

February 2014

IAC38

NEWSLETTER

President's report

The first meeting of IAC38 for 2014 exceeded all expectations. I mean, I knew it was going to be good, but THIS GOOD? It was overwhelming to see the unprecedented turnout of forty people. We decided to move the meeting from the classroom at Attitude Aviation to the hangar to accommodate the anticipated crowd. My heart swelled with joy to see the ramp packed with the planes of all the folks who flew in for the meeting.

As this was my first meeting as president, I wanted to broadcast events planned for 2014. We have an adventurous year in the works with many fun activities:

- Meetings will be held on the fourth Sunday of the month with informative and exciting guest speakers.
- Judge School March 15-16
- Critique days at the Tracy box
- Field trips (Patriot Jet Team-Byron, NorCal Tracon-Mather, Sanders Smoke Technologies-Eagle's Nest)
- Chapter 38 Coalinga contest May 29-31

Special thanks go to Wayne Handley for sharing his time and talent with us. Thanks also to Rich Perkins of Attitude Aviation for hosting our meetings and providing refreshments, Evan Peers from Air Space Media for the professional



Beth Stanton

photography and Eric Ostrom for the general-running-around-getting ready immortal support.

Women of Aviation Week is a world-wide celebration starting March 3. One of the themes this year is "Pushing the Limits: 100 years of

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female aerobatic pilots”. I will be one of five panelists presenting at the Hiller Museum in San Carlos on March 7. Check out the details here: www.womenofaviationweek.org/rsvp/Hiller-museum/

Building up our chapter membership is an important goal for 2014. We can't have a club

without all you cool people! Welcome to all our new members and welcome back current members. I promise you, this is going to be a year to remember.

It's time to start living the life you've imagined. – Henry James



Wayne Handley



Wayne with the new officers and board, Marian Harris missing



The Red Bull Stratos Mission

IAC38 meeting 3pm, February 23, 2014, Attitude Aviation, KLVK featuring Dr. Marle Hewett, program manager and senior flight test engineer for the Mission

Eight million people watched live as Felix Baumgartner jumped from 128,000 feet. They made history. They captured the imagination of the world.

Five records were set including the fastest skydive ever (837 mph) and the first time a human had gone supersonic without the help of an airplane (Mach 1.27).

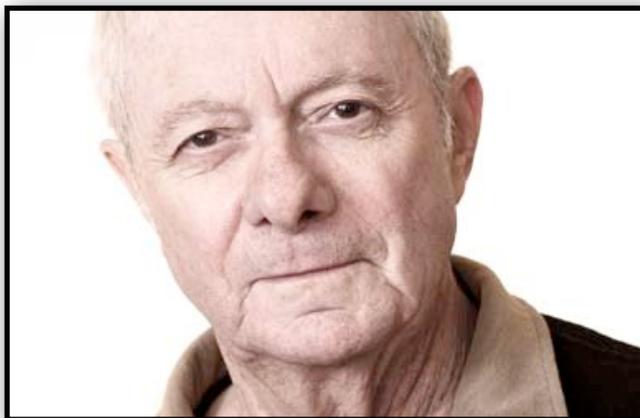
Red Bull assembled an amazing international team of engineers, scientists, skydivers, pilots and aerospace medical specialists.

The guest for our February meeting is Dr. Marle Hewett, the program manager and senior flight test engineer of the mission.

He will present behind-the-scenes tales and backstories: the team, the technical challenges and solutions, the risks, Felix's meltdown, the Frenchman's Lawsuit, a curious "movie" cult atmosphere superimposed on a challenging engineering effort, and an army of cynics that said they were all crazy.

Join us for a positively stellar meeting this February 23. A once-in-a-lifetime chance to hear a firsthand account of a once-in-a-lifetime event!

Marle has had a long and storied aviation career. He was an aircraft carrier pilot (fighter and attack), flying A-4s and A-7s off the USS Oriskany and the USS America in the Western Pacific before and during the Vietnam War. He flew F-104s and F-106s at the USAF Test Pilot School at Edwards AFB, the former to 89,000 feet. Retired from the Navy as a Commander after 20 years, Marle joined the civilian work force, working at Northrop,



Dr. Marle Hewett

NASA Dryden, and various positions as a consulting engineer for flight testing worldwide, including the Douglas C-17 test program, Lockheed F-22 test program, Saab Scania (Sweden) JAS-39 (Gripen) test program, Korean Aerospace Industries (KAI) T-50 (Golden Eagle) test program, and the Hindustan Aeronautics Limited (HAL-India) Light Combat aircraft (LCA) test program.

INTRO TO AEROBATIC JUDGE SCHOOL

March 15-16, 2014

Saturday: 8-5

Sunday: 8-4

Rockefeller Business Center
560 South Winchester Blvd, Suite 500
San Jose CA 94070

-New Judge candidates attend both days.

-Existing and past National or Regional judges who need to re-certify attend one-day (Sunday-only) class.

Instructor: Brian Howard.

Cost:

Two day: \$100

One-day: \$70

*Required materials for all options: the 2014 Official IAC Contest Rules, available for download from IAC.:<<https://www.iac.org/download-contest-rules>> This needs to be printed out and brought to class. Note: The 2014 rules are not published yet, but will be posted before the end of February.

*The Web site for those who wish to order an Aresti Catalogue (recommended for all judges) is: http://arestisystem.com/product.php?id_product=10 The price is 14€, which currently translates into \$19.13 USD. The book does come directly from Spain, but past experience has been fairly fast (within a couple of weeks) delivery time. There were no changes in the Aresti Catalogue for 2014, so the 2013 catalog is still good.

Space is limited. Contact bethestanton@gmail.com to register today.

Editor's note

We had a newsletter a few years ago but it languished for lack of content. 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!

Dave Williams, dw370@comcast.net

HEY BOB, NICE PITTS!

Beth Stanton

2013 was the 50th anniversary of the Reno Air Races and I had the amazing opportunity to crew for fellow IAC38er Jeff Rose, who was racing as a rookie in biplane class.

I decided that a Jim Naholm original *Nice Pitts* t-shirt was entirely appropriate attire for the occasion. I showed up on day two of Pylon Racing Seminar wearing it and my fellow crew members immediately decided that Race 23 would henceforth be known as *Show Me Your Pitts Racing*.

Jeff, who is a nice boy, was appalled. "I can't let my mother see that!" So of course we did it anyway.

Rewind to the prior summer at Oshkosh. I was standing in line to have Bob Hoover sign his book that I had just purchased. It was wiltingly hot and stuffy in the hangar. He had been at it for over an hour and the line was still out the door. One of his assistants came by with sticky notes and told us to jot down what we wanted Mr. Hoover to write in our book, to expedite the process. I was stumped. I thought he was just going to sign his name. What on earth would I have Bob Hoover write?

"Thanks for last night..." popped into my head immediately.

NO! I glanced across the room to Mr. Hoover looking so angelic and elderly in his dapper suit and thought "what if I shock him into a heart attack and be forever known as the woman who killed Bob Hoover?" As terrifying as that thought was, the angel and devil danced on opposing shoulders up to the final instant. In a rare fit of appropriateness, I decided to go with the lame "*Keep the blue side down*". He mistakenly wrote "*Keep the blue side up*", forgetting I was an aerobatic pilot, then cleverly corrected it by inserting ...*sidedown*.



"...and I am afraid that the heaving is going to mess up his signature."

I was regaling Wayne with this story the following month and he said "you should have gone for it, he would have loved it". I lost my chance. DAMMIT.

Back to Reno. Races were done for the day. A storm had just blown through leaving wind-blown debris and glistening tarmac in its wake. I'm at a

cocktail reception in the pits enjoying the sunset through the scudding clouds. One of my buddies saunters over wearing his bright orange Section 3 t-shirt. He has been wearing it to Reno for years and it is covered with autographs. I wonder if he has ever washed it. He nonchalantly lifts the right sleeve to show me his latest acquisition: '*Bob Hoover*' it reads in black scrawl.

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“Where did you get this?” I demand. He points. About 50 feet away, there is Bob Hoover in a golf cart. “He’s signing his book for people”.

“Watch this” I call over my shoulder as I make a beeline to the golf cart. My heart was pounding. That morning, I was feeling particularly bold, and decided to wear my *Nice Pitts* shirt. Now, even for someone as brazen as me, it takes a little bit of extra mental preparation to parade around Reno all day wearing that. The stars had aligned perfectly. I was going to have Bob sign my boob.

There were only two other people ahead of me in line. I could feel my hands shaking and my cheeks flushing. I could not believe I was doing this. My phone rings in my pocket. Who the hell is calling me right now? I was startled, since I usually keep the ringer silenced. I look to see who is interrupting this moment. ‘Wayne Handley’ it reads. I glance around for evidence of some sort of Cosmic Candid Camera. I answer the phone and without the benefit of a greeting, I hiss in a stage whisper “I am in line getting ready to have Bob Hoover sign my boob. I’ll put you on speaker phone”. I could very faintly hear him chuckling as he relayed this information to Karen.

My turn. I square my shoulders and faced the legend. I told him the story of how I have been prostrate with regret since Oshkosh when I acted with decorum and didn’t have him inscribe my original sentiment in the book. I was wearing a name badge on the right side of my chest and I said, “Mr. Hoover, I have a name on one side and I need to balance it out with your autograph on the other. I’d like you to sign my shirt please”.

His startled eyes widened and his mouth dropped slightly. Regaining his composure, his eyes twinkled. “I’ll sign your shirt Miss, but only

on the condition that you have to hear a story first”.

“Oh my God”, I am thinking, “I can’t believe this is happening.”

He starts regaling his story. “One time at a show, a woman came up to me and asked the same thing”. He made the universal sign language gesture of a large bosomed woman: cupped palms up in front of his chest. “She was built quite well all around as I recall. I told her I’d sign her shirt, but when I tried, it was, well, too soft...I couldn’t get any purchase”.

“That won’t happen with me,” I confided, “mine are quite firm”.

He smiled. “So then I tell her perhaps she should go into the ladies room and remove her shirt. I could sign it better flat on the table”.

“Oh, I see”, I exclaim, “You were just trying to get her to take off her shirt!”

He looks at his driver in the golf cart. “I am going to be in so much trouble with my wife”.

We are all still laughing as he reaches over to sign my shirt and I am afraid that the heaving is going to mess up his signature. Wayne is still on speaker phone listening to all of this. I hand the phone over to Bob to say hi.

“Wayne my friend, it is good to hear your voice”. They chat for a minute. “You know, Pard, at 91 it takes a lot to get my battery charged up these days”.

He grinned at me. “But I think I’m good to go for the rest of the night”.

Worth the price of admission.

CHAPTER 38 WAIVERED AEROBATIC PRACTICE AREAS

Dave Watson

As many of you may know, our chapter has two FAA waivers for designated Aerobatic Practice Areas, APA's in FAA lingo, 'Box' in acro lingo.

Our first APA is just east and adjacent to the Tracy airport and the other is north east of the abandoned runway at New Jerusalem airport.

The use of the box at Tracy requires a waiver since TCY is less than 4nm from an airway and the box at New J only requires the waiver if aerobatics are practiced below 1500 feet AGL since this location satisfies all criteria for aerobatic practice per the FAR's. Both waivers expire on Feb 28th but both are pending approvals that should be approved prior to their lapsing. We were without these waived APA's for

almost two years from 2010-2012 and it really hurt our chapter so I am working diligently with the FAA on both. I have had great support from Howard Kirker and Darren Pleasance in preparing the renewal paperwork so these guys really deserve a big pat on the back when you see them.

These areas are to be treasured, and by strict FAA and IAC requirements, the use of both APA's are and must be closely controlled by Chapter 38 and the waiver holder – namely ME.

You must be an EAA-IAC member AND a current Chapter 38 member (i.e. paid all your dues), before you can use either box. Only current Chapter 38 members are covered by our insurance, so this is of crucial importance. NO ONE, repeat NO ONE except the chapter officers are on the FAA list of people that can call in and activate the APA's.

Since they are our only convenient practice areas where ground critique is easily accessible, these boxes are ONLY used for structured, chapter controlled critique days. Please do not practice aerobatics in these boxes without me or another person designated by me, critiquing on the ground. As the waiver is held in my name, I am personally legally responsible for the appropriate use of these areas. Unapproved use or violations in the use of these areas can lead to YOU getting and FAA citation and US losing the APA's forever.



Here are some other details to consider. Although we have total support from the TAA (Tracy Airport Association) and administration, the TCY and New J boxes are very noise sensitive environments; TCY because of the proximity to civilization and New J because of the allowable low altitudes (namely the ground). However, as mentioned before, it is legal and perfectly acceptable to fly in the vicinity of the New J airport so long as you maintain flight above 1500 feet, and you are more than 4nm from the published airways, out of ground class

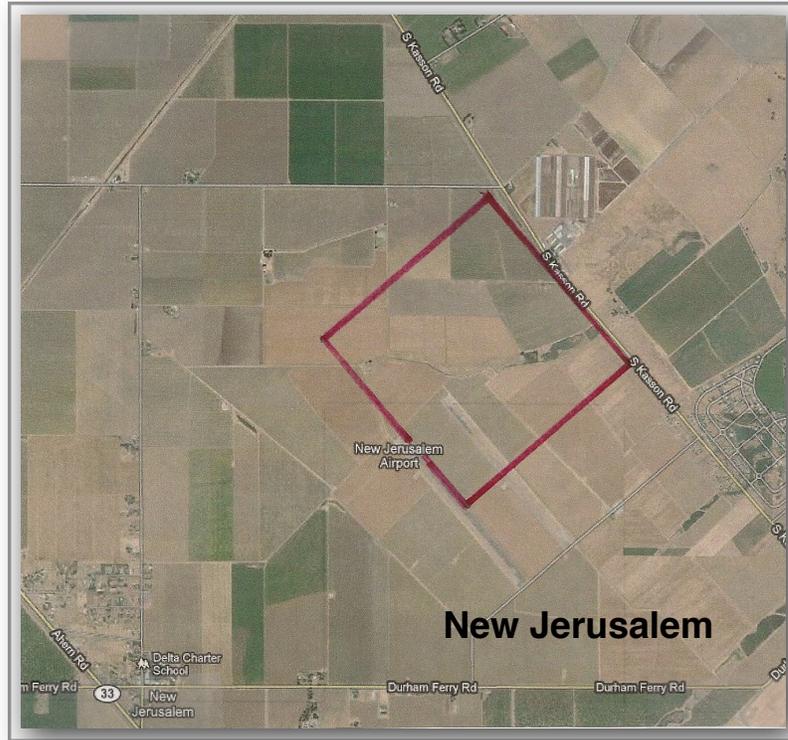
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E airspace, not over houses, etc. Doing so does not constitute use of the APA, but if you violate any FAR's or piss off any locals, you could compromise the renewal of these boxes in the future – so please be neighborly out there and avoid overflying any of houses and small towns in the New J area and stay away from the city of TCY when doing aerobatics!

The great news is that our chapter is growing and there seems to be a renewed interest in critique days. We will do our best to have as many critique days as the few of us 'critiquers' can manage as we get into the competition season. One way you can help is to become a judge! We seem to be down to only 3 or 4 of us that are judges and routinely get out the critique days. And as you can imagine, sitting on a 120 degree black tarmac, looking into the sun, concentrating on a small dot in the sky, all day is really hard work and exhausting. We need more judges and able critiquers. This is a club, and critique days are a club activity and as

such everyone participating should pitch in and help where you can. If you are not a judge please plan to attend our Judge School March 15-16, it actually helps your flying too!

The Tracy Airport Day the last weekend in June



is a critique day you will not want to miss. This is the one day that they really want us to make noise and fill the sky with smoke. There were just a few of us out there in 2013, but we had an IAC booth, put numerous kids in our planes, and talked with locals that support us and like us! One family told me their patio faces the airport and they LOVE to sit out and watch

from their porch as we practice! We need to continue to create good will in the Tracy community and this is an event where we can give back and create some excitement about general aviation. We will keep you posted on details for this event as we get closer.



TRACY CRITIQUE DAY- SUNDAY, FEBRUARY 16, 2014, 10AM, KTCY

Join us for our first critique day of the 2014 season! Here are a few pointers for making the day enjoyable and efficient for everyone.

for you:

- bring water, food, sunscreen, hat, sunglasses, folding chair
- print out and bring your 2014 known and/or freestyle

for the team :

- bring extra hand held radio (and batteries) if you have one
- be prepared to spend time out on the line helping with traffic advisories on the radio, calling figures for the judges, helping to push planes around, etc.

A well-attended critique day is a major logistical endeavor, so to keep things running smoothly we all need to pitch in. This is going to be fun!

The entire national contest calendar for 2014 is quite lengthy, so the following link is provided to take you to the IAC website calendar page. (For some reason hardly any of the western contests are on the schedule yet, but rest assured Coalinga is happening on May 29-31!)

[ContestListing.asp](#)

2014 IAC Chapter 38 board

Beth Stanton, president
Martin Price, past president
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

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	

