



PIKES PEAK AEROBATIC CLUB NEWSLETTER

November 2003 Vol I No. 5

Dear Members,

Our first contest was a great success. The Weather Gods blessed us during setup and the entire contest. I have never been to a contest where the winds are less than 7 mph and same conditions on the ground and air for a two day event. Practice was a different story. Lamar, Co. is a neat place to have a contest, friendly and laid back. What more can you ask for! The local support was super!

I would like to thank Ted Brewer, Jack Ramono, and Bob Buckley for their assistance in setting up the box.

I would like to thank the following companies and people that contributed in the awards portion of the program.

Highest Scoring Pitts – Aviat
Grass Roots Medallion – Textron Lycoming
Avalanche Award – Aircraft Restoration & Repair
Off Road Technology – Jerry Flesher
O'Donnell & O'Donnell Inc. – John and Carol O'Donnell
EW Systems – Gene & Jamie Johnston

Here are the Awards Recipients, Congratulations to all.

Highest Scoring Pitts

Ted Brewer

Grass Roots Medallion

Brain Correll

Sportsman

1st Place	Ted Brewer	Chapter 5/12	%79.73
2nd Place	Jessy Panzer	Chapter 80	%74.90
3rd Place	Brain Correll	Chapter 80	%48.66

Intermediate

1st Place	Rick Bobbitt	Chapter 12	%82.90
2nd Place	Clyde Cable	Chapter 12	%80.07
3rd Place	Bob Buckley	Chapter 5/12	%79.42
4 th Place	DJ Molny	Chapter 12	%74.01
5 th Place	Glen Marshman	Chapter 12	%72.92

Advanced

1st Place	Bill Conner	Chapter 12	%74.62
2nd Place	Mike Jones	Chapter 12	%74.02
3rd Place	Al Gordon	Chapter 12	%70.84
4 th Place	Harry Barr	Chapter 80	%68.27

Unlimited

1st Place	Don Nelson	Chapter 12	%66.41
2nd Place	Richard Bevington	Chapter 12	%66.05
3rd Place	Rick Basiliere	Chapter 12	%53.05

Unlimited 4-Minute Freestyle

1st Place	Don Nelson	Chapter 12
2nd Place	Richard Bevington	Chapter 12
3rd Place	Rick Basiliere	Chapter 12

This article was posted in the Lamar Daily News on Friday. Michael Holzmeister did a super job covering the contest. As you read, you will notice no reference to Stunt flying or the like. Mike also got a ride of a lifetime in the front seat of the Sukoui 26 by Rick Bobbitt of Chapter 12. You can enlarge to read the print.

Aerobatic contest begins today

By MICHAEL HOLZMEISTER
LAMAR DAILY NEWS

LAMAR - Most pilots aim for straight, level and smooth flight, but this weekend people will be able to see pilots who prefer to tumble through the air.

The flyers began arriving yesterday for the Rocky Mountain Invitational aerobatic contest at the Lamar Municipal Airport. Pilots started familiarizing themselves with the airport and the one cubic kilometer box in which they will be performing their maneuvers once competitive flying starts.

D.J. Molny of Lone Tree, Colo., will be flying in the intermediate division this weekend. He took some time to explain the differ-

ences between a regular single engine airplane and the aerobatic planes.

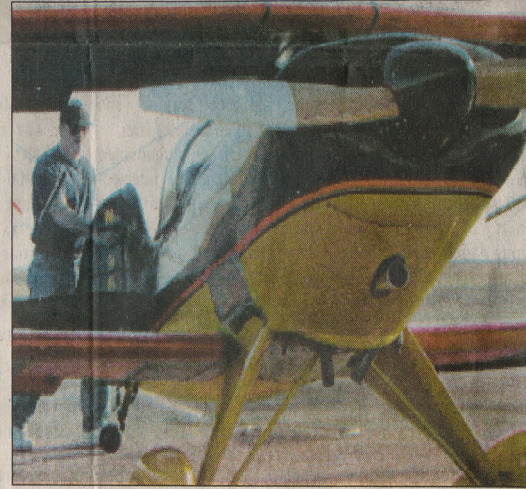
"In general the airplanes are smaller and the engines are bigger," Molny said. The planes weigh as little as 900 pounds and the engines put out up to 400 horse power. The wings are perfectly symmetrical so that pilots can fly upside down or right side up with equal ease. The sport is all about precise lines that must be exactly horizontal, vertical or at 45-degree angles, and the aviators have guides affixed to the wing tips to help them see the airplanes' attitude relative to the horizon. The planes are also built stoutly, Molny said. The planes and the pilots have to withstand up to 8 g-

forces in competition.

Rick Bobbitt of Parker took his Sukhoi up yesterday afternoon for a practice run. He had a little trouble with the wind, he said, but blustery weather is something the pilots have to adjust to. The Russian-made Sukhoi is one of the best aerobatic aircraft in the world, and Bobbitt said that one of the best times to see what the plane and pilot can do is during the freestyle portion of the competition, which, conditions permitting, should take place tomorrow afternoon.

One of the best ways to watch aerobatics if you've never seen it before is to stand next to a pilot who can describe what is happen-

see FLY on page 9A



Ted Brewer of Colorado Springs pushes a bi-plane from the hangar yesterday afternoon. Competitive flying began this afternoon.

Photo by Michael Holzmeister

Fly: Pilots can help spectators

... from page 1

ing up in the air. It doesn't take long to start recognizing the moves. The public is welcome to check out the airplanes, and, by and large, the pilots are more than willing to tell people about the machines and what it takes to fly them.

Competitive flying resumes tomorrow morning at seven and runs all day.



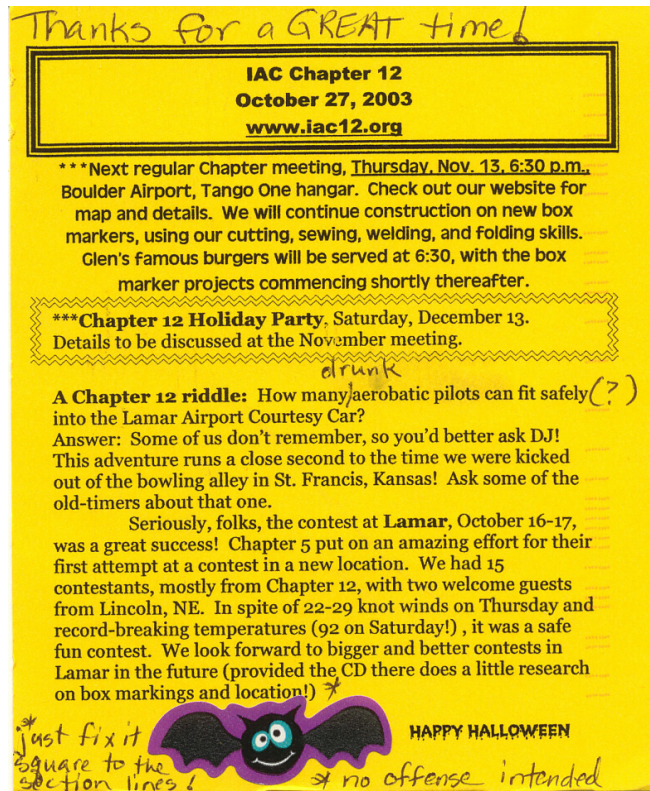
This is one of the hangars we filled with aerobatic mounts.



This is our very own Bob (Bawana Bob) mounting up for the Unknown.



Banquet night at the Cow Palace. How some of the participants arrived in style is another story!



I received this note in today's mail from IAC 12. Section lines, what are those?

Sincerely yours,

Jamie S. Treat, Pres

Quote of the month: Always keep an 'out' in your hip pocket. - Bevo Howard

Below is a letter from the IAC President:

October 27, 2003

TO: IAC Chapter Presidents
FROM: Gerry Molitor
RE: Fall Board Meeting Summary

CC: IAC Directors

Dear Fellow Presidents,

We've just completed our Fall Board meeting and have charted our course for the upcoming year. I would like to share with you, our leadership, issues that are facing us today and what we're doing about them. As a former Chapter President, I am sensitive to your challenges and have been trying to guide the decisions we make with those challenges in mind. So, to follow is a summary of the meeting and thank you very much for your contribution to this organization.

The first major item covered at the meeting was the Treasurer's report. At the March board meeting we had a very difficult time approving a balanced budget, but with a bit of ax work, we were finally able to approve one. Our fiscal year runs from April 1 to the end of March, so our current position at the half way point is a bit behind budget. We did have a couple of shining stars on our financials; the WAC came in better than budget and merchandise is also doing very well primarily due to the Aerobatics USA product line.

The largest single area of deficiency is our membership count, which stands at just under 5,000 members. I believe there are a few very good reasons for the continued depressed membership number with the economy being right there at the top. The EAA numbers also parallel somewhat with ours, leading me to believe that we don't have an extraordinary problem. I think our membership is influenced a disproportionate amount by what is happening in the transportation industry, which has been reeling since 9/11. My gut feeling is that barring another terrorist disaster, we will continue to enjoy a gradual recovery.

Before leaving the subject of membership, statistics are showing that we have only a 65% retention rate. 85% retention would be considered good and that's where I want us to be. We simply must do more to keep the members that are coming in the door. If we could do this better, we would be growing. The way we can do this most efficiently is by investing more in our magazine and by getting more aerobic interest articles published in other magazines. Also, anything you can do to reach out to a new member and make them feel welcome would help keep them. Remember, pressuring them to compete too soon can chase them away. We want to embrace all members interested in learning about aerobatics and many don't want to compete right away. Maybe later, but don't pressure up front!

Our magazine being back on time this past month also helps keep members and advertisers happy. The best thing we ever did at the IAC was bring the magazine production in house at the EAA because it stabilizes the process. Dave Kujawa and the EAA staff have done a superb job. Of all the divisions within the EAA, the IAC smokes them all with regards to the magazine, membership numbers, and the pure volume of activity we do every year. We have solved the political problems of the past; we have a congenial and proactive board and we are positioned for a nice rebound with the economy. We are the first and most productive division of the EAA.

We discussed the time-line of the proposed name change to the United States Aerobic Association, d.b.a. *Aerobatics USA*. The final decision will be made at the membership

meeting down at Sun 'N Fun 2004. There will be much more on this in the months leading up to April 2004.

We spent quite a bit of time on various legal issues. The noise issues of Chapter 35 have us most concerned. There exists a vocal few out in the Massachusetts area that have founded a group called "Stop the Noise." This group is proving to be legally active and the EAA (at the request of our office) is helping Chapter 35 President, Steve Pennypacker to form a counter effort. This could be a precedent setting case, which could theoretically serve as a template for other noise sensitive people to follow. I think we all need to be careful with noise complaints and try to avoid them if at all possible. Meanwhile, we will be assisting Steve and crew with whatever help we can, as mandated by the Board at this meeting. I hate to see anyone get dragged into a conflict like this, but I am very grateful we have a strong and able leader with Steve Pennypacker at the point.

The board committed to a complete rewrite of our by-laws, which are terribly out of date. Along with the by-law rewrite, we will also do the same in brining the Policy & Procedure manual up to date. A working committee has been established to consider the details and perform the work.

Mike Heuer gave us a comprehensive report on CIVA proposals. I think the biggest proposal that will be considered in two weeks at the CIVA meeting in Sweden will be the issue of allowed airplanes for the AWAC. Right now it is fairly limited and a consortium of countries is proposing a much more liberal list of planes. This would include a number of aircraft currently not allowed and would also follow an easier applied logic. Our board weighed in as approving the move as most were disappointed with the participation in Advanced Team tryouts at this year's Nationals. The hope is that this change will open the field up for more participation. At the conclusion of the CIVA meeting, our delegate Mike Heuer will make the outcome public. This proposal wouldn't go into affect until Jan 1, 2005.

After a few other miscellaneous Old Business items, the remainder of the time was spent reviewing and prioritizing our operational plan for this coming year. In preparation for the meeting Executive Director, Lisa Popp and I mapped out what we wanted to accomplish this next year. Lisa then dovetailed the operational plan with our Visionary and Core goals that were derived from a Strategic Planning Session I was party to in 1997. It was a beautifully put together by Lisa and helped guide the board through a comprehensive review of the organization. It also made sure that the board was on board with our perceived priorities. Let me share with you our Core Purpose, Core Values, and our Visionary statement, which I whole heartedly endorse:

Core Purpose

The International Aerobatic Club will promote and enhance the safety and enjoyment of sport aerobatics.

Sport aerobatics definition:

Sport Aerobatics embraces all sectors of aerobatics including competition, recreational aerobatics, training, education and professional aerobatics. Our constituents include pilots, enthusiasts and volunteers.

Core Values

- Openness and Inclusiveness
- A passion and responsibility to educate and share our knowledge both inside and outside the IAC.
- A commitment and responsibility to Safety and Excellence in every aspect of our sport
- Fair play and sportsmanship

IAC Vision

To be the Premier aerobatic organization.

As the premier aerobatic organization, IAC will:

- Represent a membership of a traditional core constituency of competitors, as well as a wide variety of sport aerobatic enthusiasts
- Improve and increase individual participation and volunteerism
- Develop well-skilled leaders who believe in our core purpose and values, and are respected by membership

Through the review of the operational plan, all committees and programs of the organization were reviewed. I won't ramble on with the details, but I would like to single out two areas of interest and importance.

First let's talk about the sequences for next year. The Sportsman sequence remains almost unchanged, except a 90 degree turn was put in place of the 270 degree turn. The Intermediate compulsory was passed unchanged. Remember, compulsory sequences are published in advance of the season where pilots can practice to optimize. They are not necessarily designed for fly ability; rather they are designed to expose our members to aspects of aerobatic flying we would like them to learn. There are certain guidelines to follow in selecting of a sequence to make sure they are flyable by the target aircraft type (ie. Clipped Wing Cub or 7ECA Citabria for Sportsman and Decathlon for Intermediate).

The other major announcement is that the Board approved the development of our own Windows based software to simplify its use and to automate many functions that the office does manually. To simplify the program, we are looking into not using the TBL process for regional contests. If TBL is not used, a competitor could theoretically compute and check his own scores against the computer with a pocket calculator. This

may pave the way for being able to post a leader's board without the worry of TBL shuffling the standings. My main goal is to provide you with a program that is so user friendly, anyone could do the scoring room job. More on this as it develops and understand that the earliest we could get this up and ready for use would be for the 2005 season.

That's a quick look at how we spent the later half of last week. I am very proud of your directors who did a considerable amount of work on behalf of all of us. This group of directors is probably the best I've seen all in one group and they're a pleasure to work with. I want to also thank you for your hard work in moving this organization forward. You are our most important leaders we have. Keep up the great work and call me if you need help or you want to talk.

Best Regards,

Gerry Molidor
815-344-3239