

July 2014

IAC38

NEWSLETTER



Beth and Allen Silver

President's report

I thought June would be a nice quiet month with the flurry of our contest over and done with. This was not the case.

Chapter 38 had a very active month. Your President and Vice President have been busy kicking ass and taking names. Or rather, I should say, winning hearts and minds.

We made very good progress this month on our goals of community outreach, public relations, and safety.

IAC38 was part of the Tracy Cub Scout/Young Eagle event, sponsored by the Livermore Chapter of the EAA. Several IAC38 members were key participants in this awesome event.

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Dave and I were also instrumental in conducting a FFAST Safety Seminar with Vince Nastro the following weekend. Dave wrote a great article for this newsletter about it with critical information that you should all be familiar with. We even had a critique day after the seminar, getting in seven flights total!

Following with the safety theme, Allen Silver shared his vast expertise with us at our chapter meeting. I had never met Allen before, and was delighted with his sense of humor and how he made a 'serious' subject a lot of fun.

The Patriots Jet Team Foundation fundraising dinner is coming up soon on August 9. Details are in this newsletter. IAC38 will be representing! Please get your tickets soon for this gala event. The Foundation is doing astounding work with youth education and would love your help. So far, Mimi Steel, Stanley Peters, Dave Watson and I have stepped up as volunteers for the Foundation. Join us!

I will be speaking at the Livermore EAA meeting Thursday, August 7. Back in February, when we hosted Marle Hewett from the Red Bull Stratos Mission, we invited many different aviation groups. Folks from the Livermore EAA attended and have gotten friendly with us. They want me to come speak because they don't know much about the IAC.

And we are related to them! I'd love it for you all to come to this meeting and help show that IAC38 is a great organization to be a part of.

This is how diverse and vibrant a group we are...recently:

-Jeff Rose built a Mong and flew it at Pylon Racing Seminar in Reno in June, clocking in at 198 mph. He is hoping for 205 mph in September with a new prop.

-Eric Lentz-Gauthier is at the Polish nationals flying Unlimited glider aerobatics and will represent the United States at the Worlds at the end of this month.

-Two of our members flew their very first aerobatic contest at Coalinga.

-Two of our new members had their very first aerobatic flights last month.

-Several of our new members attended their very first aerobatic contest as volunteers.

-Eric Ostrom spent the last month in Needles, I mean Needles, AZ and is now a brand-spanking-new instrument, commercial and multi-engine rated pilot.

Chapter 38 continues to grow and thrive. Welcome to all of our new members. We're glad you are here.

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

IAC38 Winning Hearts and Minds: TCY Cub Scout/Young Eagles

Beth Stanton

IAC38 was invited to participate in the Livermore EAA Chapter's Young Eagles day for the Tracy Cub Scouts on Saturday, June 21. The Scouts were there to get merit badges in aviation and for Young Eagle flights.

Trina and David Anderson of the Tracy Airport Association thought some aerobic activity in the background would be supportive, an opportunity to educate the community, and just plain fun. We put in the NOTAM to activate the box.

Dave Watson and Lionel Figueroa had their gorgeous airplanes on display and the kids had the opportunity to check out real live aerobatic airplanes. Dave gave them a great introduction to the principles of flight and answered lots of questions.

Thomas Goetze arrived at TCY in a rented Cessna 172 and generously gave three kids

their first taste of flight with a long ramble around the foothills.

Since there were 23 kids, it took a fair bit of logistics to fit them all in. Since Dave is a member of the Livermore EAA, he volunteered to take one up on a (non-aerobatic) flight.

Dave writes:

I had the great pleasure of taking up my first Young Eagle. They had me give the first ride of the day and the nine year old boy assigned to me was very timid. As I strapped him into the back seat, my thoughts were that this

kid would for sure lose his breakfast. He was quiet and withdrawn but did answer my questions with one-word answers and told me he was fine. I didn't quite believe him. As I finished buttoning him in, his grandfather took me aside and explained that his grandson was

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*a good kid, a quiet kid, and... 'a little autistic'. Holy Sh*t! Well that explained the behavior, but what next? As it turns out, this young man really opened up during the flight and became*

talkative and inquisitive. He was able to fly nice level turns to the left and right as I gave him verbal commands, my hands completely off the stick. We landed and were



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overwhelmed with appreciation and gratitude as we posed for pictures both of us two thumbs up. This simple act made that kid's day and his family was so thrilled he had opened up during the flight.

We got five acro flights in the box to keep the kid's interest up and had a great day. The parents (and kids) loved watching us fly in the box. One dad told me that they come out on their porch on watch us when we have a practice day. As I was chatting with another couple, I pointed to a Cessna parked on the

ramp and said "every Captain flying a jet for a major airline got their start flying a plane like this. Keeping airports like Tracy open and thriving is so important." The mom said, "Wow, I never thought of it like that before."

Mission accomplished.

The following week Trina wrote: "*Thank you and all that were here to help. The boys were all excited and are still taking about it. Thank you again for your help and educating the community.*"



Lionel Figueroa and his One Design

IAC38 and the FAA Safety Team Seminar: “Tracy Airport Safety Meeting”

Dave Watson

Saturday June 28th, IAC38 participated in the FAAST Seminar “Tracy Airport Safety Meeting”. Myself, Beth and Vince Nastro, Designated Pilot Examiner and FAASTeam Lead Representative, led the meeting.

The meeting was set up and sponsored by Vince. He is a local DPE and has been out at TCY several times during our critique sessions.

He is an advocate for us and the TCY and New J boxes and this meeting was proposed by him largely in response to complaints that he is receiving about various kinds of activity at TCY.

Now it is very important to understand that only a very few of these complaints logged by Vince actually involve our aerobatic activity; the vast majority are for practice missed approaches. That being said, in the past two months we have had some complaints directed at our activity. Not for noise as you might assume, but from local and transient pilots.

The crux of most of the ‘issues’ raised by the pilots was the uncertainty of the actual location of our box and how that affects them.

Vince was instrumental in helping me resolve these issues with the pilots (those that had brought out their concerns), and he had the great idea to hold this FAAST seminar to hopefully educate the locals not just about our box, but about all the ‘special use’ of airspace in the surrounding areas.

About 40 people attended the meeting. Vince described the issues around practice IFR

missed approaches that involve transitioning to full power at low altitudes to execute a go-around. By FAA design, at TCY they occur directly over some homes. These are mandatory practice maneuvers for check rides and

few airports nearby are as convenient, so as you can imagine, TCY gets a lot of this activity – a lot of it.

After this discussion, he introduced Beth and me to discuss what, where, when and why we do aerobatics at TCY and New Jerusalem. There were some very good questions from the attendees and as it turns out, there were no oppositions or disapprovals of our activities. The meeting itself was a great success in getting out what we are doing and WHERE we do it.

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So what was the big deal and why was this meeting needed? Here are the reasons:

-If you have called for a WX brief and or otherwise got the NOTAM about our aerobatic activity, by FAA standards that NOTAM must be posted off a Navaid if within 30 NM. So when active, our box is described as:

‘aerobatic activity within a 2 nm radius centered at 015 nm on the Mantica 215 radial – avoidance advised’.

What - Where? Can't we can't just say immediately east of TCY airport? This is a real problem; pilots that actually get the NOTAM have no idea where we are since 2 nm encompasses the whole airport and leads to confusion not clarity. More information could help alleviate this confusion– hence the meeting.

-Here is another issue. This is an “avoidance advised” NOTAM. Our waiver does not create a NO-FLY zone for us. WE have to be diligent about keeping proper clearances between our activity and the other legal use of that cube of air next to the airport. We have had incidences where WE were ‘less than courteous’ on the radio to pilots that flew into the box while it was hot. This, in combination with the ‘uncertainty’ of where the box is, led to one of the strongest complaints filed by a pilot against us.

This FFAST meeting was one step we can take to inform other pilots about our activities. Additionally, we have had a banner made that depicts both the TCY and New J boxes and it is posted on the fence outside the TCY FBO. We also made 100 paper copies as hand-outs and distributed them at the meeting and also left a stack at TCY. We are doing what we can to be proactive in defining our activities to local pilots. But that is only one key in this, so let's go back to the Tracy locals.

I told you about all these practiced missed approaches stirring up many noise complaints. There is a group of folks in Tracy that have filed a formal “congressional complaint”. Since the FAA is generally unsympathetic to noise complaints at airports, this “congressional complaint” forces their hand and they must follow up. Vince is involved in this on behalf of the FAA.

There it is; the backdrop for a perfect storm. These IFR noise complaints on a regular basis have set the threshold for opposition to our activities at a very low point. So here's the point. We have these boxes and we want to keep these boxes. We all need to play in the sand-box of the sky as nicely as we can with everyone whenever we fly – whether it is in the box, or just practicing out off of airways.

As a striking example, one of the only noise complaints we got in 2012 was from a person that came up to me while I was critiquing someone in the box. He identified himself a local and ‘was tired of all this noise’. He specifically pointed to the plane in the box and said “I'm not at all upset about that. What pisses me off is that you guys are taking off and deliberately banking sharply so that you can make as much noise as you possibly can!” I attempted to explain that banking creates no more noise than straight flying and that we were banking early to try to keep our flight paths from overflying the homes. This, as you might imagine, didn't make any sense to him and he was still ‘pissed off and sent Martin a follow-up email that makes the language in Pulp Fiction seem like playground chatter. My point is, we live in a world in which he vocal minority can (and often does) vastly outnumber the majority. I have three pilot friends that had to sell their S2-B to afford their defense attorney to combat a noise complaint. Let's appreciate this and do the best we can to be good neighbors at all times. This meeting was a tremendous step in the right direction to getting us all on the same page.

IAC38 Welcomed Allen Silver in June

Allen Silver gave us a *phenomenal* presentation about parachutes and bailouts. He has been on the aerobatic scene for decades and truly knows his stuff. We ALL learned something at this seminar, (even the old salts amongst us) that could potentially save our bacon.

Allen explained that in a bailout emergency there are 4 steps:

1. Oh, sh*t (or other four-letter expletive of your choice).
2. Denial
3. What should I do?
4. Jump

His goal is for us to go from step 1 to step 4 immediately, saving precious seconds. He stresses keeping confident and know that you **can and will** bailout if necessary. Practice your bailout procedure before and after each flight.

Remember the steps:

1. Door/canopy
2. Belts
3. Butt

Zinnia Kilkenney got to wear a chute as Allen demonstrated pulling the cord. It was fun to see it deploy (especially in an enclosed space!). Are you cinching your straps down tightly enough? I know I was not. I also usually take off my chute before getting out of the plane. Not anymore. You need to practice like you perform. As hard as it is to believe that someone would take off their chute before bailing out, it has happened as muscle memory kicks in under stress.

I cannot encourage you enough; if you did not make it to this seminar, go to www.eaa.org/webinar and view Allen's online seminar for free.

Allen's website is www.silverparachutes.com



Zinnia Kilkenney got to wear a chute as Allen demonstrated pulling the cord. It was fun to see it deploy (especially in an enclosed space!) ▶

Calendar of events

July 27, IAC38 meeting, Ben Freelove, 4pm

August 7, Livermore EAA meeting, KLVK, terminal building, 7:30 p.m. Guest speaker, Beth Stanton, all IAC38 members are invited to attend..

August 9, Patriots Jet Team Foundation gala fundraiser, C83, Byron

August 23, IAC38 meeting, 4 pm, Luca Bertossio, Two time Advanced world glider champion.

My First Contest

Jake Carter

I've always had an interest in aerobatics as a kid and young pilot growing up around the airport, but never had much of an exposure to it. I remember back when Microsoft Flight Simulator first came out, and the default airplane was Patty Wagstaff's Extra 300 at Meigs Field. I would take off and attempt a knife edge between the antennas on the Sears Tower. It was not until I started working at Attitude Aviation in Livermore, CA that I started to get to experience aerobatics. It was a fun environment with cool planes and tons of free acro flights. I was hooked!

Of course I only made minimum wage so it was so out of my price range to even think about taking aerobatic lessons. I've always

wanted to race at the Reno Air Races, so I had been (and still am) looking for a Pitts S-1S of my own. A few summers ago it almost happened and I had been thinking about actually doing some serious Pitts training. I would need it after all if I bought one.

Through my years working at Attitude Aviation, I had the pleasure of meeting Dave Watson and worked on his Pitts and Super D as a mechanic. Dave graciously took me up in his Pitts one day and showed me torque rolls, tail slides and rollers. I was so pumped during that flight. That set the hook. I wanted to fly acro!

For about a year I considered competing at the next contest but as they came and went I still had yet to even attend a contest as a

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Mark Guerrero, Pieter van de Riet, Zinnia Kilkenny, Lauren Ashley Lindenbach, Jake Carter

spectator. I mentioned to El Presidente Miss Beth Stanton, my Sky Sista, that I had planned to attend the 2014 Coalinga Western Showdown to volunteer and help out with anything, get some experience judging and just be a part of it all. Beth tells Dave, and Dave comes to me the month before the contest asking, "So what do you think about flying Primary this year?" I told him I didn't have the time or the money to practice. I hadn't been upside down in probably a year at that point. "Maybe Delano." was my response. It wasn't until the Wednesday before the contest that Dave comes to me at work and says "We only have one pilot registered for Primary and we need two to host the category. What are your thoughts on flying at Coalinga?" It didn't take much convincing. "Sure! Why not?"

At this point, I hadn't pulled any G's, been upside down for a year, or was even tailwheel current. I had always told myself that I wanted to win my first contest. Ambitious? I know. I figured winning was out at this point, I just want to help out my chapter and make this a successful contest. So I committed to do it.

Friday morning I drove down to Coalinga and got lost trying to find the airport. I hadn't seen the Primary Known at this point, and still can barley read Aresti figures. I had one 15 minute practice slot in the box. Dave was busy flying safety for Thomas Goetz in Sportsman, and flying Unlimited in the Laser, but when he had time, he walked me through the Primary sequence and the stuff you get in your first acro lesson: here's a competition loop, this is how you do a roll, fly a Cuban like this, the turn is a 270, NOT a 180.

"We only have one pilot registered for Primary and we need two to host the category. What are your thoughts on flying at Coalinga?"

I was pretty nervous at this point. Maybe because it was warm and I had already been in the sun most of the day, maybe it was adrenaline, but it was finally time to fly. I grabbed my cloth flying helmet that I use every day at work, and sure enough, it quits working just after start up. Luckily, Thomas Goetz loaned me his and we were off. Dave walked me through how to fly in the hold, switch to box frequency, and was doing as much coaching as he could during our climb to 3,500. I lucked out and whoever was in the box before me was out early, and the flight after me was running behind schedule. I think in all I had about 15 minutes total in the box.

You could call it a practice flight, but in reality, it was my first acro flight with the purposes of instruction. Not just a ride, and not just me goofing off. I felt like each of the four primary maneuvers I did looked horrible. Rolls were barreled, loops pinched. It had to be ugly. Really, really ugly. After the third sequence, I felt like I had a good handle on the Super Decathlon which I had never flow before. I let

Dave make the landing. I didn't want to embarrass myself too much on the first day!

The rest of the evening was fun. There were lots of cool planes to check out and I met a lot of new people, some of whom had known my father and me as a kid hanging around the airport. As one of the few people with a car, I found myself giving rides all over the place and was doing what I initially came there to do with helping out. Everybody was very encouraging and supportive, but nobody actually watched my practice. I mean, who wants to watch a primary practice flight? I didn't get too much help from the perspective of the judge's line so I guessed I'd just have to wait until the contest for critiques!

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Mark Guerrero, my competition, showed up that evening. A fellow airplane bum I knew from airshows, Mark was also here for his first competition. I assumed he had been practicing, but he said he had not been practicing at all. I felt better about not making a fool of myself. Plus I was in a 180 horse Super D. He had a Citabria. I felt this made the playing field a little more even.

My first competition flight was such a thrill! I had to borrow a headset again, but I felt pretty good about all of the maneuvers. I found it difficult to see the box markers strapped in as tight as I was and as high as we were, but there are no out penalties in Primary. My focus was flying the sequence only. I was not worried about anything other than the loop, half Cuban, 270 turn and roll. I felt great and only felt that my subsequent flights would score higher (although they didn't!)

Mark and I battled it out, but I was able to stay a few points ahead of him on each flight. The anticipation of waiting for the scores was the worst. When the Primary and Advanced

categories were not flying and out on the judge's line, we had no way of knowing when the scores were tallied and posted until we got back to the contest headquarters.

By the end of the day Saturday I had finished first in all three of my Primary flights and had won my first aerobatic contest! It was one of the best feelings and something I am very proud of myself for. It was an absolute blast and a great experience.

I would recommend not only volunteering and helping out at a contest, but to fly one too. Everybody was supportive and encouraging and a pleasure to work with. I want to personally thank Dave Watson for being my coach and for making this possible for me. If it were not for Dave, I would still be dreaming about competing. Thanks of course to my father for teaching me to be a natural good stick, and thanks to Beth Stanton for her encouragement to "Just do it and kick butt!" Thanks Beth and to the Rest of the Evil Empire and Chapter 38!

After the third sequence, I felt like I had a good handle on the Super Decathlon which I had never flown before. I let Dave make the landing. I didn't want to embarrass myself too much on the first day!

The entire national contest calendar for 2014 is quite lengthy, so the following link is provided to take you to the IAC website calendar page.

[ContestListing.asp](#)

IAC38 July Guest Speaker, Ben Freelove: Techniques for Developing a Personal Aerobatic Style

Sunday, July 27, 4 p.m., Attitude Aviation, KLVK

Speaking of rock stars, IAC38's very own Ben Freelove will present nuances that will enhance your aerobatic flying to add your own personal flair to your sequences. Is your style of flying aggressive, fluid, graceful, smashy? You will learn how to maximize the characteristics of your airplane combined with your own personal style to wow the judges.

About Ben:

A move to sunny California from the midwest in 2001 allowed Ben to pursue a career in aerobatic flying. A popular SF Bay Area instructor for several years, Ben was recruited as an instructor at Sean D. Tucker's flight school, the Tutima Academy of Aviation Safety.

Now a full time aerobatic pilot, Ben is known for his relentless pursuit of aerobatic technical knowledge. Ben has conducted research into all aspects of aerobatic flight, from control technique to aircraft setup and performance.

Ben was a member of the highly acclaimed *Collaborators* formation aerobatic team. The *Collaborators* flew their demanding performance at many of the largest US airshows from 2007 - 2009.

An active aerobatic competitor for over ten years, Ben has been a member of the US Advanced Aerobatic team in both 2010 and 2012.



PARTY WITH THE PATRIOTS

The Patriots Jet Team Foundation is dedicated to inspiring the youth of America with a love of aviation and aerospace. Students today need every encouragement to learn and apply sciences and math to their educational path. The Foundation is developing innovative educational programs with hands-on curricula to provide students with the skills and experience of a lifetime.

Come Soar Away with Us!

THE PATRIOTS JET TEAM FOUNDATION CORDIALLY INVITES YOU TO OUR ANNUAL BENEFIT GALA

Get Ready for a Night of High Energy Fun and Inspiration

- Our MiG-17 will dazzle you
- NASA astronaut Jose Hernandez will inspire you
- Our Aerospace Academy exhibits will amaze you

Cocktails & Unique Dining Experience ~
Live and Silent Auction ~ Smart Casual Attire

\$100 per Guest Tables of 10 - \$900

To pay via PayPal or credit card and receive more event details, please visit:

www.pjtf.org or mail check to PJTF at

PO Box 640, Byron, CA 94514

Please provide email address for your receipt.

ARRIVAL: 5:00 PM

DEPARTURE: 10:00 PM

AUGUST
9
2014

DESTINATION: Patriots Jet Center
Byron Airport
760 Osprey Court
Byron CA 94514

Kindly respond by August 1, 2014

This is an adults only event.
Reservations only.
No ticket sales at the door.

RSVP link:

<http://campaign.r20.constantcontact.com/render?ca=316b15ab-c961-43c1-bd50-526cfcec08c6&c=949480e0-e0f0-11e3-92f7-d4ae529a848a&ch=949a2630-e0f0-11e3-92f7-d4ae529a848a>

Check out these videos to learn all about the PJTF:

<http://youtu.be/el2dRC79DJk>

www.youtube.com/watch?v=YRJecxU2pTU

The Plane! The Plane! WVFC Super D

West Valley Flying Club now has a 1998 Super Decathlon on its flight line at Palo Alto. N814AC rents for \$149 per hour wet. It is in pristine condition inside and out.

Unlike previous West Valley Super Decathlons that were owned by individual members, this plane is owned by the club itself. The purpose is to assure that the plane will be available to members for the long haul. In the past, West Valley has had low altitude restrictions for aerobatics in its Super Decathlons. These restrictions have been eliminated. Thus, the plane is available for competing in Sportsman and Primary. The only restriction on its usage is no snap rolls. For more info, please go to www.wvfc.org.





Glider Aerobatic Rock Stars in our Midst

IAC38 member Eric Lentz-Gauthier is flying Unlimited gliders at the Polish National Glider Aerobatic Championships as you read this as a warm-up to the Worlds at the end of this month. Eric and Jason Stephens (five time national champion) are part of the US Glider Aerobatic team and will be representing the United States at the 17th World Glider Aerobatic Championships in Torun, Poland; July 22-Aug 3, 2014.

You can get updates on the team Face Book page at:

<https://www.facebook.com/USGAT>

Check out the 17th FAI World Glider Aerobatic Championships and the 5th FAI World Advanced Glider Aerobatic Championships here: <http://wagac2014.com/>





Fly or drive into Monterey Airport (KMRY) on August 9th at 2 pm to celebrate AeroDynamic Aviation's Grand Opening in Monterey! Originally found in 1960 as Amelia Reid Aviation, AeroDynamic has been instructing pilots of all levels, especially tailwheel, for over 50 years.

The Grand Opening celebration will include finger food from Golden Tee (KMRY airport restaurant), wine tasting, door prizes from local businesses, aircraft on display including special presence from Cirrus, and more. Please contact the office for more information at [\(831\)240-0800](tel:8312400800) or MRV@aerodynamicaviation.com.



***KVA was a proud sponsor for the IAC38
Coalinga Western Showdown***

2014 IAC Chapter 38 team

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Martin Price, past president

Dave Watson, vice president

Howard Kirker, treasurer

Tom Myers, secretary

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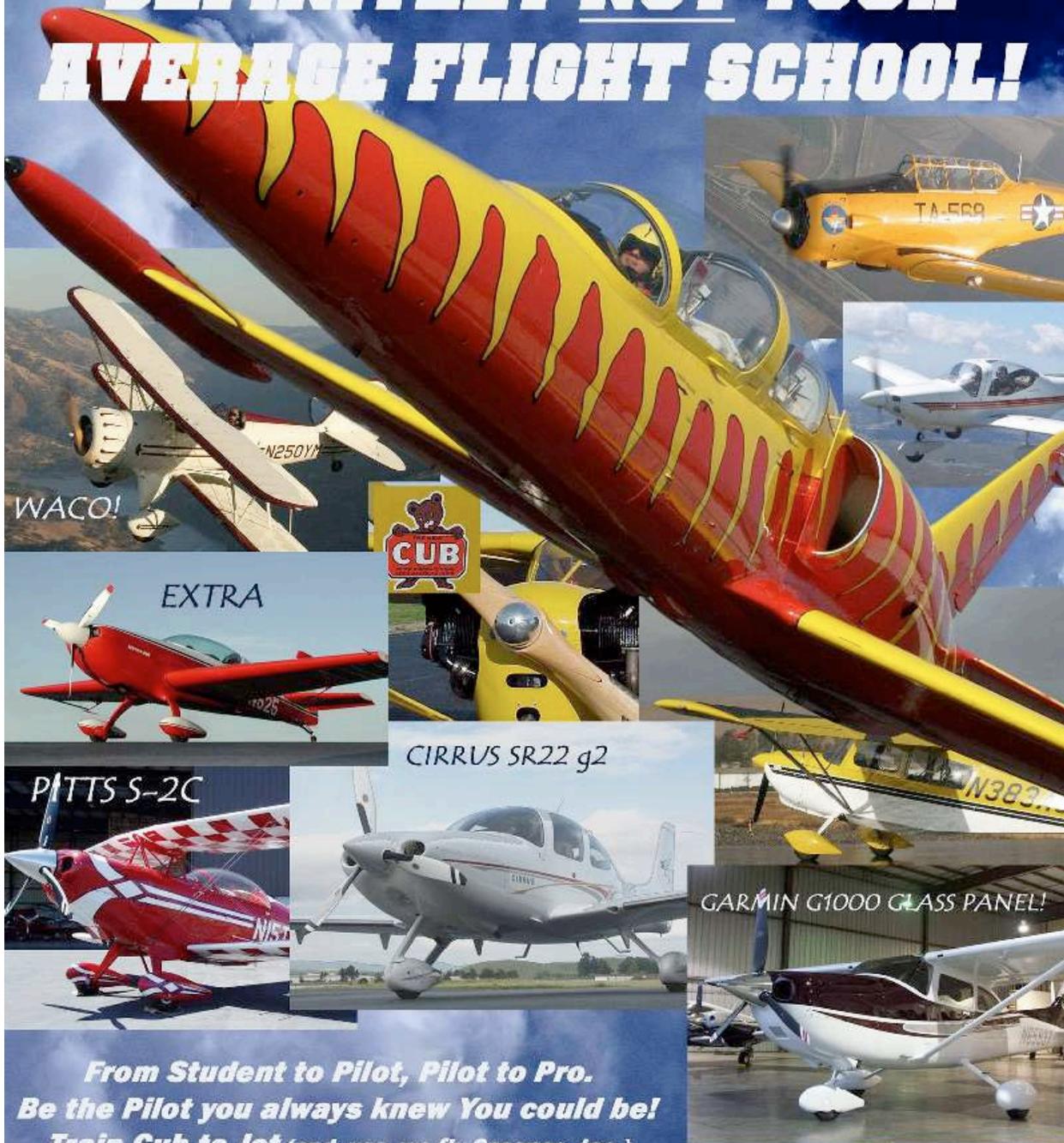
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*Evan Peers of
Airspace Media is
the winner of the
National
Geographic
Energizer 2011
Ultimate Photo
Contest.*

*We are pleased and
proud to have him
as the official
photographer of IAC
Chapter 38.*

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*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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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: Regional National

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____ **N #:** _____

Referred By: _____

Dues: Single Membership (\$25/year) 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

