

November 2014

IAC38 NEWSLETTER



Beth flies the Attitude Aviation Great Lakes

President's Report

Success and Failure

I've failed over and over and over again in my life and that is why I succeed.
– Michael Jordan

The 2014 contest season has come and gone. You may be taking stock of your performance

this year. You may be delighted or disappointed. Perhaps you exceeded your expectations and goals; perhaps you fell short of them.

Elizabeth Gilbert, author of the blockbuster book, *Eat, Pray, Love*, did a Ted Talk recently entitled *Success, failure and the drive to keep creating*.

(continued)

Let's substitute 'aerobatics' for 'writing' in the following excerpt:

"I loved aerobatics ~~writing~~ more than I hated failing at aerobatics ~~writing~~ which is to say I loved aerobatics ~~writing~~ more than I loved my own ego."

We participate in an extremely demanding and exacting sport. This is most likely its appeal to us type-A overachievers. We thrive on challenge and love to succeed at a goal. However, the hard reality of aerobic competition is that any one of us is just a tiny lapse of focus, a zero, or a low call away from being catapulted out of the clinckie zone.

We need to figure out a way to reconcile this reality if we plan to continue to participate in and enjoy the sport.

Imagine this scenario:

You are flying Sportsman. In your last few practice flights you have nailed the Known repeatedly. Contest weekend is finally here. You're feeling so ready: rested, confident, and excited. You fly three great flights. Yes, you made a few minor mistakes here and there, but overall you are feeling really good about your performance.

Now, let's examine two different possible outcomes:

1. Seven pilots flew Sportsman. Three were first-time Sportsman, and the other three have been flying a couple of years and are pretty solid. The first-time guys flew well enough, but made the requisite rookie mistakes. The more

experienced guys each made a big boo-boo that took them out of the running. You won first place in all your flights and first place overall. Hooray! You are bathed in glory and are reveling on Cloud 9. You LOVE aerobatics. This is the best thing EVER.

2. Seven pilots flew Sportsman. The other six guys have been flying Sportsman on rails for years. One of them got five 10's! Holy moly! How are you supposed to compete against such perfection? You get 7th, then 5th, then 6th on your three flights to earn you last place overall. You are in despair. You ask yourself why, why, why, do I do this to myself? All this time and av gas, and for what? So I can spend a bunch of money over a weekend and come home with a stack of paper that says how much I suck? Maybe I should take up knitting.

***"I have not failed.
I've just found 10,000
ways that won't
work."
- Thomas Edison***

Let us remember a key point here:

You flew the same in both scenarios.

When it comes to contests you cannot control:

- who shows up
- how they fly
- the weather
- the judges

It is helpful to remember that you only control two things:

1. how you fly
2. how you respond to the above circumstances, a.k.a., your ATTITUDE (pun intended).

(continued)

3. Last year, I spent my first Sportsman season having my ass handed to me. I fell out of Immelmans, did the wrong figures, was awarded the fabled Dennis Earnst belt (for the lowest-scoring Sportsman without zeroing a flight), and generally finishing at the bottom of the pack. I was looking forward to making my first 5000 mistakes so that I could move on to making the next 5000.

***“Success is not final,
failure is not fatal: it is the
courage to continue that
counts.”
- Winston Churchill***

in the box, and kept my head screwed on straight. I’ll take it!

There are many talented Intermediate pilots that I will be flying with next year. Take Matt Dunfee. He has dominated California in Intermediate the past two seasons. He flies with power, precision and grace. He is

pure poetry in motion.

How am I ever going to beat them?

Short answer:

I’m not.

Long answer:

I am going to fly with the most power, precision and grace that I possibly can. I’ll do my best to prepare physically and mentally to find that sweet spot of focus and flow.

Will that be enough to win?

Maybe.

Maybe not.

Either way, it’s all good.

Editor’s note: This article is to appear in the December 2014 issue of Sport Aerobatic magazine.

2014 was a season of firsts. I flew solo acro for the first time in May. A couple of weeks later I flew my first contest without a safety pilot. After a great year in Sportsman, I decided to finish out the season by flying my first Intermediate contest. The goal was to just get through it. It would be a stretch to fly Super D in Intermediate with limited practice. I came in second-to-last.

A friend commented that *“losing can be tough work, my dear.”*

Are you kidding? I WAS THRILLED.

I had made it successfully through all three flights, including my first Unknown. Yes, a couple sluggish snaps were zeroed. Some low scores were inevitable as I struggled for energy and fumbled about. Nevertheless, I managed to fly the figures relatively well, in the correct order, mostly where I wanted them

IAC38 October Meeting



Smooth Award and Stars Awards recipients

October was our last meeting of 2014 and we covered quite a lot of ground:

- Elections
- Delano Highest Scoring Flight School Trophy: Evil Empire
- Fiver Niner Flying Circus Award
- Close Calls, Lessons to Live By
- A 'Galactic' surprise presentation of Stars and Smooth Awards to IAC38 members past and present.

Elections

The cast of characters on the IAC38 board shall remain the same for 2015:

Beth Stanton, President
Dave Watson, Vice President
Howard Kirker, Treasurer
Tom Myers, Secretary

Thanks to everyone who has given of their time and talent to make this a tremendously successful year. Looking forward to even more greatness in 2015!

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Delano Flight School award

Delano Highest Scoring Flight School Trophy: Evil Empire

After the tabulations were in, it turns out that the pilots of the Evil Empire brought home the glory at the US Open Western Championship for Highest Scoring Flight School. Well done! The Emperor is pleased and no push-ups were required.

Fiver Niner Flying Circus Award

One plane. Six pilots. Four categories.

Every time you turned around at Borrego, Dave Watson's Super Decathlon N59AC was taking off.

The pilots flying this one plane comprised 20% of the entire contest.

Flying Primary: Jake Carter and Zinnia Kilkenny

Flying Sportsman: Thomas Goetze and Josh Horwich

Flying Intermediate: Beth Stanton

Flying the FOUR MINUTE FREE: Dave Watson

Jay Carter (Jake's dad) decided we needed team t-shirts. We truly rallied as a team, changing pilots and seat configurations with the prop still turning, Dave as safety in the back seat.

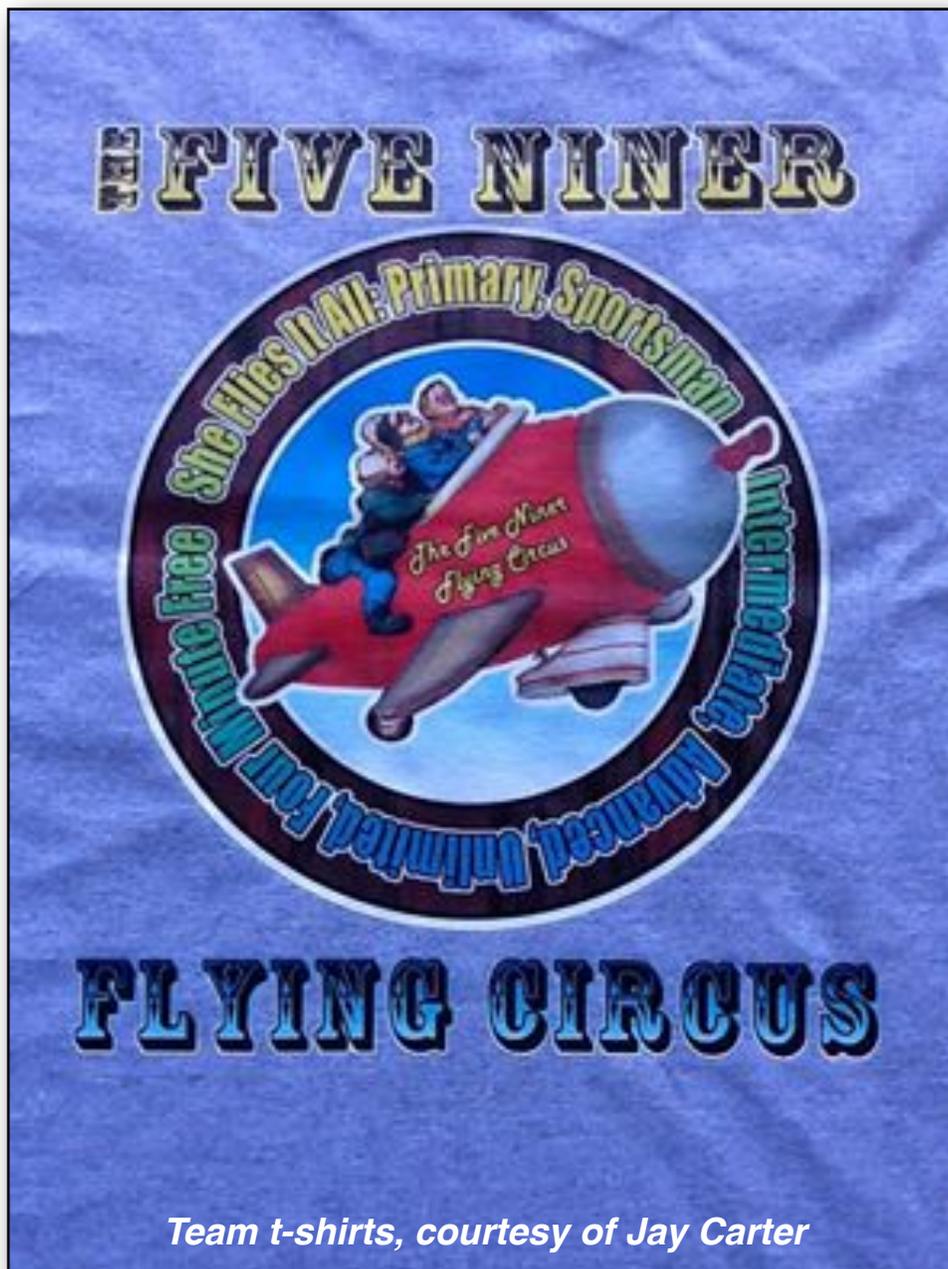
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Before



After



The team wanted to show their appreciation to the guy that made this all possible. As a group, they read this speech and presented Dave with the **Ringleader of the Fiver Niner Flying Circus Award:**

For 16 years, Dave Watson has been an invaluable asset to the aerobatic community. He cheerfully drops everything to help someone who exhibits an interest for aerobatics. He has been a tireless mentor,

safety pilot and coach for literally dozens of pilots.

Since 1998, he has given over 110 people their first aerobatic flights in his Super Decathlon and Pitts S-2B. He has flown with and mentored 37 pilots in his planes, 5 more in their own planes, and has ground coached almost two dozen more. Eleven pilots have

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soloed his planes without incident and **31** have flown them in aerobatic competition.

For many years, he has been dedicated to the IAC and tremendously generous with his time and talent. He finds joy in teaching and sharing his passion for aerobatics. It is people like Dave who help drive this sport by giving pilots at the entry levels crucial support.

During the Borrego contest, Jim Ward posted this on our IAC38 Face Book page:

Ever imagine what IAC might be with a handful of Dave Watson clones scattered throughout the club? The “membership problem” would be history. Best argument ever for IAC actively supporting aerobatic flying clubs. Dave, you rock!



Close Calls, Lessons to Live By

We next shared stories on close calls that we can all learn from. We started by watching a video of Wayne Handley telling the story of how he flew into a box canyon and how his quick and calm thinking saved his life. We

then turned the meeting over to the audience. There were many fascinating tales and we discovered that this information is so valuable; we will have future meetings on the same topic and allow ample time to go into more detail. Thanks to all who shared, great stuff!

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Galactic Presentation: Smooth Awards and Stars Awards

Vice president Dave Watson decided to inspire and honor IAC38 members. He researched the records since 2008 and personally took it upon himself to submit the paperwork (this is usually done by the individual) for all Chapter 38 members who had achieved a Smooth or Stars Award.

Working closely with Trish Deimer-Steineke, Lori Penner, chief judges and contest directors, he navigated the labyrinth of paperwork which resulted in 25 pilots receiving 30 awards.

A little background if you are not familiar with the program:

The IAC Aerobatic Achievement Awards program was formulated to promote and advance sport aerobatics.

The IAC sanctions many regional aerobatic contests every year, but at the same time realizes that all pilots who fly aerobatics may not wish to enter competition yet deserve recognition of their own abilities.

The Achievement Awards program provides the mechanism through which competition and non-competition pilots can work to reach the desired level of proficiency, under strictly controlled conditions, and always with an eye on safety.

Aerobatic competitions benefit as more people are encouraged to enter; aerobatic education

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is more widely disseminated; and, aerobatics as a sport will grow as more people learn of the enjoyment, fun, and comradeship that is aerobatics.

Smooth awards are earned by flying a designated set of figures in front of a judge.

Star awards must be earned while flying competition aerobatics at an IAC sanctioned

contest. Awards are available for powered aircraft and gliders.

Awards are available for powered aircraft and gliders.

These awards are not easy to achieve and a high level of skill is required. They are, however, within the reach of every pilot. When an award is earned, it is truly something of which to be proud.

Breaking news:

In addition to decals and pins, IAC now has actual patches in stock for all categories. Go to iac.org to order yours.

Thanks to Evan Peers & Zinnia Kilkenny for their photo contributions throughout this issue!

Calendar

No chapter meeting November 2014

No chapter meeting December 2014

12/7/14- IAC38 holiday party

1/25/15- Chapter meeting

US Unlimited Aerobatic Team

Congratulations to the newly selected US Unlimited Aerobatic Team! The USA will be represented by a group of pilots exclusively made up of veterans of the sport. All of this year's team has participated in at least one previous World Championship. This is a formidable team and is eager to show the rest of the World how well they fly classical competition aerobatics.

The new team is comprised of **Goody Thomas** (Team Captain), **Rob Holland**, **Jeff Boerboon**, **Nikolay Timofeev**, **Brett Hunter**, **Melissa Pemberton**, **Benjamin Freelove**, **Mark Nowosielski**, and **Tim Just**.

This team will compete at the 28th FAI World Aerobatic Championships in Châteauroux-Déols (France) August 19-29, 2015.

<http://www.unlimitedaerobaticusa.com/>



Need a Tax Write-Off?

By Melissa Pemberton

Great, because it's...

WORLD CHAMPIONSHIPS TIME!

Let's get those donations rolling :) Any donations made will be split evenly between the US Unlimited Aerobatic Team members towards our entry fees and travel expenses. ANY LITTLE BIT HELPS!!! We are 100% self funded with no government support so all that we have is YOU!

And remember, it's a tax write off and the end of the year is almost here! Thanks everyone, let's go for TEAM GOLD!!!!

<http://www.unlimitedaerobaticsusa.com/>

Simply scroll to the bottom of the team website under Donation and follow the Paypal link there! Thank you everyone!



Borrego Akrofest

Oct 9-11, 2014

Chapter 38 members comprised 12 of the 25 pilots. Holy cow, way to represent!

Calm winds, check.

Clear skies, check

Brilliance and buffoonery, check

Fun and laughter, check

An epic end to the 2014 California season. See you all next year!



Super D flies the Four Minute Free



Delighted spectators watch the winning Four Minute Free



Dave Watson takes first place



Andrew and his Skybolt



Jake flashing the Lazer



A.J. Wildest

IAC38 Holiday Party!

Nothing says happy holidays like speeding Go Karts around a race track then drinking beer. Yes, in that order. Join in the fun for our second annual holiday party that requires waiver signing. What? Would you rather be knitting?

When: Sunday December 7

The festivities start at:

* **K1 Speed San Francisco**, 1:30 p.m.

<http://www.k1speed.com/san-francisco-location.html>

160 Beacon Street, South San Francisco, CA 94080

Cost: \$49 per person

Check out this video of K1 Go Kart buffoonery:

<https://www.youtube.com/watch?v=SCJNNPkbE-M>

Followed by revelry at:

***Steelhead Brewing Company**, 3:30 p.m.

<http://steelheadbrewery.com/>

333 California Dr., Burlingame, CA 94010

Please RSVP to btheastanton@gmail.com to reserve your space for Go Kart racing and/or to let me know if you will be joining us at the restaurant.

The Extra Experience

by Sean Holzmuller



Sean with Randy Howell

Two days ago I was given the opportunity to fly an Extra 300, the phenomenal stunt plane that we've all come to know and love. I jumped on it right away without a second thought. As I approached the aircraft I could see the sunlight reflecting off its red metallic flake paint job and you could clearly see this was an aircraft made for serious performance. The big bubble canopy was opened up showing off its soft leather interior to all. I was told to put on a parachute and I obliged. No matter how well built an aircraft is, you never know what might happen. I climbed in and the first thing I noticed was the lack of gauges in the front seat. Just an altimeter and an

airspeed indicator are given to the passenger up front, mind you, what else is really needed? I looked around and admired the paint job on the aircraft once again. Reaching for the harness I discovered that there was actually quite a bit of space to move around, but maybe it's just my small size giving me that privilege. On went the harness, tightened down along the waist until I couldn't wiggle myself a centimeter. I left the shoulder harness loose as per the advice given to me by the owners' son. It was a greatly appreciated piece of advice. On went the cloth flying hat that prevented my headset from falling off while pulling negative Gs. That too

(continued)

was tightened down quite snug. At that point the canopy came down and locked into place, it got warmer inside but not unbearably hot as it does in most bubble canopy equipped aircraft, granted, it was a really nice day to fly. The pilot in the back, a good friend of the owner of the airplane, called clear prop and the beautiful AIEO-540 engine roared to life and purred like a finely tuned Ferrari.

As we taxied out the pilot told me to taxi it out. Thoughts started rushing through my head, "Did he know I've never taxied a tail dragger before?" "How much pressure am I supposed to put on the pedals?" "Do I use brakes to S-turn?" "I can't see a thing!" The first thing I did was almost taxi it right off the taxi way! I had always been told that extras and Pitts' and other aerobatic planes had extremely touchy controls while taxiing so I only imputed very light rudder. The pilot immediately put on the brakes and explained I needed more rudder. At that point I started pushing the pedals quite hard to get the airplane to S-turn. From then on out my S-turns were off center and asymmetrical but it got the job done (keep in mind this was the first time I've taxied a tail dragger).

On takeoff he told me to throttle up and follow his movements on the stick. I was eager to observe his movements and gradually pushed the throttle forward and watched the airspeed climb. He gave a little forward stick to get the tail off and lifted off at about 90. The throttle was all the way in; we were climbing out at 110 kts which made the trip to altitude pretty quick. On climb out the pilot gave me the controls and asked me to roll inverted to perform a seat check. I thought to myself "Ok I'll just slowly roll and push to about -2Gs" the second I tapped that stick over we went

inverted and right back up level, in all the excitement I forgot I was flying an aircraft that rolls at 400 degrees per second! The pilot asked me to roll inverted again and, a little embarrassed, I rolled inverted the second time around and pushed. (If you are still reading I thank you, it's so easy to write a lot about such a great experience)

The main maneuver I was most excited to perform was the tumble. That's the first thing we did, we got up to altitude and leveled out. The pilot talked me through what he was going to do "full left rudder, back to full right rudder and at the peak of the tail swinging around to the right I'll give it full forward and left stick." He did exactly what he said and a whole mix of sensations and orientations came over me as we pulled -2.5gs and the tail came over top of us. We recovered cleanly and he asked me what I'd like to do next. I didn't know the names of any maneuvers so he listed a few. I chose the torque roll. We once again leveled out to enter the torque roll. We dove down, pulled inverted, watched the string fly backwards and let the torque of the engine do the rest. Then on to the inverted flat spin. The entrance into the inverted flat spin was a bit interesting though. The pilot dove down to get some speed, pulled vertical and entered a hammer head, as the nose came to the horizon he pushed the stick forward and right and the aircraft did an odd gyration and settled into the spin nicely. We did that one twice as the first attempt ended up in another odd gyration. The second attempts lead us right into a very clean flat spin. It was amazing watching the ground below you and looking out to the wing tips as they spun on the horizon. In the end the tumble didn't disappoint and ended up being my favorite maneuver of the day. +6/-2.5Gs later we

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decided to call it quits and head back for the airport, he said I had the controls on the way back so naturally I did a few little barrel rolls and aileron rolls on the way back.

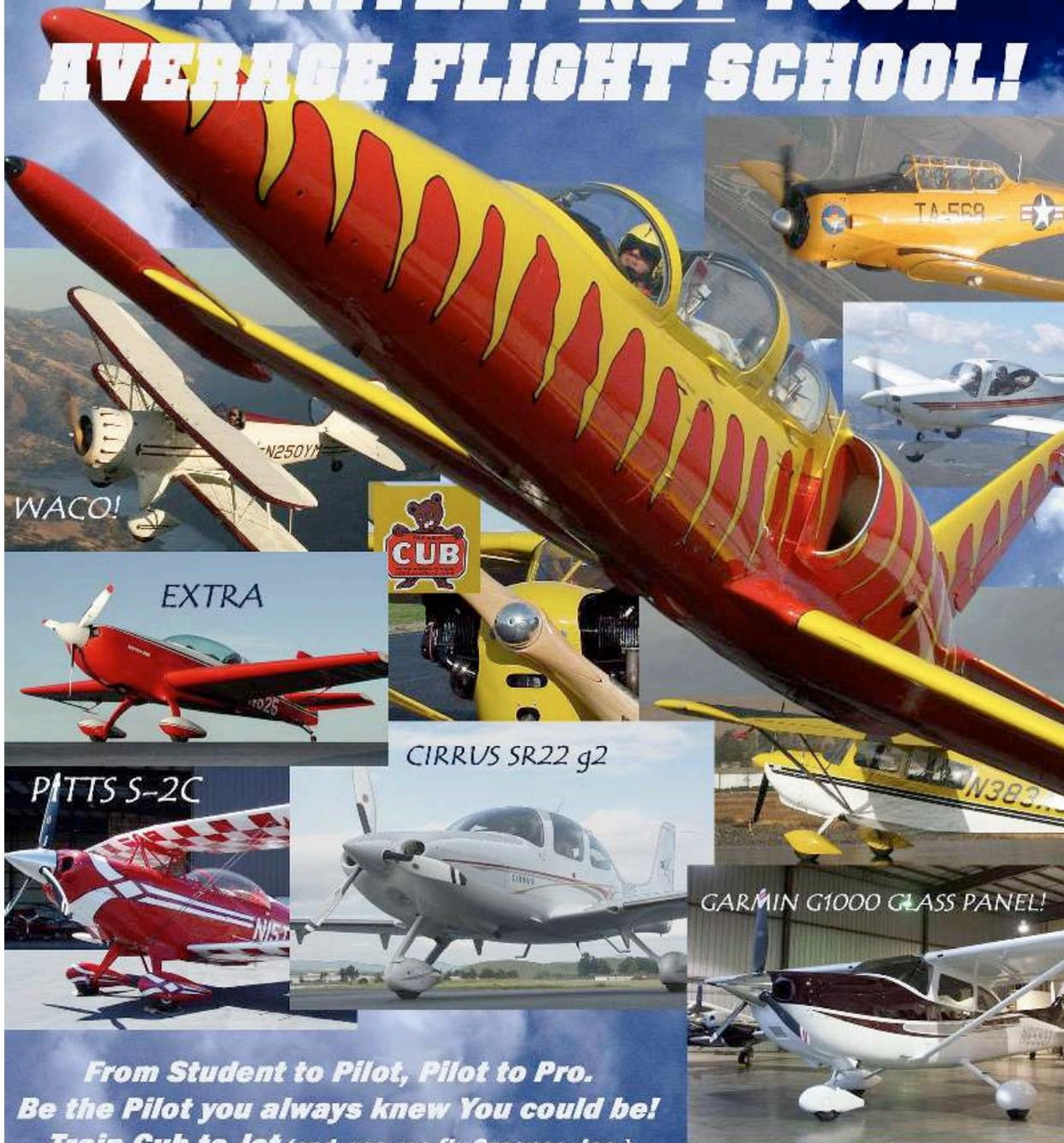
On landing we came in at a pretty fast speed, I can't recall the exact number as we were looking for a Cessna on downwind, but it was somewhere high in the yellow arc. We found the Cessna and decided to go ahead; in one big downwind-base-and final we arced our way onto the runway touching down, once again, at about 90. I didn't want it to end; I didn't want to get out of the airplane. I desperately wanted to jam that throttle forward and pull back on the stick but I knew all good things must come to an end.

It was at that time that I realized I was hooked. I never wanted to give up aerobatic flying and, on a lesser point, never really wanted to fly a

150 again but I knew I must. That day I discovered that aerobatic flying was the pinnacle of aviation. It's what I always dreamed about as a small child and what I will continue to dream about for years to come. As I try to convey the sensations of flying to a non-pilot I find it extremely difficult as there is nothing on this planet that feels the same. After the Extra experience I have tried to explain the sensation of 6Gs or any number of negative Gs. I have tried to describe the feeling of being upside down spinning in an aircraft as it plummets towards the earth. People just don't understand it. I will always try to describe it to others simply for the fact that I remind myself of the feelings and joy it brought me, and hopefully, one day... Someone will understand the sensation I feel, the sensation we feel.



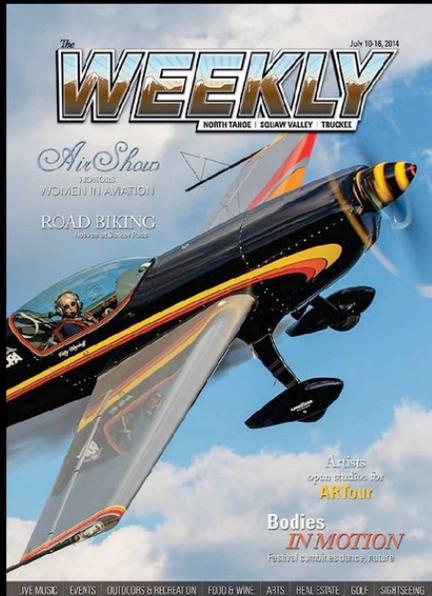
DEFINITELY NOT YOUR AVERAGE FLIGHT SCHOOL!



*From Student to Pilot, Pilot to Pro.
Be the Pilot you always knew You could be!
Train Cub to Jet (and, yes, we fly Cessnas, too.)*

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Chapter 38 would like to extend a very special thank you to Evan and Zoe Peers of Air Space Media. The exceptional photography and video from the 2014 IAC Open West Championship, 40th Annual Happiness is Delano contest is now available. Contact:

Evan Peers, Airspace Media

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Proud sponsor of the 2014 California contest season

2014 IAC Chapter 38 team

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

David Manuel, membership

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	
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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	

Editor's note

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