

IAC38 NEWSLETTER

September 2016

President's Report



Cade Boeger and his Super D

This Month

Pres. report.....	1
Oct meeting.....	3
Glider rock stars.....	4
Delano recap.....	4
First contest.....	7
2016 Nationals.....	10
Helmets for sale.....	12
Patriots gala.....	13
Calendar.....	14

Make the Leap

I received a voice mail from a young man named Ben last Thursday. I didn't get back to him that day and he called again Friday. When I got back him back on Saturday, he told me eagerly that he was interested in aerobatics and made the IAC 38 connection at the California Capital Airshow. There he had met Lucas Oil airshow pilot Mike Wiskus. Mike told him if he wanted aerobatics, IAC was the

place to be. Ben did some research online and found that IAC 38 was the closest chapter to him. Ben lives in Sacramento and is a student pilot who flies out of Sac Exec. He dreams of becoming an airshow pilot. When I asked him what plane he would like to fly, he answered, "An MSX, like Rob Holland."

He didn't think he could fly acro since he was still a student. When I told him that he could go for a flight in a Super D within the month if he wanted, he became even more excited. It's

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so important that we help others achieve their big dreams by helping however we can. Sometimes at first, these goals can seem impossible to achieve, but when you make that leap...magic happens.

Cade Boeger made his leap last year by coming to the Delano contest to check it out. One year later, he flew to a first place win in the Primary category. He just purchased his very own Super Decathlon, a long-held dream. (You can read Cade's story in the November 2016 issue of Sport Aerobatics magazine.)

Peter Ballard, an Air Force physician, made his leap last year when he found himself stationed in Northern California. He sought out IAC 38, began training with Dave Watson in his Super D and flew his first contest at Coalinga this year, realizing an 18-year dream in the making. Peter is now stationed in Texas

and drives 4 hours to fly at Debbie Rihn-Harvey's aerobatic school. He has big plans for the upcoming year of competition. Since he's in Texas, he drove 5+ hours to Nationals and caught the 4 Minute Free and the banquet. He wrote, "I didn't take a lot of photos yesterday. I had been awake for 20+ hours straight and was tired. Sometimes I find that if I spend too much time taking photos, I fail to just relax and enjoy the moment. I'm glad I took this one. I've enjoyed watching Rob's career and have followed the development of the Giles/MX Aircraft since 1995. Finally seeing the "Game Changer" in real life was neat. BUT, what I didn't realize until today is that in the background, on the left, (below) is the Super Decathlon I fly on my days off. We all start somewhere. This photo is where I am and where I am going."

You. Make the leap.



IAC38 October Chapter Meeting

Guest speaker 2016 EAA Founder's Innovation Prize winner Ihab Awad, Hiller Aviation Museum, KSQL, Sunday, October 23, 2016, 1-3 p.m.

Sponsored by Airbus, the 2016 Founder's Innovation Prize aimed to find innovative solutions to reduce the loss of control accident rate in the general aviation community by 25% in 5 years and 50% in 10 years. Renowned aviation experts Charlie Precourt, EAA Safety Committee Chairman and NASA shuttle commander; Dick VanGrunsven, Van's Aircraft founder; Rod Machado, aviation educator and author; Dave Morss, civilian test pilot and air racer; and Michael Goulian, airshow performer and Red Bull Air racer, evaluated the 140 entrants. Judging criteria included low cost, ease of installation, wide applicability to the general aviation fleet and effectiveness.

Google engineer Ihab Awad won the \$25,000 first place prize with his Airball project. Airball is an avionics solution that synthesizes relative wind air data and displays it graphically so that pilots may intuitively understand the current flight state of their airplane. A blue ball changes size and position as airspeed, angle of attack, and yaw change. Correct size and placement of the ball ensures that the airplane maintains a safe flight regime. Ihab's presentation will discuss the ideas and technology behind his project, what he's done with the prize money, and will include an open-mic forum for questions, comments and input throughout the talk.

Ihab will share his "Airball" project not just with IAC 38 members, but also with dozens of local EAA and IAC chapters and area aviation associations. Strategies to reduce loss-of-control accidents can encompass both training and technology. Let's combine our diverse collective genius to help drive creative solutions. You won't want to miss the opportunity to be part of this important discussion.

Where: Hiller Aviation Museum Atrium, 601 Skyway Road, KSQL, www.hiller.org

When: Sunday, October 23, 2016, 1-3 p.m.

How: An RSVP (by 10/17) is not required, but requested so that we may estimate the number of attendees.

For questions or RSVP, contact:

Beth E. Stanton, President, Northern California IAC Chapter 38
bethestanton@gmail.com
[209-601-7679](tel:209-601-7679)



IAC38 Glider Rock Stars



We are super-proud of our glider guys that represented at Nationals. IAC38ers Guy Acheson and Mallory Lynch placed first and second in the Advanced category and Eric Lentz-Gauthier is the U.S. Unlimited category champion. Great job, we are so proud of you!

Delano Contest Recap

Jake Carter

It was another great competition in Delano for this year's Happiness is Delano regional contest held on Labor Day weekend. The weather was on the hot side of perfect. Everybody has experienced the heat in Delano so the lower temperatures were welcomed! The Livermore contingent of the Evil Empire headed down on Thursday for an extra day of practice for that competitive

advantage. Dave Watson was doing triple duty flying as safety pilot for myself and three other competitors. Unfortunately for him, he experienced mechanical issues with his Lazer and was unable to compete himself.

There were 30 competitors throughout all power categories. All competitors and volunteers were on point and ready for their

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flight slots and we got the first day done around 4:00. The second day of the contest went off without a hitch and flying was done before noon. The Aviator Casino across the street from the airport was the meeting place for meals and always filled with friends.

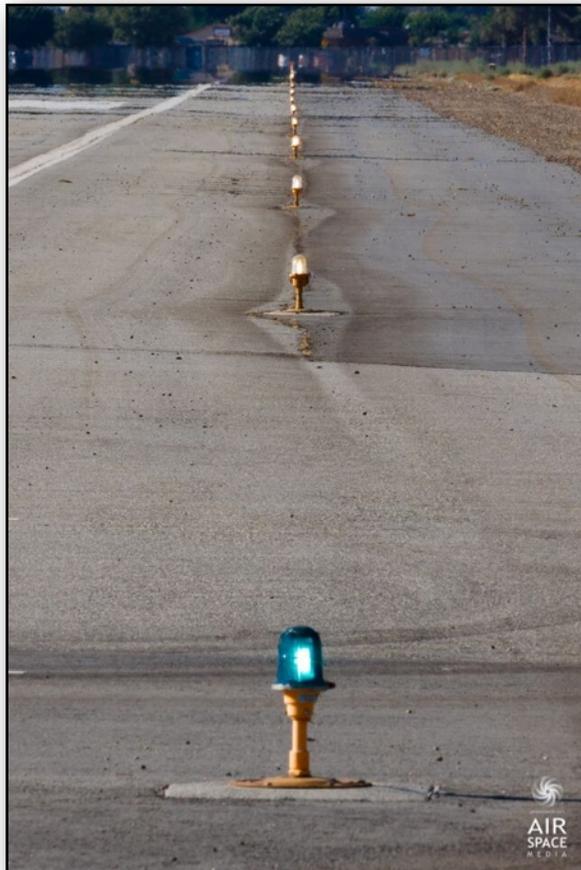
Finishing first in Primary and first in all three flights was Cade Boeger, followed by Brennan York in a borrowed Decathlon and Loren Marburg in Tutima's Extra. First place in Sportsman was Bill Warburton flying his new Extra, followed by Jake Carter and Mike Eggen. First in Intermediate was Stephen

DeLaCruz, followed by Howard Kirker in second in his Great Lakes and John DeGennaro in third. Advanced saw only three competitors. In first, Michael Hartenstein, AJ Wilder in second and Tom Meyers in third. Unlimited was Tim Just taking home first, Endo in second and Yuichi in third, with Yuichi winning the Four Minute Freestyle.

The contest was very well run by Contest Director Stephen DeLaCruz and his wife Maggie. A big thanks to them and Chapter 26 for another great contest! See you next year!



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Our First Contest Dang, That Box is Tiny!

Lionel Figueroa & Justin Shapiro

Justin:

I had two goals coming to Delano in this order: 1) Be safe (don't bend the airplane), and 2) Don't come in last in my category. I accomplished both of those goals and had a great time. Everything on top of that was gravy. Had I known about the Ernst belt though, maybe I would have removed goal #2!

The best part was the people. I had a chance to meet or re-acquaint with several fellow competitors over the weekend. Everyone is very friendly....and humble.

The biggest challenge was after my first two flights on Day 1. I studied the judges' comments at night. I made the mistake of trying to make too many adjustments for the third flight, which hurt my scores. What started as consistently shallow 45 lines became all VERY STEEP 45 lines on the 3rd flight. Understanding how to read and adjust (or not adjust) for the judges comments in the middle of an ongoing contest as opposed to a training environment was a challenge.

By far the best memory was collecting my "Thinking Outside the Box" award. I didn't know there was an award for most outs in a sequence, but I was not surprised that I was going to collect it once I learned about it. I basically flew one of my entire Sportsman sequences east of the box away from the judges on the Y-axis. I became so focused on staying inside the North / South X-axis boundary with zero outs (which I accomplished), that I completely ignored the cross box wind and continued to get blown farther and farther away from the judges. When a judge comments, "Where did you go", you can bet the presentation score will also suffer.

I really appreciated some maintenance assistance with our plane from some of the folks at the contest to deal with a loose wheelpant. Not having any tools with us we were sort of grounded without any assistance and we were able to get things tightened up really quickly and not miss our start time for our flights that day.



Justin Shapiro



"Thinking Outside the Box"

Lionel:

A few months after volunteering for the World Aerobatic Championships in 2013, I bought a One Design DR-107 as a development test-bed for an airplane I'm designing. Competition aerobatics was a small part of that mission. It took me almost 3 years before I'd compete in it since I needed to get used to flying an agile single-seat monoplane.

First, I needed to characterize baseline the 1-D's performance envelope. Flying qualities like available energy height, turn-rate, turn-radius, top-speed and flow-separation patterns were looked into. But the most crucial was peak RPMs since I'm new to fixed-pitch aerobatics. I interviewed other fixed-pitch acro drivers and Reno Air racers before I got comfortable with the necessary throttle-management.

Next, knowing most 360-powered 1-Ds had a

slightly higher wing-loading than an EA-300L, I worked to pare weight off my 1-D to improve performance. As bought, my 1-D was 960# empty; but I entered Delano at under 900#. That's almost a 1psf reduction in wing loading!

During this time, I systematically baselined aerobatic maneuvers that I was used to performing dual but in this 'mono-posto'. Not having a safety pilot in the plane changes how one approaches aerobatic maneuvers. I was once asked "so how do you transition into a one-of-a-kind single-seater?" After all that work, I entered my first aerobatic contest with barely 3 weeks of flight-testing after the last change.

How did you feel going in?

I was more worried about changes I made to the plane than the actual flying.

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What was the best part?

Landing after the last flight of my very first contest EVER. Yay, it's all done! Regardless of where I placed, I got through it. And thinking "I'm in the IAC database now and potentially the first Filipino to compete in US aerobatics flying unassisted in a single-seat monoplane nonetheless!"

What challenged you the most?

A misaligned sight-gauge. That and, "Dang, that box is tiny!!!"

What surprised you?

Dang, that box is tiny!!!

Best Memory:

Looping over into the downline on the first figure pull humpty of my very first practice flight looking down on the box and thinking, "Dang, that box is tiny!!!"

Anything else you'd like to add...

Did I mention that box is tiny?!?!?

I had spent almost 9 months practicing the 2016 Sportsman sequence. I was delightfully surprised I didn't place last by contest's end. Far from it: I placed 5th of 10 pilots! Since I couldn't stay for the awards banquet, Josh Horwich brought my Best First Time Sportsman trophy to me. I took the trophy straight to work and proudly displayed it in my cube for my 'geek' co-workers to see for a week. It's now in my hangar.

I thought of everything that led to this point. Thanks to the aerobatic community for helping me during crucial moments. There are still many things to fix in my flying. Thanks to Dr. Rihn and his son Dan for fostering an affordable monoplane. I burned less than \$40 of gas for 3 days of contest flying in a modern monoplane that costs less than most sports cars.



2016 U.S. NATIONALS AEROBATIC CHAMPIONSHIPS - IT'S A WRAP!

Lorrie Penner

Friday, September 30th was the final day of a very successful U.S. National Aerobatic Championships. Special congratulations to Rob Holland in his sixth consecutive championship win in Unlimited!

If you see them and have a chance, take time to congratulate all the winners and champions.

Primary: Nick Meyer (Decathlon)

Sportsman Power Champion: Cory Johnson (Pitts S-1C)

Sportsman Glider Champion: Merrick Isely (DG1001)

Intermediate Power Champion: David Taylor (Staudacher S600)

Intermediate Glider Champion: Trevor Rogers (DG1001)

Advanced Power Champion: Aaron McCartan (S-330P)

Advanced Glider Champion: Guy Acheson (MDM Fox)

US National Aerobatic Champion (Unlimited Power category):
Rob Holland (MXS-RH)

US National Glider Aerobatic Champion (Glider Unlimited Category):
Eric Lentz-Gauthier (MDM Fox)

The USA Unlimited Team members were announced and will be participating in the 2017 World Aerobatic Championships in Hoedspruit, South Africa, 16 August to 26 August 2017.

The US Glider Aerobatic Teams were also selected at Nationals and will be competing in Torun, Poland next summer.

Find all of the news, photos and results at: www.iac.org/nationals

Thank you to all the volunteers for making the Nationals such a success and our Sponsors for your support!

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Bob Freeman, Robbie Gibbs (Alternate Pilot), Mike Ciliberti, Mark Nowosielski, Jim Bourke, Craig Gifford, Tim Just and Rob Holland. Not pictured is US Team Pilot Mike Gallaway.



Guy Acheson, Mallory Lynch (Advanced Team) -- Eric Lentz-Gauthier, Jason Stephens (Unlimited Team).

Helmets for Sale

Allen Silver

The helmets are manufactured in France and are called Gallet helmets. They have dealerships in the US. The model number is LH250. They weigh just under 3 lbs. They are used extensively by our Coast Guard, law enforcement agencies and many other companies like air ambulance services. Everyone is used to the HGU-55/P helmets and they are great, but these weigh less and are stronger. The cg is centered so you're not always trying to keep your head tilted back. This helps prevent straining your neck.

The price of an identical helmet today is upwards of 2K. I would like to get \$1475.00 for each. They also have spare parts. I believe both are size 6 7/8 or size 7. I think they were worn once or maybe twice.

Anyone interested in them can call or email Allen at:
209-532-7070
allen@silverparachutes.com

Remember, Allen keeps over 20 Softie parachutes in stock ready for immediate delivery or as loaners if you need to try one on. He still makes his SMAK Pak survival kits and 5pt. AcroBelt.





Save the Date

Patriots Jet Team Foundation
4TH ANNUAL BENEFIT GALA
REACHING FOR THE OUTER LIMITS

Includes champagne reception, dinner, and jet flybys!

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



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

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

October 15, Patriots Jet Team benefit gala, Byron Airport

October 23, IAC38 chapter meeting, Hiller Aviation Museum, KSQL

November 4-5, Tequila Cup, Marana, AZ

November – no meeting, Thanksgiving weekend

December 11, IAC38 Holiday Party of Mayhem and chapter elections

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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2016 IAC Chapter 38 team

Beth Stanton, president

Dave Watson, vice president

Howard Kirker, treasurer

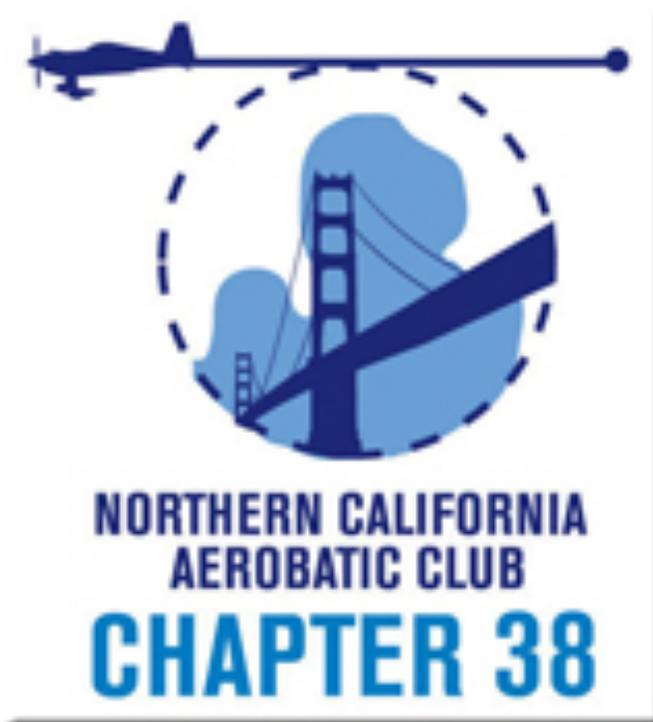
Tom Myers, secretary

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	