.7293	79.4260
5	USA	M	David Taylor	Giles G-200	N1210Y	1483.1928	1584.8438		3068.0365	79.0731
6	USA	M	Cory Johnson	Pitts S-1C	N2826	1473.4271	1587.6132		3061.0402	78.8928
7	USA	M	Justin Hickson	Pitts S-2B	N79AV	1465.4812	1558.5565		3024.0377	77.9391
8	USA	M	Ben Rose	Extra 300L	N129SJ	1414.8734	1552.7759		2967.6493	76.4858
9	USA	M	Weston Liu	Pitts S-2A	N78PS	1386.7911	1547.1963		2933.9874	75.6182
10	USA	M	David Prather	Staudacher S600	N252CW	1276.5541	1622.6665		2899.2206	74.7222
11	USA	M	William Warburton	Extra 300L	N129SJ	1322.6786	1489.6391		2812.3177	72.4824
12	USA	M	Anthony Oshinuga	Pitts S-1S	N45SS	1327.0632	486.0258		1813.0890	46.7291
13	USA	M	Antonio Davila	Staudacher S600	N252CW	1442.9581	285.9670		1728.9251	44.5599
14	USA	M	Chris Keegan	Extra 300	N285A	1341.4191	9.8382		1351.2573	34.8262

Judges: Peggy Riedinger (Chief), John Ostmeyer, Adam Cope, Richard Giles, Steve Johnson, Craig Gifford, Wayne Buescher, Jim Wells, Betty Stewart, Hugo Ritzenthaler.

Judges' Assistants: Dagmar Kress, Bruce Mamont, Mark Nowosielski, Sam Robinson, Larry Ernwein, Krysta Paradis, Jerry Riedinger, Hollywood Hayden, Elise Wheelock.

## INTERMEDIATE GLIDER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	USA	M	Vincent Sabin	DG-1001	N205DG	831.8838	1174.0631		2005.9469	69.8936
2	USA	M	Garrett Patnode	DG-1001	N205DG	734.3813	1132.2118		1866.5931	65.0381
3	USA	M	Cody Donald	DG-1001	N205DG	877.5586	826.1206		1703.6792	59.3616
4	USA	F	Maeve Daw	DG-1001	N205DG	795.5270	878.3127		1673.8397	58.3219
5	USA	M	Marcus Rosenthal	DG-1001	N205DG	749.1236	268.1915		1017.3151	35.4465

Judges: Peggy Riedinger (Chief), John Ostmeyer, Adam Cope, Richard Giles, Steve Johnson, Craig Gifford, Wayne Buescher, Jim Wells, Betty Stewart, Hugo Ritzenthaler.

Judges' Assistants: Dagmar Kress, Bruce Mamont, Mark Nowosielski, Sam Robinson, Larry Ernwein, Krysta Paradis, Jerry Riedinger, Hollywood Hayden, Elise Wheelock.

## ADVANCED POWER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	CAN	M	Andy Ernwein	Pitts S-1S	CFSUP	2328.1797	2300.3443	2285.6478	6914.1718	74.0275
2	USA	M	John Ostmeyer	Pitts S-1T	N230JM	2294.8309	2287.2504	2251.4023	6833.4836	73.1636
3	USA	M	Martin Flournoy	MX2	N540RH	2227.5148	2271.2173	2157.6617	6656.3939	71.2676
4	USA	M	Matthew Dunfee	Extra 330SC	N494MB	1982.6232	2331.4084	2267.1645	6581.1962	70.4625
5	USA	M	Michael Lents	Panzl S-330	N330G	2292.6733	2125.3195	2144.7199	6562.7127	70.2646
6	USA	M	Johnny Wacker	Extra 330SC	N340JK	1980.3698	2275.3053	2220.0355	6475.7106	69.3331
7	USA	M	Michael Forney	Pitts S-1T	N49306	2167.7164	2134.8808	2144.6529	6447.2501	69.0284
8	USA	M	Christopher Magon	Extra 300S	N65EX	1917.4803	2188.5296	2004.1267	6110.1366	65.4190
9	USA	M	Steven Johnson	MX2	N487MX	1843.8271	2308.7914	1910.5595	6063.1780	64.9163
10	USA	M	Jeffrey Petrocelli	Extra 330SC	N330MP	1187.0141	2223.4728	2060.2804	5470.7674	58.5735
11	USA	M	Grant Nielsen	CAP 232	N232KS	1541.6042	1998.1915	1403.7397	4943.5355	52.9286
12	USA	M	Dick Fennell	MXS	N530JK	1609.3672	1551.3782	1728.9795	4889.7249	52.3525
13	USA	M	Christopher Combs	Extra 330SC	N330ZZ	1661.6566	1779.2683	1222.4153	4663.3401	49.9287
14	USA	M	Duncan Koerbel	Extra 300	N981KM	1116.7056	1480.2475	1201.5218	3798.4750	40.6689
15	USA	M	Douglas Sowder	Extra 300L	N25AP	1793.8612	1311.3116		3105.1728	33.2460

Judges: Nick Buckenham (Chief), Mark Matticola, Foster Bachschmidt, Jim Bourke, Ron Schreck, Carole Holyk (CAN), Craig Gifford, Fred Weaver, Jerry Riedinger, Justin Hickson, Bill Denton.

Judges' Assistants: Rob Holland, Mike Gilberti, AJ Wilder, Robbie Gibbs, Mark Nowosielski, Goody Thomas, Mark Matticola, Jeff Granger, Tom Adams, Matt Smith, David Scott, Linda Morrissey, Klaus Mueller, Patrick Lavelle.



## ADVANCED GLIDER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown	Total	Overall %
1	USA	M	Jason Stephens	SZD 59 Glider	N77ZD	1471.5714			1471.5714	73.5786
2	USA	F	Laura Radigan	SZD 59 Glider	N77ZD	1189.5714			1189.5714	59.4786

Judges: Nick Buckenham (Chief), Jerry Riedinger, Foster Bachschmidt, Jim Bourke, Carole Holyk, Fred Weaver, Justin Hickson, Bill Denton.

Judges' Assistants: Rob Holland, Mike Ciliberti, AJ Wilder, Robbie Gibbs, Goody Thomas, Mark Matticola, Jeff Granger, Tom Adams.

## UNLIMITED POWER

Rank	Nat	M/F	Pilot	Airplane	N-Number	Known	Free	Unknown 1	Total	Overall %
1	USA(T)	M	Robert Holland	MX2	N540RH	3591.8363	3672.3696	3763.3491	11027.5550	80.0839
2	USA(T)	M	Goodwin Thomas	Extra 330SC	N580BG	3139.7955	3569.1914	3412.7427	10121.7295	73.5057
3	USA(T)	M	Craig Gifford	Extra 330SC	N260DD	3249.3614	3444.3481	3293.2643	9986.9738	72.5270
4	USA(T)	M	Jim Bourke	Extra 330SC	N331FZ	3168.5909	3407.6045	3386.5720	9962.7674	72.3553
5	USA(T)	M	Mark Nowosielski	Extra 330SC	N260DD	3299.3422	3344.5856	3237.1319	9881.0597	71.7579
6	USA(T)	M	Michael Ciliberti	Extra 330SC	N330CZ	3189.4510	3222.8902	3353.7814	9766.1227	70.9232
7	USA(T)	M	Foster Bachschmidt	Extra 330SC	N330FB	3189.6098	3394.2138	2696.3254	9280.1490	67.3940
8	USA(T)	F	Melissa Burns	Extra 330SC	N330FB	3070.4445	3012.9330	3097.4463	9180.8238	66.6726
9	USA(T)	M	AJ Wilder	Extra 330LT	N498MB	2627.4358	3162.0904	2453.8884	8243.4146	59.8650
10	USA(T)	F	Krysta Paradis	DR-107	N75KA	2653.6948	2857.6003	2360.6131	7871.9082	57.1671
11	USA(T)	M	Robbie Gibbs	Edge 540	N540DT	2798.9627	2437.5162	2176.4510	7412.9299	53.8339
12	USA	M	Adam Cope	DR-107	N75KA	2599.9174	2575.2056	1720.3510	6895.4740	50.0761

Judges: Jim Wells (Chief), Ron Schreck, Marty Flournoy, Fred Weaver, Betty Stewart, Doug Sowder, Tom Adams, Steve Johnson, Bill Denton, David Taylor, Matt Dunfee, Justin Hickson.

Judges' Assistants: Jerry Esquenazi, Johnny Wacker, Chris Magon, Don Hartmann, Dagmar Kress, Nick Slabakov, Andy Ernwein, Jenna Coffman, Nick Buckenham, Jerry Riedinger, Jeff Granger, David Scott, Weston Liu, Linda Morrissey.

## 4-MINUTE FREESTYLE

Rank	Nat	M/F	Pilot	Airplane	N-Number	4-Minute Free	Total	Overall %
1	UST	M	Robert Holland	MX2	N540RH	3488.3467	3488.3467	87.2087
2	UST	M	Mark Nowosielski	Extra 330SC	N260DD	3179.5335	3488.3467	79.4883
3	UST	M	Jim Bourke	Extra 330SC	N331FZ	3059.8693	3059.8693	76.4967
4	UST	M	Robbie Gibbs	Edge 540	N540DT	2904.8766	2904.8766	72.6219
5	UST	M	Craig Gifford	Extra 330SC	N260DD	2806.4357	2806.4357	70.1609

Judges: Jim Wells (Chief), Steve Johnson, Mark Matticola, Klaus Mueller, Justin Hickson, Nick Buckenham, Nick Slabakov, Mike Forney, Carole Holyk, Marty Flournoy.



# The Quiz

BY JONATHAN APFELBAUM, IAC 433983



Advanced Glider



Sportsman Glider



Advanced Power



Unlimited Power



Intermediate Power

1

The Blue Angels made a surprise flyover to open the EAA AirVenture Oshkosh 2018 Wednesday afternoon air show. In 1962, Blue Angels team leader Lt. Cmdr. Ken Wallace introduced several new maneuvers, including the Farfel. This is a diamond formation with only the leader inverted. How did this maneuver get its name?

2

AirVenture 2018 spotlighted women in aviation. Match these outstanding female pilots with their accomplishments and their aircraft:

- Vicki Benzing
- Julie Clark
- Betty Skelton (Frankman)
- Patty Wagner
- Patty Wagstaff
- Won the 1948, 1949, and 1950 Women's International Aerobatic Championships.
- One of the first female airline pilots to fly for a major airline.
- Three-time U.S. National Aerobatic Champion and six-time member of the U.S. Aerobatic Team.
- Fastest female racer, qualifying in an L-39 at 469.831 mph at the Reno Air Races in 2015.
- Longest-performing wing-walking team, with her husband.
- Pitts Special *Little Stinker*
- Extra 260
- T-34
- Waco Model CTO Taperwing
- PT-17 Stearman

3

This year, Rob Holland won a record-setting eighth U.S. National Aerobatic Champion title. Previously he was tied with Leo Loudenslager with seven championships. Who else has won an impressive number of championships after these two talented pilots?

4

A half-loop followed by a half-roll is known as an Immelmann and was named after a maneuver the World War I German pilot Max Immelmann used to elude enemy aircraft. True or false?

5

Aerobatics have different terms or names that have come from different languages. Can you match the term with its meaning?

- English Bunt
- Stall Turn
- Flick Roll
- Chandelle
- Avalanche
- Porteous loop
- Snap roll
- A shortened version of a French phrase that means to climb a candle, or to climb vertically
- Hammerhead
- Second half of an outside loop

LOOK FOR THE ANSWERS ON PAGE 25

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# GENERATIONS OF LOOPS

BY SARA ARNOLD, IAC 436667





**E**veryone remembers the moment they had their first aviation experience. I was lucky enough that it was my father who took me on my first airplane ride. But it did not stop with that first ride.

As Dad was learning about aerobatics, I was able to tag along.

It is not rare to have a daughter follow in her father's footsteps, and it is not rare to have a child follow their parent into the aviation world. But what I do think is rare is to have a father and daughter fly in aerobatic competitions together. This is what my father, Dick Swanson, and I have done for the past four years.

It all started when my father was a young boy working in the field with his father when a clipped wing Cub aircraft landed in the grass nearby. The pilot, a local farmer, asked my father and my grandfather if they wanted a ride, which started a lifelong love of flying. Little did that farmer know he started something that would last for generations. When my father was older he decided to learn to fly. He received all of his ratings from private to commercial and instrument to multiengine. As my father practiced, he would take me along as a young child, and I knew that someday I would learn to fly as well. Some of my best memories and stories are of going up in the sky with him. One day, I was able to go with him and another person as they went flying to look at some farm fields. There was a break in the clouds, so my father decided to pop up



above them, and I looked over the blanket of white in awe. Anyone who has taken someone for a flight knows that when they go quiet, you ask if they are feeling ill. That was what my father was worried about when he asked if I was okay. My response was that I was doing just fine, but wanted to know where the Jolly Green Giant lived.

To make it fun, sometimes he would pull the yoke back and forth so I could feel the g-force; we would call it the roller coaster. That should have been the first clue of the beginning of something.

In the summer of 1983, my father and a friend purchased a Citabria and started to learn aerobatics. His first contest was July 1987 in Minnesota, where he won first place and received an Unlimited trophy. The story goes that they did not expect any Primary pilots, but there were several. They did expect Unlimited pilots, but there were none. So, the Primary pilots were able to get the Unlimited trophies. A year later, the replacement plaque came in the mail, and it was put on — in the back. As I grew older I was able to go to contests, and it seemed like such an adventure until I was put to work out in the middle of a field at the boundary markers. I have found that this is the rite of passage for kids who have parents who go to contests, as I have seen others do this with their kids, and I, too, have put my own to work helping.

Then my teens and 20s came, and my father thought it was always a good idea, when I came home in the wee hours of the morning, to wake me up





early because he needed “help” flying. He would throw me in the back seat, and we would have to practice his aerobatic routine a few times. I always made it through, and the crazy thing was I still wanted to learn aerobatics and compete in a contest. So, he taught me what he knew, and I was on my way. However, then 9/11 happened, and the contest I was wanting to fly in was canceled. Then life happened — I got married and had kids — so my flying dreams were put on hold.

**AS MY FATHER PRACTICED, HE WOULD TAKE ME ALONG AS A YOUNG CHILD, AND I KNEW THAT SOMEDAY I WOULD LEARN TO FLY AS WELL. SOME OF MY BEST MEMORIES AND STORIES ARE OF GOING UP IN THE SKY WITH HIM.**

Years later, my father purchased a Pitts and continued to compete in aerobatic contests. One of the trophies he is proud of is the highest-scoring Pitts in a contest. Pitts used to give those trophies, but no longer does. As I would hear about practices, play dates, and contests I felt a little jealous. I realized I just needed to start flying again. The Pitts was sold, and we found a Decathlon that I started training in. That summer, I flew every moment I could with my father along teaching. Then came the day of my very first contest as a competitor, instead of just an observer. I won’t lie — I was nervous the whole weekend. After my last flight, I even did a little dance when I climbed out of the airplane because I was so happy that I made it through to the end. That very first contest, with my dad as

my coach, I came home with second place and could not have been more proud of the work we both put into training.

The plan was to do just one contest to mark off the bucket list, but I was bitten by the bug and have continued competing. My father is now competing in the Sportsman category, and this year I am, too. So, it is father versus daughter in a competition to see who is flying the best. Teasing and joking aside, flying is something that has kept us connected. We have our own language at holidays talking flying along with the inside jokes and catching up on what our flying friends are up to. The time we spend together practicing is precious. A lot of people are not so lucky, and we do not take that for granted.

The love for flying has now been passed on to my children, Lilly, Keara, and Connor, as they are asking how old do they need to be and when can they start to learn. They love coming to watch as we practice, but I wonder sometimes if it is because it is the only time they can judge their mom and tell her what she is doing wrong. They even know when contests are coming up and are not happy when they are not able to come. At one contest, we were lucky enough to have a fellow competitor take a picture of my daughter following along with my father doing the aerobatic “dance” on the ramp. It is a picture we will treasure always as it shows the generations of our family sharing the love of the sky. **IACF**



# The Quiz Answers

**1** Lt. Cmdr. Wallace named the maneuver after a Nestle's Quik TV commercial featuring a dog (a hound dog ventriloquist dummy) named Farfel. The team now flies the Double Farfel, with two aircraft inverted in the diamond.

**2** **Betty Skelton (Frankman)**  
Won the 1948, 1949, and 1950 Women's International Aerobatic Championships.  
Pitts Special Little Stinker

**Julie Clark**  
One of the first female airline pilots to fly for a major airline.  
T-34

**Patty Wagstaff**  
Three-time U.S. National Aerobatic Champion, six-time member of the U.S. Aerobatic Team.  
Extra 260

**Patty Wagner**  
Longest-performing wing-walking team, with her husband, Bob Wagner.  
Waco Model CTO Taperwing

**Vicky Benzing**  
Fastest female racer, qualifying in an L-39 at 469.831 mph at the Reno Air Races in 2015.  
PT-17 Stearman

**3** Kirby Chambliss with five titles, followed by Gene Soucy, Patty Wagstaff, Debbie Rihn-Harvey, and Clint McHenry each with three.

**4** False. It's widely believed that Immelmann invented this technique to elude enemy aircraft. But as aviation historians have noted, Immelmann's wing-warping Fokker E.III could never have performed this maneuver. Plus, Immelmann was too clever a pilot to use a maneuver that would leave him slow and an easy target for an enemy. The turn that Immelmann actually used for his getaway was simply a very steeply banked climbing turn.

<b>5</b>	<b>English Bunt</b>	Second half of an outside loop
	<b>Stall Turn</b>	Hammerhead
	<b>Flick Roll</b>	Snap roll
	<b>Chandelle</b>	A shortened version of a French phrase that means to climb a candle, or to climb vertically
	<b>Flick Roll</b>	Snap roll



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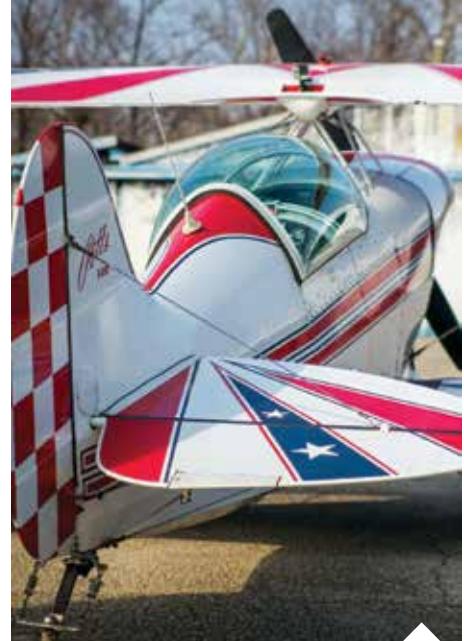
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# THE BIG *Pitts* FLY-IN

HOW TO MAKE NEW FRIENDS, THANKS TO THE PITTS

BY ALBERTO BECCARO, IAC 2583



**THIS IS A SHORT** story about a small fact that turned big. At the end you can say a few aircraft gathering together is not a big event. Nevertheless, it turned into something important to me, and this is the reason I want to share it with you.

To better understand what happened it must be said that there are not too many Pittses in Italy. In *Sport Aerobatics*, on websites, and in blogs I see many pictures with several Pittses or aerobatic aircraft together, and I always think of what a great opportunity it is to have other pilots/owners to discuss and share experiences with, to push each other to improve, or just to do some more flying.

Actually, aviation in Italy is not as popular as it is in the United States, and, as everywhere, aerobatic pilots are a small part of the general aviation community. In addition, we are close to France and Germany, so aerobatic pilots are more used to CAP and Extra aircraft than Pitts, but everyone who flies a Pitts recognizes how great the airplane is.

There are less than 10 Pittses in Italy, spread around the country. Recently, another one joined, coming from the United Kingdom, where the Italian owner, Francesco, was working. He was also competing in the UK aerobatic championships. One year ago Francesco decided to accept a job in Italy, and he and his family came back — with the Pitts.

Francesco is an enthusiast and was looking for other enthusiasts to share his passion. We had some conversations without





meeting for some months; then Francesco wrote to me. "I am in contact with some other Pitts pilots, but I have not been able to meet any of them so far. What do you think about organizing a Pitts fly-in?" he asked. I and other Pittsers said, "Great idea!" and Francesco's organization machine was up.

Shortly after, March 25, 2018, Francesco was waiting for us at Reggio Emilia Airport (LIDE). Unfortunately the weather was not very good, at least around the mountains. My trip was over flatland, and even though cloudy, the visibility was okay.

At the end we were only three Pittses: my S-2A and two S-2Bs, Francesco's and Mario's. Three other

## ***WE COME FROM DIFFERENT BACKGROUNDS, BOTH WORKING AND FLYING EXPERIENCE, AND IT WAS VERY NICE AND INTERESTING TO SHARE OUR EXPERIENCES AND OPINIONS.***

***— ALBERTO BECCARO***

Pittses were expected, two S-1s and one S-2B, but the pilots were less lucky, and they were not able to cross the Apennine Mountains, and one was kept on the ground by a delay in airworthiness review certificate renewal.

It was a great day, with people talking about their passion and experience in a friendly, nice atmosphere. The very good restaurant at the Reggio Emilia helped in creating a good mood, but no wine, please — we had to fly later on!

I know that it could seem like nothing to have a few Pittses together, but it is not so usual in Italy, and all the people were happy. We come from different backgrounds, both working and flying experience, and it was very nice and interesting to share our experiences and opinions.

The people in Reggio Emilia were also very friendly (a particular thank-you to Monica for the AFIS and airport coordination), and the three Pittses on the tarmac gathered other enthusiasts.

We ended the day with a formation pass over the airport: Three Pittses flying together is a beautiful view!

But this was not the end. On the contrary, I think this has been the start for more flights, more meetings, and more friendship. Actually, a couple of weeks later, Mario and Francesco attended a training together on formation flight.

I do not know if the Pitts attracts nice people or flying the Pitts helps in making the people nicer, but the people I met that day were excellent ones. And I think the feeling was shared: We talked about meeting again, going to fly-ins together, etc.

Many thanks to Francesco for the initiative — great job done! We made new friends, and that is always a great result.

Sometimes you do not need to organize big events to do something big. **IAC**



# And in the Beginning

BY BUDD DAVISSON

**IT TAKES A LOT** of chutzpah to stand up in front of this audience and pretend you have something to say that they might care about. However, inasmuch as I took delivery of my first S-2A, serial No. 006, in September of 1971 and haven't been without one since, instructing all the while, I'm fairly certain I can honestly say that I've screwed up more than most. And survived. And I've seen one helluva lot of changes, yet so many things have stayed the same.

It might be worth going back to the beginning to talk about how our sport developed, as seen from a personal point of view.

I graduated from the University of Oklahoma in 1968 with an MBA tagged onto the end of my aerospace engineering Bachelor of Science. However, what really counted was that all the way through grad school, I was an instructor pilot in OU's flight program that put

**FOUR HOURS OF AEROBATIC INSTRUCTION  
AND I WAS SUDDENLY AN AEROBATIC  
INSTRUCTOR! WE DIDN'T KNOW WHAT WE  
DIDN'T KNOW.**

34 hours on each of the ROTC cadets that were headed for flight school. This was 1964-68 so there was a lot of military flight training. There was no doubt that the 1,500 hours (or so) of dual-given that I logged there was my real education. Throughout all of that, however, I desperately wanted to do aerobatics. Then, providence shined on me: My first (and last) job took me to northern New Jersey where there was an active aerobatic school. I checked in as a student before I unloaded my belongings from the trailer behind my '65 GTO.

The school operated seven Citabrias, a BT-15 (not 13), and a T-34B. At that point in time, the Citabria was little known because it was just over 3 years old. It was a civilian's

first chance at owning an aerobatic airplane that was neither an antique nor an ex-military mount.

To show you how crude things in the aerobatic world were at that time, I came in for my fifth lesson, and the owner, a retired U.S. Air Force colonel, cornered me, pointed at a nervous-looking middle-aged guy in the corner, and said, "Take him out and teach him aileron rolls."

Four hours of aerobatic instruction and I was suddenly an aerobatic instructor! We didn't know what we didn't know.

I could write a book on the adventures we had with students in those early Citabrias. Champion didn't know any more about designing an airplane that could withstand the rigors of aerobatic training than we knew about teaching aerobatics. The list of parts we broke is long and, in our case, fortunately not lethal. In essence, we were a beta test site for Champion. We'd tell them what broke, they'd beef it up, and we'd go on to break something else.

At the time, the sport of aerobatics was just coming over the horizon, and on an international level, the Soviet bloc countries ruled the roost with the Czech Zlin 526 being the one to beat. By pure luck, a friend started importing 526s into the country and gave me one for a summer to act as his factory demonstrator.

This was all pre-Pitts for me, and I'd never had my hands on an airplane that could do outside maneuvers. So, being a courageous, dumb 20-something with several hundred hours of Citabria dual-given in my logbook, I immediately decided that would be a good time to teach myself outside loops. From the top, yet! I never claimed to be smart.



Everyone starts somewhere. That's me on the left at eight or nine. Won the who-can-fly-the-most-laps contest. I think I did 2.5.

The Zlin had a big red light on the panel that came on when you hit -3g, which was supposed to be the limit. Again, I didn't know what I didn't know. Power off, lots of pushing, red light glaring at me, power on, I barely caught sight of the horizon whipping past and the windshield filling with blue. Then, suddenly, there was the horizon! And we were again right side up! Amazing!

The guy in the front seat, who, shall we say, carried more weight than he should have, twisted around to talk to me.

"Wow! That was interesting."

He didn't know it, but his eyes were bright red, and I was afraid to look in a mirror. We had just learned one of the things we didn't know.

And then it was 1971 and *Air Progress* (remember that magazine?) sent me to Homestead, Florida, where, without knowing it, I was to be introduced to my future: I was there to do a pilot report on the prototype S-2 Pitts. At the time, there wasn't another two-place airplane like it, and the only thing we had to compare it to was the Citabria. Or a Great Lakes. But there was no comparison. This was an entirely different breed of very exciting cat. And I was seriously hooked! I went in with a couple of other guys, and we came up with the requisite \$24,395 (more than \$150,000 in 2018 dollars – sad, isn't it?) and placed an order. Then, one night, long before we were supposed to get our airplane, Curtis called and said that Charlie Hillard decided not to take the one he'd ordered, and asked if I wanted it. Did I ever!

That was nearly 7,000 hours of Pitts time ago (mostly dual-given), and I've enjoyed every second of it. More important, I cannot begin to imagine what my life would have been like without that little red airplane and the people it brought to me, Curtis especially. We didn't know what we didn't know, and we still don't. But, we're having a helluva good time trying to learn it. **IAC**



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# Jarrett Croy

BY GARY DEBAUN, IAC 4145

IAC 439194

Occupation: Flight Instructor

Chapter Affiliation: 78

Age: 21

**GD: JARRETT, I HAVE KNOWN YOU AND YOUR YOUNGER BROTHER, ASHTON, SINCE YOU WERE LITTLE KIDS PLAYING WITH TOY AIRPLANES IN YOUR FATHER'S HANGAR. I FIGURED YOU'D BE ALL BURNT OUT ON AIRPLANES BY NOW. HOW HAVE YOU MAINTAINED YOUR LOVE FOR AIRPLANES AND FLYING?**

JC: I'd say growing up with flying as a central part of my family would be the biggest contributor. While my family never forced flying onto me, it has always been a common bond for us. From talking airplanes with my brother and fixing airplanes alongside my father to watching a brightly colored assortment of airplanes fly around the airpark on which we lived with my mother, flying has been a foundation for my family.

**GD: I WAS SURPRISED WHEN YOU ARRIVED AT LAST YEAR'S 2017 U.S. NATIONAL AEROBATIC CHAMPIONSHIPS. AT WHAT POINT DID YOU DECIDE TO GET INTO AEROBATICS? DID YOU HAVE ANY INPUT FROM YOUR PARENTS?**

JC: I knew I wanted to fly aerobatics from when I wasn't quite tall enough to see out the canopy of my dad's Pitts! Due to schoolwork, I wasn't able to get involved until shortly after I earned my commercial certificate, but once I did, I had the full support of my parents moving forward.

**GD: WERE YOU ANY HELP WHEN YOUR DAD WAS BUILDING HIS BEAUTIFUL PITTS? DO YOU WISH HE HAD KEPT IT?**

JC: I wasn't actually around when my dad built his Pitts! I have some fond memories of watching him fly, but what I actually remember most about the airplane was packing it into a shipping container to send it to Australia. While I don't necessarily wish he had kept it, it would be cool to fly it someday!

**GD: WHAT WAS THE BIGGEST FACTOR IN YOUR DECISION TO ATTEND THE UNIVERSITY OF NORTH DAKOTA (UND)?**

JC: The reputable aviation program at UND was one of the biggest factors. I knew that I had to fly, and I knew that I wanted a four-year degree. This, coupled with the tuition reciprocity between Minnesota and North Dakota, made UND the logical choice.

**GD: WHAT DID YOU STUDY AT UND, AND WHAT IS YOUR CAREER GOAL?**

JC: I graduated in August and earned a Bachelor of Science in aeronautics, majoring in commercial aviation. My career goal so far is to be an airline pilot.

**GD: WHEN AND WHERE WAS YOUR FIRST CONTEST? HOW DID IT GO?**

JC: My first contest was last summer in Seward, Nebraska. The UND team flew down in a couple of Cessna Skyhawks and a red Super Decathlon. It went very well, as the UND team finished strong and I won the Primary category.

**GD: WHAT IS YOUR CURRENT ACRO RIDE? ANY CHANGES IN THE FUTURE?**

JC: I fly a pair of American Champion 8KCAB Super Decathlons through the university. As for the future, it looks like I'll need something capable of doing Intermediate next year!

**GD: HAS YOUR COACH, MIKE LENTS, BEEN A BIG HELP TO YOU?**

JC: Coach Lents has been instrumental in my success in aerobatics. He was one of my instructors in the aerobatics course at UND, he was my safety pilot through two contests last year, and he has always provided quality coaching during practices. It's not just me, either; he extends the same helping and guiding hand to my fellow UND teammates and his own students. Did I mention he does that in addition to being the top pilot on the U.S. Advanced Aerobatic Team in Romania?

**GD: WHAT IS YOUR FAVORITE FIGURE TO FLY?**

JC: I like loops. Regardless of the circumstances, I always find myself smiling throughout the entire maneuver.

**GD: DO YOU HAVE ANY PRE-ACRO ROUTINE, LIKE STRETCHING, YOGA, OR LISTENING TO MUSIC?**

JC: I typically just relax prior to flying. I'll sit in the shade, drink water, and just enjoy watching people fly their sequences. I don't like getting worked up and have found I fly best when I'm having fun.

**GD: YOU ARE RELATIVELY NEW TO THE IAC. IS THERE ANYTHING YOU WOULD LIKE TO SEE CHANGED?**

JC: I have had a good experience with the IAC so far! If anything, I think that the IAC would benefit from more emphasis on bringing the next generation of aerobatic pilots into the organization. While I have been fortunate to have mentors in the sport to help guide me, I know there are others who would be interested but don't know how to get involved.

**GD: WHO IN THE SPORT HAS BEEN AN INSPIRATION TO YOU?**

JC: My parents, Jeff and Alyria Croy, my coach, Mike Lents, and the rest of IAC Chapter 78. My father is the one who inspired me to get involved with the sport. Without his unconditional support and that of my mother, I would not have been able to utilize the opportunities afforded to me. Coach Lents is the one who has inspired me to fly to the best of my abilities and to always act with an unflappable attitude of nonchalance. Lastly, after competing for two seasons as a Chapter 78 Cloud Dancer, everyone in the chapter has continued to show a level of sportsmanship and camaraderie to which I will always aspire.

**GD: DO YOU HAVE ANY INTERESTS OUTSIDE OF FLYING?**

JC: Outside of flying, I enjoy hiking, camping, and alpine skiing. **IAC78**





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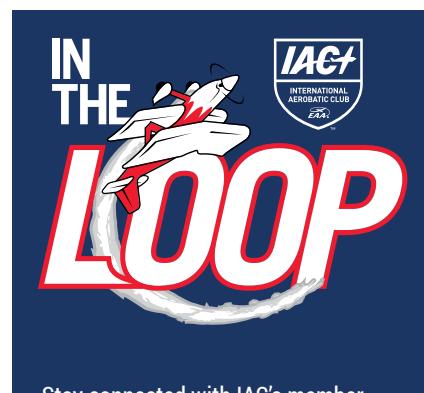
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