

july 2016

IAC38 NEWSLETTER

President's Report



Beth, Martin and Tom. No, it's not Coalinga, it's CORVALIS!

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The Power of Reaching Out

"Be excellent to each other". –Bill and Ted

Over and over again, I have seen the magic that results when we endeavor to inspire and engage people. The smallest word or gesture can make huge, life-altering impacts of people. We may never know the outcome of these gestures, but sometimes they happily come home to roost. I was delighted recently to get some feedback from people who just

may have more fun, adventure (and safety!) in their worlds due to their exposure to the wonderful world of aerobatics.

*Hi Beth,
Thank you so much for your excellent presentation to our VAA chapter last night! You have an engaging personality and your enthusiasm is infectious, both of which served to make your presentation on aerobatics one of the best we've ever enjoyed. Several people came up to me after the meeting to tell*



Green and white both on and edging the runway



Layne "Mr. Eagle" Lisser educating the crowd on the finer points of aerobatics

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Advanced, and 3 Unlimited; representing California, Oregon, Washington, and Canada. Temperatures were in the high 70's, and daylight lasted over 15 hours. Could it get any better?

But numbers will never tell the whole story. It is always such a treat to be welcomed. Everyone there seemed genuinely happy to have us there. The FBO, Corvallis Aero Service, put us all in their huge hangar every night, kept the fuel truck making regular rounds, and with their full mechanics shop they helped with any mechanicals, and put everything on a tab we could settle at the end of the contest. And for a California pilot used to competing in desert like locations with triple digit temperatures not uncommon, and lots of dirt in the wind, this was like competing in heaven. Temperatures in the 70's, a box that seemed nearly luminescent, super friendly

people, and then there was ... the LUNCH TRUCK, "Cheesy Stuffed Burgers" ...sooooo gooooo! My personal fav was their Spicy Sriracha Meltdown. Whoa!

I don't mean to play down the flying, because there was some awesome flying done, and in large part that may be due to the week long and well attended coaching camp put on by Contest Director Jim Bourke, and Coach Extraordinaire Dave Watson. It's just that the overall feel of the contest was so quintessentially IAC inclusive. We always make an effort to help each other; it just seemed more pronounced here. Maybe we were all just on our best behavior because it was Chapter 77's first contest. Whatever the case, it made for an awesome event. And that even though the clouds refused to let us have our third flight. What the clouds DID do, was give us all chance to shmooze with the locals



Delicious

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Inspiring the next generation



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who came out on Saturday, and show them our planes close up. There are at least a few kids who will have life long memories and pictures of sitting in some pretty damn cool cockpits! And one other unofficial observation: I'm willing to bet that the Corvallis Corkscrew set an all time record for the most 10's ever scored in a single contest!

Special kudos need to go out to Marianne Fox for her outstanding work at connecting all the dots and handling registration, which went way smoothly; Lina Ladyzhenskaya who was the Volunteer Coordinator; Travis and Eric Foreman who did an awesome job on the box markers, and sighting devices; Jim Bourke who was an excellent Contest Director (nice job with the airhorn & whistle too, Jim!). And one last personal note, it was particularly nice to see another Eagle again. 2 pilots, Sam Roland and David McIntosh came down from from Vancouver, B.C., Canada, and competed

in a very pretty Christen Eagle. Hope to see you and your Eagle again very soon. So at the end of Saturday, it stood like this: Primary: 3rd place - Richard May, 2nd place - Steve Vets, 1st place - Cade Boeger Sportsman: 3rd - Zinnia Kilkenny, 2nd - Mike Eggen, 1st - Zach Niles Intermediate: 3rd - Barrett Hines, 2nd - Andrew Slatkin, 1st - Mike Neuman Advanced: 3rd - Jerry Riedinger, 2nd - Martin Price, 1st - Jeff Hirschauer Unlimited: 3rd - Lewis Shattuck, 2nd - Jim Bourke, 1st - Dave Watson.

Next up ... Happiness is Delano. See you there!

You MUST check out the awesome video that Lina made recapping the entire weekend:

<https://www.youtube.com/watch?v=n8sWejwriE>



Judge's line

(continued)



*Gorgeous banquet venue,
Vue Corvallis*

IAC38 August Chapter meeting/TCY critique day

Get ready for Delano glory!

Our August chapter meeting/critique day is happening Saturday, August 27 starting at 10 am at KTCY.

If you are joining us, please RSVP to bhestanton@gmail.com

My First Contest

Cade Boeger

As I racked the Super Decathlon into a 70 degree bank and started to pull for the 180 degree competition turn, I heard Dave Watson's dulcet tone inquire from the back, "What about the roll?" AHHHH CRAP!!! I had ate, slept, and dreamt the Primary sequence for the past three weeks since signing up for the Corvallis Corkscrew's inaugural event, and here I was, corkscrewing it up during my first practice flight in a box.

This whole adventure began in late summer 2015. I had dropped into Delano with my wife and a plane full of kids to check out the IAC 26 contest last fall. Almost immediately I ran into Martin Price and Beth Stanton as we crossed the ramp. They were both super friendly. They invited me to a chapter meeting and got me on the Chapter 38 mailing list.

A newborn son put the slowdown on my plans for immediate world acro domination, but after he had a few months under his belt, I was able to make it to an IAC 38 chapter meeting in March. There I finally got my introduction to

The Evil Lair, and met my coach, Dave Watson. I was immediately put at ease by his confidence and knowledge as he showed me around the aircraft, and talked about our flight goals. I was pretty damn near gleeful as I flew home that night, for I had finally found the path that would lead me to a goal I had desired for over two decades. I was going to be a competition aerobatic pilot!

The Process...

"Pull, Pull, Pull... Harder...get that G on quicker," said Dave as the Super D reared up into a loop. I looked back over my head for the horizon. "Left wing, watch that wing tip." I snapped my focus to the left wing tip only to hear Dave say, "Look back over your head, find the horizon." To say I was behind the plane was an understatement, but the loops were recognizable. The rolls

were another story entirely. Over thinking, over controlling and underperforming was the order of the day. After a double session, and Dave digging deep in his bag of educational tricks for something that would get through to me, I think we called it a draw. I was sweaty and



scrambled, but with my first real acro training session complete, I was truly ecstatic that I was on my way.

With just one Tracy critique day and another double practice session, it was up to Corvallis to see what the judges had to say. I booked a room in the same hotel as several of my chapter 38 comrades so that I could hopefully hold on to their shirt-tails and try not get too lost.

Practice day Thursday dawned blue and beautiful, and Dave and I headed to the airport early to sort out a charging issue with his Laser. I also had to check in with Jim Bourke, the contest director and his partners to find out the procedure for using their Super Decathlon for the contest. (With only two of us who would've been using Dave's Super D, it didn't make much sense to fly it all the way up to KCVO). I met the partners, and found out that several of them would be competing in Primary against me in their aircraft.

It was then that I began to get a look at the awesome culture of the IAC membership. Here these guys had spent their time and money on preparing their aircraft and themselves for this contest, and they were willing to loan it to me, (having never even met me before) so I could go fly against them. Amazing! Everyone I spoke to went out of their way to help me out. They asked about my gear, my family, my flight experience, and were happy to share tips and tricks with a first contest newbie competitor.

Shortly after I registered, I met Peter Gelinas, who asked if I was mechanically minded. I told him I had a very rusty A&P certificate. He replied, "Perfect", handed me his technical inspection sheet and off we went to "tech" his beautiful Pitts, and break me in as a Technical Inspector. I spent the next hour teching

several other contestant's aircraft and really having a good time at it. It was a fun way to get to talk to some of the old hands, and all I had to do was stand around with a clipboard and they would come talk to me! I might've

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Proud Melissa

been having too much fun, because Dave trotted up and told me to hurry up, we were going to miss our practice slot.

On went the chutes and we piled into the Super D. Having just done two acro-camps in the preceding weeks, Dave briefed me on the taxi out, talked me into the holding area, and through the radio procedures. Safety roll completed, we lined up on a real aerobatic box for the first time. A decent loop and half-Cuban were quickly sullied by the previously mentioned roll that had mysteriously disappeared from my sequence. We finished the rest of the figures normally. As I climbed for another try, I mentally beat myself up over the mistake. I said to Dave, "We just had our glitch for this mission!" trying to laugh it off a bit.

Despite the attempt at levity, I was rattled. It really bothered me that I could make that kind of mistake after so many walk-throughs, chair flying sessions, and even painting a practice box in my carport and flying it dozens of times! Adrenaline can do funny things to your brain function. Ten minutes and three more full primary sequences later, we were done. As the sun set low in the sky, we left the airport and headed back to the hotel, sun burned, tired and ready to get some dinner.

That evening I learned that one of the best parts of traveling to a contest with friends, is the post flight gatherings. The Evil Empire crew met at The Spaghetti Factory and stayed until closing, swapping flight stories, photos of odd-weather phenomena, and quality checking the local brew selections until closing. Despite a solid case of nerves for



Getting a taste of Dad's gold

what was coming in the morning, when we returned to the hotel, I fell fast asleep.

Competition Friday dawned bright with just a few scattered clouds. Thursday's strong winds had diminished and it looked like a great day to fly. The briefing was well attended and when they announced that Primary, Intermediate and Unlimited would fly first, I was excited. When the flight order was called and I was announced as the very first pilot to fly, that excitement was elevated to levels I hadn't felt in quite a while. Thinking it over, I was glad to be going first. I always like to get

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nerve-wracking things done quickly, before there is time to stew over them too much.

As our 9:30 launch approached, Dave and I saddled up once more. We were completing the run up, as Layne Lisser took off to fly the low lines. Climbing up towards the holding area, it became obvious that the scattered clouds were going to be a problem. As we passed by them, I was able to determine that the bases were right about 2,800 feet. Since I was supposed to climb to 3,500 to start my sequence, I was concerned. It made me glad to have Dave on board as a safety pilot. He told me to hold just east of the clouds and we would look for options once the box was ours.

We received the call that we were cleared in and headed down. We had to divert around the clouds and I couldn't line up where I needed to be in the box. We flew completely through the box and did our safety roll and trimmed. We advised the Head Judge that we may need to delay.

As we made a 180 and came back through, I could see that the breeze was steadily moving the cluster of clouds out of the way and a large gap was opening up, right where I needed it. We climbed up quickly and lined up as planned. I began my dive into the box and wagged to start my sequence. Glancing right I saw the judges come abeam my wing and



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pulled for the loop, too little G on entry, not going to be very round. Better pull on the half Cuban entry, and I locked it nicely and paused while I found a focal point, One, two, roll, nice! One, pull and level. Roll! (I didn't forget!) It looked ok, two competition turns, and then my last roll, pretty decent. Wags and I was done!

Dave slapped me on the shoulder and said nice job! I could feel the relief surge through me as I knew the possibility of a total pooch-screw was done for this round. I crossed over the active and entered the downwind. I keyed the mic and suddenly realized that adrenaline has another odd effect on the body. I could barely make the proper words to announce my position! Not since I was a student pilot have I made such a stumbling, incoherent pattern announcement.

Who cared? I was happy and we landed and cleared.

What a rush! I remembered what it was like playing high school sports again. I felt the rush of competition, and even better, the euphoric glow of a job well done. I was already looking forward to the next flight. I watched Dave and Beth fly, helped Zinnia install her pedal extenders, and generally tried to make myself as useful as I could. I rode out to the judge's line and recorded for the Advanced and

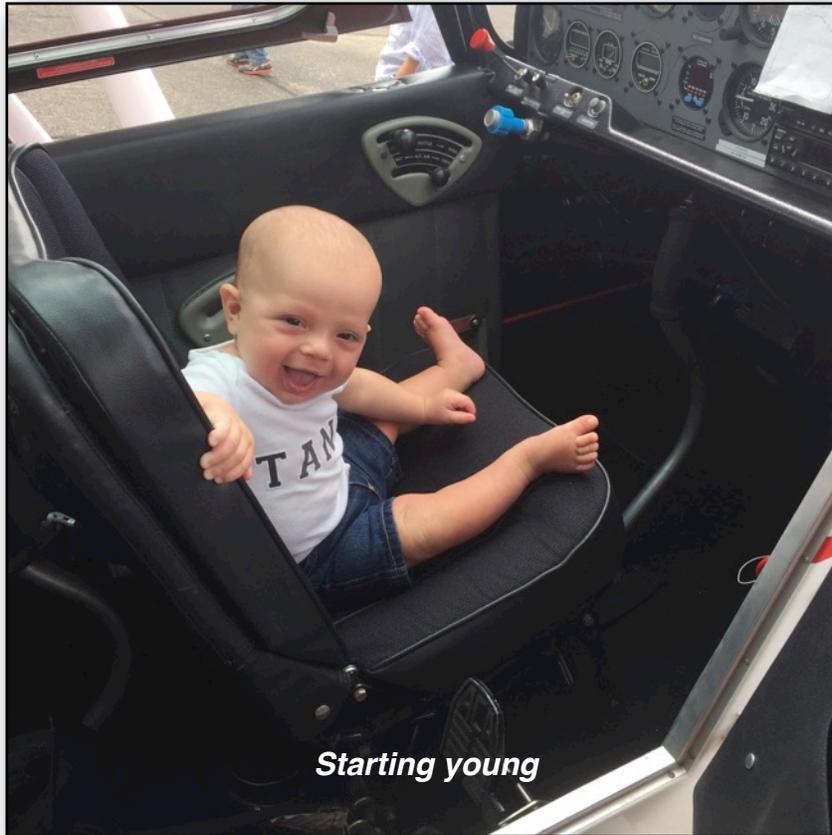
Sportsmen. It was very interesting to watch their sequences and hear what the judge thought of each maneuver.

At some point, I got a text that was a picture of the results of my first flight. I was sitting in second place, just 10 points back from the 1st place pilot. I was encouraged by this, because I felt confident I could clean up my sequence from my first try. As we went back in for lunch, I found that the flight order had been reversed

and that I would be the very last pilot to fly for the second round. As I killed time waiting my turn, I studiously ignored what was going on with my competitors' flights. I was becoming aware that this aerobatic competition thing was primarily a competition with yourself. I felt like watching the other guys fly had no bearing upon what I wanted to do on my second flight,

and could only serve as a distraction. Instead I walked through the sequence on the ramp several more times, visualizing myself correcting errors I had made from the first flight, and trying my best to program myself for success.

I won't go through the sequence of the second round, except to say that I was not nearly as nervous as the first go around, I managed to clean my loop up nicely and made a better effort on everything but the last roll. I had



Starting young

(continued)

come in with forward stick a tad too early and surely lost some points on that. Even with being more relaxed I was still able to mangle the pattern announcement in hilarious fashion.

Back out on the judge's line we went for more recording and running. I was very happy to receive a second text showing that I had won the second round and had pulled into first overall with my score. Yes!!! Now I just needed to lay down one more solid flight on Saturday and I would be right where I wanted to be.

Only there wouldn't be another flight. Saturday broke with overcast skies. It wasn't a particularly low overcast, but the stringent nature of the box waiver in Corvallis mandated minimum 5,000' ceilings. I was disappointed because my wife and five kids had all shown up early, driving in from Redmond with her parents that morning to watch the last day of competition. I'll admit that disappointment was tempered a bit by the knowledge that the day one results would stand and I had just won my first aerobatics competition. When the announcement was finally made that the event was called, my wife threw her arms around me

and congratulated me with a big hug and kiss. I was grinning from ear-to-ear and would find that it took quite some time for that smile to subside.

A beautiful awards banquet that evening was the icing on the cake, and having my whole family there just made it that much more

special. Two clinkies and a first overall plaque now reside in my office. I have taken down an over-sized planning map I had on the wall because I want to make room for all the goodies I plan to acquire over the next 50 years of aerobatic competition. Yes, I would say the hook was set, and set deep in Corvallis.

I feel really grateful to have run into such an awesome group of folks as IAC 38. I want to say a special thanks to Dave Watson for imparting some small piece of his

vast aerobatic wisdom into my brain. I'm looking forward to him hammering more aerobatic knowledge into me in the near future. I also want to thank my sweet wife, Melissa for always pushing me in the direction of my dreams. I'll see everyone in Delano in September! Fly well!



Dream mission accomplished!

*Fun for
the whole
Family!
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Admission!*

Tracy Municipal Airport Aircraft Display Days → Fly-In

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10am - 3pm**

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Key note speaker, **Alan Eustace**, describes his experience making stratospheric exploration history at over 135,000 feet.

Saturday, October 15th
at the Patriots Jet Center at the Byron Airport

The Patriots Jet Team Foundation provides STEM-based youth education to inspire students to achieve their dreams in aviation and space, or in other science and technology careers.

Find out more information and reserve your seats by going to

www.PJTF.org



IAC38 2016 Calendar

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

August 20, Tracy Aircraft Display Day

August 27 IAC38 chapter meeting, TCY critique day

September 3-4, Happiness Is Delano, Delano, CA

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

September 24-30 U.S. National Aerobatic Championships, Sherman/Dennison, Texas

October 1, Livermore Airport Open House and Airshow

October 14-15, Borrego Akrofest, Borrego Springs, CA

October 15, Patriots Jet Team benefit gala, Byron Airport

October 23, IAC38 chapter meeting

November 4-5, Tequila Cup, Marana, AZ

November – no meeting, Thanksgiving weekend

December 11, 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

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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

Membership, David Manuel



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: _____
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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	