



Midwest Aerobatic News

**August
2010**



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New or renewal memberships (\$25/year single, \$35/year family) should be sent to:
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Planes were neatly stacked in the large hangar at Spencer. We were able to accommodate every single aircraft with a hangar spot including two Decathlons. The contest was a great success with 25 competition pilots entered. The weather cooperated and we were able to get three flights in for all pilots. Complete story on page 3.

In 2009, the club enjoyed a total membership of 41 dues paying members and 5 lifetime members for a total of 46. As of this writing 31 members have paid dues for 2010. Considering the economic times, our club still has a strong membership. The intensity of our club is evidenced by the number of club members who attended the Spencer contest to volunteer but did not fly in the contest. Those volunteers included Dan Pichelman who was an assistant Judge, Justin Hickson was our Starter, Dick Swanson who Judged, and Marilyn Niccum was our Registrar. For those 10 folks from 2009 who did not yet renew, there's still time. Dues information is located in the column to the left. Make your check out to IAC Chapter 78. Thanks to everyone who participated in our contest!

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Prez's Post

By Dan Pichelman, Chapter 78 President



Summer's not over, but we can see the end of it from here.

Congratulations are in order to this year's Doug Yost Scholarship winner Craig Blumer. Craig, we're looking forward to hearing how the training went.

Aaron McCartan did a terrific job on our contest this year as usual. Even the weather cooperated, but 2 days of no wind then a day with plenty of it made for some entertaining 'outs'. I had the opportunity to wave at more than one pilot directly overhead on a downline. I wish I'd had a camera set up - it would have been a great shot.

Speaking of photography, Forrest Fox put a lot of time and energy into photographing the contest. It'll be great to see how his project turns out.

On a more serious note, a Christen Eagle just recently dug a hole in the ground, killing both occupants. The accident spawned a long-for-us conversation on our email exploder. We don't know anything about the pilot or the plane. We don't know how much (if any) aerobatic training he had, how much experience, what the weather conditions were, what altitude(s) he was at, etc. We know the outcome.

It's been said that the sea is a harsh mistress, but I'd say the air is harsher. People are rarely injured in our sport but they do get killed. If you're going to be involved, you owe it to yourself and to your loved ones to keep learning as much as you can. Listen to the folks with more experience (even if they're younger than you). Experiment high (2 - 3 mistakes above the ground). Ask for help and advice. There's always more to learn.

If you're not subscribed to our Yahoo group, you're missing out. Go to <http://groups.yahoo.com/group/clouddancers/> and sign up. This is how we communicate with the chapter. We use this to announce meetings, discuss issues/concerns, gripe about the weather, ask for advice, etc.

Dan Pichelman

As this year's Contest Director I would like to extend a tremendous thanks to everyone from Chapter 78 that helped out with the setup, operation and teardown of our annual event. The 17th annual contest could not have happened without the help of the many dedicated members, both flying and non-flying from our wonderful group. A quick summary is in order as the 'behind the scenes' aspect of our contest is really something. I will apologize in advance as I am certain to miss a couple names of the MANY who lent a hand.

I arrived in Spencer around 9:30AM on Thursday with the club trailer with full intentions of setting up box markers and supervising the last few details. I was promptly greeted by Mike Forney, one of our advanced competitors from Colorado, who had arrived the night before in his Pitts. I had attended Mike's contest in Greeley this past May and watched Mike withdraw from competition due to a lack of volunteers. Mike was kind enough to arrive at Spencer TWO DAYS EARLY to assist with our setup. Before I even had the trailer unhitched, arrivals began. Pete Tallarita and Dan Sullivan flew down in their S-2B, shortly followed by Tom and Jim Kerns in the P-Rex.

As I was distracted with one detail, Tom, Jim, Dan and Mike all loaded up my truck and launched to stake down the box markers. Pete helped coordinate and set up a registration area. As soon as the truck returned, Pete jumped right into his 'tech inspection mode' with the aircraft presently on field. As the day faded to afternoon we activated the box and started practicing. A bit later, Dick Schultz and Craig Gifford arrived. Craig unloaded his bags and promptly loaded me in his Eagle for a brief hop to retrieve my aircraft. We had a continuous hub of activity all day at Spencer which closed with the arrival of the UND Team.

Friday morning greeted us with a few spotty showers and some random claps of thunder. Between rain events, the box would get active and arrivals would steadily stream into Spencer. Due to a minor mixup with the pickup of sponsorship materials, Dick Swanson was kind enough to detour through Jack Link's facility in Laurens, IA and retrieve our contest banners and sample packs of the various Jack Link's products. By close of business Friday our competitor count was up to 25 registered contestants. Two very notable arrivals on Friday included a pair of volunteers from Kansas City and another pair from Colorado. John and Linda Morrissey had initially tried to fly to Spencer in their Luscombe.



*By Aaron McCartan,
Contest Director*



Pete Tallarita, Tom Kerns, and Jim Kerns critique pilots in the box late on Thursday afternoon. That's Mike Forney's Pitts S-1S in the background. Below - all the Thursday arrivals fitted nicely in host Quint DeGroot's Spencer Avionics airconditioned hangar which also was our contest HQ.



Doug Yost Challenge 2010

Due to weather issues, they turned back approximately half-way. They then hopped in Linda's car and DROVE all the way to Spencer to volunteer as Judges. Additionally, Betty Stewart was kind enough to drive all the way down from Colorado to volunteer on the Judging line.

For those who couldn't make it this year, believe me when I say our prayers for good weather were answered! Despite a bit of morning fog on Saturday, we kicked off to a beautiful day of flying. All competitors were able to complete two flights with plenty of daylight to spare. In the afternoon rotation a few clouds drifted through the box and to my knowledge, only one of the Unlimited competitors had to side-step a cloud on box-entry. During the last round of Sportsman, a couple competitors mentioned that they had encountered some minor precipitation but it wasn't strong enough to interrupt our flights. This is a great departure from last year's conditions! Sunday found us with similar conditions and even a bit cooler temperatures. We had two nearly perfect days of weather for flying!

On the whole, our competition fielded some incredible airmanship. Having seen several regional events this year, it was very refreshing to see such a strong turnout in Unlimited. On the other end of the competitive spectrum, between Primary and Sportsman there were three first-time competitors that deserve recognition. Taylor Ortega from UND flew his first contest in Primary as did Chapter 78's own Steven Schmoll in a Pitts S-1D. Sportsman saw another of Chapter 78's newer members, Mark Kedrowski flying his Steve Wolf-modified Pitts S-1S. All three of these competitors have a very promising future in aerobatics.

Another of Chapter 78's new members, Forrest Fox was present with some camera gear that was airlifted down by our Chapter President Dan Pichelman and Contest Starter Justin Hickson. Forrest owns Phil Schact's old Pitts S-1S and flies Sportsman. For those who haven't seen some of Forrest's work, you should look up 'Fly Experimental' and see some of the videos that he has produced. The link is:

www.flyexperimental.net



A shot taken from the second floor deck at Spencer Avionics. The spacious concrete ramps at the Spencer airport can be seen in this photo.

Below is a view down the flightline - as you can see, the weather was just about perfect - until WINDY Sunday...



Starter Justin Hickson briefs competitor Dan Sullivan before his flight. Justin was an outstanding Starter and maybe the hardest working volunteer spending 2-1/2 days out in the sun getting pilots lined up for their flights.



Doug Yost Challenge 2010

Chapter 78 remains a very active chapter on the competition side with a total of 12 members competing at this year's event. Below are snapshots of some of our pilots.

Steve Schmoll, new to Chapter 78 this year, competed in his very first contest in Primary category. Steve is flying a Pitts S-1D. Steve took third which is very good considering the tough competition from the UND Collegiate Team.



Advanced pilots Craig Gifford and Tom Kerns talk over flying technique. Craig moved to Minnesota from Austin, Texas last year and made the big move to Advanced category this year. By the way - he also took first place against long time competitor Mike Forney from Colorado and Tom Kerns in the P-Rex.



The UND collegiate team pose in front of their Super D along with Contest Director, Aaron McCartan. UND fielded six pilots and four of them took trophies including a first place win in Primary by Benjamin Thomas.



A shot of Tom Kerns P-Rex in the early morning fog.. Photo on the right shows Dick Schulz taking off in his newly acquired S-2B. Dick flew his first IAC contest in over 10 years. He was the only pilot who kept his plane in the box with no outs during the very windy Sunday Unknown flights.

Doug Yost Challenge 2010

*Pictured here are the winners
from the 2010
Doug Yost Challenge*



In Primary category, First place is Benjamin Thomas on right, Aaron Fettig, second place - middle, and Chapter 78's Steve Schmolli in third on the left in the photo. Ben and Aaron are UND collegiate pilots and Steve flew in his very first contest - Congrats!!

Sportsman category winners are Paul Thomas from Chapter 15 in Kansas City on the left, First Place. Second place went to Jordan Weis, and third to Jordan Bush. All trophy winners flew the Super Decathlon in Sportsman category.



The winner's in Intermediate category were Jim Piro taking first in his Christen Eagle, Dick Schulz in second flying his Pitts S-2B . Contest Director Aaron McCartan somehow found time to squeeze in flying and came in third place.

Advanced winner's were Craig Gifford, 1st place on the left, Mike Forney of Chapter 12 in Colorado, 2nd place and Bruce Ballew pictured on the right from Chapter 61, St. Louis took third place.



Unlimited winner's were Mike Vaknin on the left in First flying his pumped up Extra 300L. Our own Mike Niccum took second, and Doug Roth in the middle from Lincoln, NE took third flying his Staudacher 300D.

Additional trophies went to Paul Thompson winning the grassroots trophy and Mark Kedrowski for the highest scoring first time sportsman.

Doug Youst Challenge (power)

Host Chapter 78
 Location Spencer, IA
 Contest Date 8/14/2010
 Contest Director Aaron McCarten



Primary

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Benjamin Thomas		American Champion 8KCAB	316CA	538.38	549.75	535.13	1,623.25	85.89%
2	Aaron Fettig		American Champion 8KCAB	316CA	522.25	537.13	546.38	1,605.75	84.96%
3	Steven Schmoll	78	Pitts S1D	90878	519.13	531.25	536.75	1,587.13	83.97%
4	Tyler Graybill		American Champion 8KCAB	316CA	500.88	488.13	543.88	1,532.88	81.10%
5	Taylor Ortega		American Champion 8KCAB	316CA	524.25	510.88	491.00	1,526.13	80.75%
6	Peter Tallarita	78	Pitts S2B	12QW	0.00	0.00	0.00	0.00	0.00%

* Pilots highlighted in beige flew for patch only

Sportsman

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Paul Thomson		American Champion 8KCAB	725JM	1,232.90	1,292.50	1,268.25	3,793.65	88.43%
2	Jordan Weis		American Champion 8KCAB	316CA	1,201.70	1,255.68	1,255.50	3,712.88	86.55%
3	Nathan Bush		American Champion 8KCAB	316CA	1,186.80	1,287.50	1,218.50	3,692.80	86.08%
4	Daniel Sullivan	78	Pitts S-2B	12QW	1,137.70	1,174.10	1,184.30	3,496.10	81.49%
5	Forrest Fox	78	Pitts S-1S	86DM	1,138.50	1,141.95	971.60	3,252.05	75.81%
6	Grady Marx		Pitts S2B	1536M	1,029.85	1,081.55	1,064.37	3,175.77	74.03%
7	Mark Kedrowski	78	Pitts S1S	80PF	928.70	1,184.10	1,032.00	3,144.80	73.31%

Intermediate

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	James Piros	78	Christen Eagle	32RR	1,583.00	1,705.50	1,451.13	4,739.63	82.14%
2	Richard Schulz	78	Pitts S-2B	29RG	1,365.25	1,717.63	1,544.50	4,627.38	80.20%
3	Aaron McCarten	78	Pitts S2S	8SZ	1,715.50	1,180.88	1,474.25	4,370.63	75.75%

Advanced

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Craig Gifford	78	Christian Eagle	726SM	2,154.20	2,488.98	2,192.30	6,835.48	79.30%
2	Michael Fomey	12	Pitts S-1T	49306	2,111.90	2,489.48	2,025.50	6,626.88	76.88%
3	Bruce Ballew	61	Pitts S-2B	65PS	2,084.40	2,288.10	2,175.50	6,548.00	75.96%
4	Thomas Kerns	78	Pitts KS-2B	540TK	1,895.30	1,581.53	2,021.88	5,498.70	63.79%

Unlimited

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Michael Vaknin	1	Extra 300L	78EX	2,594.30	3,519.10	3,156.20	9,269.60	78.22%
2	Douglas Roth	80	Staudacher S-300D	540SR	2,549.27	3,494.15	3,117.67	9,161.08	77.31%
3	Michael Niccum	78	Staudacher S-300D	126KG	2,696.03	3,510.80	2,804.18	9,011.01	76.04%
4	Loren Smith	78	Panzl S-330	330LS	2,351.03	3,515.90	2,896.83	8,763.76	73.96%
5	Douglas Bartlett	23	Edge 540	540HT	2,625.00	3,539.33	2,310.60	8,474.93	71.52%

Spencer Contest Financial Report

By Kris Pichelman, Treasurer

Expenses:

trophies	\$500
t-shirts	\$576
Tax on above	\$83.66
banquet	\$701.76
pizza	\$108.50
bug spray	\$25.31
IAC sanction	\$395.
cash for food	\$450.16
TOTAL	\$2,862.39

Income:

checks	\$2315
cash	\$219.52
dues (F. Fox)	\$25.
TOTAL	\$2,559.52

loss of \$302.87

Not included above is the generous donation of \$1,500 by Jack Links Beef Jerky to the Doug Yost Memorial Scholarship fund.

Doug Yost Scholarship Grant

Since the start of the Scholarship in 2002, the grant amount was set at \$1,500.00 for aerobatic training. The amount was set at a time when aerobatic training costs were running about \$150 per hour. This allowed a recipient to receive up to 15 hours of training at that time.

In today's world, the cost of receiving aerobatic instruction has risen to between \$350 to upwards of \$400 per hour depending on the school and aircraft used. The grant of \$1,500.00 doesn't get much training time any more. Comparable Scholarships such as the CP Aviation EMT Scholarship dedicated to the memory of Vicki Cruse in Santa Paula, CA grants the equivalent of \$2,300 in training at Rich Stowell's school.

It is time for the amount of grant to be increased. The Scholarship was originally endowed with \$10,000 from the Yost family. Subsequently, we have been able to obtain a donation to the scholarship in the amount of \$1,500.00 annually from Jack Links Beef Jerky for the past several years. Kris Pichelman can tell us how much is left in the fund, but I hope it is close to the original \$10,000. It should be a top priority to discuss and decide what the grant will be for 2011 at our next chapter meeting. The period to accept applications for the Scholarship will begin on January 1st, 2011

CHAPTER 78 2010 OFFICERS AND DIRECTORS



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Vice President
Justin Hickson



Board member
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Board member
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Newsletter/Website
Manager
Loren Smith

Chapter 2011 Elections

Our Chapter Officers and Board Members are elected for a period of one year. It's time for the current officers to notify us if they plan to run for another term. Also, we will be sending an invitation for club members to run for office via our Yahoo email group in September. Chapter elections are to be held in November according to our by-laws. If you feel that the club should be taking a new course, now is the time to consider running for an officer position.



Doug Yost Scholarship 2010 Recipient Announced

The Doug Yost Scholarship Committee has selected Craig Blumer of Ottumwa, Iowa as the 2010 Scholarship Recipient. Craig attends Southern Illinois University of Carbondale and will be graduating this December with a four year degree in Aviation Business Management. Craig currently holds the following ratings: CSES, CSEL, CFI, CFII, and Craig just successfully performed the practical test for MEI September 3. Below is the essay Craig included with his Scholarship application about why he would to receive the scholarship. *Editor's Note:* This essay was written before Craig worked to obtain all the ratings he holds today.

I have always dreamed of flying. I used to draw pictures of airplanes in kindergarten. I was overwhelmed when my dad took me to an air show outside of Ottumwa, Iowa. The planes did loops, spins, formation flying, and fast fly bys. I wanted to do exactly what they were doing.

During high school, I started working on my private license at Ottumwa Industrial Airport. Ben Kreager was my instructor and I was his first student. He fumbled and corrected himself on a variety of things but I could tell he was very intelligent. I earned my private license the day before I graduated high school and I started at Indian Hills Community College in the fall.

My plan was to obtain the ratings to get a job instructing and save up for aerobatic training. Indian Hills helped me obtain an instrument rating, commercial, CFI, and CFII.

Graduating from college became a wakeup call. The economy had slipped and left me with very few options. I decided to further my education at Southern Illinois University of Carbondale.

I major in aviation business management and I have realized I am not suited to be a manager. Ed Phillips an instructor at SIU said, "Managers do not manage people but they are responsible for their people". I actually do well in economics classes and I pay for most of my school trading stocks online. The University of Carbondale did give me another idea. I want to own a fixed base operation business or a seaplane business. I really want to be an owner of an aviation business providing flight instruction, charter, tours, et cetera.

College does not stop me from flying. I saved up enough money to get my multi engine rating at St. Charles Flying Service. I plan to earn my tailwheel endorsement at a local airport in a 1946 Piper Cub. I have scheduled a seaplane add on in Michigan over the summer. I am always striving to be the best and gain experience. I love to travel and be in new situations.

Working at a grocery store for five years has taught me a variety of lessons. Most of the things I have acquired are people skills. When the manger is busy, I might train someone to do a position or my position. I understand how to read people, how to modify my teaching method, and how to teach employees. I also understand how to talk to customers even when they are frustrated. There are times when you need to ask someone else and you work as a team. The economic downturn gave me a glimpse of how businesses work and survive. The whole experience allowed me to piece together the management structure and business decisions.

I want this scholarship because it is my dream to be an aerobatic pilot. The aerobatic training will also improve my flying skills and my safety as a flight instructor. The training will help me be able to explain a stall in more detail to a student. This scholarship will also help me with the financing, which is difficult to obtain in the stock market. The scholarship will help me obtain my goal of my own aviation business.



Craig Blumer, the 2010 Doug Yost Scholarship recipient

Craig notified us that he will do his Scholarship training with John Morrissey in his Pitts S-2A in Kansas City in October.