

IAC CHAPTER 61 NEWSLETTER
APRIL – MAY 2007
Giles Henderson

Remembrance of IAC Chapter 61

John Ford (with some corrections and additions by **Jerry Spear**)

John Ford was a founding member and the first President of Chapter 61. He had a landing strip on his farm and a FAA approved aerobatic box. John owned a Piper Comanche and a Pitts S2A. He sold his airplanes and farming operation and moved to south Florida in the 80's to pursue his love of scuba diving and sail boats. John died unexpectedly from a heart attack in November of 1996.

EAA Chapter 16 sponsored the first two Salem Sportsman contests in 1976 and 77. Jerry Spear served as the first Contest Chairman with Pete Myers as Chief Judge. The contest was held on Saturday, June 12 followed by an airshow on Sunday. The 76 Sportsman sequence:

Barrel Roll
Reverse Half Cuban
Slow Roll
Half Cuban
Loop
Immelman
1¼ Spin
Hammerhead
270
Snap Roll

Pete Jensen from Chicago won 1st place in his Pitts Special, Giles Henderson 2nd in a Clipped Cub, and Jim Wheaton, a 20 year old crop duster from Fairfield IL, won 3rd flying Herb Cox's Clipped Cub. Don Berrier was 4th flying a 160 hp Cassutt Racer set up with a Hoffman prop and Bendix PS5 pressure carburetor.

Giles flew Cub tricks and Herb performed the 'Drunk Farmer Stole a Cub' comedy act in the Sunday airshow. Jerry Spear and Charlie Wells performed their high decibel Pitts Special routines. Jack Lane flew his smoke routine including his famous 16-point hesitation roll with a non-inverted 65 hp Luscombe. Earl "Skeezix" Adkisson and his replica of Santos Dumont's 1908 French Demoiselle brought back memories of those 'Magnificent Men and Their Flying Machines'.

John Ford headed up the 1977 contest as the Contest Chairman with Chuck Mann from Memphis as Chief Judge. These early contests were strongly supported by competitors and volunteers from the Memphis and Chicago Chapters. The 1977 Sportsman sequence was:

Snap Roll
1-turn Spin
Half Loop
45 Down, Half Roll
Reverse Half Cuban
Loop
Hammerhead
Barrel Roll
Half Cuban
Slow Roll

with Giles 1st, Fred Leidig 2nd flying a Dart and Russ Goad 3rd flying a Pitts. Twenty nine year old Gary Bernstein of St. Louis was killed during a competition flight in a Stitts Playboy after a leading edge failure. Giles recalls that the Playboy made an exceptionally crisp snap with a rather high entry speed. The aircraft decelerated to a clean spin. Power was applied on the down line. Pieces of the wing structure could be seen separating from the aircraft during the pull to a half loop followed by total disintegration of one wing panel. The aircraft descended from approximately 2800 ft AGL in a vertical spiral with at least two changes in direction of rotation before impact. Sadly, Gary did not bail out.

Anne Collins of Kankakee IL was killed in 1979 at an unofficial Chapter practice at the Pittsport aerobatic box on the John Ford farm a few miles northeast of SLO near Alma IL. Anne was practicing her airshow routine in a Decathlon.

IAC Chapter 61 was established in 1978 and sponsored the first four-category SLO contest in 1980. The first Chapter President was John Ford followed by Jim Wheaton and Clisten Murray.

Phamous Pholks of Chapter 61

Betty Stewart is the most accomplished chapter competitor, winning the Women's World Aerobatic Championship twice! (1980 Oshkosh and 1982 Austria). She also served on the 1976 US Aerobatic Team competing in USSR. She has subsequently been indoctrinated in the Aerobatic Hall of Fame.

Giles Henderson won many aerobatic awards including the IAC Sportsman Championship and the L. Paul Soucy Award four times and has been nominated for the Aerobatic Hall of Fame.

Jerry Spear won the IAC Advanced Championship in 1978 and again in 1988.

Linda Hamer served as IAC President.

Charlie Wells served on the IAC Board of Directors.

Clisten Murray served on the IAC Board of Directors.

Herb Cox served on the IAC Board of Directors and as the US Aerobatic Team Mechanic (1982 Austria)

John Ford served as US Team Manager (1982 Austria and 1984 Hungary)

ROGER BROWN and his EAGLE -I

By David Kujawa

Reprinted from Sport Aerobatics



Roger Brown had a cousin who flew in World War II. The cousin planted a seed when he took 5-year-old Roger flying in a PT-19. Roger soloed in 1959 in a J-3 Cub and earned His private certificate in 1961. He flew skydivers to build time while in college and later earned commercial, instrument, multiengine, and glider ratings. Roger's first national EAA flyin was in 1965 when he flew an Aeronca Champ from Dayton, Ohio, to Rockford, Illinois. The following year Roger returned to the EAA fly-in flying a Beech Staggerwing from St.

Joseph, Missouri, to Rockford and camped out under the wing for the event.

Roger began flying aerobatics in a Decathlon in 1979 with instructor Morris Ray in Memphis, Tennessee. He joined the IAC in 1981 and started competing in Sportsman in a Decathlon. He eventually moved to a Pitts S-2A and later an S-2B and won a few contests along the way. IAC Chapter 27 members Chuck and Fern Mann were instrumental in getting Roger interested in judging and became his mentors. He's been a regional judge since 1988, and in 1999 he won an "Eagle Eye" trophy awarded to the judge that scored closest to the composite score of all the judges at the Rhythm in the Blue Kansas City contest.



Prodded to get an aerobatic airplane by friend Nott Wheeler, who is a national judge and competitor, Roger saw an ad in Sport Aerobatics in 1998 for an Eagle I. He had been considering purchasing a single-place aerobatic airplane, but his 6-foot 1-inch frame didn't fit well in a single-hole Pitts. The airplane was the third of three Eagles built by Ennie Argence. As far as Roger knows his airplane is the only single-place Eagle built from a kit (five were built by the factory). The

airplane was complete when Roger bought it. He's made a few cosmetic changes and added a three blade MT propeller. He says the overall performance of his Eagle I is better than a Pitts S-2A. Roger is a member of IAC Chapter 61, is still active in competition and judging, and lives at Green Village Airpark in Hernando, Mississippi, with his wife and fellow pilot, Jennie.

In regard to the question of the degree of difficulty of today's sequences and in particular regarding the Sportsman sequence, Roger had this to say: "I think that the Advanced and Unlimited categories have to progressively explore the envelope of the newest generation of aerobatic aircraft.

As for Intermediate and Sportsman, the performance capabilities of Decathlons and other lower horsepower aircraft should not be eliminated by maneuvers they would be unable to perform in Sportsman. If so, then the cost of entry into competition aerobatics will continue to escalate, eliminating many very good airmen with innate aerobatic airmanship capabilities, and that would be a shame."

"Since the spread from Decathlons to top-end aerobatic aircraft widens every year, the challenge to cross that gap within four categories of competition becomes greater. Perhaps an answer is to add another category, but anyone who has been to a contest knows that it is hard enough to complete a contest with four categories much less more. I'm not neglecting Primary, but that usually doesn't take much time nor does it take a change of judges. So how do we address the spread and stay with the same categories?

"The Sportsman category should be a matter of energy management and airmanship. Horsepower begins to replace energy management as you move up, and airmanship to manage more available energy becomes a greater factor, as it should. I think the heart of the matter lies in careful attention to the progression through the categories. Perhaps horsepower limits should be placed on the Sportsman and Intermediate category, with Advanced and Unlimited left to progressively explore, within their category K-factors, the higher horsepower, more aerodynamically critical aircraft."

"Reflecting in general over my 15 years of judging and 20-plus years of being in IAC, I have to wonder about the number of changes in the rulebook every year. I know keeping up with CIVA has something to do with it, but it seems with every new slate of folks, there is a propensity to need to change something. Within the envelope we have to work with, we're bound to come full circle sometime. I wonder if we will recognize when we've done a 360-degree turn?"

Roger's Eagle-I has become immortalized in the full page Falcon Insurance add that appears on the back cover of all of our recent Sport Aerobatics magazines.

Roger has been busy flying aerial photography missions for John Deer. The digital images are processed and evaluated to identify plant disease and infestation. The GPS correlated data can then be used by aerial applicators with an onboard rate control system that selectively applies chemicals to just the infected areas thereby minimizing the quantity of chemical used and maximizing its effectiveness. As Steve would say, "very cool".

Roger tells me that Nott Wheeler has retired from aviation and recently sold his Decathlon. We all must one day face the time to hang it up but the SLO contests won't be as much fun without Nott. No one has brought us more fun and laughter.

Hope to see you some of you in a few days at Sun-N-Fun.