



Making It Happen



The IAC held the 2002 U.S. National Aerobatic Championships at Grayson County Airport in Sherman/Denison, Texas, the last week in September. It was one of the best ever and largely because of the efforts of Contest Director BJ Boyle, Barb Boyle, and the support of the Lone Star

Chapter of the IAC. 103 competitors made the pilgrimage to Texas, and several hundred sorties were flown in absolutely gorgeous weather, which lasted throughout the week. In fact, we had only one day with a few fair weather clouds in the sky.

I was truly touched by the amount of cooperation that was spontaneously happening with our membership. Ann Salcedo, the best volunteer coordinator in the business, kept critical positions filled throughout the week and made it look easy. She always had a smile, had a great attitude, and kept people going with ice cold water and a candy bar or two. The best starter in the business, Cliff Hurley kept things moving on the starting line and hosted his world famous Starter's Party. They know how to do it in Texas!

I couldn't help noticing throughout the week how well BJ had organized the event and how calm he was, at least on the surface. Kathleen Moore did her usual excellent job keeping the registration office in order; Scoring Director Stephanie Vidrine spent many late hours loading scores into the computer; and Kurt Haukhol served as technical monitor, being wherever he was needed to make things happen for BJ.

Since this was a team selection year for the Unlimited power and glider cat-

egories, the competition was as tough as I've ever witnessed. With that intense of a dogfight comes many issues for the contest jury. Mike Heuer chaired the jury with a mature and thorough manner that comes with experience. Our chief judges in all categories—especially Unlimited's Brian Howard—worked hard to utilize all the resources, including video review to make sure judging teams saw what they saw and occasionally what they missed. Thanks to all who endured the week's uninhibited sun to carefully rank this year's

participants. A lot of good folks have a fresh farmer's tan.

Leslie Eversole kept the U.S. Nationals website updated. Past U.S. Nationals Contest Director Allyson Parker-Lauck kept the practice schedule straight and helped out wherever she was needed, and John Lumley coordinated the glider effort by organizing tow planes and setting up glider flight operations. It was also our pleasure to meet and spend time with the U.S. Air Force Academy Glider Team. I work with many Academy grads at work and see top-notch traits in these young men. We're proud of them and wish them well in their careers.

Behind any great event is an IAC Chapter that provides the raw horsepower to get things done. For the U.S. Nationals it's IAC Chapter 24 led by President Katie Kyer. Weeks before and after the Nationals, this Chapter worked hard even though the contest director was not from its Chapter. It's called upon because this Chapter is on location, and I would like to thank this active group on behalf of the entire club.

I could go on and on citing the good I saw that week. I wish all of our members could drop by and witness what our IAC pilots have learned. The

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proficiency at all the levels was superb, and I am absolutely committed to have that knowledge shared in some way across our entire membership. All of us as conscientious pilots need to constantly strive to improve our proficiency. It's the constant process of professionals, and I consider our membership as professionals of the flight envelope. The IAC serves as the clearinghouse for the stick and rudder aspect of flying and wants our members to realize the value in this.

To make sure this information makes it to all our members, I will dedicate a column called "Pilot Stuff" that will make its debut in the November issue of *Sport Aerobatics*. My intent is to provide educational value from the collective knowledge of our most active members to all pilots interested in stick and rudder technique. It's important to understand that what is learned in the process of

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making aerobatic pilots has benefits for non-aerobatic flying. The first article for "Pilot Stuff" is called "Controllability During Stalls." We want to hear from our non-aerobatic members on what topics

would interest you the most. Send us your topic, and we'll get it in the magazine with an aerobatic pilot's point of view.

Lastly, I'm very pleased with the direction of the club at this time. I know we have taken our lumps in the recent past, but I continue to see very positive developments within our club. I would like to put a plug in for our directors, who have been terrific since my appointment as president. They have always worked hard behind the scenes, but never with the present renewed sense of direction and harmony. It's been fun being part of this positive movement within the club. If you happen to see one of them, give him or her a pat on the back for volunteering for a tough job. While you're at it, do the same for your Chapter officers as well. Recreational aviation wouldn't happen without strong leaders volunteering their precious time for the benefit of all. ✈

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