



Welcome to Chapter 52 of the International Aerobatic Club (IAC)! We are an active group of aerobatic enthusiasts from Southeastern New York, Western Connecticut, North and Central New Jersey, and Eastern Pennsylvania. Our membership includes not only current pilots, but also less active pilots, non-pilot cheerleaders, those interested in judging, and people who just like to hang around and help out!

For more information on aerobatics, the IAC, or Chapter 52, feel free to contact our Chapter President using contact information from our web site, www.iac52.org.

Chapter 52 sponsors the IAC Kathy Jaffe Spirit of Aerobatics Award in memory of Kathy, who was the well-loved epicenter of our chapter for many years.. We encourage the volunteer spirit and advocate spin training for all.

We also sponsor one aerobatic contest, The Kathy Jaffe Challenge each year, currently at the Flying-W Airport Resort (N14) in Medford, NJ.

Regional Contests

The best way to get involved with our chapter and the IAC is to attend contests. There is always a need for volunteers at contests. You can get involved, or participate as an observer. You don't have to compete to participate.

These are regional IAC endorsed aerobatics contests often held in our area with sponsoring chapter, approximate dates, and locations.

- New England Aerobatic Contest. Orange, MA. (ORE.) Chapter 35. Late April to early May.
- Pennsylvania Aerobatic Championship. Maytown, PA. (N71) Chapter 58. Late May to early June.
- Ohio Aerobatic Open. Marysville, OH. (MRT) Chapter 34. Late June.
- Kathy Jaffe Challenge. Lumberton, NJ. (N14) Chapter 52. July.
- Montreal Aerobatic Open. Hyacinthe, Quebec. Aerobatics Canada.
- Green Mountain Aerobatic Contest. Springfield, VT (VSF) Chapter 35. August.
- East Coast Aerobatic Contest. Warrenton, VA. (W66) Chapter 11. September.
- First Flight Aerobatic Contest, Farmville, VA. (FVX) Chapter 19. October.

See the IAC National, public web site, www.iac.org, "Calendar, Chapter Contests" or www.iac52.org, "Contests" for more information. These contests are sometimes posted only six or eight weeks in advance.

Email the Contest Director before you go and find the Volunteer Coordinator when you arrive. Introduce yourself!

Aerobatics

Aerobatics is the freedom of flight in all directions, in all dimensions. It is trying the safe limits of our aircraft and piloting abilities.

Basic aerobatic figures include ballistic rolls, aileron rolls, loops, spins, snap rolls, wedges, half Cuban eights, humpty's, and hammerheads.

Aerobatic capable airplanes include the clipped-wing Cub, Citabria, Decathlon, Pitts Special, Extra, Eagle, Edge, CAP, Zlin, Sukhoi, and Yak to name a few. Member airplane owners fly a variety of these. We see a lot of Pitts Special biplanes.

Training Information

Here are some contacts for beginning aerobatics training.

- Aerial Advantage. Nashua, NH. Decathlon rental and instruction. Pitts S2B instruction. (603)598-3180. www.aerial-advantage.com.
- Executive Flyers. Hanscom Field, Bedford MA. Decathlon rental and instruction. (718)274-7227. www.executiveflyers.com.
- Sport Aviation, Van Sant airport, Erwinna, PA. Recreational aerobatics and tailwheel training. (610)847-8320 www.vansantairport.com/main.html
- Bill Finagin, CFI. Annapolis, MD. Spin Training and Advanced aerobatics training in a Pitts S2C. (410)956-0047. wbfinagin@cs.com.
- Budd Davisson, CFI. Scottsdale, AZ. Pitts transition and aerobatics training. (602)971-3991. buddairbum@cox.net www.airbum.com/pitts.html
- Damien Delgazio, CFI. Andover Flight Academy. Andover, NJ. Tail-wheel

checkout and bush flying. Piper Cub, Aviat Husky, Stearman. (973)786-6554.
www.andoverflight.com.

- Stephen Seidel. Blirstown, NJ. Introductory aerobatics instruction, unusual attitude recovery training, and rides in a Pitts S2B. (908)362-6191.

Aerobatics Checklist

- I have received spin training. I have practiced from a safe altitude the loss of control recovery technique. I have internalized and practiced Beggs-Müller spin recovery from inverted, accelerated, flat, and crossover spins in my airplane.

- My equipment is adequate and well maintained, including airplane, parachute, and safety gear.

- I am hydrated, fed, and in good health. I am taking no medications and have no medical conditions that counter-indicate flying.

- My flight has a plan. I have decided what to do before getting in the airplane and follow the plan set before takeoff. Plan the flight; fly the plan.

- I practice everything new above contest heights, at least 3000 AGL.

- I stick to well- practiced figures at contest heights.

- I practice over un-congested areas away from airways, or in waived airspace.

- I resist the temptation to hot-dog or show-off around airports, over my friend's houses, or anywhere else.



Why do aerobatics? That's a good one, isn't it? There are lots of rational sounding reasons—and then there are the real reasons:

Safety. Pilots that don't know how to control a three-dimensional machine in all its dimensions are like boaters who don't know how to swim.

Precision. Aerobatics rapidly improves visual acuity and attitude awareness for every single part of your flying, aerobatics or not.

Personal Achievement. There is no better feeling than flying a sequence and finding you're on heading and have lost no altitude.

Fun. Okay, there it is, the original three-letter word and one of the major reasons we all do aerobatics. We know fun when we see it!

Budd Davisson



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CHAPTER 52**

WWW.IAC52.ORG

