

July 2017

# IAC38 NEWSLETTER



*Ross Ferguson, Marian Harris, and Brian Branscomb... see page 3*

## ***President's Report***

Summer's in full swing, with lots of interesting flying activity both locally and in far-away places!

Somewhat close to home, several chapter members had a great time, and a successful contest, at the second Corvallis Corkscrew. Chapter 38 had entrants in all 5 categories, and from the looks of the results, we had quite a few clinkies and trophies brought back to California. While I haven't had a

*(continued)*

### **This Month**

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chance to go there yet, it's definitely something I'm looking forward to next year!

A little further away, the annual EAA AirVenture at Oshkosh has just wrapped up. For those who made it out, it sounds like a great time was had, including at the IAC headquarters where the theme was "Extras & Eagles". While I wasn't able to attend, the numerous posts on Facebook told me that those who made it had a grand time.

Meanwhile, the USA Yak 52 Aerobatic Team went a bit further for a competition - all the way to Tula, Russia. Last week I had a chance to attend their welcome-home BBQ in Half Moon Bay, and all I can say is, it sounds like a grand adventure! From the sounds of it, Ross, Marian and Brian had a great time, and learned a lot - and also took home fourth overall team - congratulations!

Coming up soon, we've got more excitement in store. The Beaver State Aerobatic Contest is a little more than a week away, up in Pendleton, Oregon - hosted by chapter 77 on August 10 through 12. And over Labor Day weekend, Chapter 26 is hosting the Happiness is Delano contest. Following the weekend after that, chapter 67 is hosting the Apple Turnover in Ephrata, WA.

Finally, the ramp at Tracy is almost completely refurbished - there is currently access to the self-serve fuel pumps, and last I checked they were putting in the final touches to the ramp area itself. Hence, we will finally have another Chapter Critique Day in lieu of the chapter meeting in the end of August, just in time to tune up ahead of Delano. So, mark your calendars for 10am Sunday August 27th @ KTCY. Hope to see you there!

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## ***August IAC38 Chapter Meeting / KTCY Critique Day***

Our chapter meeting / critique day is happening Sunday August 27th, starting at 10am at KTCY. If you are joining us, RSVP to [josh.horwich@gmail.com](mailto:josh.horwich@gmail.com)

# ***US Yak 52 Aerobatic Team goes to Russia***

*by Ross Ferguson*



***Marian, Brian, and Ross***

Wouldn't it be great if there was a one design World Aerobatic Championship where you could compete on a level playing field without spending a fortune? Like many aerobatic pilots in the US, I was surprised to find out that there is a one design FAI World Aerobatics Championship for the venerable Yak52. In fact, my wife and I had owned our two Yak52's for almost two years when our friend and fellow IAC Yak55 pilot, Eric Lentz-Gauthier mentioned "you've got the airplane, why don't you go to the Yak52 World Championship?".

The Fédération Aéronautique Internationale (FAI), sanctions three World Aerobatic Championships for powered aircraft; Unlimited, Advanced, and a one design event for the Yak52. The Yak52 World Aerobatic Championship is held every three years and is hosted by a different country each time. The beauty is that, since it is a one design, you don't have to worry about bringing your own airplane. In fact, the event fee for pilots includes the hotel, the airplane, and the fuel – and the fee is only a few hundred Euros less

*(photos continued)*

for team managers, coaches or attending companions!

Although it was short notice, we decided to try and enter. Officially the deadline for entries had just passed, but we e-mailed the contest director Dimitri Motin, and found out it was still possible to sign up. Thanks to help from Mike Heuer and Tim Just, we got the required FAI license with no trouble. We renewed our passports, got our travel visas (more challenging than it sounds), ordered some cool Team USA logo wear designed by our

friend Margo Chase, stuffed it all in a bag and we were off to Russia! Ross and I arrived first, and Brian joined us several days later.

Ross and my first stop was Moscow where we saw Red Square, the Kremlin. After a couple of days in Moscow we headed South to Tula, and met up with Brian a few days after arriving to the contest site. Tula happens to be famous for producing Kalashnikov rifles, and ginger bread cookies, but more importantly, Tula is also the location of the historic Klokovo airfield where the contest was held. The



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Klokovo airfield was built in the 1930s, where during World War II, the famous Free French squadron "Normandie-Niemen" used the field as a training base for the Yak-1 and later the Yak-3 . The historic building of the squadron headquarters has survived to this date and is currently used as the headquarters of the Russian aviation regiment.

Due to schedule and weather constraints, practice and prep time was very limited, Brian took on the role of team manager, collaborating with the manager of our neighboring North American and IAC team, Canada, to help keep track of flight orders, briefings equipment sharing and support.

During the competition, there was an exhibition of Soviet, American, and German armored vehicles. The 8-day competition concluded with a dramatic airshow, a mock WWII dogfight and ground attack re-enactment complete with spectacular pyrotechnics, a parachute demonstration, and a concert organized by the Federation of the Aerobatics Sports of the Tula Region with the support of the Ministry of Defense of the Russian Federation; the Administration of the Tula Region, and the Governor of the Tula Region; the committee of International and Non-Olympic Sports of Russia; and, the Federation of Aerobatics Sports of Russia.

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Throughout the event, the weather created complications for the competition, but on the final day the weather cleared up enough to complete a total of three flights: The “free known”, and two “free unknowns”. It was very inspiring to see the capability of the Yak52 demonstrated to its full potential by some of the best aerobatic pilots in the world. Additionally, although we were skeptical about the FAI-CIVA process for the “Free Known” and “Free Unknowns”, we found the process to be both fun, and challenging, and it fostered some inter-country strategizing and collaboration.

Overall, we were excited to bring the first US team to this competition. With more than 200 Yak 52s located in the US, we look forward to more US aerobatic pilots joining us to compete in the next WAYAK competition in

three years. For less than a new Ford Expedition SUV, the Yak52 is a great two place aerobatic trainer that can take a competitor all the way from primary aerobatic instruction to a World Aerobatic Competition without breaking the bank.

At the end of the championship, Russia took first place as a team, Belarus took 2nd, Spain took 3rd, and the US took 4th. But, if there was an award for team who learned the most, we would have gold.

After the contest, we had another chance to visit Red Square again with Brian and team Spain, and we visited some really cool war museums with lots of nice aircraft. Email us if you'd like to go and want any tips - or want any tips on flying Aerobatics in the Yak 52!



*(photos continued)*



*(photos continued)*



*(photos continued)*



<b>WAYAKC</b>		<b>Klokovo, Tula, Russia</b>	<b>2017</b>	<b>FORM B</b>
Pilot ID #	<b>Yak52/ Intermediate FreeUnknown1</b>			Flight #
	Version A			

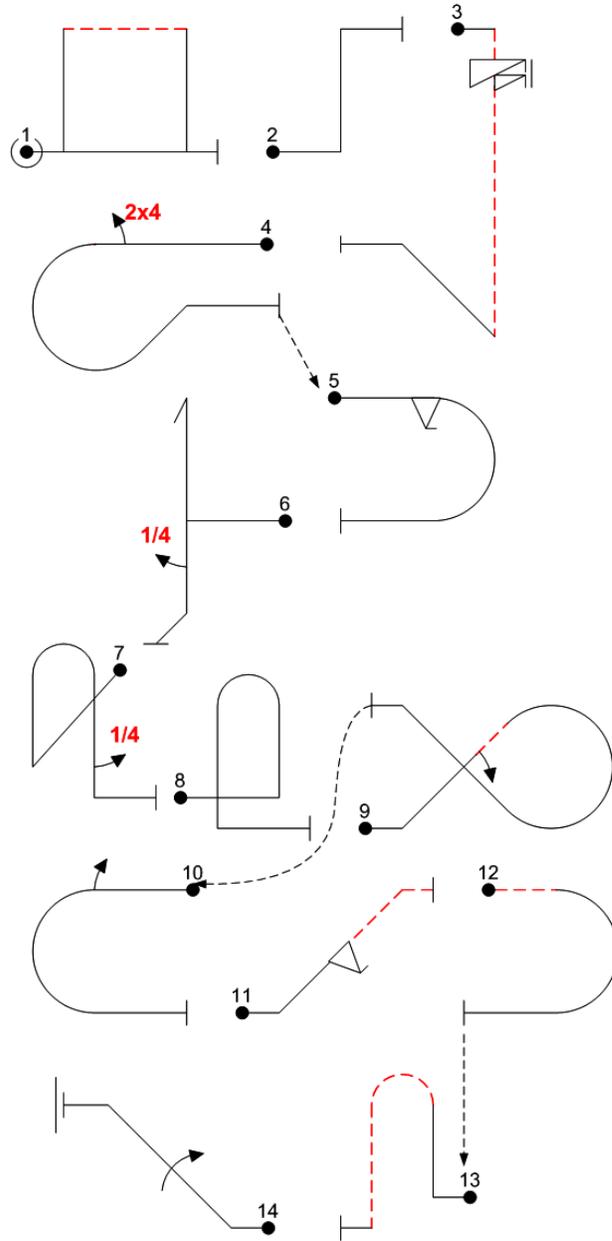
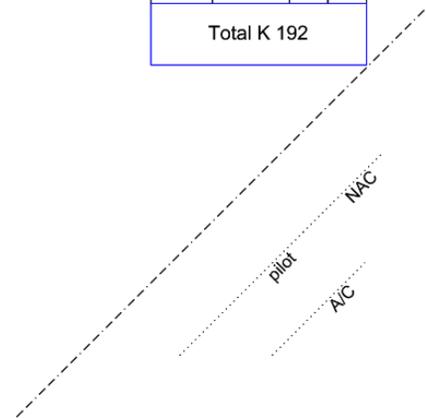


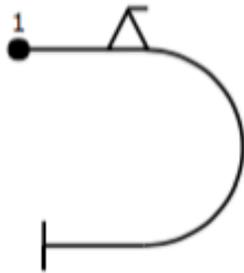
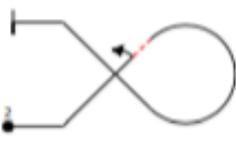
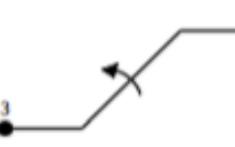
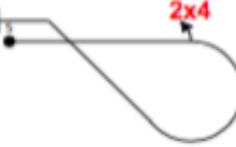
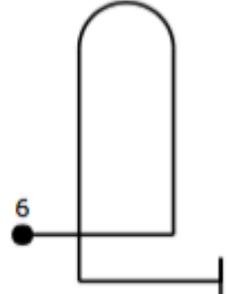
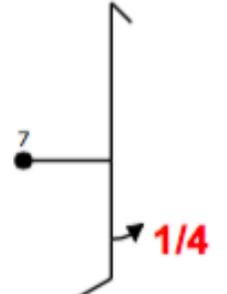
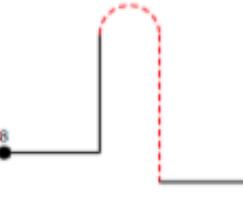
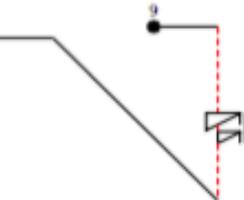
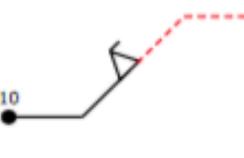
Fig 1 D CAN	7.4.3.1	14	14
Fig 2 L1	1.1.6.1	10	6
Fig 3 SF3 JUR	1.2.6.3 9.11.1.6	15 3	18
Fig 4 E AUS	8.5.7.3 9.4.3.2	10 5	15
Fig 5 SF4 RUS	7.2.3.3 9.9.3.2	6 11	17
Fig 6 G JUR	5.2.1.1 9.1.5.1	17 2	19
Fig 7 L2	9.1.5.1 8.4.1.1	2 13	6
Fig 8 F BLR	8.4.1.1	13	13
Fig 9 B USA	7.3.2.1 9.1.2.2	14 6	20
Fig 10 L3	7.2.3.3 9.1.3.2	6 4	6
Fig 11 SF4 JUR	1.1.3.1 9.9.2.2	7 13	20
Fig 12 L4	7.2.1.4	6	6
Fig 13 H JUR	8.4.3.1	15	15
Fig 14 C ESP	1.1.2.1 9.1.2.4	7 10	17
<b>Total K 192</b>			

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**Here's one of the Free Unknowns, and, next page, a sheet of the figures that had to be used to construct it**

Free Unknown 1 - Programme 2 - Selected Figures

 <p><b>Fig A</b> 7.2.3.3(6) 9.9.3.2(11) K: 17</p> <p><b>RUS</b></p> 	 <p><b>Fig B</b> 7.3.2.1(14) 9.1.2.2(6) K: 20</p> <p><b>USA</b></p> 	 <p><b>Fig C</b> 1.1.2.1(7) 9.1.2.4(10) K: 17</p> <p><b>ESP</b></p> 	 <p><b>Fig D</b> 7.4.3.1(14) K: 14</p> <p><b>CAN</b></p> 	 <p><b>Fig E</b> 8.5.7.3(10) 9.4.3.2(5) K: 15</p> <p><b>AUS</b></p> 
 <p><b>Fig F</b> 8.4.1.1(13) K: 13</p> <p><b>BLR</b></p> 	 <p><b>Fig G</b> 5.2.1.1(17) 9.1.5.1(2) K: 19</p> <p><b>JURY</b></p>	 <p><b>Fig H</b> 8.4.3.1(15) K: 15</p> <p><b>JURY</b></p>	 <p><b>Fig I</b> 1.2.6.3(15) 9.11.1.6(3) K: 18</p> <p><b>JURY</b></p>	 <p><b>Fig J</b> 1.1.3.1(7) 9.9.2.2(13) K: 20</p> <p><b>JURY</b></p>





*(photos continued)*



**Yak 18T**



**Yak 54**

*(photos continued)*



**Antonov AN-2**



**Wilga**

*(photos continued)*



*(photos continued)*

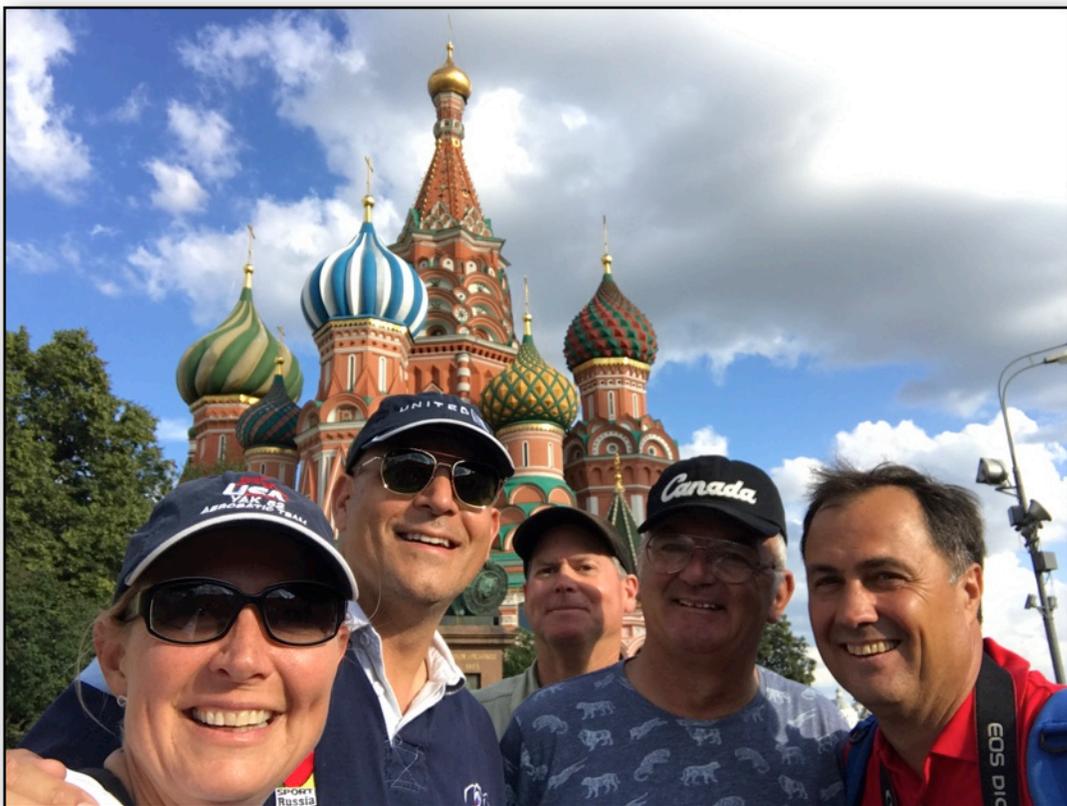


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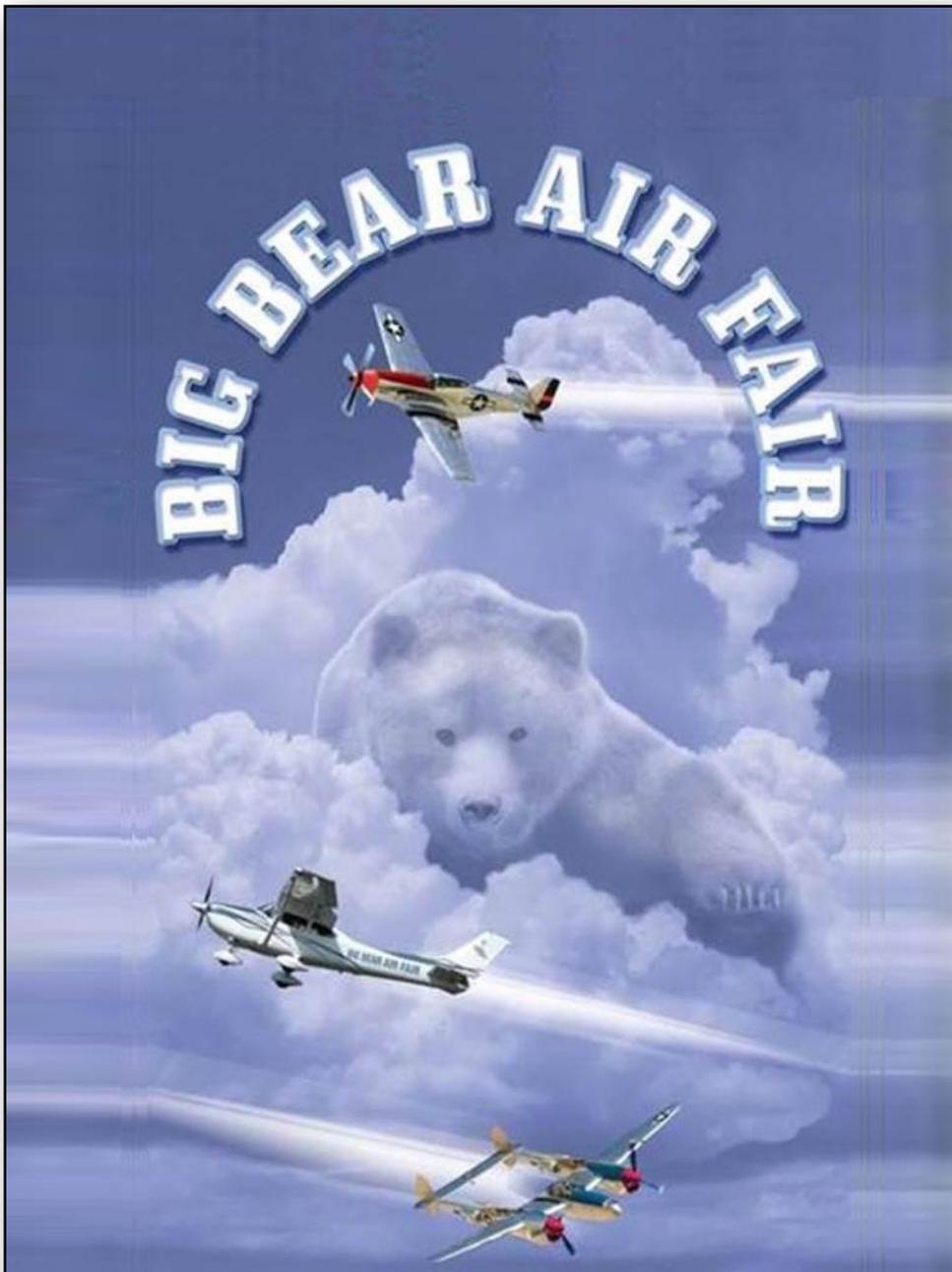


*World war II memorial*





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August 11-12, Beaver State Aerobatic Contest, Pendleton, OR, KPDT

August 26, Big Bear Air Fair, Big Bear Airport 9:00AM to 3:00PM

August 27, IAC38 chapter meeting, critique day at TCY, starting at 10:00 AM

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 12-14, 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

**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)**

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***We truly appreciate your support, thank you!***

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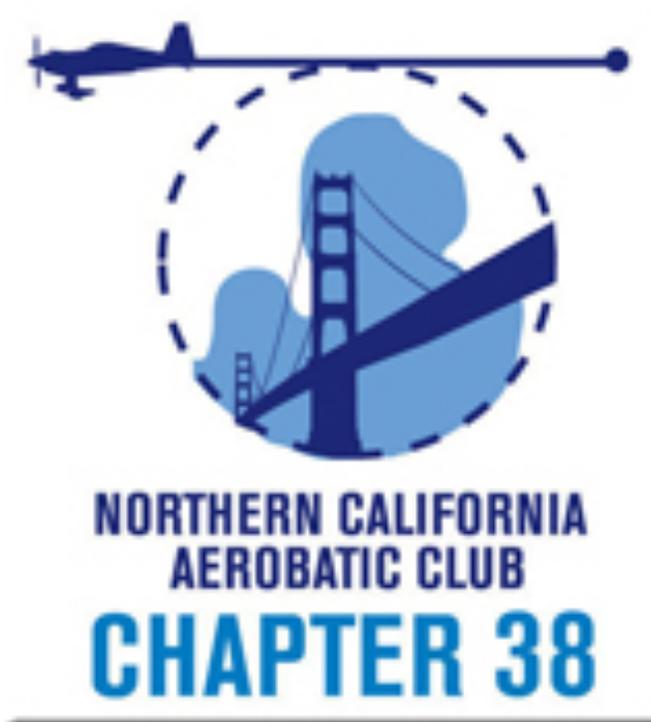
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# JOIN / RENEW

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:

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