

December 2015

IAC38 NEWSLETTER



President's Report

Stick and Rudder Skills

As aerobatic pilots, we can sometimes take for granted our recovery from unusual attitudes and spins. After all, we put ourselves into these situations *on purpose*. However, there is a world of difference between a planned, rehearsed maneuver and a surprise situation resulting from a botched maneuver. It is of paramount importance that we 1000% know that we have the skills (and altitude!) to recover from an unexpected situation (or be damned sure you have a safety pilot on board who does.)

The mission of the IAC is to promote the safety and enjoyment of sport aerobatics. Notice that safety comes first. A blasé

(continued)



Wayne, Naughty Santa and Bad Elf Beth

attitude or overconfidence can get even skilled pilots into trouble. Wayne Handley shares some words of wisdom with us:

Here are some “simple” truths about how we can be our own worst enemy in the cockpit. When reacting to surprise situations “instinctively” a pilot’s reactions can provide some very interesting results. While teaching unusual attitude recognition and recovery techniques I often observe very common instinctive reactions that are wrong, counterproductive and predictable. The most common is trying to pick up a stalled wing with the use of aileron. When a stall occurs in unbalanced flight the wing opposite to the side of which the ball is out will stall first and the instinctive reflex is to pick it up with aileron. Applying rudder opposite to the direction of roll will swing the stalled wing forward and get it flying again, but that reaction only comes with practice. Regardless of how many hours a pilot has flying straight and level, a sudden transition to inverted flight, “upset”, will induce a flinch reaction to “pull”. Once this happens to a pilot under controlled conditions the likelihood of repeating this mistake is greatly decreased.

Spins are a big “bugaboo” with a high percentage of pilots and that is understandable, but very unfortunate. Understandable because while you are spinning you are falling, not flying, and spins can be disorienting. Unfortunate, because if a plane is certified to be safe to spin, the recovery should be very straightforward. As far as recovery from unintentional spins, I suspect that some airshow performers have hit the ground rather

than recover toward the crowd line and let the plane to rotate another ninety degrees. I know of others that panicked when ground rush overwhelmed them and they didn’t allow the wing to fly again. In the panic mode you lose your “feel” of the stick.

Please keep in mind that spin characteristics are aircraft specific and you should educate yourself before taking the plunge. The most common mistake in spin recoveries is trying to pull out of the dive as soon as the rotation stops, but before adding power. This will usually result in a secondary stall and is a result of being apprehensive. Adding power before attempting to pull out buys time, which allows your speed to build, which in turn provides more “G” available to pull with. Once a pilot realizes the spin can be easily stopped on a predetermined heading, the apprehension disappears and the fun begins.



In addition to all-important pilot skills, technical and mechanical innovations can help make aviation safer.

Toward that end, EAA is sponsoring the 2016 EAA Founder’s Innovation Prize. The goal of this XPRIZE-like contest is to help solve the problem of fatal loss of control accidents. The contest is intentionally open-ended, with the only stated goal to reduce fatalities from this type of accident in amateur-built aircraft dramatically over the next decade. You can check out the details here: <https://www.eaa.org/en/ea/eaa-news-and-aviationnews/ea-founders-innovation-prize>

As you blast off to the practice area to train this winter, remember the order of events: #1; be safe, #2; have fun!

IAC38 November Chapter Meeting featuring formation expert Tim Redden and chapter elections

Tim Redden of the West Coast Ravens gave an informative presentation to a packed room for our IAC38 November meeting. Tim shared a wide breadth of information on what it takes to master the skill of formation flying, including standards, examples of different formations, and how to get started in formation training. We are lucky to have such talented individuals contribute their time and talent to our chapter.

The results are in; all the 2015 IAC38 board members opted to re-up another year and were voted in for 2016 at the meeting. Thanks to you all for volunteering your time and service. Looking forward to an epic 2016!

President: Beth Stanton
Vice President: Dave Watson
Treasurer: Howard Kirker
Secretary: Tom Myers
Directors: Chris Combs, Marian Harris, Mike Eggen
Newsletter Editor: Dave Williams
Webmaster/Email list: Brett Goldsmith
Membership: David Manuel



Beth presiding over chapter elections

(photos continued)



Dave Watson wins Chapter 38 MVP award

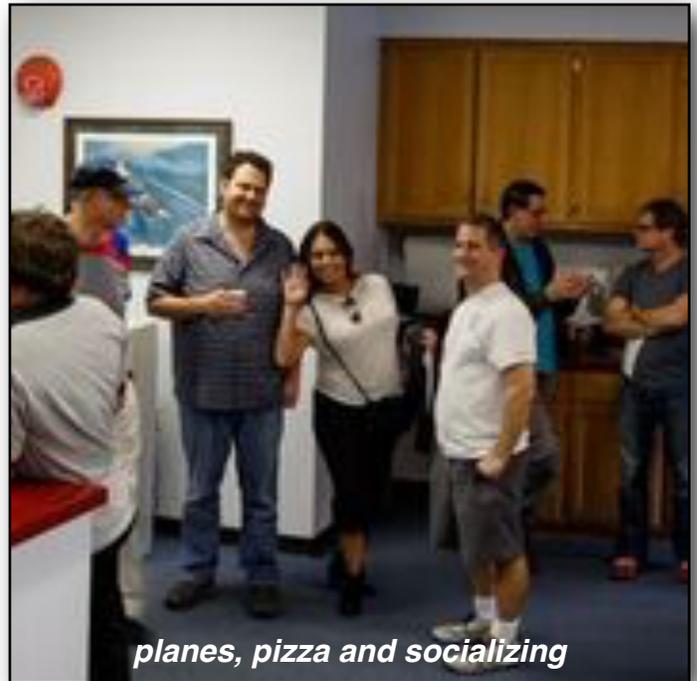


Guest speaker Tim "Tank" Redden



Beth and Tim

An Introduction to Formation Flying



planes, pizza and socializing

Training

- Prior experience
 - Self-taught
 - Military
- Clinics (Western States)
 - West Coast Formation Clinic (MAE: RV's)
 - Hawaii (Hill: RV's)
 - Red Star (PTY: Yak, Nanchang, L-29/39, T-34)
 - Beech Boys (MCC: Bonanza, Baron, Mooney, Grumman, Cirrus)
- One-on-one



Tim styling the Lancair

(photo credits, Evan Peers)

IAC38 Holiday Party of Mayhem

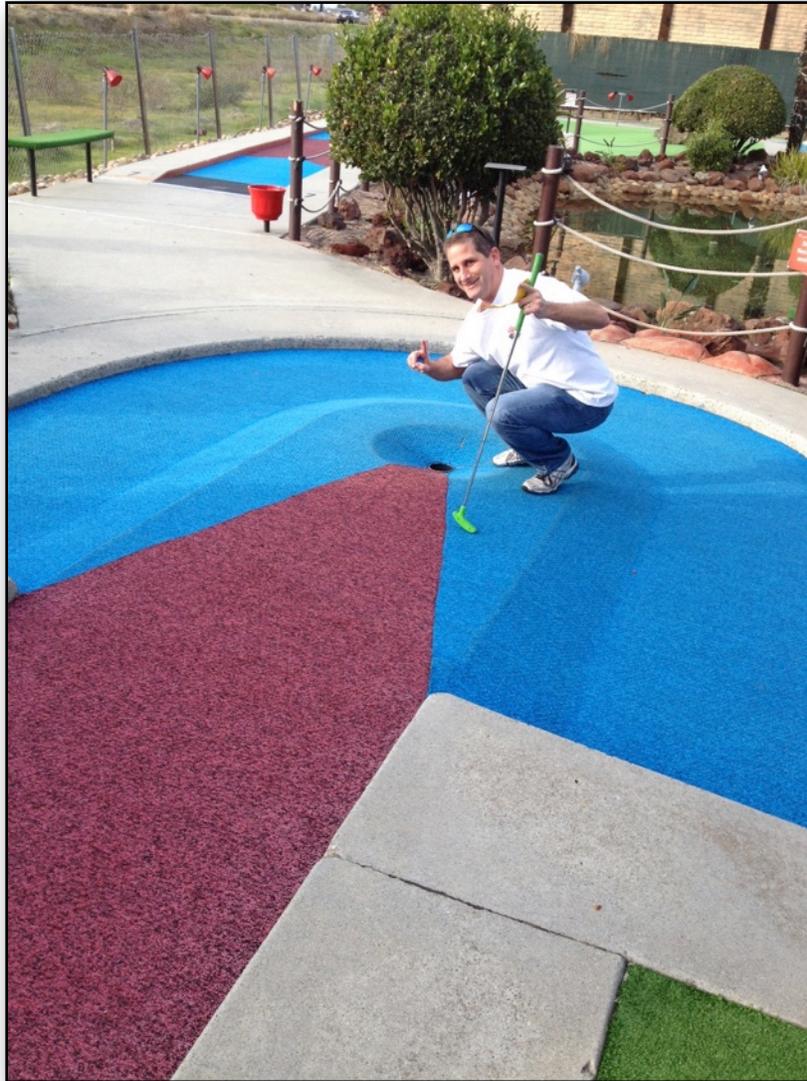
Dave Watson

The Chapter 38 third annual Holiday Party of Mayhem was another success this year. Instead of throwing a bunch of Type A over-achievers onto a closed track with racing engines strapped on, as we did last year, we went with a more subdued theme this year

and tried to keep it 'friendly' with a round of high-stakes mini-golf. The weather looked like it would spoil our fun, but there was a break in the weather and we enjoyed t-shirt weather and dry, fast greens on the links. As we had hoped, there were no whiplash injuries, overturned vehicles or sprained muscles, but everyone had a good time anyway. The early trash talking quickly escalated as the hole-in-ones started dropping in. Taurus leapt out to a quick lead, wining the first two holes, but in the end, it was Mr. Consistent Josh Horwich coming from behind with a dramatic hole in one on the final hole – a menacing 24 inch tall volcano that took me 10 tries until I broke down in tears and ran to the bar to drench my

sorrows. We did the ON-ON at Dave & Buster's, where the libations came in 100-ounce four-foot tall waterfalls of imported bliss. We all had a nice meal and good suds while sharing exaggerated stories of flying-glory – the true essence of any holiday with friends and family. The winnings were distributed by Binks and the awards ceremony climaxed in Josh counting his wins. A spectacular firestorm of sparklers on cupcakes celebrated Jake's, Stanley's and my birthdays that all happened that week – oh and that's right we also celebrated a great year of camaraderie and Chapter 38 kick-ass success. Thanks to Zinnia for the cupcakes and fire-code-breaking fireworks extravaganza! Next year, we are already planning to have the Holiday Party of Mayhem at Campo Di Bocce so you all can practice up and come prepared to take home glory. Enjoy your holidays and see you all in the New Year.

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Josh's first of 3 holes in one

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Mayhem at Campo Di Bocce so you all can practice up and come prepared to take home glory. Enjoy your holidays and see you all in the New Year.

(photos continued)



Ellen Bower and Josh nailed the last green with holes in one.



Jake on fire



IAC38 hosting U.S. Open Western Championships

IAC38's Coalinga Western Showdown, June 2-4, 2016 will be the stage for the U.S. Open Western Championships. We are looking forward to a large turnout for another great contest. Harris Ranch will once again be the venue for après flying festivities and banquet. Stay tuned for more details soon.

2016/2017 Waiver Renewal

Vice President Dave Watson, with input from board members, has submitted the paperwork for our IAC38 Aerobatic Practice Area waivers at Tracy and New Jerusalem. We should hear back from the FSDO in the next month or so. Thanks to Dave for his time and expertise navigating this labyrinth of paperwork that makes our chapter critique days, one of the best benefits of IAC38 membership, possible.

IAC38 2016 Calendar

(subject to updates and revisions, we'll keep you apprised each month)

January 24, IAC38 chapter meeting

February 28, IAC38 chapter meeting

March 26 or 27, IAC38 chapter meeting, TCY critique day

April 24, IAC38 chapter meeting

May 21 or 22, IAC38 chapter meeting, TCY critique day

June 2-4, Coalinga Western Showdown, US Western Regional Championships

July 24, IAC38 chapter meeting

August 27 or 28, IAC38 chapter meeting, TCY critique day

September 24 or 25, IAC38 chapter meeting, TCY critique day

October 23, IAC38 chapter meeting

November – no meeting, Thanksgiving weekend

December 4, IAC38 Holiday Party of Mayhem

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



2015 aerobatics

WESTERN REGIONAL CONTEST CALENDAR

3/26-3/28 | Borrego Springs Hammerhead Roundup | Borrego Springs Airport | L08 | CA

4/30-5/02 | Duel in the Desert | Apple Valley | APV | CA

5/28-5/30 | Coalinga Western Showdown | New Coalinga Municipal Airport | C80 | CA

6/25-6/27 | Apple Cup | Ephrata Municipal Airport | EPH | WA

7/17-7/18 | Cut Bank - Rocky Mountain Can/Am | Cut Bank International Airport | CTB | MT

8/12-8/15 | Beaver State Regional | Pendleton Regional Airport | PDT | OR

9/04-9/06 | Happiness Is Delano | Delano Airport | DLO | CA

9/11-9/12 | Apple Turnover | Ephrata Municipal Airport | EPH | WA

9/19-9/26 | U.S. National Aerobatic Championships | North Texas Regional | GYI | TX

10/8-10/9 | Borrego Akrofest | Borrego Springs Airport | L08 | CA

IAC+ TO JOIN THE CHAPTER NEAR YOU VISIT THE INTERNATIONAL AEROBATIC CLUB AT WWW.IAC.ORG

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Proud sponsor of the 2015 California contest season

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Dave Watson, vice president

Howard Kirker, treasurer

Tom Myers, secretary

Directors: Chris Combs, Mike Eggen, Marian Harris

Webmaster/email list: Brett Goldsmith

Newsletter editor, Dave Williams

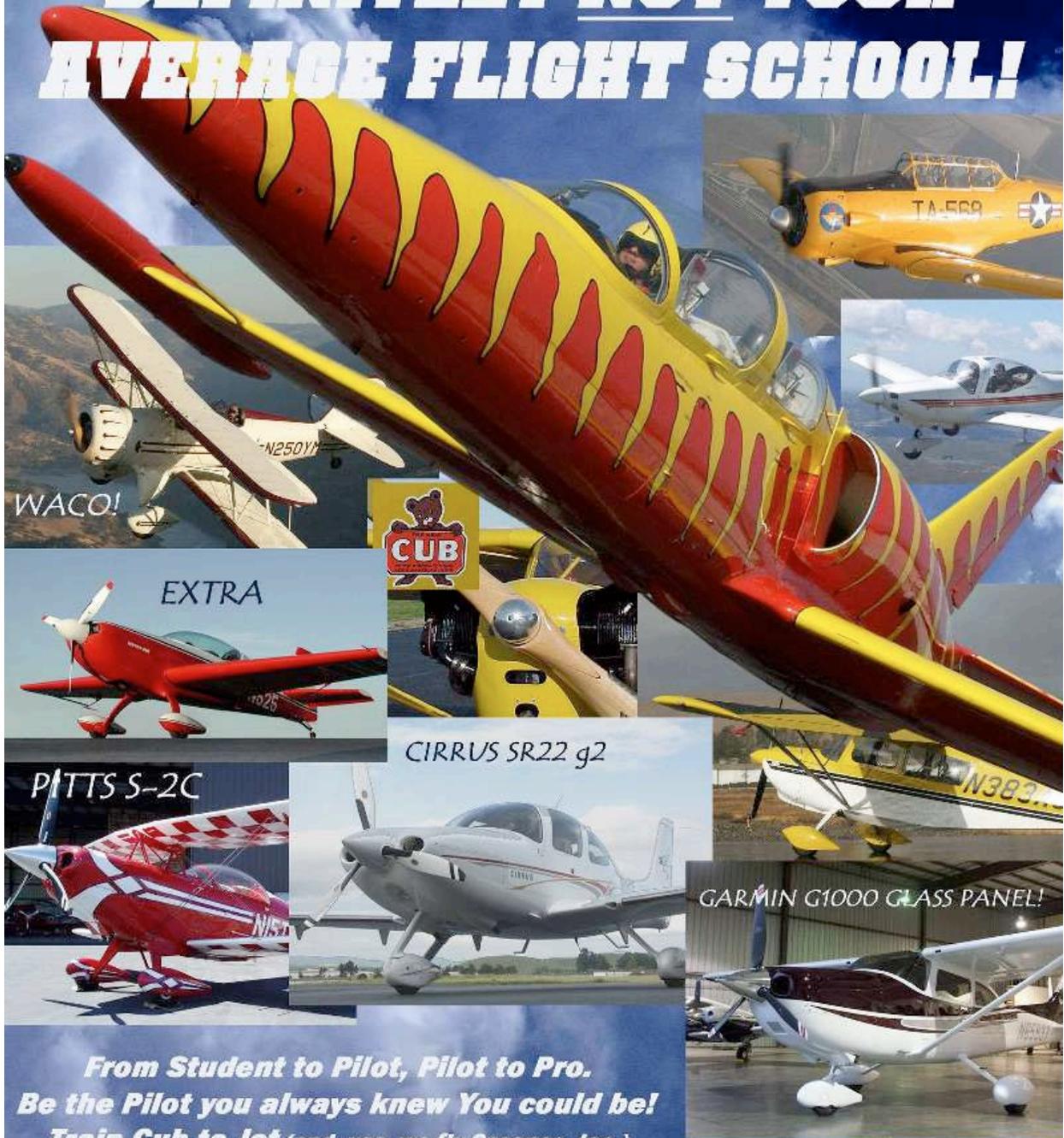
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JOIN / RENEW

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:

IAC Chapter 38 Membership Application/Renewal Form	
Name: _____	Spouse: _____
Address: _____ _____	
City: _____	State: _____ Zip: _____
Home Phone: _____	Work Phone: _____
E-mail 1: _____	E-mail 2: _____
IAC #: _____	EAA #: _____
Certificate #: _____	EAA Expiration Date: _____
Judge: <input type="checkbox"/> Regional <input type="checkbox"/> National	
Competition: <input type="checkbox"/> None <input type="checkbox"/> Basic <input type="checkbox"/> Sportsman <input type="checkbox"/> Intermediate <input type="checkbox"/> Advanced <input type="checkbox"/> Unlimited	
Aircraft: _____	N #: _____
Referred By: _____	
Dues: <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: Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539	