

April 2017

# IAC38 NEWSLETTER

## President's Report



### Getting Ready for Coalinga

The spring flying season is in full swing - I hope everyone is able to take advantage of the nicer weather - I know I have!

Last month, we managed to squeeze in a critique day at Tracy ahead of the ramp renovations. Despite less-than-perfect weather, we managed to have nine pilots get some time in the box, under the watchful eyes of critiquers Mike Eggen and of course Dave Watson. Additionally, Dave helped some fledgling Regional Judge candidates get their required practical training as per IAC rule 2.6.1(f). I'm glad to see new judges getting

trained - hopefully we'll see them on the line at a contest soon!

Speaking of contests, contest season is upon us - the spring Hammerhead Round-Up at Borrego is in the books - while there wasn't a large Chapter 38 contingent this year, we were well-represented in Sportsman, with Mike Eggen taking first, and notably Cade Boeger taking third place in his first Sportsman contest - congratulations to you both! Apple Valley is next weekend, and of course Coalinga is just around the corner!

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*Tracy critique*



*(continued)*



***Zinnia receives 2nd Place - Primary in the 2015 California Point Series at the April Chapter 38 meeting.***

# *If There is Doubt, There is No Doubt*

*Spencer Suderman*

A few weeks ago, I was standing on the ramp at an air show with 30 minutes to go until my second performance of the day. The wind had picked up significantly and was whistling around the parked military jets around me. Not just any wind; a gusty blow at 30 degrees off the runway heading and on-crowd to make matters more difficult. This particular wind is a common occurrence around this area. My upcoming flight was not the usual aerobatic sequence; it was a race against a Lamborghini that required me to stay within a few feet of the ground and alongside the super-car for visual effect.

A car is stuck to the ground by its tires while a plane is subject to the air mass in which it flies.

I have successfully flown many air shows where the wind was gusting hard and on-crowd; however, it was just me and I was at altitude performing and making the necessary corrections for safety.

A gentleman approached wearing shorts and a t-shirt with a ramp pass dangling around his neck. I recognized him from the briefing that morning; he is one of the F/A-18 Super Hornet pilots that performed earlier and the squadron

commander as well. He just wanted to strike up a friendly conversation about aviation. His opening line was asking about the maximum crosswind component of my aircraft. I told him the pilot's operating handbook (POH) states 20 knots and I have actually landed in much worse. He told me the Super Hornet's max crosswind and that is how most pilots, strangers at first, get to know each other...we compare aircraft.

He could tell I was looking towards the runway with consternation and perhaps that's why he decided to chat; however, he was curious about the

civilian side of the air show industry and we conversed for a few moments. I explained the showmanship of the plane vs. car performance and expressed my concerns about the wind and the increased risk factors. He told me that his one piece of advice to all new members of his squadron, experienced fighter pilots mind you, was that if there is doubt, there is no doubt.

I called the air boss over the radio stating I was scrubbing the flight due to safety concerns about the wind. After all, air shows are just entertainment



# ***F.A.A. - Florida Aviation Adventure***

*Beth Stanton*



This was a multi-mission trip: visit a bunch of people I had recently written stories about, present an aerobatic forum at Sun n Fun, and

since I was in the neighborhood, fly a Cub at Jack Brown's Seaplane Base for good measure.

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***The Collings Foundation P-51 Mustang Betty Jane is down for a couple of years for restoration at American Aero***

Since my mom had just moved to Florida, we spent Sunday exploring the Spruce Creek Fly-in Community south of Daytona Beach. While moseying around ogling airplanes, we met an ex-USAF Thunderbird pilot. When I exclaimed, "Oh, aren't they flying at Sun n Fun this year?" He replied, "No, that's the Swim Team," referring to the Blue Angels.

My first destination Monday morning was American Aero Services (AAS) in New Smyrna Beach. AAS performs the restoration and maintenance on the Collings Foundations

touring warbird fleet. It was great to meet several of the people who restored the Foundation's new TF-51 Mustang, *Toulouse Nuts*.

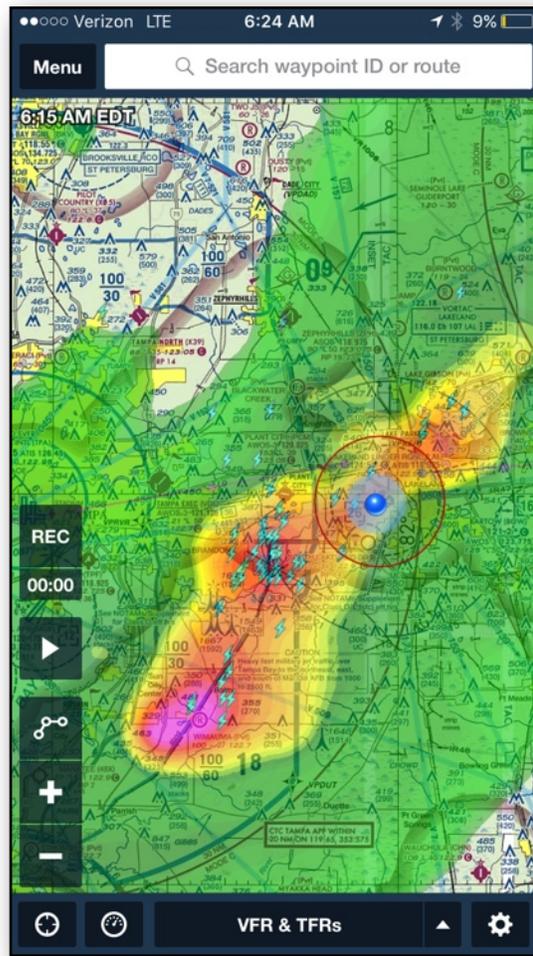
Next stop was Embry Riddle Aeronautical University's Eagle Flight Research Center (EFRC). Director Dr. Pat Anderson had invited me to tour the facility. This student-driven research center is working on many remarkable projects, including the all-electric e-Spirit of St. Louis trainer and a VTOL-to-fixed wing autonomous UAV.



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Afterwards, I headed to Lakeland to begin a week of Sun n Fun camping. Stashed in my suitcase was a lightweight backpacking tent, sleeping mat and bag. A trip to Target for a lounge chair and Styrofoam cooler completed my accommodation suite.

Sun n Fun turned out to be about a quarter-scale version of Oshkosh: Friendly people camping with planes, RV's and tents plus vendors, educational forums, airplanes on display and daily airshows. Each day whizzed by in a whirlwind of people, planes and fun. Fellow IAC38er Eric Ostrom showed up with his girlfriend Mala on Thursday. I had attended my first Oshkosh with Eric in 2012, so it was awesome for us to share our first Sun n Fun together. Mala had never been to an airshow and it was fun to watch her squeals of glee.



***Early morning thunderstorm and Eric's tent***

A revolving variety of aerobatic aircraft was on display at the Sun n Fun Aerobatic Center hosted by Jim and Jean Taylor. Included were the Eagle Sport Aviation Club's Pitts S-2B (flown by over 500 competition pilots in the past 19 years), an Allstar SZD-59 aerobatic glider and the debut of Eddie Saurenman's brand-new SAWREVO, a hyper-light carbon fiber hybrid aerobatic monoplane.

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*the 386 pound SAWREVO*

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On Friday, I presented a forum entitled *YOU Can Fly Aerobatics. Yes, You.* The talk covered the spectrum of aerobatics from unusual attitude and spin recovery training, to recreational and competition aerobatics. It was a full house and the guys all seemed ready and eager to give aerobatics a try. Encouragement and direction was just what they needed.

One night I had dinner with the board of the National Association of Flight Instructors (NAFI). They are interested in promoting the

safety benefits of aerobatic training to a broader audience. I'm going to work with them via articles and webinars to help make that happen.

I met up with Lazer builder Hans Bok when he flew in his Twin Comanche with some friends for the day. "The Lazer looks awesome," Hans said. "The three bladed prop really changes the appearance for the better. I am sorry I ever sold it but could not keep that and the Suk." I'm kinda glad he did.

*(continued)*



***Aerobatic forum***



The bucket list item of flying a seaplane was checked off when I went off the reservation and drove over to Jack Brown's Seaplane Base. Landing a Cub on floats on lakes ringed

with alligators made a nice incentive for a good landing. Driving a tight circle around a small lake on the left float was the best part.



I had the opportunity to crew for aerobatic glider legend Manfred Radius for the Saturday night airshow. Watching the airshow from directly underneath on the runway was mind-blowing.

*(continued)*



I could practically reach up and touch Lee Lauderback in his P-51 Mustang *Crazy Horse* as he screamed overhead doing aerobatics. I wanted to pull the shoes off the Paradigm

Paramotor guys as they dangled overhead. And team AeroShell - well words can't do that spectacle of lights, smoke and roaring engines any justice.



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I visited the Golden Age of Aviation during a barnstorming flight in Rob "Waldo Wright" Locks's 1929 New Standard biplane. Rob was featured in "Cool Flying Jobs" in the March issue of Sport Aviation. After visiting Kermit Week's Fantasy of Flight museum, we flew from there to his Gilbert Field home base. Flying at 65 mph seems incredibly slow until it is whipping your face. I'm so happy that antique planes like this still fly!



It seemed like I crammed three months of nonstop-action-adventure into 10 days. If you've never been to Sun n Fun or Oshkosh, I can highly recommend hanging around tens of thousands of airplane nuts for a week. You will love it.

*(continued)*



# A poem for Vicky

## Portrait of a Hero

4/7/17

- E. Reread your responses to the previous questions. Keeping the main impression in mind, select words and phrases and arrange them into lines and stanzas to create your poem. Your poem does not have to rhyme.

Vicky is cool,  
she is a whirlpool.  
S'Molkin' n' spinnin'  
ZOOOOOOM!  
UP UP UP, stall!  
Oh no, the plane will fall!  
Watch as she levels off after a twirl  
- 'Cause Vicky's the greatest  
stunt pilot in  
the world!



By: Robbie Cochran

**Getting this made my day... and it's the absolute best part of flying airshows.**

**-Vicky Benzing**

# ***Spring is here, and so are the black widows in your hangar!***

*Marian Harris*



Look before you reach into those dark crevices or into the tire well of your tug! While sprucing up his tug for the upcoming Dream Machines event, one of the HAF pilots found this new best friend

lurking in the tire well. It is a monster! The friendship was short-lived...So always remember to look before you reach into your cupboards or piles of dusty parts, especially the ones in your hangar.

# 2017 Coalinga Western Showdown Contest Info

## Schedule:

Wed, May 31, Setup. Morning setup workers ONLY may practice Wednesday afternoon until sundown.

Thu, June 01, Registration, tech inspection, & practice. Box open until sundown.

Fri, June 02, Contest flights. 06:00 briefing at the terminal building. Box open until sundown.

Sat, June 03, Contest flights. 06:00 briefing at the terminal building. Awards banquet at Harris Ranch.

## Costs:

Registration: Primary, \$160; Sportsman through Unlimited, \$235. Includes snacks, lunches and a t-shirt.

Banquet at Harris Ranch: \$50. Extra lunches: \$10. Extra t-shirts: \$10.

Aeroshell 100 Plus oil: \$10 per quart.

Credit card payments will be accepted at the contest site.

## Pre-registration:

Email completed registration forms to Brennon York at [brennon.york@gmail.com](mailto:brennon.york@gmail.com)

## Contest Director:

Brennon York, 260-705-0755 (c), [brennon.york@gmail.com](mailto:brennon.york@gmail.com)

## Chief Judge:

Tom Myers, 408-454-5367 (w) 650-328-2141 (h) 650-799-6854 (c) [tom.myers@stanfordalumni.org](mailto:tom.myers@stanfordalumni.org)

## New Coalinga Airport (C80):

<http://www.airnav.com/airport/C80>

Runway 01 uses RIGHT traffic and Runway 19 uses LEFT traffic when the box is open.

## Hangaring and Ramp Parking:

Hangaring, unlikely or very limited, first come - first served, prices TBD.

Ramp parking, free and plentiful, but bring chocks and/or tie-down ropes.

## Fuel

Self-serve credit card driven fuel island. According to Airnav, \$5.80 per gallon.

## Hotels, Motels, & Inns:

You are highly encouraged to make your reservations early, as the contest is during their busy season. We have a group rate block of rooms reserved at Harris Ranch. Group name: IAC38. Group number: 2T35VI.

Harris Ranch, 24505 West Dorris Ave, 800-942-2333.

Motel 6 Coalinga East, 25008 West Dorris Ave, 559-935-1536.

Best Western Big Country Inn, 25020 West Dorris Ave, 559-935-0866.

Coalinga Travelodge, 25278 West Dorris Ave, 559-935-2063.

Baker House B&B, 190 Mountain View Pl, 559-934-1900.

Royal Lodge, 800 E Elm Ave, 559-935-1664.

Cambridge Inn, 100 Cambridge Ave, 559- 935-1541.

## Camping

Camping out at the terminal building is ok.

## Transportation

There is no public transportation or on-airport car rental.

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**INTERNATIONAL AEROBATIC CLUB  
Official Contest Entry Form**

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**CONTEST:** Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Location: \_\_\_\_\_ Type:  Power  Glider  
Contest Category:  Primary  Sportsman  Intermediate  Advanced  Unlimited  
Patch Category:  Primary  Sportsman  Intermediate  Advanced  Unlimited  
First-Time Competitor:  (mark if, first time flying in chosen contest category)

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**PILOT:** Name: \_\_\_\_\_ IAC Number: \_\_\_\_\_  
Address: \_\_\_\_\_  
Street City State/Zip  
Country: \_\_\_\_\_ U.S. Citizen:  Yes  No  
E-mail Address: \_\_\_\_\_ Birth Date: \_\_\_\_\_  
Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
IAC Chapter: \_\_\_\_\_ FAI Sporting License: \_\_\_\_\_  
License Type: \_\_\_\_\_ License Number: \_\_\_\_\_  
Emergency Contact: \_\_\_\_\_  
Name Phone number(s)

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**OWNER:** Name: \_\_\_\_\_ Phone Number: \_\_\_\_\_  
Address: \_\_\_\_\_  
Street City State/Zip

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**AIRCRAFT:** Make/Model: \_\_\_\_\_ "N" Number: \_\_\_\_\_  
 Grass Roots Qualified Type of Airworthiness:  Experimental  Acrobatic  
Engine Make/Model/Horsepower: \_\_\_\_\_  
Insurance Information: \_\_\_\_\_  
Company Type Amount

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INTERNATIONAL AEROBATIC CLUB
Official Technical Inspection Form

The following checklist is to be used for conducting technical inspections at IAC Sanctioned events and meets the entrance requirements for contest or rally participation. NOTE: The Technical Inspection comprises a thorough "walk around" and is not a condition inspection.

CONTEST: Name: \_\_\_\_\_
Location: \_\_\_\_\_ Date: \_\_\_\_\_

PILOT: Name: \_\_\_\_\_ IAC #: \_\_\_\_\_ Please Initial: \_\_\_\_\_
Type: [ ] Power [ ] Glider
Category [ ] Primary [ ] Sportsman [ ] Intermediate [ ] Advanced [ ] Unlimited

AIRCRAFT: Make/Model \_\_\_\_\_ "N" Number \_\_\_\_\_

AIRCRAFT AND PILOT PAPERWORK

- [ ] IAC Membership Card or FAI Sporting License
[ ] Certificate of Airworthiness
[ ] Pilot Certificate
[ ] Annual or Condition Inspection (Copy OK)
[ ] Medical Certification (See table on page 2 of this form)
[ ] Operating Limitations (Copy OK)
[ ] Registration
[ ] Parachute Log showing current pack (180 days)
[ ] Proof of Insurance (Copy OK)
[ ] Weight & Balance (Copy OK)

MECHANICAL CONDITION (Inspect all items and mark only those that may affect safety. Once an item is corrected, note it on page 2)

- [ ] Cockpit area (loose objects, seat belts, shoulder harness, canopy security, windscreen, etc.)
[ ] Exhaust (cracks, security)
[ ] Ailerons (freedom of movement, excessive play, condition of hinges, etc.)
[ ] Landing gear (condition)
[ ] Flying and Landing wires / struts - if applicable (tension, condition, corrosion)
[ ] Brakes (condition, fluid leaks)
[ ] Condition of wing fabric, metal or composite surfaces (wrinkles, popped rivets, loose tapes, etc.)
[ ] Tires (inflation, excessive wear)
[ ] Wheel pants - if installed (security)
[ ] Propeller and spinner (condition, security)
[ ] Condition of fuselage fabric, metal or composite surfaces (wrinkles, popped rivets, loose tapes, etc.)
[ ] Cowl (security)
[ ] Loose or foreign objects in fuselage / tail
[ ] Tail attach fittings (no play, condition)
[ ] Unsafe, loose or chafed wires or hoses (other hazards as can be observed through cowl openings)
[ ] Tail wires or struts (if applicable)
[ ] Fuel leaks (fuel must be leaking to disqualify - stains should be brought to pilot's attention)
[ ] Elevator and rudder (freedom of movement)
[ ] Elevator trim (condition, excessive play)
[ ] Excessive oil leaks
[ ] Tail wheel (condition, inflation, springs, security)

# IAC38 2017 Calendar

May 4-6, DUEL IN THE DESERT, Apple Valley, KAPV  
May 28, IAC38 chapter meeting  
June 1-3, IAC38 COALINGA WESTERN SHOWDOWN, C80  
June 23-24, APPLE CUP, Ephrata, WA, KEPH  
June 25, IAC38 chapter meeting  
July 11-13, Corvalis Acro Camp, Corvalis, OR, KCVO  
July 14-16, CORVALIS CORKSCREW, Corvalis, OR, KCVO  
July 23, IAC38 chapter meeting  
July 23-30, EAA AirVenture, KOSH  
August 27, IAC38 chapter meeting  
August 11-12, Beaver State Aerobatic Contest, Pendleton, OR, KPDT  
September 1-3, HAPPINESS IS DELANO, KDLO  
September 8-9, APPLE TURNOVER, Ephrata, WA, KEPH  
September 9-17, FAI World Aerobatic Championships, Malelane, South Africa  
September 24, IAC38 chapter meeting  
September 23-29, US National Aerobatic Championships, KOSH  
October TBD, BORREGO AKROFEST, Borrego, L08  
October 22, IAC38 chapter meeting  
November 3-4, TEQUILA CUP, Marana, AZ, KAVQ  
November – no meeting, Thanksgiving weekend  
December TBD, IAC38 Holiday Party of Mayhem

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**2016 IAC Chapter 38 team**

**President: Josh Horwich  
Vice-president: Dave Watson  
Treasurer: Howard Kirker  
Secretary: Tom Myers**

**Directors: Marian Harris, Chris Combs, Beth Stanton**

**Newsletter Editor: Dave Williams  
Membership: David Manuel  
Webmaster: Brett Goldsmith**



We are a very diverse group of people with a lot of interesting stories to be told, and I solicit your input. Submissions are welcomed. We're not trying to win a Pulitzer Prize here, so don't be intimidated by a perceived lack of writing skills. If you have a story, or an idea for one, please submit it! If you would like an article to be in the next issue please submit within the week following the monthly meeting.

Dave Williams, [dw370@comcast.net](mailto:dw370@comcast.net)

# JOIN / RENEW

In addition to helping support all the activities of our chapter, IAC Chapter 38 membership is an insurance requirement if you want to fly in the box at Tracy for critique days. If you are receiving this newsletter and you know you need to get your membership updated, here are several ways to do it:

- sign up here for the International Aerobatic Club: <https://www.iac.org/roll-us-join-or-renew>
- sign up here IAC38 (using PayPal): <http://www.iac38.org>
- sign up at our next chapter meeting, we accept cash, check and credit card
- Fill out this form and mail it to Howard with your check:

<b>IAC Chapter 38 Membership Application/Renewal Form</b>	
<b>Name:</b> _____	<b>Spouse:</b> _____
<b>Address:</b> _____ _____	
<b>City:</b> _____	<b>State:</b> _____ <b>Zip:</b> _____
<b>Home Phone:</b> _____	<b>Work Phone:</b> _____
<b>E-mail 1:</b> _____	<b>E-mail 2:</b> _____
<b>IAC #:</b> _____	<b>EAA #:</b> _____
<b>Certificate #:</b> _____	<b>EAA Expiration Date:</b> _____
<b>Judge:</b> <input type="checkbox"/> Regional <input type="checkbox"/> National	
<b>Competition:</b> <input type="checkbox"/> None <input type="checkbox"/> Basic <input type="checkbox"/> Sportsman <input type="checkbox"/> Intermediate <input type="checkbox"/> Advanced <input type="checkbox"/> Unlimited	
<b>Aircraft:</b> _____	<b>N #:</b> _____
<b>Referred By:</b> _____	
<b>Dues:</b> <input type="checkbox"/> Single Membership (\$25/year) <input type="checkbox"/> Family Membership (\$30/year)	
Send with check, made payable to "International Aerobatic Club Chapter 38", to: <b>Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539</b>	