



HORIZONS



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HORIZONS

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PRESIDENTS CORNER

The Sport or Recreational Pilot License and you!

Thank the Lord for the EAA, and also the AOPA. They helped push through the Sport Pilot License, which has performed quite a service for the flying community. In my mind one of the greatest accomplishments of the Sport Pilot License is that it makes it OK to be a visual - only pilot again. Hurray! A lot of us need to re-examine our thinking and to make sure we are not seeing the Sport Pilot license as less quality. Instrument training in our visual licenses has been with us for so long that we forget that a quality pilot can be produced from a visual-only training program.

I was recently reading the "Back to Basics" column in the November issue of the Pacific Flyer by Michael Church of Sunrise Aviation in California. Michael Church is a Master CFI - Aerobatic. He began his article about the Sport Pilot License with this statement; "Last month I wrote about the major benefit I see in the new Sport Pilot regulations: elimination of IFR training disciplines that have steadily and insidiously crept into VFR Private Pilot certification requirements." Man I couldn't agree more! Reading that statement opened the floodgates on the many observations I have had on this sub-



ject in my 26+ years of flying and my 20+ years of flight instruction.

For most of you the training syllabus had two innocent looking terms - VR and IR. VR stands for Visual Reference and IR stands for Instrument Reference. Even in the beginning lessons the instructor is supposed to point out the aircraft's attitude in relation to the outside horizon God gave us, then show the aircraft's attitude in relation to the inside horizon that Sperry gave us.

This sounds innocent enough on the face of it. The student is to see that both horizons present basically the same

picture, and that the student must learn to trust their instruments when in the clouds. This seemed like a good idea in the 40's, 50's, and into the 60's, when one of the main causes of accidents was VFR pilots getting inadvertently into IMC conditions, then getting into the Graveyard Spiral. If in a cloud the feelings from a person's balance organs must be ignored in favor of the instruments, or a Graveyard Spiral is guaranteed to develop. In those days people were uncomfortable with technology, unlike today, so doing this training taught them to trust the instruments. Today, however, people are comfortable with technology and when they discover the atti-

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November Meeting Notes

Attendance: Brett Hunter and daughter Jessica, Frank Auffinger, Mike Rogers, Eric Backscheider, Carol and Jeff Granger, Greg Kuehner, Emerson Stewart, Chris Keegan and Lorrie Penner

It smelled bad, but it looked good....

A visit to the "dope" room in the maintenance hangar is always guaranteed to leave you a bit loopy. Brett has his top wing off his Pitts S2C for a recovering job, so we all trooped in to take a look at his work.

Brett is using the Superflite products on his recover job. It's



Brett's Pitts S2C wing during Recovering

very similar to Randolfe's butyrate system that has been used at the Waynesville airport for over 30 years by Kathy Stewart. One of the differences, is the time saving ability to have to put on less coats of product. Visit the Super-

flite website for more information: www.superflite.com.

Once we were suitably happy from smelling the product used to adhere the fabric to the wing, we dug into the FREE lunch supplied by IAC34. We chowed down on Subway sandwiches, chips and cookies. During lunch lots of conversation and watched the Blue Angels video. Also enjoyed looking at the photos that Mike

Rogers brought in of the prospective YAK 55 he is thinking of buying.

Secretary, Lorrie Penner called the meeting to order. The election ballots were counted by Brett Hunter and Eric Backscheider. Gordon Penner continues as President unopposed.

The new Vice President is Emerson Stewart.
Congratulations to Emerson!

Both officers will serve for years 2007-2009. Next election will be

for Secretary and Treasurer at the end of 2007 for years of service 2008-2010.



New VP Emerson Stewart with out-gong VP, Brett Hunter

Emerson brought in a parachute to the meeting. A Decathlon student had inadvertently popped the back of the chute while sliding along the back of the seat when he got in the aircraft.

A discussion about parachutes and their specifications ensued. When looking at parachutes you will see that there is a weight limitation noted on them and a maximum deployment speed.

Recommendations from experienced jumper, Frank Auffinger included;

When landing don't lock your knees, keep the feet together and knees lightly bent. Optimum landing situation is to land on the balls of your feet and roll with in the direction of your body's momentum. **Keep your muscles as relaxed as possible.** He said closing his eyes before landing actually worked pretty good for him, because since you wouldn't know exactly when you are going to hit the ground you wouldn't tense up right before impact.

The biggest thing to avoid in parachuting is deploying your

(Continued on page 8)

National News

.Fall Board of Directors Meeting Minutes Now Online

November 14, 2006 – The decisions made by the IAC Board of Directors at the Fall Board of Directors meeting in Oshkosh, WI on October 26-27, 2006 can now be viewed on the IAC Members Only website at <http://members.iac.org/>.

For those of you haven't already heard, the Category Restructuring Proposal did not go through. All Proposed Knowns for 2007 will be based on the current rules from 2006.

As soon as the Proposed Knowns are approved by the Board they

will be e-mailed to you or will let you know where they are on the IAC website.

Into the Unknowns

The IAC Board is requesting that club members submit Unknown sequences for Intermediate, Advance and Unlimited categories for the 2007 season. There is a "0" bank of Unknowns for each category, so **your help is needed!** The sequences may be drawn by hand or done in the Aresti program, whichever you plan to do the catalog numbers must accompany the sequence.

Hand drawn sequences should be faxed to Brian Howard at (520)

844-8132 or e-mail Visio files to BK@NewAttAero.com.

EAA/Ford Partnership Recognition Vehicle Purchase Plan

If you are in the market for a new car, check out the discounts with Ford Motor Company's X-Plan pricing. You can access information about the program at www.eaa.org (members only section) or call EAA for details: 1-800-564-6322.

United States makes successful Bid for 2008 AWAC

At the CIVA meeting in November at Krakow, Poland, Debby Rihn-Harvey presented a bid to the CIVA Board for the United States to host the 2008 Advanced World Aerobatic Championships. The bid was successful. Location is to be determined, but Pendleton, Oregon has expressed an interest as well as a location near Las Vegas.

Club Updates

The updated **IAC34 Bylaws** were passed at the October meeting and can be viewed on our website at: www.iac34.com/Bylaws.htm. This is for members only and is not linked on the website from other club web pages.

501(c)(3) IRS status; The application for a Non-profit Organization Letter of Determination was mailed into the IRS on November 21, 2006. The Letter of Determination allows contributors to write off donations to IAC34 on their income tax.

Processing of the application typically takes between 30 and 60 days. With the holidays coming up that time may be longer. You will be updated as soon as information on our status is available.

AEROBATIC HISTORY

Submitted by Giles Henderson, IAC No. 159, Chapter 61

OUR ROOTS: AEROBATICS IN THE '60's

With the onset of cold weather and the lack of chapter news, I will take liberties with this installment to share some of our heritage. I first participated in formal aerobatic competition in 1968. At that time US competition was

- Immelman
- 45 down snap
- Half Cuban
- Barrel Roll
- Hammerhead
- Slow Roll
- Reverse Half Cuban
- Four Point Roll



sanctioned by the ACA (Aerobatic Club of America) and was divided into three competition categories: Primary, Advanced and Unlimited. After three wins, Primary contestants were required to move up. In 1968 I was married with two boys and earning a whopping \$820 a month as a chemistry instructor. I competed that year in Primary with a stock 65 hp J3 Cub. The '68 Primary sequence was well designed and accommodated good energy management:

- Spin
- Loop

tests in '68 were held at Monroe, LA; Vandalia, IL; Ottumwa, IA; Rockford (Harvard) IL and the Nationals at Oak Grove airport, Fort Worth, TX.

One of the pleasures of this era was the wide variety of competing aircraft. They included a lively mix of both monoplanes (clipped Cub and T-Craft, Luscombe, Ryan PT-22 and STA, Citabria, Stitts Playboy, Cassutt Racer, Chipmunk, Dart, and Zlin) and biplanes (Smith Miniplane, EAA Biplane, Pitts Special, PJ-260, Stampe, Bucker Jungmeister and Jungmann, Great Lakes, Wacos, and

Stearman).

Many of these early airplanes were modified to enhance their strength, control systems and to implement inverted power. Some of the early aircraft were equipped with little auxiliary fuel cans, sometime attached to the landing gear, other times hidden under the cowl, that would fill up with fuel when upright and drain their fuel into the induction system through some kind of orifice that would hopefully meter fuel at a rate which would provide a combustion able mixture at full throttle.

I recall one of our southern Illinois Luscombe pilots who somehow implemented inverted fuel injection on a Continental A-65 equipped with a modified Stromberg carburetor by blowing into a small hose he kept in his mouth. As he rolled inverted, the little A-65 would cough a couple of times and then take off and run for as long as Dean could maintain just the right pressure with his lungs. His inverted duration was of course limited to how long he could go before needing a



breath of fresh air. Some aircraft were set up with two float carbs, one right side up and the other

(Continued on page 5)



upside down and a gravity operated baffle valve, which determined which one to use. Some of the C-85's were equipped with Excelo fuel injectors. Others were set up with the PS-5 pressure carbs.

Some of the unlimited aerobatic champs from the 60's included Duane and Marion Cole, Frank Price, Harold Krier, Pete Myers, Charlie Hillard, Ed Mahler, Bob Heuer, Mary Gaffaney, Margaret Ritchie, Bob Herendeen and Art

Scholl. Krier, Hillard, Mahler, Rithie, Herendeen and Scholl were all killed in aircraft accidents.

Some of us managed successful competition and/or airshow careers without any aerobatic dual or coaching. We did however have the benefit of some written instructional materials. Some Midwest pilots had the Opp manual. Many had Harold Krier's *Modern Aerobatics and Precision Flying*. Harold was a flight engineer on a B-17 during WW II. He started his aerobatic career with a Clipped Wing Cub and later acquired a Great Lakes. Harold then built a beautiful, one of a kind Jungmeister / Great Lakes hybrid known as the Krier Kraft, powered with a 185 Warner. Wanting a heavier aircraft with more speed and vertical penetration, he sold the Krier Kraft to Charlie Hillard and built up a highly modified DeHavilland Chipmunk. Harold's spectacular performance in the Chipmunk inspired Art Scholl's Chipmunk career.

One of the most practical and useful books for the self-taught acro pilot of that time was Duane Cole's *Roll Around a Point*. Duane was an aerobatic instructor during WW-II. He and his brothers started their more than 50-year professional airshow careers (Cole Brothers Airshows) in the 1940's and were well



known to the EAA membership as performers at Rockford and later, Oshkosh. Duane's low level, extreme-outside routine with his 85 hp Taylorcraft made him and his aircraft legends in their own time. His example of what was possible with good airmanship and an inexpensive, low performance aircraft was an incredible inspiration to many of us.

Ask the Experts

www.iac34.com/ASK.htm

Question: I have attended one aerobatic contest. Although I am not a pilot I found it very interesting, had a great time watching the flights and would like to get more involved. My idea is to become a judge, but I am not sure how to go about it. Do I have to have experience as a pilot to become a judge? What does it take to become an aerobatic Judge?

Answer: While there are many aerobatic judges who also fly aerobatics, it is not necessary to be an aerobatic pilot to become an excellent judge of aerobatics. In fact, some might say that having flown the figures can be a disadvantage to a judge because you have a tendency to think about what the pilot is doing in the cockpit rather than just watching the figure being flown and watching for errors in the technical execution of the figure. An excellent source of training for becoming an aerobatic judge is attending an "Introductory to Aerobatic Judging" class. Classes are sponsored by local International Aerobatic Club Chapters and may be located by visiting the International Aerobatic Club's website.

http://www.iac.org/calendar/judges_school.html

PRESIDENTS CORNER (CONT.)

(Continued from page 1)

tude indicator they seem to stop looking outside! I also believe that since the instructors are emphasizing gauges and numbers, as the syllabus requires, they send the students eyes inside the cockpit more than they realize.

There is a requirement in the Private Pilot training program, and on the checkride, to fly by the instruments under the hood. This is for keeping the airplane upright on instruments in an emergency while doing a 180 to get out of a cloud or low visibility situation. Of course, not getting into the cloud in the first place is a pretty darn good idea. It's just like the old joke that says the best way to win a knife fight is to never be in one. Remember, a lot of EAA types are flying airplanes without artificial horizons or turn and slip/turn coordinator instruments even installed. Emergency in-cloud training is wasted on this person! The Sport Pilot and Recreational Pilot Licenses wisely leave this requirement out.

Avoidance, avoidance, avoidance. A superior pilot is one who uses superior planning and headwork to avoid needing to use superior ability. A situation may require more ability than the pilot has in his or her bag. Avoid any situation where the horizon that God gave you is not firmly in view. And

avoid scud running! It was bad in the old days and now it's worse with all these cell-phone towers. Getting there is not as important as your life.

With a Private Pilot license a pilot is allowed to fly in 1 mile of visibility and clear of clouds during the day in certain areas. My belief is that this fact may encourage some to scud run for home instead of set down somewhere when weather is closing in. Just because something is legal doesn't mean it is safe. As the visibility gets lower the pilot starts flying slower. Now they are closer to a stall and the nose is higher and harder to see over. Couple these facts with so-so stick and rudder skills and we have a disaster in the making. Both the Sport Pilot and Recreational licenses do not allow flight in less than 3 miles visibility. Hmmm, there might be something to that!

There was a lot of good in the 1930's and 1940's flight instruction about flying by pitch attitude and by feel. The Sport Pilot and Recreational Pilot Licenses can be a return to this way. At our school we don't even tell the students the climb or glide airspeeds at first. We show them the pitch attitudes for best rate of climb, go-around, and best glide pitch. We have them memorize these pitch attitudes and drill until the student can reliably go to the right pitch attitude for the right phase of flight. We

constantly point out to them that the further away they look from the airplane the better their flying gets. The other benefit is that they are doing better at scanning for traffic.

I will often say to a student that they don't actually hold an airspeed. They hold a pitch attitude. The pitch attitude holds the airspeed. During training they regularly have the airspeed gauge covered up to force them to fly by pitch attitude. Also, a pitch change of one finger width (or one thumb-width for the ladies) usually will give a 5 knot speed change. This piece of information also keeps them from over controlling as much. I know a lot of instructors who will cover up the attitude and airspeed gauges for the first 5 or 6 lessons. It really works.

Besides stressing the points of staying out of bad weather and the wrong kind of airspace, the Sport Pilot license and the Recreational licenses are stressing stick and rudder skills. In the Private Pilot license stick and rudder skills have to compete with other requirements, and consequently these skills are not what they should be in the regular pilot community. For proof, look at how many maneuvering incidents and accidents (ie; base-to-final-turn) we still seem to have. The Sport Pilot and Recreational Pilot Licenses may be an old idea whose time has come.

Project Corner—Dave Williams RV-8 Follow UP



Last time we checked in with Dave Williams and his RV-8 project, the aircraft was bare metal and had the engine cowling off. Last May he was still working on the leg fairings and pants. The plane had passed the FAA inspection last November and been flown by a friend of Dave's.

Now, Dave has gotten his tailwheel endorsement from IAC34 VP, Emerson Stewart at Red Stewart Airfield and is ready to fly his project. As you can see from the photo, the RV has now been painted. Dave says, "... the gold is metallic and really shines in the sunlight".

Great Job Dave! Thanks for sharing your project information with the club.
(Original article on the RV-8 can be found on page 8 of the May 2006 issue of the newsletter.)

Buying / Selling / Trading / Partnerships

WANTED: Potential Partners in YAK 55

I've been looking seriously at some YAK55's. Any club members who would (might??) be interested in a partnership for this a/c?? Or, alternatively going in on something in high5/low6 figures that is in performance realm of a good S2B, etc. (maybe Wayne Norris DR109 Rhino).

Mike Rogers, mtrog767@att.net

(Mike lives in Centerville, which is the southern Dayton area)

WANTED: Potential Partners in Aerobatic Aircraft

Was thinking along the lines of a Citabria, Decathlon or the like.

Carroll Baker Cbaker61860@aol.com or call 513-931-4245

(Carroll lives in the Cincinnati area.)

SELLING: Aerobatic Propeller

\$4,300 Hartsell two blade propeller HC-C2YR-4CF.

80inch diameter (removed from a Pitts S2-B.

389 Hours TTSN

It has low time and a complete logbook from install at Aviat in 1991.

Spinner and bulkhead are included.

Excellent Condition.

Contact: Chris Magon, Mentor Ohio 440-452-9646

cmagon@aol.com



SELLING: Pitts S-1S for sale Charleston, WV \$27,500

1000TT/250 SMOH at Lycoming factory

160HP IO-320

Christen Inverted fuel and oil

Wings (Sparcraft) inspected and recovered in 1999

Engine overhaul in 2000: factory overhaul

KT-76A Transponder/Mode C/KY-97 comm

Great recreational aerobatics aircraft for that 30 minute hop

No offers accepted unless you have time in a two seat Pitts

Contact Mike Iakin: MIakin130@yahoo.com

MEETING NOTES (CONT.)

(Continued from page 2)

chute inside the aircraft. A possible outcome from this early de-



ployment is that the chute will suck out of the aircraft and pull the jumper, but typically the chute will go over or under the aircraft tail and the jumper will invariably go to the opposite side of the tail resulting in the jumper getting tangled on the tail of the aircraft. Jeff Granger told a story of just such a circumstance in which the tangled jumper and the aircraft fell to the earth together, but the pilot and other jumpers in the aircraft parachuted to safety.

During the meeting, Lorrie handed out the annual EAA Chapter Service Awards. A certificate and pin were given to each of the following;

- President; Gordon Penner
- Vice Pres; Brett Hunter
- Secretary, Newsletter, Website; Lorrie Penner
- Treasurer: Patty Anderson
- Technical Advisor: Michael Toman

Thank you to each of the individuals listed for giving their time and efforts in furthering the goals and activities of IAC34!

There was some conversation about the use of Nomex products, such as flight suit, shoes and gloves. If you are interested in Nomex products, you can check out the following websites:

Piloti Shoes

(constructed with Nomex)
www.steenaerolab.com

www.northstarmotorsports.com/products/sfID1/1/sfID2/3

Flight Suit:

<http://www.flightsuits.com/products.html>

<http://www.flyingtigerssurplus.com/c-1-p-7-id-1.html>

<http://www.safetysupplyamerica.com/c-19-Nomex.aspx>

Nomex Gloves:

<http://www.armysurplusworld.com/>
<http://>

alternateforce.stores.yahoo.net/helavglow.html

<http://www.securityprousa.com/noflgl.html>



Emerson Stewart with his Pitts S1

2007 Tentative Schedule *Dates / Locations Subject to Change*

January 20 11am	CLUB MEETING Red Stewart Airfield, Waynesville, OH (40I) FREE LUNCH!
February 17 11am	CLUB MEETING Red Stewart Airfield, Waynesville, OH (40I) Guest Speaker, Doug Bartlett Chili Cook Off! (date subject to change)
March 17-18 Daily 8am-5pm	Judge's School - Union Co. Airport Marysville, OH (MRT) Introduction to Aerobatic Judging AmeriHost Inn - conference room
April 15 11a-3p	Location to be announced. Currently looking at Tr-State Warbirds Museum in Batavia, Clermont Co.
April 17-24	Sun-N-Fun, Lakeland Florida

Tentative Calendar continued on Page 9

Ohio Aerobatic Club
IAC 34



**2006 Upcoming
Club Events**

**December
No Meeting
Happy Holidays!!**

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

— *Captain Rex Kramer, in the movie 'Airplane.'*



May 19 10am-7pm	AcroCamp - Union Co. Airport Marysville, OH (MRT) Instructors; Gordon Penner and Brett Hunter Pizza lunch \$5.00
June 1st weekend	Heuer Classic, Aurora Illinois
June, 2nd weekend	Doug Yost Challenge, Cumberland Wisonsin
June 21-24	Ohio Aerobatic Open - Marysville, OH (MRT) June 20th Box Markers set out June 21st Practice and Registration June 22nd Final registration and contest begins approx. 10am June 23 Contest all day, Award Banquet 8pm June 24 Rain Date and Travel and clean up.
July, weekend after the 4th	Jackson Michigan Contest
July 13-15	Salem Regional Contest
July 21 11am	CLUB MEETING Red Stewart Airfield, Waynesville, OH (40I) Lunch \$5.00
August 18 11am	CLUB MEETING Union Co. Airport, Marysville, OH (MRT) All Ohio Balloon Festival - Local Vendors sell food at various prices
August 25-26	MERFI - MidEastern Regional Fly-In Marion, Ohio
August ?	Illinois State Open, Peru
Sept. Labor Day weekend	Saturday Night - Airshow / camping Sunday - EAA 284 Taildragger Fly-in/Pancake Breakfast Red Stewart Airfield, Waynesville, Oh (40I)
Sept. 2nd weekend	Albert Lee, Minnesota Contest
Sept. 15 11am	CLUB MEETING Red Stewart Airfield, Waynesville, OH (40I) Lunch \$5.00
Sept.?	Blue Ash Airport Days
Sept. 23-28	US National Championships, Dennison TX
October 20 10a-7p	AcroCamp - Union Co. Airport Marysville, OH (MRT) Instructors; Gordon Penner and Brett Hunter Pizza lunch \$5.00
November 17 11am	CLUB MEETING—Free Lunch! Red Stewart Airfield, Waynesville, OH (40I) Officer Election (Secretary and Treasurer)

IAC Proposed Knowns 2007



B	Contest: PROPOSED	Category: Primary
Date:	Program: Known	Pilot's No.:

In the Fall IAC Board Meeting, the proposal for a Category Restructuring did not pass. Therefore, the Rules Committee had to submit a proposal for new sequences based on current IAC rules. The following are those proposals which were received by the Board members 10 days after the Fall Board meeting as required by the IAC Policy and Procedures Manual. Please take special notice of the **change to SPORTSMAN**.

Fig 1	1.21	7	7
Fig 2	1.63 9:11.1.4	10	15
Fig 3	8.42.1 9:1.4.2	10	14
Fig 4	7.5.1	10	10
Fig 5	2.2.1	4	4
Fig 6	1.1.1 9:1.3.4	2	10
Total K = 60			



B	Contest: PROPOSED	Category: Sportsman
Date: 2007	Program: Known	Pilot's No.:

Please note that Figure 4 has been relocated after Figure 8.

Fig 1	8.40.1	11	11
Fig 2	8.40.1 9:1.4.2	10	14
Fig 3	7.2.1 9:1.3.2	8	10
Fig 4	1.1.1 9:2.3.4	2	11
Fig 5	2.1.3	5	5
Fig 6	1.6.3 9:11.1.5	10	14
Fig 7	7.20.1 9:1.2.2	14	20
Fig 8	7.3.3 9:1.3.2	8	10
Fig 9	6.1.1	17	17
Fig 10	7.5.1	10	10
Fig 11	1.1.1 9:1.3.4	2	10
Total K = 132			


During the procedure to accept or disapprove the 2007 Proposed Knowns the IAC Board made a decision to change the proposed Sportsman sequence. The two-point roll is placed after an Immelman, this creates a very low energy entry into the two point roll. So the Board decided to move the two-point roll from it's current position pictured here to follow Figure 8, the Split S. The revised sequence will be posted on the IAC website.

www.iac.org

www.iac.org

IAC CHECK BY: (signature/da/s)

IAC Proposed Knowns 2007, Continued...



B	Context: PROPOSED	Category: Intermediate
Date: 2007	Program: Known	Pilot's No.:

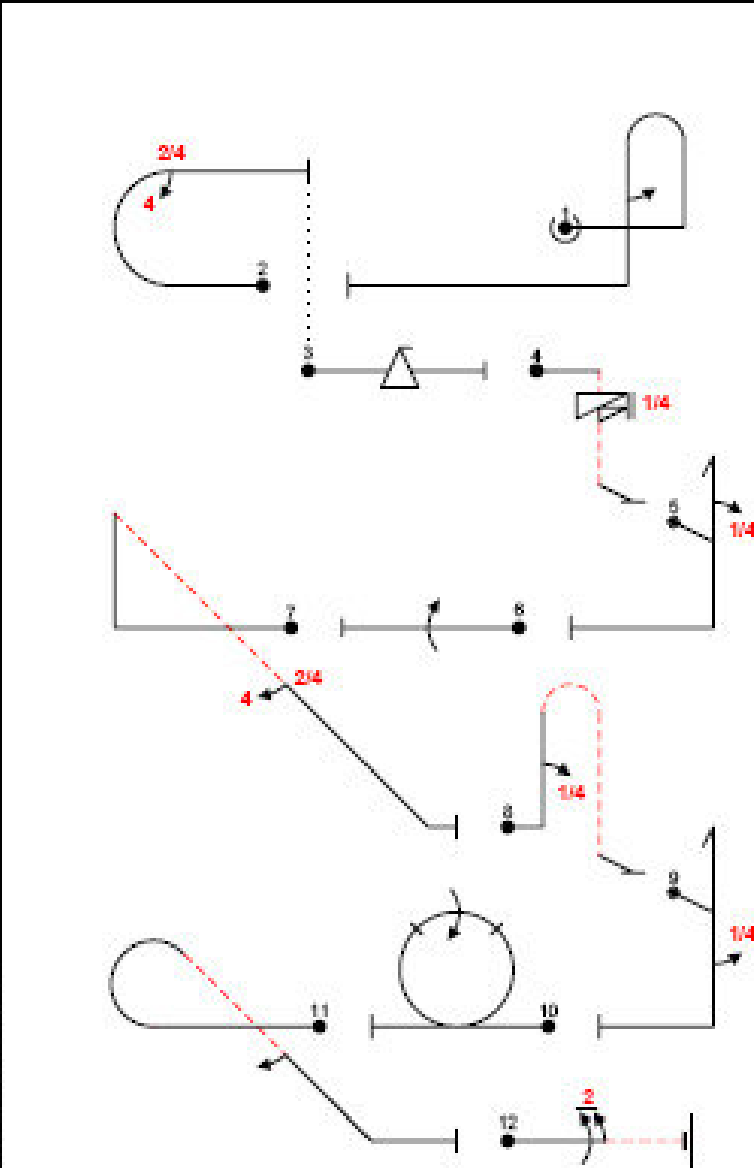


Fig 1	5.1.1 9.1.5.2	15 4	17
Fig 2	7.2.1 9.4.3.2	8 5	13
Fig 3	1.1.1 9.9.3.4	2 11	13
Fig 4	1.8.3 9.7.1.5	15 4	14
Fig 5	5.1.1 9.1.1.1	17 8	25
Fig 6	1.1.1 9.1.3.4	2 8	10
Fig 7	1.10.1 9.4.4.2	13 5	18
Fig 8	9.3.1 9.1.1.1	15 8	23
Fig 9	5.1.1 9.1.5.1	17 2	19
Fig 10	7.5.1 9.1.3.4	15 8	18
Fig 11	9.42.1 9.1.4.2	15 4	14
Fig 12	1.1.3 9.2.3.8	2 12	14
Total K = 132			

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PROGRAM CHECK BY: _____ (signature/date)

AUC: _____

ADVANCED and UNLIMITED 2007 KNOWNS

In the Fall CIVA Board Meeting, the decision on the Advanced and Unlimited Knowns were chosen. At the recommendation of the Rules Committee, the IAC Board approved the CIVA selected Knowns for use during IAC competition. The CIVA versions of the Advanced and Unlimited Knowns can be viewed at: www.fai.org/aerobatics/CIVAQseq