

IAC38

NEWSLETTER

JULY 2021



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President's report



Dear chapter members,

It with great regret that I announce the passing of Dale Roberts this month. I could write a novel of good things about him because there are only good things in all our memories of him. He was such a pillar of stability, humor, and a great stick. He (and Kate) spent many freezing winter days with me sanding paint and fiberglass when we were rebuilding the Lazer. He was always smiling and talking about flying and other matters (does anything other than flying matter?). Martin Price gets a 10.0 for these feelings he shared with me:

Dale was one of the nicest, kindest people I ever met and flying with him was like having a talking encyclopedia, with a dry sense of humor, in the airplane with me. I still remember flying the Decathlon over the Central Valley while Dale explained the entire California State Water Project to me. I also recall a, er, slightly firm Pitts landing I did in Tehachapi and all I heard from the front seat was "please replace your divots".

Dale was a dear friend, long time aircraft partner and inspiration to me. I do and will miss him very much.

Blue Skies Dale.

Borrego Hammerhead Roundup

By Dave Watson



The Hammerhead Roundup (April 30-May 1) attracted 37 pilots, of which 13 represented Chapter 38. The weather may have been a deterrent for some as it was forecast to be hot and freaking windy. But after a long year of COVID restrictions, some of us were obviously antsy to get out and play. And it was freaking windy, and damn hot. Chapter 36 put on a great contest! Other than a few minor mechanical issues everything seemed to run pretty smoothly.

New Chapter 38 member – Richo Healey – made this his first IAC contest in his Super D and Britt and I made this our first contest

in our new ride (more on this in another article). Jake Carter saved the day for the XL Aviation team by having all the parts they needed to fix the overly worn brake pads that cause a brake piston O-ring to fail – that otherwise would have grounded the plane out there with limited services. Britt also had a flat tire in our MX-2 (fortunately Jake and I brought a spare tube that size too) that I had so much fun fixing on the taxiway in 112 degrees and 25 knot winds of hot blowing sand. Thanks to the US Marines that were on site fixing a Cobra helicopter (that had to make an emergency landing there) for all their back muscles in

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helping hold up the wing of the MX2 to fix the tire. Finally, some benefit from the taxes I pay! The banquet – yes a real banquet - was held outside the BS resort (as usual) and all had a great time. The results for chapter 38 members are:

Sportsman (17 contenders) - Kevin Smith 7th, Jake Carter 9th and Richo Healey 10th , Cameron Koutz 11th , Sophia Hillard 12th, Clayton Conrad 16.

Intermediate (7 contenders) – Britt Lincoln 3rd, Mike Eggen 4th, Jerry Marino 5th, Greg Savidge 7th.

Advanced (6 contenders) – John DeGennaro 2nd, Dave Watson 3rd, Chris Combs 6th.

In addition, Dave’s Evil Empire took the Best Flight school trophy.

Thanks to Chapter 36 for a good time.



Chris Combs getting go-juice



Jake saves the day





Evil Empire



BFFs for life

Coalinga G Fest

By Britt



If you missed our Coalinga contest this year, you missed a GREAT one! We made up for all of the fun that we missed last year! We had a great turnout of pilots and many non-flying volunteers!

The Coalinga excitement began about 5 weeks before the contest when a few members of the Evil Empire decided to journey down to C80 for some practice. When we arrived we discovered that the 2,000 gallon 100LL tank was completely full BUT the fuel pump and card reader were inoperable and apparently had been since right after our contest in 2019!! As exciting as it seemed to tell pilots to bring their own jerry cans with fuel, we began to question whether Coalinga G Fest 2021 was even possible. After many hours on the phone trying to find an FBO or fuel supplier in the area who thought spending

a weekend in Coalinga with a fuel truck seemed like a nice vacation, George Sturgis, owner of Best Aviation in Bakersfield, came through. George sent a certified fuel truck with 1,600 gallons of 100LL to the Coalinga airport for the weekend! We want to give a HUGE thank you to George! We wouldn't have had a contest without him! Also many, many thanks to Richard Ortenheim from SkyView Aviation in Tracy who came down as a non-flying volunteer and "manned" the fuel truck in the scorching temperatures all weekend!

The new Best Western in Coalinga, conveniently located only 5 minutes from the C80 airport, were amazing hosts. The hotel manager had banners made to welcome the pilots, the breakfast cook was eager to hear about our results each morning and the front desk staff didn't call the State

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Richard Ortenheim, King of 100LL

Hospital (which is just down the road) to come collect us when we were doing our “aresti dance” in the hotel lobby.

We would also like to recognize our local Coalinga friend Tom Brown! Tom was also key to not only in helping make the contest happen, he was the big reason this was one of the most fun and memorable Coalinga contests yet! Tom was our unofficial banquet and social events Director! He arranged the banquet location and catering, he was our chaperone to the local dive

bar after the banquet and the host of after-after party....a very epic pool party! He allowed us use of his hangar and tools at no charge, loaned us pop up tents for shade and provided the most badass airport vehicles for cruising around the contest!

Layne Lisser and Sean Worthington also joined us as non-flying volunteers. Sean registered pilots and volunteers and Layne was super efficient at getting scores entered and posted in JasPer. Thank you both!!

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In total we had 28 pilots compete, we had 84 successful flights and 2 4-minute freestyles. The temperatures were in the 100s and uncharacteristic of Coalinga, we didn't have to compete with a 20 knot direct cross wind!

We had 5 pilots in Primary; it was the first power contest for all 5. (caveat included as Ben Harvey had competed in a glider contest in March). Rick Surad and Alex Larson, new friends who joined us from Santa Monica in the Super D, placed 1st and 3rd respectively. Anna Zavrazhnova, flying a Pitts S-2B out of Livermore, placed 2nd.

Jake Carter led the pack of the 8 Sportsman pilots. He flew like a boss taking 1st place in a Super D with an incredible 86.01% overall! Congrats Jake! Kevin Smith, in the S-2B, placed 2nd in his third ever contest with a 79.49% and Mark King from Chapter 36 finished 3rd in his S2-B. Chapter 38 member and CD, Brennon York, made the trip all the way from Denver to not only fly but to volunteer and run the contest. Brennon came in a close 4th by only .48% flying Mike Eggen's Super D. A pretty impressive accomplishment considering he had never flown this airplane prior to the contest!



Our contest directors

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Intermediate also had 8 pilots...and ALL 8 Chapter 38 members! What are the odds?!? Britt Lincoln finished in 1st place in her and Dave's beautiful new MX-2...yes, I freaking LOVE that airplane! Tom Grundherr, the Gulfstream driver turned Lazer pilot, placed 2nd and Ilya Perkin brought home 3rd place flying his Giles 200. Jerry

Marino placed 4th, Josh Horwich, a new parter in Lazer 230DW had his first ever contest in the airplane and came in 5th. Stanley Peters competed for the first time in Intermediate and placed 6th, Mike Eggen finished 7th and Dean Hickman-Smith placed 8th, but he has the coolest accent!



Dean

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The Somali War Wagon

5 pilots competed in the Advanced Category. Our very own Dave Watson, leader of the Evil Empire, finished strong in the MX-2 with 80.61% which earned him 1st place. Mike Hartenstine from Chapter 26 placed 2nd in his S-1S with 76.86% and Chapter 38's Tom Meyers, flying his Edge 540, took

home 3rd. Chris Combs finished first in the Known flight, he must have been excited to get out of his airplane in the 104 degree heat during the Free flight...he flew a "cliffs notes" version of his free which landed him in 4th place.



IAC Chapter 38

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AJ Wilder and Rory Moore both flew up from SoCal to battle it out in Unlimited in their Extra 330SCs. AJ finished in 1st place with Rory finishing 2nd. The 3rd place Unlimited trophy was awarded to Tom Brown.

With a strong showing in pure numbers and great flying Chapter 38 took home the Highest Scoring Chapter award and the Evil Empire earned the Highest Scoring Flight School award. Congrats to all!



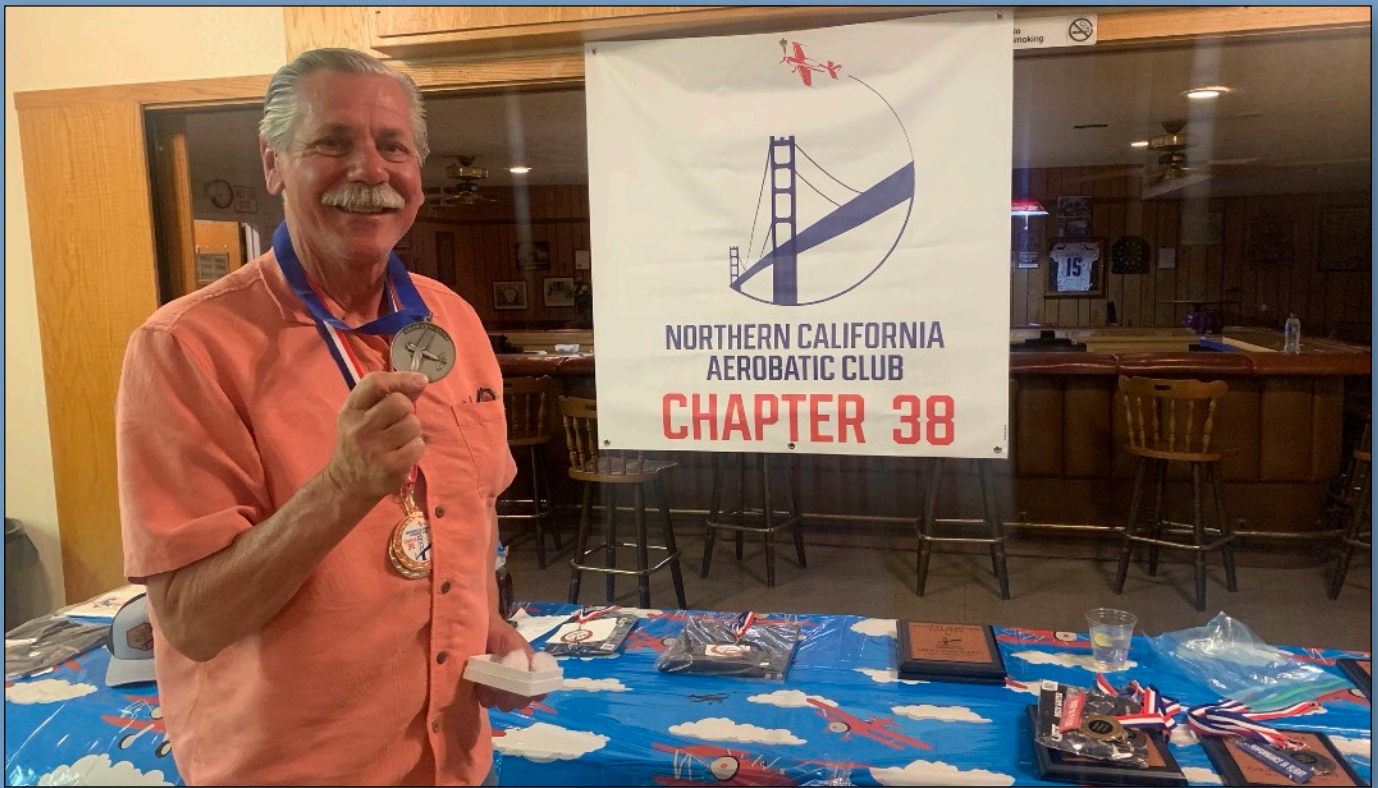
He came all the way from Minnesota, not a fan of the desert

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The grand finale of the 2021 Coalinga G Fest was Tom Meyers collapsing after Britt gave him his first kiss!

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Kevin Smith, Aviat Bi-Plane Award Winner



Tom Brown, Events Director and 3rd Place Unlimited winner

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The boys hanging out in the ladies room



Jake won all the trophies

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Mad Max



Best Western welcome

Some notes from Dave

Ephrata Apple Cup

Chris Combs was the only Chapter 38 member, in fact the only pilot from California, to make the trek to Washington for the Apple Cup. The Mid-west Open Championship in Seward, Nebraska lured me and Britt away that same weekend. So obviously I was not there so my comments are limited. High winds made an appearance that limited first-day flying but all categories got all 3 flights eventually. Chris prevailed with a substantial win over a US Advanced team member in the Advanced category – Chris, way to represent Chapter 38 and California!!!

Tracy Box developments!

Back in March, Britt and I were out at TCY critiquing each other, and her phone rang. The person on the other end introduced himself as with the FAA from the Oakland FSDO and told her that he was assigned to investigate us (IAC 38) in response to a ‘US Congressional’ complaint for disturbing the peace out at TCY. How is that for an intro? Well we (especially me – since I am the waiver holder and had not received a single noise complaint in over a year) were stunned, but cooperative. We invited him out to TCY right then, so he could see for himself what a “nuisance” we are. He took us up on that – despite COVID. I’ll make a long, long story short. Over the past months, Britt and I have had NUMEROUS meetings with the FAA and several members of the Tracy City Council, City Government and Tracy Airport Association. We have worked in total transparency and have provided them the details of our use and the copies of the noise complaints that we had previously received (including the totally disrespectful, slanderous and physically threatening complaints we did have on file from the person leading this complaint). Britt also had the great idea to finally capitalize on the far more numerous locals that come to watch and actually enjoy us being there. It was risk, but it paid off. She joined a Tracy “Rants and Raves” Facebook group and told the group just what it is we do out there, and has invited them to come out when we practice there. The response has been overwhelmingly positive. One City Council member joined us at the airport on another day we were there with a few pilots, and spent several hours watching the flights and asking questions. We shared

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the nature and threatening emails with her and at the end of that day, she had totally turned around her opinion of us and actually asked me if we could bring an aerobatic CONTEST to TCY! We have had several more meetings since that one, and all have gone just as positively. We may actually be moving toward having some box markers out at TCY soon! Not a promise, but it is looking favorable. The FAA is on our side in this matter and has no intentions of pulling our waiver, so long as we continue to obey the FARs and conditions of the waiver. The City Council members we have met with believe the airport is an under-utilized asset to the city and they want us to help them find ways to better exploit that asset. That being said, we do still plan to use that box with discretion and consideration to the locals so that we can continue to enjoy the use of our treasured waiver. I am so proud of our choice of Britt as President of this chapter. She has managed this seemingly potential disaster into a positive result.



IAC Election

Please remember to log in to www.iac.org and cast your vote for IAC Vice President and IAC Director positions. Voting will close the end of July. I, Britt Lincoln, am running for the position of Director and hope to have your support and vote and represent the South West region.



Our new beast

Dave Watson

After over 22 years in the sport, flying in what most pilots would consider under-powered planes in the categories I competed, I finally got inspired (by several factors) to boost-my-ride. Britt and I have been training together intensely for some time now, and we recently shared the mutual desire to make the US Advanced team and compete at the WAAC 'Advanced Worlds' in Las Vegas 2023. This has become a common goal, and was less likely to happen with one hand tied behind our backs flying a four-banger. The NEED then came up for us to get a two-seater (so we

only had to take one plane to distant contests) with more ponies. We could not swing the cost of a brand new 'high-performance monoplanes' and we looked at the two-seat versions of the Extra 330. We talked with numerous highly experienced pilots and we are proud to say by a stoke of luck, we got one of the nicest MX-2 aircraft on the planet. I got a tip from Teri Branstriter (our insurance broker) that a MX-2 was for sale. THANK YOU Teri!! It was in Florida and had been 'in escrow' twice before, so we needed to move fast. We organized a trip to Florida and Georgia

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to see and fly EX330LC, EX330LX and MX-2 aircraft. Pinch me, is it true! Britt and I had met Mitch Velickovich (the MX sales guy) at Oshkosh in 2019 and he had previously extended the invitation to come fly his MX-2. Britt called him and took him up on his offer and he agreed to take us up both up in his MX2; he is in southern Georgia. I called South East Aero and arranged to fly both the EX330LX and EX330LC. We also spoke with the previous owner of

what is now our MX2 and arranged to see his plane the following day.

We began the trip with a visit to Mitch on our plane-crazy-quest. He spent an entire day giving us multiple rides, telling us all the good things about this plane and being a great host. We were both blown away. Mitch knew we were looking at Kevin's MX-2 and he wanted us in that plane – not his! I had flown Jim Bourke's EX330LX before so I kind of knew what was going to hap-



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pen, but Britt had only experienced a EX300L dual and I knew she would be blown away. She was; as was I. We spent the whole evening talking about how unbelievable this plane was. The next morning at SE Aero, we were disappointed to find out that we would not be flying both the EX330LX and EX330LC but just the latter – the sales guy had to skip out early and go to Daytona for a car race with a friend! But he was so certain that the LX would be forever beyond Britt’s capabilities, that we only needed to look at the LC to be totally satisfied. How wrong can a person be? We were left to spend the afternoon at lunch after only flying the LC; shaking our heads why he didn’t give us the chance to fly the LX too. Oh well, his loss. We were now sold on the MX!

The next day we saw N69TK in mid-annual. We knew we were not going to fly her that weekend; yet having flown Mitch’s was good enough. Being in mid-annual made the pre-buy inspection a cinch. The previous owner spent the whole day showing the plane and bending Britt’s ear, as I poked into every crevice in the plane. It was exquisite. We made an offer and shook hands that afternoon. We came home, money went out and we scheduled our trip back to get her. We made it from the Orlando area to Missouri in record time including going over 12k to get over some ‘stuff’ but had to land short of the “Polar Vortex” that extended from Texas to Minnesota in early February. We had to leave

69TK in Greenville, MO for another week while the south melted back from the pop-sicle it had become. We got her back to CA in late February and have been flying the piss out of her since.

Ok now for the details. She cruises at 50% power (11 gallons/hr fuel burn) at a mere 180 knots TRUE airspeed, faster (like 195-200) when above 11k feet. She carries 2 people, lots of baggage and 62 gallons of fuel! We could have easily made Seward, Nebraska with only one fuel stop. This is a game-changer, if only my 62 year-old bladder could keep up with this endurance!

The aerobatic qualities of the plane are pretty impressive too. I have gotten used to having to stand on the throttle and run the prop full RPM to get the Lazer through Advanced and Unlimited sequences. Not the case here. I am running the prop at only 2450 rpm (2750 max) and I am still constantly pulling power to keep vertical ups from busting the top of the box and then also pulling power on the down lines to get back within eye sight of the judges. The roll rate is specified as 460 degrees per second, and I really believe it having spent the majority of full-deflection rolls with my face plastered against the side of the canopy. I can dive in at only 210 knots (230 Vne), prop at 2450, full manifold and easily get 3000 feet vertical and/or more than 2500’ with 6-7 rolls on an up line. She is a beast! We have both been intensely training for our goal and we are both just

now getting to feel like we are not behind the plane at all times. The equally impressive thing about our baby is that she is night IFR capable (Dynon SkyView – Touch) with 3-axis autopilot and only weighs in at 1292 pounds. Pinch- me! Quote from Britt “OH MY GOD! I am ruined forever!”

Thanks to Teri and Mitch, and Rob Holland for all your support in getting us into this plane. Thank you to Kevin and Tangie Campbell for entrusting us with your exquisite baby. We hope to do you proud. Thank you to Britt Lincoln for inspiring me to expand my capabilities and continuance in this sport.



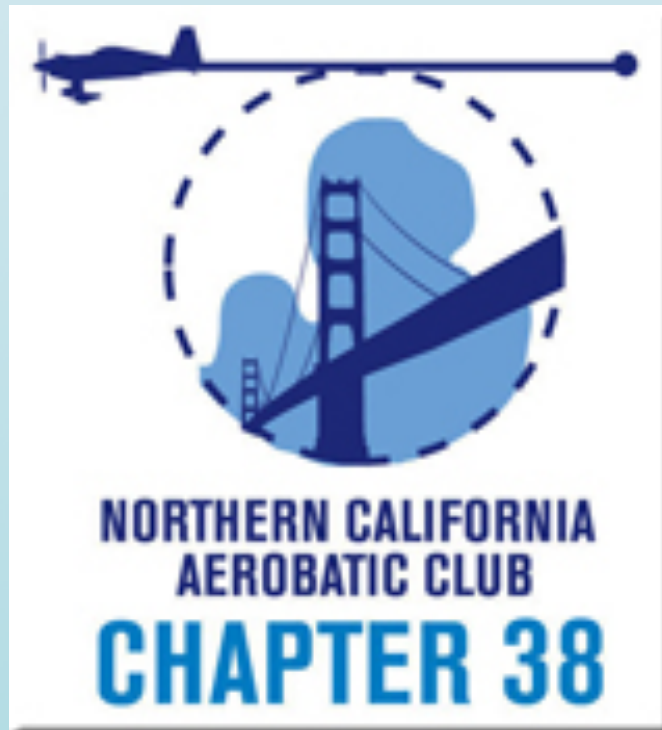
The fingernails match

2021 IAC Chapter 38 team

**President: Brittane Lincoln
Vice-president: Dave Watson
Treasurer: Kate Harps
Secretary: Tom Myers**

Directors: Marian Harris, Chris Combs

**Newsletter Editor: Dave Williams
Membership: Martin Price
Webmaster: Brett Goldsmith**



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 Kate 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)	

Make check payable to "International Aerobatic Club Chapter 38".

Send this form and check to:

*Kate Harps, IAC38 Treasurer
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Richmond, CA 94801*