



Announcer: Start music on climb out.

LADIES AND GENTLEMEN:

Rob Harrison “The Tumbling Bear” in his yellow ZLIN 50 LX

Hello everybody. We are happy to be flying for you all here today, and we thank you all for welcoming us so graciously, and thank all the people here at the airport, and all the excellent volunteers for putting on this terrific show. We come to you from Cable Airport in Upland, California.

In this time of danger and hope, we dedicate this show to every member of our military services, and to their families. Rob’s son, Lt. Commander Kent Harrison, is a Naval Officer, recently returned from Northern Iraq. We are a proud military family and we pray for all the members of our armed forces who protect us all around the world every day, and who are ready to fight to defend all that we hold dear. We also dedicate this show to our most beloved Kathleen Hunt Wolf, a tragic loss which has touched all who had the honor of knowing her.

We are mindful of the freedom we have in this country where one person can build an airplane and fly it. The airframe for Rob’s airplane arrived in front of our hangar packed in a 40’ container, and he took it from there. He assembled the airplane, bought his Lycoming engine; Performance Aero Engines modified it so that the airplane is a better aerobatic performer. Our friend Bill Byles, did this beautiful paint scheme. Jim Rust at Whirlwind Propellers built the prop — and here Rob is today — THE TUMBLING BEAR.

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Rob Harrison in his ZLIN 50 is sponsored by:

- **Pacific Coast Radio**
- **G and J Aircraft and Precision**
- **Pacific Oil Cooler Service**
- **Performance Aero Engines, Inc.**
- **Silver Parachute Sales & Service**
- **Whirl Wind Propellers**
- **Aeroshell Aviation Lubricants**
- **Oregon Aero, Inc.**
- **Blue Mountain Avionics**

Before Rob enters airshow center, I'd like to tell you a little bit about his airplane. The airframe is built in the Czech Republic, and is powered by an American Lycoming engine. This model aircraft won three world championships between 1976 when it was introduced and 1985, and numerous European championships as well. Rob's airplane is one of only a very few ZLIN 50's in the United States. Unlike the Russian aerobatic airplanes, which are made of fiberglass, or the American Pitts, which is built of wood and tubular steel, the ZLIN is of conventional aluminum construction, just like the family Cessna, but as you are about to see, it certainly doesn't fly like the family Cessna.

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Rob's original interest in aviation is a mechanic and engineer. He retired in 1994 after a 28-year career in the U.S. Forest Service, as Program Leader for Aviation at the Technology and Development Center in San Dimas, California. There he was in charge of the technical aspects of the Forest Service aviation development program. He conducted flight tests of air tankers and helicopters, did accident investigation, and developed new and improved aerial firefighting systems.

Rob's first airplane ride was his Dad, in a Piper Cub, in 1948. And now he is called the Happy Upside Down Grandpa. He is a licensed airframe and powerplant mechanic, holding the inspection authorization, and is also an FAA designated engineering representative.

Rob and his late wife Kathleen visited the ZLIN factory at Otrokovice so that Rob could fly with the ZLIN factory pilots at their advanced aerobatic school, and it was a wonderful experience. Rob likes ZLIN aircraft so much that he bought his new ZLIN 50 LX. This beautiful yellow airplane is in it's 10th season.

Rob has five children and eight grandchildren. Recently, (Sept. 2006) he married Susan, a private pilot herself and Rob's right hand in the hangar and on the flightline. Susan preflights the plane and sends Rob off with a kiss. For a wedding gift, Rob gave Susan a Zlin 526L and he's training her aerobatics. Perhaps one day she will be his "Tumbling Teddy Bear."

During airshows, people often ask Susan "how can you stand there and smile while he's performing

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ANNOUNCER
MANEUVERS
SCRIPT

such extreme routines?”, and she says, “Because I love it and I like training with Rob, too! He is an incredibly talented pilot and I respect what he does.” Susan earned her pilot’s license 16 years ago this September and has flown and owned many types of planes. Between them, the couple shamelessly own nine airplanes.

When Rob lands and taxis the airplane, he can’t hear your applause while the canopy is closed, so please give a great big wave. And for the children, who are really the people he flies for: if you come over to where Rob parks the airplane, he would like to say hello, and if you have your camera with you and want to have your picture taken with him and the airplane, he would also like that very much. Rob will be at _____ right after his performance, so please come over to meet him and get a free autographed card and Tumbling Bear tattoo.



ANNOUNCER
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ANNOUNCER: Here are the maneuvers Rob will fly.

For safety and spacing, 1/2 cubans or hammerheads may be inserted in between them.

TAKE OFF:

- Vertical pull – 1 roll on the upline – 90 second climb
- Knife edge spin, from 2,500 agl or so
- Robbie's rhumba
- Cuban 8 – 3-1/2 rolls on the first downline, and 6 points of a 4-point roll on the second.
- Torque roll – anti-torque roll
- Slider
- 1/2 Cuban – 2 snaps - (double avalanche)
- 2 1/2 rolls to inverted – recover inverted – point rolls – 3 rolls on 45 degree upline.

(Here there is a break while I climb for altitude – 60 to 90 seconds to plug sponsors)

- Triple up – roll on the upline
- Krawatte
- Tower
- Lomcevak
- Shilling's spill
- Snap to torque
- Single turn ruade

(Here another short break)

- Multiple turn ruade
- Rolls down runway
- Knife edge pass
- Roll on landing, if conditions permit

Rob will be coming in a knife edge pass, so get your cameras ready.