



Northern California  
Aerobatic Club

CHAPTER 38

# THE ACRONAUT

Volume 10 - Number 7

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Apple Cup, Ephrata, Washington

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# President's Post

Cory Lovell



Happy 4<sup>th</sup> of July! Hopefully you enjoyed the long holiday weekend and spent some time BBQ'ing with friends and family. I'm sure many of you had the opportunity to take a little vacation away from the Bay Area. I know several folks from California made the journey up to the Apple Cup, which was much appreciated by everyone up North. June and July were pretty slow months for Ch 38, so I thought I would share my Boeing Experience with everyone.

I actually had the opportunity to tour the Boeing factory in Everett, WA last week. Although I had to spend the morning of the Day 1 doing real "work", the second part of the day was spent walking the B787 Dreamliner, B777, and B747 production lines. Our tour guide is a real Adobe "groupie", so he did whatever he could to show us all the aircraft on the line.



It's amazing how large everything is, it's really the size of a small city. They have daily tours, which I would highly recommend if you're ever in the Seattle area.

Day 2 of my meetings was at the Boeing Pilot Training Facility south of Boeing Field. Again, the first part of the day was full of real "work", but the afternoon was spent flying (well, virtually). My customer, who builds the electronic training manuals for the 787 managed to schedule an hour for us in the Dreamliner simulator. This was really a maintenance session for the sim tech's, but it was a good chance for me to see how I would do if I needed to land a jumbo jet. Although the simulator data is still theoretical (the aircraft hasn't flown) - it's about as real as you can get without being in the actual airplane. After a few turns in the pattern VFR, they set me up on Final to SeaTac in the soup. I thought it would be challenging flying this beast down the ILS and bringing it to a

stop. The reality was, it was really a non-event. The Heads Up Display (HUD) guides you right down the ILS, flare, and touch-down. It's amazing how large and complex these aircraft are, yet they're far easier to land than Decathlon or Extra.

Unfortunately, I was not able to make it to the Watson's pool party, but heard everyone had a great time. We'll continue to have get-togethers throughout the summer. Martin Price and I have been doing some flying together and trying to come up with some ideas for Chapter fly-outs, other than Tracy. Several people have expressed interest in a pancake breakfast at Santa Rosa or lunch fly-in at San Carlos. The idea would be to spend time talking to the local pilots about our club and



aerobatics. I've been to Santa Rosa on a nice Saturday morning, and there are plenty of pilots who would be interested in learning about our sport. To kick-off these fly-outs, we're planning to have the next Chapter meeting Sunday, July 19<sup>th</sup> in SQL at Noon. We're going to co-host a BBQ there and with



West Valley Flying Club to promote aerobatics and IAC 38. Details of this event will come out from Martin next week in a separate email. If you have any on other events, please email Martin ([martin@pull.gs](mailto:martin@pull.gs)) and I. I'll look forward to seeing everyone on the 19<sup>th</sup>, have a great month!

- Cory

## From the Editor

*Che Barnes*



Hats off to Dave Watson for a great article this month. It is a great story about sharing aviation with others. There are many people out there who have a desire to fly but, perhaps, just need someone to show them the way.

This sort of stuff is right in line with many aviation organizations, such as AOPA and EAA, who recognize that

without a healthy GA population, many of the policies and tax structures that make GA relatively accessible in this country may be put in jeopardy. Sharing aviation with others is not only extremely rewarding, as Dave shows us, but it also

contributes to keeping the dream alive for future pilots - no matter what country they live in.

Get out there, participate in your aviation pursuits and don't hesitate to let your enthusiasm spread. And while you are at it, take a few pictures and send them in to the newsletter. Better yet - write about it and send that in too!

Also, thanks to Mike Eggen for sending in some pics of IAC 67's Apple Cup that was held in Ephrata, Washington the weekend of June 19th. He did a great job representing IAC Chapter 38 along with Thomas Frascioni, Vicky Benzing, Eric Chasanoff, Norm DeWitt, and Melissa Pemberton.

Fair winds and blue skies.

- Che

## Full Circle

*Dave Watson*



**No Instructor in the Airplane....**

As pilots we are often placed in the role as ambassadors to flying when interacting with others. In my 10 years of competitive aerobatics, I have had the great joy of taking numerous people up for "introduction to

aerobatics" rides and I have been allowing several friends to use my beloved Super D for aerobatic practice and competition. But, recently, I had an experience that eclipsed all others on my "share the joy of flying" scale.

I was at the gala dinner of a conference that I was attending with over a hundred Interventional NeuroRadiologists in Val d'Isere France this January. I was sitting with a physician, Iris, that I have been to visit a few times so she knew me fairly well. During dinner, Iris asked me 'if I had been flying much lately' and that led to the whole table taking an interest in our sport.

I recalled to the table that my flying experience only started about 15 years ago when I pulled an advertisement card from a Fort Lauderdale hotel lobby reading "Turn your world upside down, Fly with Dagmar!" Being a RC plane pilot but only having flown in a small plane once as child, I thought this sounded like fun, so I called Dagmar and flew with her the next day. Her enthusiasm and joy of flying was contagious to me

and that aerobatic ride in her S2B truly turned my world upside down, as anybody who knows me can testify.

As I was asked to tell more stories at the gala dinner that night and answer their questions about flying, Iris became very interested and shared with us her past experiences as a glider pilot in Germany before she got too busy with becoming a physician. As we talked and talked about our experiences, I could see and hear the passion growing in her. By the time the evening was over, she was committed to getting her ticket and doing aerobatics! I suggested that she take one of those nice long European vacations and come to the US for her training as this would probably be much cheaper than doing her flight training in Europe. I really didn't expect much to come out of the conversation - as I am sure you all have had similar experiences where soon after such a commitment the excitement wears off and nothing happens. Well I truly underestimated the drive of my colleague.



**Solo!**



**To have your feet off the ground.**

Just a few weeks later, I was asking her to consult to my company at an upcoming study here in the states and she took that opportunity to extend her stay to three weeks to try to get her PPL. Her plan was to grind it out in 2 weeks and then compete at the Apple Valley Contest the following week. Can you say driven! I set her

up with Attitude Aviation and we helped her through the INS foreign flight student hassles. Her arrival date came and immediately after her cross Atlantic flight I took her for a ride in my Super Decathlon as a primer for her lessons that would start the next morning. After my take-off, I "gave her the plane" and she flew us out to practice area where I demonstrated turns, a few rolls and loops and then I let her give it a try. Immediately, I knew we had a new winner in our sport. It had been 16 years since she piloted a glider, yet her skills were still there and her enthusiasm grew as she rolled and looped us on her first flight. Also, I believe that some of her prior competition trampoline experience had honed a kinesthetic awareness in her that I have never seen. After 1.25 hours on the hobbs, she had done most of the Sportsman maneuvers without any disorientation or nausea and I was getting tired and we were getting low on fuel. Unfortunately, we had to head back but I sensed a future champion was in the making.

Weeks later, when I was bringing my pilot log book up to date, I found out that this first flight with Iris in my Decathlon just happened to coincide with my 1,000<sup>th</sup> hour of total time as a pilot - a coincidence that still brings goose bumps to me.

The four-day long business part of her trip (which was the real reason she was here after all) and a day of bad weather cut a bit too deeply into her two weeks of flight training and she was not able to get her ticket in time for the APV contest. She did go to the contest and experienced it with many of us from Chapter 38 as we welcomed her into our clan. She logged the flight down there as Dual Cross country with a CFI in my Super D and on the way home she flew my Pitts S2B from the front seat with me while she maintained perfect heading and altitude within 100 feet the whole way home under moderate chop and 20 to 30 MPH head and crosswinds. I wasn't doing that well with a GPS and compass right in my face. Watch out - she is going to be a star!

The following weekend (after another 5 days off of flight training because of the contest and two other days of business



**In Attitude Aviation's Office**

meetings), she was ready to solo in a Citabria. It was 7:30 am on a spectacular California morning and it was, unfortunately, the day of her scheduled flight back home to Europe. I watched as she and her flight instructor rounded the controlled pattern three times and then he jumped out of the rear seat and let her go to 'spread her wings'. As I watched her five 'perfect 10' solo landings, tears of joy ran down my cheeks as I vicariously experienced the joy of her solo with her. Afterwards, we went for another Super D joy ride together. This time she did the take off herself and all her aerobatic figures were much more smooth and natural, she is well on her way.

I have been so lucky to be involved with so many great pilots that have mentored me into flying and through my aerobatic training - thank you Dagmar! But never have I so inspired anyone to take flying up from scratch just to be involved in our sport. By the chance of a lobby ad-card, Dagmar gave me the flying bug and later my start in the sport with Spin training in her S2B and Super Decathlon. Some 15 years later, I have now come full circle and have passed that on to my friend Iris in my Super D and S2B. I hope you too can pass your enthusiasm on to others as I have and hope it can happen more often than once every 1000 hours!

Life is good, spread the word!

- Dave



### Advanced

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Reinaldo Beyer	36	EXTRA 300	N779R	2,101.80	2,691.10	1,949.15	6,742.05	79.23%
2	Thomas Franscioni	38	GILES 202	352S	2,019.28	2,496.00	2,148.20	6,663.48	78.30%
3	Gray Brandt	36	PITTS S-2B	1191	1,985.57	2,499.30	2,074.38	6,559.24	77.08%
4	Dave Barbet	7	PITTS S-1S	C-GOVA	2,006.40	2,470.10	2,050.40	6,526.90	76.70%
5	Douglas Sowder	67	Extra 300	352S	2,014.80	2,608.30	1,804.00	6,427.10	75.52%
6	Victoria Benzing	38	EXTRA 300	46EX	1,970.73	2,448.50	2,004.70	6,423.93	75.49%
7	John Pierson	67	ZLIN 50	250LS	1,892.60	2,500.10	1,876.85	6,269.55	73.67%
8	Eric Chasanoff	38	Pitts S-2B	N140M	1,947.40	2,083.26	1,679.23	5,709.88	67.10%
9	Corey Middaugh	67	YAK 55	N555LL	1,728.83	2,003.25	1,062.22	4,794.30	56.34%
10	Bryan Gore	67	PITTS S-1S	654F	1,354.63	2,075.72	1,175.35	4,605.69	54.12%

### Unlimited

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Norman DeWitt	38	EDGE 540	N9ND	2,766.70	3,575.60	3,132.15	9,474.45	79.62%
2	Vicki Cruse	49	EDGE 540	111CD	2,511.90	3,679.05	3,267.30	9,458.25	79.48%
3	Ann Marie Ward	67	Edge 540	540AW	2,710.28	3,615.03	3,099.40	9,424.70	79.20%
4	Melissa Pemberton	38	EDGE 540	540SG	2,556.00	3,592.60	2,915.25	9,063.85	76.17%
5	John Coffey	67	YAK 55	55XK	2,234.30	3,391.65	2,996.73	8,622.68	72.46%
6	Tim Just	26	EXTRA 300S	434TJ	2,680.80	3,482.30	2,238.80	8,401.90	70.60%
7	Rory Moore	36	MXS	N21MX	2,630.20	2,881.10	2,368.00	7,879.30	66.21%



**Name:** \_\_\_\_\_ **Spouse:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
 \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Home Phone:** \_\_\_\_\_ **Work Phone:** \_\_\_\_\_

**E-mail 1:** \_\_\_\_\_ **E-mail 2:** \_\_\_\_\_

**IAC #:** \_\_\_\_\_ **EAA #:** \_\_\_\_\_

**Certificate #:** \_\_\_\_\_ **EAA Expiration Date:** \_\_\_\_\_

**Judge:**  Regional  National

**Competition:**  None  Basic  Sportsman  Intermediate  Advanced  Unlimited

**Aircraft:** \_\_\_\_\_ **N #:** \_\_\_\_\_

**Referred By:** \_\_\_\_\_

**Dues:**  Single Membership (\$25/year)  Family Membership (\$30/year)

### IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "International Aerobatic Club Chapter 38", to:  
**Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539**



**Che Barnes**  
**Co-Editor, IAC 38**  
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**Next Chapter Meeting:**  
**Sunday, July 19th, Noon**  
**West Valley Flying Club**  
**San Carlos Airport, CA.**