

JUNE 2016

IAC38 NEWSLETTER

President's Report



*"Sometimes I fly in the buff!" Coalinga 2016.
Photo caption winner, Layne Lisser*

This Month

| | |
|------------------------------|----|
| Pres. report..... | 1 |
| Coalinga..... | 2 |
| Adventures in aerobatics.... | 7 |
| Tracy airport day..... | 9 |
| July meeting..... | 10 |
| Oshkosh..... | 11 |
| LVK open house..... | 12 |
| Calendar..... | 13 |

Aerobatics is alive and well in the West!
For the 2016 season, we welcome a brand-new contest, the Corvalis Corkscrew (Corvalis, OR) and welcome back the Tequila Cup (Marana, AZ) after a few-years hiatus. It's so good to see people stepping

up and making an effort to keep our beloved sport of competition aerobatics vibrant.

I'm looking forward to spending the week at AirVenture. A bunch of western state acro

pilots are planning on attending. The 2016 IAC theme, "Grassroots To the Top of the World" implies that aerobatic pilots are at different points in their aerobatic endeavor: newbie, been-around-the-block a while or veteran. Whether a person flies competition or not, each IAC member has different needs or agenda for membership in our organization.

I appreciate the rich and storied history of our sport, but tend to be a forward-looking person. I'm curious, what do we need to do to craft a future that keeps aerobatics relevant and fresh for everyone? What do you (yes, YOU) think would be positive steps to not only bring new people into the sport, but also *keep* current IAC members coming back for more? Drop me a note, I'm all ears: bethstanton@gmail.com

A Broader Picture of the 2016 Coalinga Open West Championships *by Layne Lisser*



Harris Ranch awards banquet

Coalinga...Coaling A-station. Two things that can consistently be said about Coalinga:

1. We are welcome
2. It's hot in the summer!

Forecast for the Friday and Saturday flying days...107! Thursday made it to 99, so it was decided that the Friday briefing would be

moved up from the usual 07:00 a.m. to 6:00 a.m. in an attempt to get the flying started (and ended) sooner. It worked! Breakfast was a bit sketchy, but many people had the presence of mind to pick up muffins, yogurt, or other goodies Thursday night so that they had something for the early start. I found a banana. The briefing went off smoothly, and planes were airborne by 07:30 a.m.

(continued)

The 21 pilots were broken into two groups, with Unlimited, and Sportsman flying the first wave. Intermediate, Primary, and Advanced made up the second wave, which was in the air by 10:30. We were going to beat the heat!

The first wave went smoothly and most, if not all, were wondering if we shouldn't always start this early. Except for the "Oh my God, this is early!" that happens when your alarm goes off at O'dark hundred. But the air was calm, and relatively cool, and the flying moved right along.

In my category (Intermediate) since Andrew Slatkin and I were sharing a plane, I flew first

(it's my plane!) and Andrew went last. It would be reversed in the next round. I flew the low lines, and then returned to fly an awesome Known! Upon landing, I saw Andy and asked, "Did you see any of my flight?" I knew I had done well. He said, "It was pretty good up to the Goldfish." "Did I mess up the Goldfish!?!", I asked. "No," he said. So I asked, "Well what happened after the Goldfish?" "Exactly" was his reply. Damn it! I had left out the Humpty Bump (sigh). On the bright side, it did not involve a directional change, so at least the rest of the figures were flown in the correct direction. All the flying was pretty damn good, and the scores were bunched pretty tightly. The hounds were loose and the hunt was on! Next up: the Freestyle!



Volunteer Gary DeBaun keeping busy

(continued)

Although it was definitely getting warm, it appeared we were indeed going to beat the heat of the day, and perhaps the forecast was on the high side. Out on the judging line, everything was going pretty smoothly. There were a few order of flight changes; a hard-to-start engine here, some other minor issue there, but nothing game changing. And with

Five Unlimited pilots, and Six Sportsman, there was plenty of diversity for the judges. The second wave would be equally diverse, with seven Intermediate pilots, two Advanced pilots (why didn't I sign up for advanced???), and Two Primary pilots. Wait ... TWO primary pilots ... Ah, you may have noticed an apparent miscount, but not so fast, oh attentive one. Our third Primary competitor,



Teri and Jim Branstitre rocked registration and scoring!

(continued)

Peter Ballard would not be able to arrive until Saturday, and would complete all three flights in one day! No small feat considering Saturday would be the hotter of the two days reaching 106! But I digress. The second wave went pretty smoothly, at least until my flight, which was to be the last flight of the day. It was, but because of a "mechanical" I did not complete my second flight, and would have to do it on Saturday. So we wrapped up Friday's flying about 14:30 or 15:00, and headed to the pool and/or air-conditioned bar Unknowns in hand. We had done so well, it was decided to start Saturday at the usual 07:00. I can't account for the happenings poolside, but they make a great Margarita in the bar!

Saturday morning we all regrouped outside the FBO took order of flight roll call, briefed, and moved to the flight line. Unlimited and Sportsman flew first, and flew well. Bob Freeman from Colorado, was giving the other Unlimited pilots a run for their money. He had the advantage of being familiar with High Altitude flying, but the 106 temperature was leveling the playing field as only extreme heat and high density altitude can. Hydration was the order of the day, and the Gatorade provided by Chapter 38 was being sucked down with enthusiasm! I remember looking enviously at Howard Kirker's open cockpit in his Great Lakes, but I wouldn't trade my 300+ hp for his 180+ hp on

a bet. I'll was not the only pilot who had some trouble starting their plane in the heat, but it took a massive and much appreciated effort to get me airborne for my final flight. And it was very rewarding to repay that effort with a second place finish for that flight too!



Unlimited

The culmination of the day, and contest flying, was however spectacular with four of the Unlimited pilots signing up to fly a 4-Minute Free! Jim Bourke put on an a w e s o m e performance with some great music and lots of smoke. Bob Freeman did a tail slide that went so long you could hear the flop in town! Yuichi Takagi, and Endo were equally impressive with their routines. Dave Watson, after flying his sequences, and then being safety pilot for his Evil Empire pilots that flew the Decathlon, was just wrung out, and wisely opted to pass on doing yet one more

grueling flight!

And there you have it, another successful and awesome contest put on by Chapter 38 in beautiful Coalinga, California! All that was left was to enjoy an incredible feast at Harris Ranch, receive awards and accolades for great flying, and bid on all manner of cool items auctioned off to support the chapter.

See you in Corvallis?

(continued)



Howard signs Peter's shirt



Auctioneer Peter Ballard

Editor's note:

Bob Martinez is a photographer who has come out to Coalinga for the last couple of years. He's put up all of his photos here:

<http://www.fireaviationphoto.com/COALINGA-WESTERN-OPEN/>

video link by Tommy Suell:

<https://www.youtube.com/watch?v=dUGdPckJzKo&feature=youtu.be>

Adventures In Aerobatics

Layne Lisser

Flying aerobatics puts a bit more stress on aircraft than point-to-point GA flying. We all know that, which is why the planes are tech inspected prior to entry into every contest. Nonetheless, flying hard takes its toll, and sometimes things fail at less than desirable times. I am planning on flying all five California contests this year, and my first out of state contest. This year I am also sharing my plane with my good friend Andrew Slatkin who found himself without anything to fly when he lost all

his oil during a practice in his Skybolt. Since there are two of us flying the plane at each contest this year it means a lot of flights for my golden Christen Eagle "Aguila de Oro."

At the Coalinga Western Open Championship in June, I dove into the box for my Intermediate Freestyle program. I finished my third wing wag and brought in full power. I wear a helmet, and use CEP earpieces, so outside noise is nearly non-existent...normally.

(continued)



As my Eagle accelerated in the dive under full power I immediately heard a "wap-wap-wap-wap" coming from somewhere. My first thought was that it was my engine backfiring. I pulled the power to near idle, and pulled level, announcing on box frequency that I was aborting my entry. I told the Chief Judge that I thought I was having engine issues, and he replied back that the engine sounded okay down there. Okay, so it's not the engine, I thought. In that case, something is trying to rip itself off the plane. I declared a mechanical and made for the runway as expeditiously as possible, breathing deeply and trying to think calm thoughts all the way down.

Upon landing, it was noted that bottom half of my left wing's wing root fairing had lost over half the screws holding it in place; happily the back half, so it was flapping noisily, but relatively harmlessly against the bottom and trailing edge of the wing. I was the last flight of the day, and it was going to take at least a half hour to repair, so I was offered the opportunity to fly my Free the following day, if I was willing to let the Judges come in out of the 104-degree temperatures. That sounded good to me.

The next day, I flew my Free first in our group, then Andrew flew his Unknown. While he was flying I started walking through the Unknown myself. Friday was 104 degrees; Saturday was on its way to 106. We had fueled the plane such that it would make three flights without requiring more fueling. The downside was three starts in pretty quick succession. That proved to be problematic and when my turn to fly the Unknown came, my Eagle just didn't want to keep running. My

"hot start" technique was lacking, and a dead battery was nearly inevitable. I was "a bit discouraged" and expressed those thoughts quite vociferously! (Can you say "temper"?) I thought once again my flight was not going to happen. I was wrong.

Jumping my battery is not a straightforward operation, since it sits behind a cam locked seat panel. So Andrew Slatkin, Dave Watson, Tom Meyer, Howard Kirker, Jake Carter with his truck and jumpers, Barrett Hines, and I'm not sure who all else got the cables hooked up, me positioned in the plane, and then held the plane down while I cranked it until she fired. Of course, I couldn't very well shut down the engine and get out to put all my gear on, or we'd be right back where we started. So with everybody hanging onto the plane and the canopy, I leaned forward so Dave could remove the jumper cables, put the seat panel back on, and then proceeded to get into my chute, buckle up, and put my helmet on, all while sitting inside the cockpit! After making sure everything was secured I taxied out.

I flew a clean sequence without interruption to a second place finish in the Unknown, behind Howard Kirker. Upon landing, the comment was made that maybe I should get "P.O.'d" more often! I have never felt more humble, or more supported. At the awards banquet I was presented with a really cool picture of everyone holding down my plane during the jump-start, and a card signed by everyone at the contest. Those two items are more special than any award hanging in my hangar!

*Fun for
the whole
Family!
Free
Admission!*

**Tracy Municipal Airport
Aircraft Display Day →
Fly-In**

**Saturday July 16, 2016
10am - 3pm**

- Aircraft on Display
- Hot Air Balloons/ Early Launch from 6-8am.
Tethered rides available (weather permitting)
- Food Trucks hosted by SACTOMOFO
- Bounce House for the kids
- Live Music in the park
- Car Clubs on Display

(KTCY) CTAF: 123.075 (2 Rebuilt Runways!)
5749 South Tracy Blvd. Tracy, CA 95377
Contact: Nancy Earhart (209) 831-6215

100 LL AV GAS Currently \$3.99 Gallon!

Tracy Municipal Airport Aircraft Display Day Saturday July 16th, 2016

- Early Hot Air Balloon Launches from 6 - 8am
- Tethered balloon rides available (weather permitting)
- Food Trucks, Bounce House for the kids and Live Music in the Park hosted by SACTOMOFO (Northern California's Biggest Food Truck Events)!
- Car Clubs on Display
- Fun for the whole family
- Free Admission
- Fly-In or Drive-In to this event
- For More Information call (209) 831-6215 or nancy.earhart@ci.tracy.ca.us

IAC38 July Chapter Meeting: Blowout Bash And Box Ballet



***Sunday, 7/24, 4 p.m. (summer start time)
Dave Watson's hangar, #170, KLVK, Livermore***

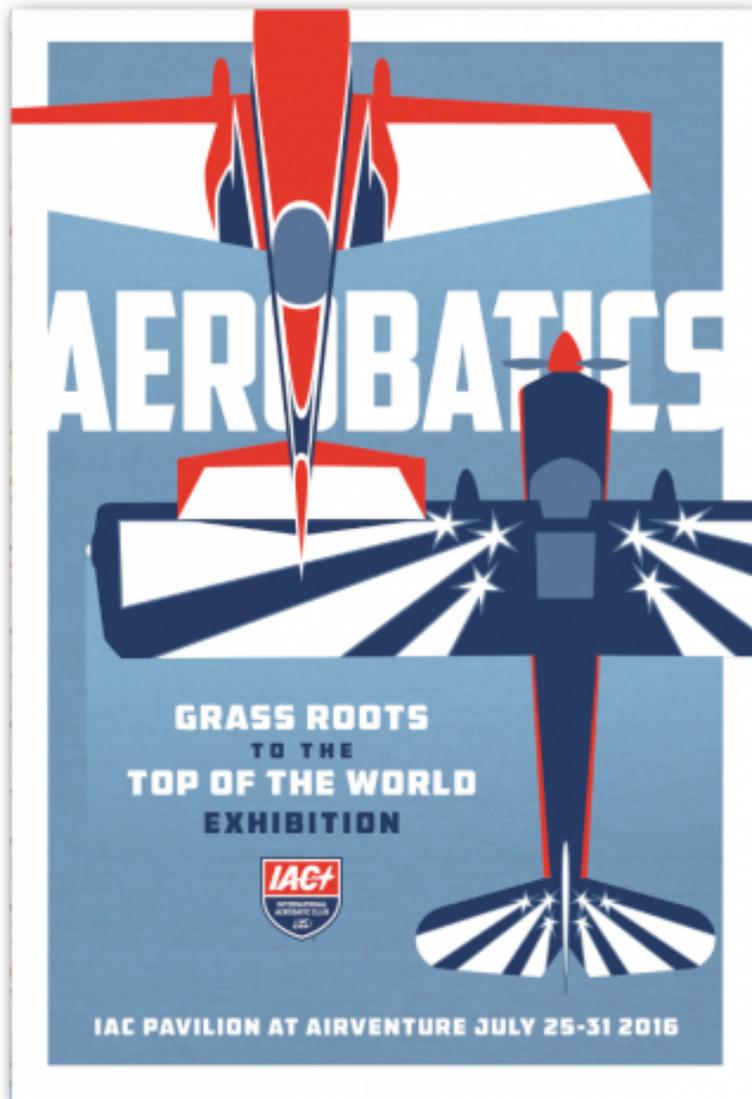
IAC38 celebrates the lighter side of summer, party-style. For those of you not at Oshkosh, come on by the Evil Lair for friends, food and fun. Bring a snack or appetizer and beverage to share and wear your dancing shoes for a throw-down contest featuring the most stylish "box ballet" aerobic sequence walked. Costumes, props and musical accompaniment encouraged. Teams allowed. Prizes awarded for:

- A. Best Aerobic Moonwalk
- B. Most Realistic Interpretation of Anti G Lock Maneuvers
- C. Sparkliest
- D. Randomly Awesome
- E. Some/all of the above

Text Martin at 510-579-3407 for access to the pedestrian gate near Attitude Aviation.

To get you in the mood:

<https://www.youtube.com/watch?v=W2i6BEB5MD0>



Grass Roots to the Top of the World, Air Venture 2016

Lorrie Penner

Preparations for the IAC's theme, "Grass Roots to the Top of the World", during EAA Air Venture will include a full roster of forums at the IAC Pavilion. The forums are scheduled daily from Tuesday, July 26 through Friday, July 26.

In keeping with the theme and the goal of promoting "grass roots" aerobatics, Michael Lents starts off the week with his forum on

"Flying the Decathlon" and Dagmar Kress continues the theme with "Basic Elements of Aerobatics". On Thursday with a forum by Patty Wagstaff, six-time recipient of the "First Lady of Aerobatics" Betty Skelton Award, three-time US National Champion and a top USA medal winner at World Aerobatic Championships, we will get a glimpse of what it is like to be on Top of the World.

(continued)

Tuesday, July 26

8:30-9:45am The Inverted Flat Spin Record - Spencer Suderman

10:00-11:15am Flying the Decathlon - Michael Lents

11:30-12:45pm Basic Elements of Aerobatics - Dagmar Kress

Wednesday, July 27

8:30-9:45am Which Acro Bird is Best for You - Budd Davisson

10:00-11:15am RV Aerobatics - Ron Schreck

11:30-12:45pm Spins: From Top to Bottom - Michael Church

Thursday, July 28

8:30-9:45am Getting Your Head Around Unusual Attitude Recoveries - Billy Werth

10:00-11:15am Life Looks Better Upside Down - Patty Wagstaff

11:30-12:45pm Five Tools for Taming a Taildragger - Greg Koontz

Friday, July 29

8:30-9:45am IAC ANNUAL MEETING

10:00-11:15am Airshow Adventures - Debbie Gary

11:30-12:45pm A Look into the World of Airshows - Skip Stewart

***Livermore Airport Open House and Airshow,
October 1, 2016***

Check out:

http://www.cityoflivermore.net/citygov/pw/public_works_divisions/airport/openhouse/default.htm>

IAC38 2016 Calendar

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

July 11-13, Corvalis Acro Camp 2

July 14-16, CORVALIS CORKSCREW, (*new contest*), Corvalis, OR

July 16, Tracy Aircraft Display day

July 24, IAC38 chapter meeting, KLVK, hangar 170

July 25-31, EAA AirVenture 2016

August 27 or 28, 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 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



2016 AEROBATICS

WESTERN REGIONAL CONTEST CALENDAR

- 4/08-4/09 | Hammerhead Roundup | Borrego Valley Airport | L08 | CA
5/13-5/14 | Duel In The Desert | Apple Valley Airport | APV | CA
6/04-6/05 | Coalinga Western Open Championship | New Coalinga | C80 | CA
6/17-6/18 | Killam-Flagstaff | Killam-Sedgwich/Flagstaff Regional | CEK6 | CANADA
6/24-6/25 | Apple Cup | Ephrata Municipal Airport | EPH | WA
7/15-7/16 | The Corvallis Corkscrew | Corvallis Municipal Airport | CVO | OR
7/22-7/23 | CanAm Aerobatic Challenge | Cut Bank International | KCTB | MT
8/12-8/13 | Beaver State Regional Contest | Pendleton Regional Airport | PDT | OR
9/03-9/04 | Happiness Is Delano | Delano Municipal Airport | DLO | CA
9/03-9/04 | Rocky Mountain House | Rocky Mountain House | CYRM | CANADA
9/09-9/10 | Apple Turnover | Ephrata Municipal Airport | EPH | WA
11/4-11/5 | Tequila Cup | Marana Regional Airport | AVQ | AZ

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

PHOTOGRAPHY BY JIM BISHA, EAA. POSTER DESIGN BY MARGO CHASE. ©2016

WITH YOUR HELP... WE CAN TAKE ON THE WORLD



DONATE TODAY!
Help support our US Advanced team
in their quest for gold!
Visit www.iac.org and click donate.

The U.S. Advanced Aerobatic Team will be challenging the world's best pilots at the 12th World Advanced Aerobatic Championship in Radom, Poland, August 4-14, 2016. Sending your team and their aircraft to Poland involves considerable expense. Unlike many foreign governments who subsidize their teams, the U.S. government provides no financial assistance. Our U.S. pilots must pay for their training, ship their own aircraft and get themselves and their support team to Poland. Your contribution will support them in their quest for gold.



The US Advanced Aerobatic Team is selected and administered by the International Aerobatic Club, Inc. IAC is a non-profit, IRS 501(c)3 corporation to which donations may be tax-deductible under the provisions of the Internal Revenue Code.

MAGICAL
AVIATION MEDIA

The Right Shot at The Right Time

airspacemedia.com
evan@airspacemedia.com


AIR
SPACE
MEDIA

Evan Peers
(650) 868-8998

Chapter 38 would like to extend a very special thank you to Evan and Zoe Peers of Air Space Media. Contact:

Evan Peers, Airspace Media
www.airspacemedia.com
www.facebook.com/airspace1
650-868-8998

Coalinga 2016 sponsors

Roberts Air Services



Factory Trained / Authorized Dealer

 **SOFTIE**
EMERGENCY PARACHUTES SYSTEMS

Email: Robertsairservices@gmail.com

Contact# 760-533-0341

To schedule your next parachute repack please call or email.



2016 IAC Chapter 38 team

Beth Stanton, president

Dave Watson, vice president

Howard Kirker, treasurer

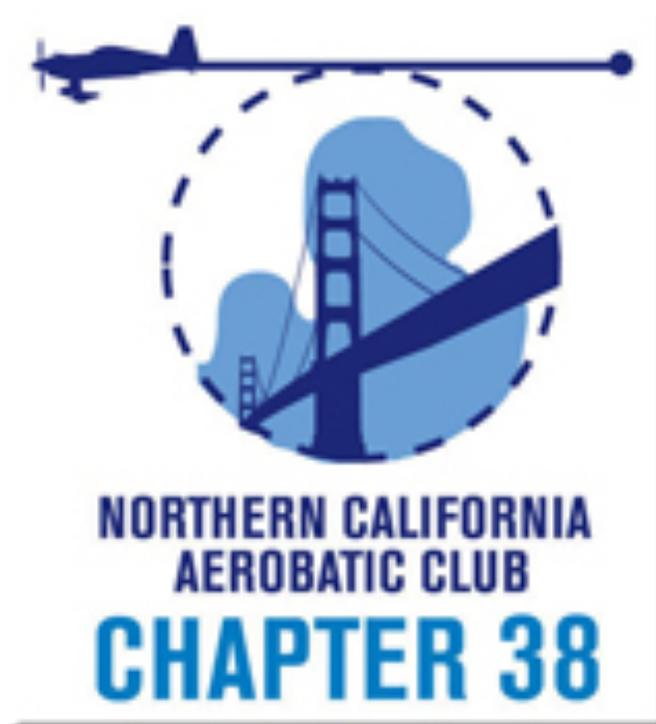
Tom Myers, secretary

Directors: Chris Combs, Mike Eggen, Marian Harris

Webmaster/email list: Brett Goldsmith

Newsletter editor, Dave Williams

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: _____ |
| 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 | |