

The ACronaut

Volume 5 - Number 8

Prez' Post

Darren Pleasance



I never realized all of the airplane activity happening in Bend, Oregon but as I sit here on vacation writing this month's Prez Post it occurs to me that Bend is a pretty cool place. Besides the river rafting, canoeing, mountain biking, horse riding and scenic landscape accented with four large volcanoes on the horizon, there's also three

innovative aircraft developers here, too. First off, there's Lancair and its manufacturing facility. I took a walk through there yesterday and it was quite cool to see a bunch of composite planes lined up in a row being built. Secondly, there's the Epic LT Turboprop, a 350 knot, six place composite that can be built as a kit for \$1.2 million or bought from the factory for about \$1.9 million. The first test flight was just two weeks ago and it's now in Oshkosh. Finally, for all of us aerobatic types, there's the Chanute 2-place unlimited aerobatic plane (www.cadcor.com). It looks a lot like a Gilles 202, but apparently outperforms virtually all other aerobatic aircraft out there and is being positioned as the newest "next generation" unlimited aerobatic plane on the market. Unfortunately, it wasn't here this week due to Oshkosh but I spoke to the sales manager and he tells me they'll be bringing it through the Bay Area over the next few months and he'll let me know when it'll be there so we can all come out to see it. All-in-all, quite an impressive line up for such a small, middle-of-nowhere town in central Oregon...

Now, enough about Oregon, let's talk about Chap-

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August Chapter Meeting
Sunday, August 8, 4:00pm

News from the Board
Aerobatic Movies
Pizza
 ...
Attitude Aviation
Livermore Airport

IAC38 Welcomes

Tia & Drew Detsch - Berkeley
Allen & Darrin Silver - Hayward

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Editor's Column

Peter Jensen



Every month I'm wondering if there will be enough material to fill a newsletter. However, with all the activities, contests, active members, and the solid contributions from the regulars (Marilyn, Darren, and Darrin) it ends up never being a problem. You make my job easy.

This month's special is Jac-

quie's story about what it took to become an airshow pilot. I'm glad she took the time to write it, and you the reader should definitely take the time to read it.

On my own personal front... I picked the plane up from Apple Valley, where it had been stranded since May. It had undergone some minor surgery (tailwheel and wingtip). It's now like new again and back in the air, so life can continue...

Enjoy the newsletter!

-Peter

Pilots Currently on the Waivers

As of 5/1/2004 our TCY waiver has expired. No one are allowed to fly in the TCY box until the waiver gets renewed. Please observe this temporary restriction. The New J waiver has been renewed. Please contact one of the designated briefers, if you wish to fly in the box (below 1,500 feet).

Peter Gillcrist
Marilyn Dash
Stephane Nguyen
Darren Pleasance
Jacquie Warda
Mike Davis
Angie Niles

Howard Kirker
Cecilia Aragon
Anil Kumar
Rich Perkins
Doug Burr
Alex Drobshoff
Che Barnes

Pilots on the TCY Waiver (8/1/2004)

NO ONE. Waiver is expired. Awaiting renewal.

Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

Ben Freelove
Peter Jensen

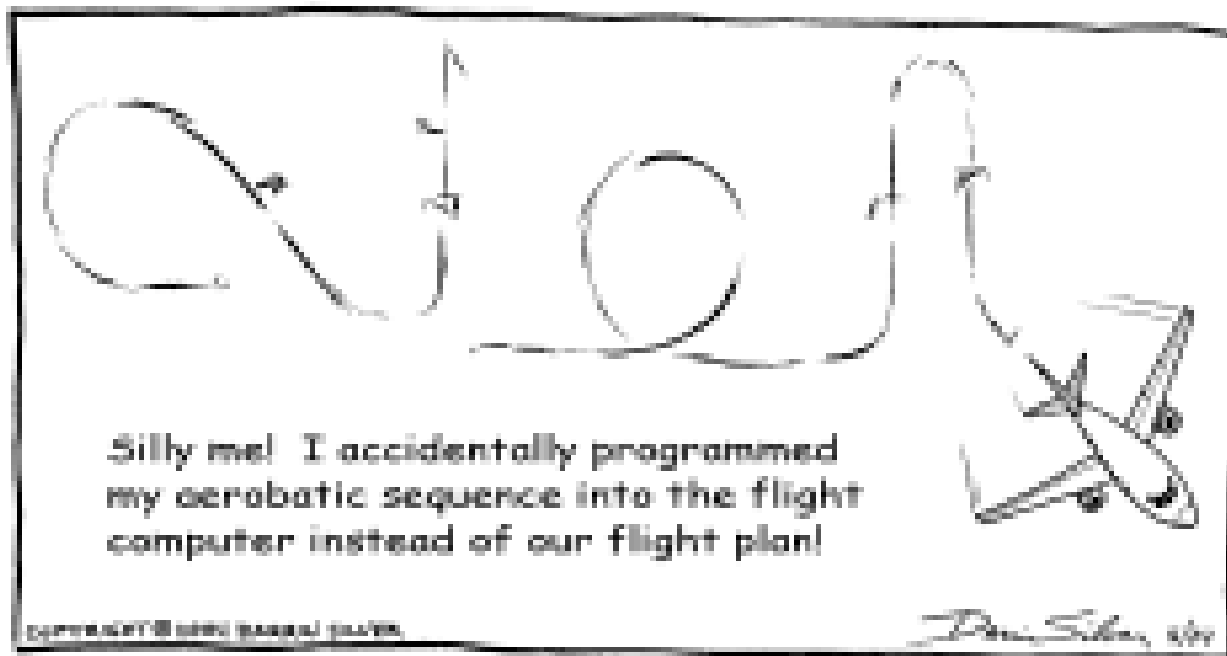
Pilots on the New J Waiver (8/1/2004)

Greg Pettit
Peter Jensen

Ben Freelove
Allyson Parker-Lauck

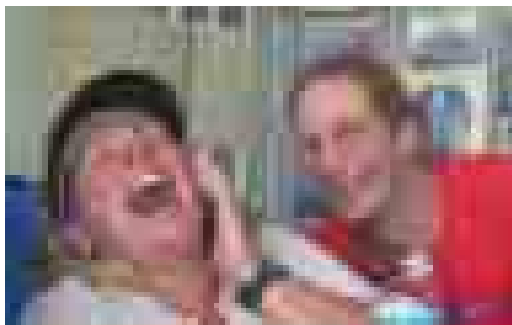
Flying High

Darrin Silver - www.FlyingHighComics.com



Heard It On The Ramp

Marilyn Dash



July brought us great weather and several perfect flying days. And, of course, Annual Post Paso Party at Angie's and Alex's Hangar

is always a hit. The celebration was terrific. We had a good turn out with some notables missing. While Sean didn't make it – his plane did. Rich left work for ten minutes and joined us for a dog and Tom brought Moose over to visit. A good time, burger, dog and some home-made ice cream were had by many – if not all.

Oh – and someone tried to run over Ruby, my Pitts. I swear I have a target on my back. I was able to shriek loud enough to get him to stop before she was a pile of sticks and twigs. Oy Vey.

More LVK News

Later in July, a memorial was held at LVK for the recently departed Tex Haley. Tex was apparently the Security Dude at LVK for many years (18?) and was honored by several fly-overs and a poignant Missing Man Formation coordinated by previous Chapter 38 member, Brian Motta. Other pilots included Sean Worthington, Darren Pleasance and Angie Niles for the Missing Man. I was first alternate. If something happened to Miss America and she was unable to complete her reign, or her duties, yada yada yada. Anyway, the flight was incredible. Angie's smoke system has improved enormously and Sean's Stinker has amazing "Vertical Penetration". What

a team!

Three out of the ten pilots involved in that day's festivities didn't even know Tex (me included). However, when the call came from a fellow pilot, everyone was ready, willing and able to help out. I thought that was a fitting statement to the type of people you meet in this activity.

Other interesting stuff....

Ben, Che and Dale have gone off the deep end and purchased an S2A. I don't know if anyone told them – but the S2A only seats two people. Which one will need to hold onto the wing? Actually, I'm thrilled to see some of the newer competitors get more involved in the sport and buying a plane really sets the tone. Now, Ben can finally MOVE UP!

Anthony James should be flying his Yak 55 around the contest circuit sometime soon. We cannot wait to see him flying his new love!

Darren bought a Laser! He has defected from the Biplane Ministry and has gone Monoplane on us. We, while disappointed in his decision to leave the brethren, wish him luck with his new steed. Imagine our disappointment to learn it's a single seater. Darn, when will he learn to include us in his thought process when buying something?

Rumor has it....

Now that Drew Detsch has resurfaced after nearly 20 years out of competition – some of the other "old timers" have started talking about making a return to the ring. Word is that Roger Rourke is toying with flying Intermediate at Delano.

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Brian, Darren, Sean, and Angie

Member Of The Month - Sean Worthington

Marilyn Dash



Many of the new members probably don't know Sean Worthington very well. Although he is a Director – he rarely blesses us with his presence. He has so much to offer, that I wanted to get everyone acquainted with Sean. At Watsonville this year, Sean won Best Homebuilt from Plans for his stunning Stinker. His story should be entertaining to all. Just don't try this at home.

When did you become a pilot and why?

I describe my interest in aviation as a birth defect as I really had no choice in the matter. I've always loved airplanes and flying. My sister tells me there was never a time when she didn't see me with a model airplane in my hand.

To be fair, I do come from an aviation family with my Grandfather and Great Grandfather owning an airport and Piper dealership in Wisconsin. My mother has some great old pictures of this place and time. It is neat to see your Grandfather as a boy kneeling next to your Great Grandfather (in leather flight gear), with a new WACO in front of the original WACO buildings. I even have some of my Great Grandfather's trophies at home for winning air races and "stunt contests". While my mother didn't fly, I do remember my Grandfather renting Cessna 172s at Reid Hillview when he was out on visits, taking my brother and me, for rides.

What was your first experience with aerobatics?

A really, REALLY stupid one.

I had learned to fly out at Amelia Reid Aviation in the 80's. I was on a solo cross country flight just outside Los Banos. I was flying a Citabria 7ECA. I had just taken my written test the day before. I had also just seen "Top Gun" the night before. I was in my early 20's, awash with testosterone and the certainty I was genetically predisposed to fly. In hindsight, it was a bad combination.

I knew my way home from Los Banos, so the navigation part of the cross country flight was basically over. In flying along at 4500' I had convinced myself I could aileron roll the airplane with no instruction (or parachute). After all, I had performed aerobatics with models for years. I dove to the entry speed of a roll, lifted the nose (not enough) and rolled to 90 degrees a few times to work up the nerve. Everything seemed like it was going well, so I went for it.

By the time I was about 180 degrees into the roll, I had relaxed on the ailerons out of surprise which slowed my roll rate (which was not impressive to begin with), and the nose fell below the horizon and the plane began to get noisy from the wind. I pushed forward on the stick, which stopped the already nose down attitude from turning it into a split-S, which pasted my charts to the windscreen. I retarded the throttle and continued the roll to upright with no forward view. The airspeed indicator was pegged 20 mph beyond VNE so I really don't know how fast I was going. I held the nose level and waited for the speed to bleed off. I then, very gently, began to climb back up to 4500' from the 2500' I had ended up at. My knees were shaking wildly all the way home. I even had trouble driving home after since my leg was still shaking on the clutch pedal. Mrs. Worthington's middle son was not the sharpest knife in the drawer that day. One flight hour after I received my license, I started an aerobatics course to learn how to do it right.

I heard it said once that "experience" is what you get when "common sense" fails you.

What other aspects of aviation are you interested in?

I love to build and work on planes too. I've built two planes so far and probably have 1-2 planes left in me when I can find the time. I think I might try my hand at designing the next one if I can't find something that really interests me. You have to really love the airplane to put the effort into finishing it.

Given that building full scale planes is time consuming to say the least, I do dabble in radio controlled planes and helicopters to satisfy the building itch.

What aircraft do you fly, and why?

I fly a Pitts S-1-11B that I finished building a year and a half ago (January, 2003 was the first flight) and a Christen Eagle II that I bought several years back. The Eagle is nice, comfortable and civilized. The Pitts is nice and comfortable too,

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I Went Over The Hill And Became An Airshow Pilot

Jacquie B



Dreams do come true if you never loose sight of your goal and work very, very hard. Now it's no secret anymore!

As a kid growing up, I never thought of becoming an airshow performer. It never even entered my mind. I was six weeks old when my parents took me to see my first airshow, at the Los Angeles County Airport. Our family revolved like a propeller around aviation. My father worked for and retired from Douglas Aircraft, which later became McDonnell Douglas. I was around airplanes of one sort or another my entire early life. My father was a pilot and one of his brothers was a pilot; so it shouldn't surprise anyone that I would one day become a pilot. But I never dreamed of becoming an airshow performer.

After I learned to fly in 1986, I immediately became interested in aerobatics when a friend of mine in Spokane took me for a ride in his Pitts S-2B. What a thrill that was, and I was hooked instantly! That was the kind of flying I wanted to do -- none of that straight-and-level stuff for me! But many years would pass before I would take my first formal aerobatic lesson.

Over the years I worked in or as close to aviation as I could in order to be around airplanes. I did know that just being around airplanes would get me rides in airplanes just for the asking most of the time. I flew every chance I got. And I would ride with others whenever the opportunity arose. Flying was flying; it didn't matter to me in what. For many years after getting my ticket, I only had a couple of opportunities to fly aerobatics. Once was in an AT-6 and another time was in a beautiful red Stearman. But my dream airplane still looked like a Pitts. I was patient.

After living a little over 20 years in the Pacific Northwest, I

decided to move to California – the sunny California I knew from childhood. I wanted to fly and I wanted to be able to fly all the time. It was finally time to fly aerobatics. But I still had no dream of flying air shows. I simply wanted to fly a Pitts.

In 1997, after lots of hours of dual instruction, I soloed a rented Pitts S-2B. It was July 24, 1997. I had longed for that day all my life! I flew for a couple of years just practicing my loops and rolls and hammerheads and spins and basic stuff I had been taught in a rented S-2B. And I still never thought about flying air shows.

I had been attending air shows throughout my life as often as I could, which was pretty often. I attended the Reno Air Races off and on, mostly on, for about 20 years. I wanted to be around aviation so I made myself available to it as often as I could. I never aspired to become an airline pilot. I was afraid that I would become bored with flying if I had to do it for a living. I was convinced it would not be fun flying like I wanted to do. So I never gave it any thought. Besides, I couldn't picture doing loops and rolls with a 727 full of screaming people!!

In the winter-spring of 1999-2000, I spent several months taking spin training with Ken Erickson at Sean Tucker's school in Salinas, California, and it was soon thereafter I discovered aerobatic competition. In April 2000, I bought a Pitts S-1T and soon got involved with competition. My life changed forever. I quickly discovered there was much more to learn about aerobatics and I couldn't get enough of it. I flew 8 contests my first year and loved most every minute of it. I continued to learn more and more, got better and better, and enjoyed it even more. There aren't many things in civilian fly-

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(Continued from page 5) - An Airshow Pilot

ing that require the level of discipline like competition aerobatics. I thought I was a disciplined person, but competition took this concept to a new level for me. Not only did I learn concentration and situational awareness skills, but also not so obvious things like presentation to the judges.

I had met Wayne Handley at air shows over the years, but was finally in a position to actually talk to him one day about some serious training when I discovered he lived so close to me. He agreed to start training me for competition. For the last 4 years, I have been training and flying with Wayne at his airport just south of Salinas, some weeks as many as 6 days in a row. He has taught me more than I ever thought there was to learn about flying a Pitts. He finally taught me to do some things a little outside of the competition aerobatic envelope. He started teaching me to tumble the airplane. I'm sure he thought it was the logical next step. Well, he was right, and it was the correct next step for me to take. I wasn't sure I would like that kind of flying, but the more I learned about flying my Pitts, the more I loved trying to make it do other unusual things. But I still hadn't given any thought to becoming an air show pilot.

If you spend enough time around Wayne Handley, and learn to fly the Pitts like it was meant to be flown, the idea of flying air shows just might occur to you. And it did. Then I thought about learning to fly low. That would take some time. And since I had no pressing timeline, I figured I would work through it one step at a time and see if it was for me. The more I flew and learned, the more I realized what a time commitment it would be if I wanted to be really good at this kind of flying. I needed to fly every day or as close to that as was possible in order to learn at the rate Wayne was willing to teach me. I was now just starting to think about flying air shows.

To fly at an air show you need an ACE card. This is the Airshow Competency Evaluation card that is issued by the FAA through the International Council of Airshows. Having these credentials allows you to be placed on the airshow waiver and fly in the airshow. Wayne is an ACE examiner, but since I was training with him he couldn't perform my evaluation. Early in 2003 I flew over to Half Moon Bay and Eddie Andrini watched me fly my air show sequence. Eddie signed me off with a 500-foot waiver. I was now an official air show pilot! Now I really was thinking about flying air shows.

Now the hard part. Flying is one thing, but to get paid as an air show pilot, I needed a commercial certificate. To qualify for the commercial certificate you need complex airplane time of which I had none. Who needs retractable landing gear and flaps? I can land a Pitts, doesn't that count? Apparently not. So now I'm at the local FBO taking dual instruction in a

Piper Arrow. After five missed check rides over a six week period due to bad weather, I finally passed my check ride and was now a commercial pilot. Don't ask me about VORs and ADFs – doesn't everyone have a GPS?

In 2003 I flew four air shows. Not big ones, but still official air shows. After a few more performances at Level III (500 ft.), I will qualify to take the ACE evaluation again and fly down to 250 feet. Going from a 500-foot waiver down to 250-foot waiver means that I will have 250 feet less margin



when I'm at the top of a loop, or some other maneuver. Now I am flying with a whole new perspective on things. I need to know a lot more about each figure I fly so I can finish the figure with enough altitude and airspeed to do the next one. I am slowly removing all margins for error. I now know just how much confidence I have in my abilities and my airplane, because that is where my strength comes from. The mistakes must be made high and practice must be exact in order to bring it down to 250 feet and still fly smoothly down low. I am now starting to think like an air show pilot.

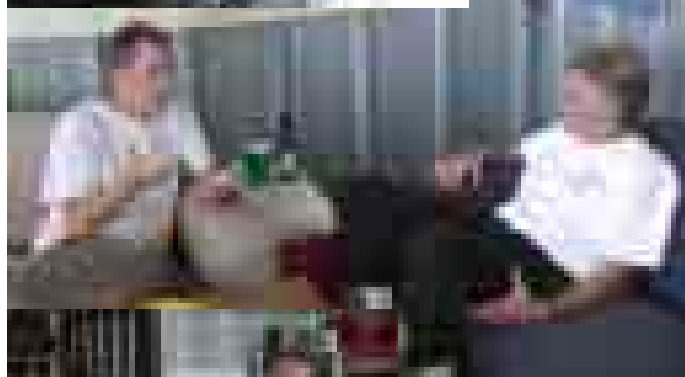
I am now in the middle of my first full season flying airshows, with a 250-foot waiver. I am still practicing every chance I get, many times each day, and have been on the road for a while now. My first shows were in the Salinas area in May and then my good fortune and good friends managed to get me a spot in the Watsonville EAA Fly-In and Airshow. The Friday evening show started with not one cloud in the sky and the rest of the weekend was perfect as well. Best weather Watsonville air show has seen in over 5 years! I'd like to think it was in honor of my first time at Watsonville. The show was great and I flew well.

My next show took me to Coeur d'Alene, Idaho, resort area of northern Idaho. It was as if I was going home to fly for my hometown as I learned to fly in Spokane/Coeur d'Alene back

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Post Paso BBQ/Potluck

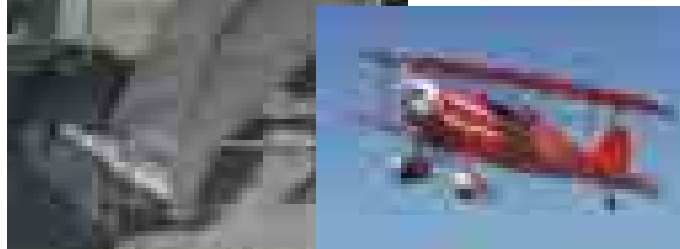
Peter Jensen



Thanks to Angie and Alex for hosting the Post Paso BBQ/Potluck again this year. The hangar row looked like a parking lot with a bunch of biplanes and the token monoplane (Tom's Steven's Akro).

NewJ Cleanup Crew

Peter Jensen



The NewJ box is seeing some action. A dedicated clean-up crew went out to sweep the runway and do some flying. Using a runway in the middle of no-mans land is actually pretty cool. The camp was set up at the end of the runway and provided for spectacular views of some "unusual" takeoffs. Special thanks to Dale, Kate, and Greg for bringing out food and supplies.

(Continued from page 3) - Heard It On The Ramp

That would be worth the price of admission right there. Also, Bill Cornick mentioned flying at a contest – possibly Inverted Primary, where he does the Primary sequence - inverted. Why not! I also heard a tale that Gerrit Vanderzeil was talking about coming back. I'm not holding my breath – but... developing....

How about a contest of Rocky Hill, Wayne Handley, Sean Tucker, Jim LeRoy, Bill Cornick, and even Roger Rourke, etc.... We can make them all fly Aerobats or Decaths and we can have them fly the Rourke Progressive Unknown. If you have never heard of the Rourke Progressive Unknown... It starts with figures in Primary, then adds Sportsperson figures, then Intermediate, Advanced and Unlimited. If memory serves, it's about 40 figures long and is flown as an unknown. We did it at the DLO FunFest once. I wish I had a copy – that would be something to revive!

DLO

Speaking of DLO... Is everyone getting ready for more Fun in the Sun at Delano? If you are planning to go – make your reservations as soon as possible. It's Sparrow Season, or is it Pigeon? Dove? ... Some little birdie-thing that probably isn't worth killing and eating – but anyway – that's what they do for fun in Delano. So, the hotels pack up quickly. You wouldn't want to get stuck at the Pioneer Truck Stop and Sleep.

New J

In preparation for DLO, practice days are continuing at the New J box. We've had two critique days out there and for those who are not interested in landing at New J – Tracy has become the alternate. While there is no news on regaining the use of our TCY box – we can still get quality critiquing. Get in touch with Ben Freelove for more information and to sign up. Many thanks go to Ben for continuing to put these events together!

T-SHIRTS

The Club T-shirts are here! Alert the Media! Stop the Presses! They're HERE! Order your WAY COOL CHAPTER 38 SHIRTS NOW!

Chapter Meetings

I wanted to ask if we thought it might be a good idea to move our meetings to Saturday afternoons instead of Sunday. We have heard from several members that Sunday Afternoons are "family time" and Saturday's are easier to get away. Also, traffic back to other areas of the Bay Area is much lighter on Saturdays. Perhaps we'll take a vote and see what the members think!?

We are planning a BIG Event for this month's Chapter Meeting. See the calendar section of the newsletter for more information. It's so exciting that I'm afraid to give it away here.

Reno

If you are interested in going to Reno and would like to help crew for me and Ruby Red Racing – let me know. We are also looking for sponsors – so, if you would like to sponsor us – let me know - soon.

We are also having a Biplane Simulation Race at the Santa Rosa Air Show, August 21&22. Six Biplanes will re-enact a race to get the crowds interested in the Reno Air Races. If you

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New J Runway Condition

Peter Jensen

The runway is definitely usable. It looked as if they actually ran a street sweeper up and down the length of the runway. We took a walk down the runway and got rid of some smaller stones. If you plan to land there, you'll probably be better off using the second half of the runway (assuming 30). At about midway down the runway there's a couple of smaller holes, that won't be terribly healthy to a small tailwheel. They are to the right of the centerline, so if you stay on the left side of the centerline you won't hit them. Here's a couple of pictures, so judge for yourself, and make your own decision.

Legal disclaimer: I'm not advocating to land or not to land there. That is entirely up to you. The above is my subjective observations, and are by no means meant to be a recommendation to land or not to land. You're pilot in command, and if you're unsure, I'll advice driving over and inspect for yourself :-)



Blow-up of hole from the left picture

(Continued from page 4) - Member Of The Month- Sean Worthington

but a beast. It has a power to weight ratio of 4.5 lbs/hp at competition weight. The Eagle is 6.75 lbs/hp with the same loadings.

After a year and a half of flying, it isn't scary anymore but it always gets my attention. The harder I push the Pitts, the more impressed I am with what it can do. It is much more air-plane than I am pilot.

Tell us something about yourself that most people don't know?

What don't people know about me? What have you heard? Have you seen the pictures on the net? Seriously, I wish I had a deep dark past, but I don't.

What other hobbies do you have besides flying?

I don't know if any of my other activities would be classified as a hobby. I'm pretty single minded on what I do for fun. I just wish I had more time for it.

I do have a lovely wife, Cindy and a son Bryce that I love spending time with. I'm hoping my 3 year old son enjoys flying as much as I do, but I promised my wife not to "script" him to aviation. However, he does love coming to the airport with daddy on the days I know I won't be flying.

What do you do for a living?

I'm the Vice President of Customer Success for a software startup in Mountain View, CA. Prior to my current role; I held the positions of VP of IT and Chief Information Officer at three other companies. So, I guess I'm an IT geek.

What is your favorite aircraft?

I'm really happy with the Pitts right now and it is a lot more airplane than I am pilot (but I'm working on that). After that, the Eagle has been very hard to beat as an all around fun airplane that I can share with a friend. If it gets me off the ground (and back again), I'm a fan.

What was your most memorable flight?

Probably, when I had an engine failure in the first plane I built (a BD-5B) at about 400' just after take off. I set the plane down next to highway 101 in a ditch. I wrecked the plane and banged myself up, breaking my back. I think I will remember this one the longest. But, that is a different story.

(Continued from page 8) - Heard It On The Ramp

aren't doing anything that weekend – it should be a good show. The Patriots Jet Team will be there as well as Sean DeRosier and Bill Cornick.

(Continued from page 6) - An Airshow Pilot

in 1985/1986. It was very familiar to me and a great comfort to see a runway I had made hundreds of touch and go's on so many years ago. My first flight instructor was there to watch me fly and his comment was – "I think I've created a monster"!! And my mother watched me fly all three days. And she had never seen me fly before – anything. It was nice to 'go home'.

The next stop was Janesville, Wisconsin, by way of Pierre, South Dakota and Marshalltown, Iowa. I expected to be weathered out a lot and need all of the two weeks I had to get there, but as it turned out, again, I was blessed with perfect weather. I was in Marshalltown the morning of my second day and had 6 days of 'vacation' there with my sister-in-law. In between all the sightseeing we were doing, I did practice a couple times each day. All I had to do was leave the airport and find a cornfield to fly over – any cornfield!! I was told the farmers enjoyed watching me practice while they were working in their fields! No noise complaints there!

On to Janesville, Wisconsin which was one hour from Marshalltown. The weather was threatening to be nasty, but again, I prevailed and the sun came out on Saturday and we had some really nice weather for flying. I flew well and so did the Thunderbirds. I'm actually starting to act like an air show pilot now. The Red Baron Squadron, including my best buddy Bill Stein, took me everywhere they went. They took great care of me and my little airplane for 5 days. At the end of the show, the director handed me a check and I am really starting to feel like an air show pilot now! It is very cool to get paid to do what I love – fly downsideup!

I've flown the airplane to Dayton, Ohio and it sits in a hangar awaiting my return. I have 3 weeks before that show and have decided to fly commercial home for a while. I think I have done something right (with Wayne's help) to be flying Dayton, Ohio my first year. It appears others now see me as an air show pilot too. And am I happy? Words cannot describe the thrill and excitement I have experienced in the last few months doing what I love to do. I've worked hard and it is starting to pay off. But the real payoff is the people I'm meeting. Everyone is a friend of Wayne's or knows someone who I have met and they are instantly friends. There are some wonderful people in the airplane world and I'm getting to meet many of them. And many of them will teach me things about flying too. A bonus! I think I'm an air show pilot now. I will practice and practice and fly as many shows as I can and someday I'll be a really good pilot like those who are now bringing me along on their wings. LIFE IS GOOD!

Jacquie Warda

See you at the airport! Let's get ready for DLO!

*Marilyn Dash
Chixfly2
Ruby Red Racing*

Pitts S-2C Available For Rent @ Attitude Aviation



Attitude Aviation has recently added an S-2C to their fleet of quality airplanes. It's available for rent (\$199/hour - wet).

I found the following acro related description on:

<http://www.frankenthaler.de/acro/pittsteam/s2c.html>

The Pitts S-2B has been and still is a wonderful airplane. Aviat Aircraft, Inc. has produced the S-2B faithfully since the early 1980's. As the sport of aerobatics advanced the S-2B didn't.

Stu Horn confident that the Pitts could be brought up to the demands of today's aerobatics, combined Curtis Pitts and his team at Aviat Aircraft, Inc. to produce the new Pitts S-2C. Don't let the seemingly subtle changes fool you, this is a new breed of Pitts Specials.

New wings, inside and out, sporting balanced ailerons that have no spades, but more importantly, "constant speed ailerons", meaning that the rate of roll in the S-2C is essentially as fast at 100 mph as it is at 200 mph. Maximum stick force pressure at full aileron deflection is a mere 15 pounds. Stick centering is world class, and hammering out precision point rolls at any speed is a piece of cake.

Oh yeah, I almost forgot, the rate of roll is 300+ degrees per second.

New vertical and horizontal tails that are aerodynamically counter-balanced, no more boost tabs on the elevators, this makes the airplane truly symmetrical. "What do you mean", you say? The S-2B requires a lot more forward stick pressure in outside maneuvers than aft stick pressures in positive maneuvers. In the S-2C the elevator stick pressures are only 15 pounds at 4 g's both directions. Therefore outside maneuvers are a snap in the S-2C. Speaking of snaps, the S-2C snap rolls

as crisp outside as it does inside snaps, thanks to the new tail. What we're talking about is a "squared stick", an airplane that's willing to go any direction you desire, without kicking or screaming.

The rudder pedal forces are also lighter and well harmonized with the stick forces, making the new S-2C a true extension of one's self.

Spins in the S-2C are awesome, mild or wild, you decide. Hammerheads are a absolute joy in the S-2C. The pivot is definitely a "10", the problem of torquing off the top in a S-2B is gone. Keep the rudder in and you'll get a double hammerhead. This isn't your daddy's Pitts Special.

The S-2C takes a lot of the work out of Rollers, and no longer require hard pushes because of the new balanced elevators. Roll rate control is easy due to the new ailerons, and keeping the nose coming around when transitioning from one roll to the next is no problem with the lighter rudder forces.

Vertical performance is fantastic, hang time at the top is great with the "Claw" aerobatic propeller, by Hartzell. Vertical 4 point, 8 point, multiple vertical rolls, vertical snap rolls, multiple vertical snaps, both inside and outside, are all possible. Better vertical performance meaning better climb performance as well. The Pitts S-2C climbs 2900 fpm. This increase is mostly due to the increased wing area, drag reduction, and the "Claw" aerobatic propeller, by Hartzell.

Tumbles, and gyroscopic type maneuvers are sensational, you won't find a better tumbling airplane at any price.

On the milder side of life the S-2C is aerodynamically cleaner, improved wing tip shape, straighten fuselage belly, improved engine cowling, and new sloped windshield, improves cruise speed over the S-2B by approximately 10 to 15 mph.

The trim tab is now only on the right elevator and acts purely as a trim tab, not a boost / trim tab. This makes the elevator more effective during maneuvering. Trim the S-2C for level flight, roll inverted and you'll be surprised that the forward stick pressure required for inverted flight is minimal, totally unlike the S-2B which requires healthy forward stick pressure to maintain proper nose position.

There's no more need to worry half way through your flight about landings, the Pitts S-2C and the runway now meet on friendly terms, The S-2C with it's added wing area, improved wing tips, new tail surfaces, new landing gear, new windshield, and flat fuselage belly, crosses the numbers slower, "locks in the groove" while in ground effect, and touches down slower than the S-2B, roll outs are straight and require only normal tail wheel proficiency.

Beaver State Regional Aerobatic Contest August 26-28, 2004 Pendleton Airport, Oregon

Sponsor - IAC Chapter 77

Contest Categories

Power Primary ("Basic"), Sportsman, Intermediate, Advanced, Unlimited

Entry Fees

Primary: \$50.00 Sportsman thru Unlimited: \$85.00

Free Programs

Intermediate thru Unlimited:

1 copy each IAC Forms A, B, & C

Optional Sportsman Free:

1 copy each IAC Forms A, B, & C

Schedule

Thursday Aug 26:

Arrival / Registration / Tech Inspection / Practice
Dusk: World Famous Tower Barbeque

Friday Aug 27:

7:30 AM Mandatory Briefing, Contest Flights
Dinner on your own

Saturday Aug 28:

7:30 AM Mandatory Briefing, Contest Flights
6:30 PM Awards Banquet & Ugly Shirt Contest*,
Red Lion
* Ugly Shirts must have a collar!

Sunday Aug 29:

Rain / Dust day, pack trophies and head home

Airport Info

Located Northeastern Oregon, South tab of Seattle sectional.

Elevation: 1497 feet MSL

Airline Service: Alaska/Horizon Airlines

Or approx. 3 1/2 hr. drive from Portland (PDX) or Spokane (GEG)

Rental Cars: Hertz 541.276.3183, Budget 541.276.4243

Pendleton Airport is tower controlled; Tower Freq. 119.7,
Ground 121.9, ASOS 134.375

Fuel and Hangar space available on field.

Restaurant on field (in terminal building).

Contest Director

Greg Howard , 503.626.8152

Happiness Is Delano September 3-6, 2004, Delano Airport, California

Sponsor - IAC Chapter 26

Contest Categories

Primary - Unlimited power and Glider categories will be flown.

Delano Area Hotels

Shilo Inn (Pool Party) (661) 725-7551

Pioneer (airport walking distance) (661) 725-7488

Comfort Inn (661) 725-1022

Car Rental

Enterprise has a rental facility in Delano (of anyone feels like they want a car) - Rides never seem to be a problem back and forth.

706 11TH AVENUE
DELANO, CA 93216-1394
(661) 721-0700

Schedule

Practice and registration will be Friday, September 3

Contest Director

Steve Shaw at rocket_93021@yahoo.com

True Love ????



From Post Paso Party - It Was Exciting!!



(Continued from page 1) -Prez' Post

ter 38. We had a terrific Post-Paso-Party last month, kindly hosted by Angie and Alex, with a great turnout of around 20 or so Chapter members. Mike Davis, Alex, and I christened the Party with an enclon overhead arrival that would have made the Blue Angles proud and then Mike and I chased each other around the pattern with a few low passes for good measure. We also got to experience the skateboarding prowess of Rich Perkins, me, and a few others. Given what we saw, skateboarding is clearly far more dangerous than aerobatics. All-in-all, the party was a ton of fun and a great way to once again celebrate our highly successful Paso Robles contest.

Looking forward, we have a number of great events coming up that you should all be aware of. We'll have our next Chapter meeting on Sunday August 8th where we'll plan to catch up on Chapter details as well as watch an aerobatic video, socialize, and eat some tasty pizza. I hope to see all of you there. The Delano contest is also coming up in early September so we'll be holding critiquing sessions out at New J a few times over the coming month. Be sure to come on out and spend some time honing your skills or just watching fellow chapter members hone theirs. We also cleaned up the New J airport last week (thanks Ben and team) and will plan to get out and do some painting once the weather cools down a bit so we have an even better marked box.

Speaking of "the box", the Oakland FSDO has offered to meet out at the Tracy Airport next week to talk through alternatives for us to get the box back. It's unclear how much flexibility we'll end up having, but this is a step in the right direction finally.

Lastly, on the personal front, I've just put a down payment on a Laser 230 which I should have sometime in the next few weeks. It's in the Boston area so I'm working out how to get it back here. The plane only has ~250 hours on it and has been really well taken care of. The guy I'm buying it from was President of Chapter 35 in New England and he informed me that the Laser will be much more "Presidential" than my current Pitts. I'm not sure that's entirely true since biplanes are pretty darn cool and seem to be plenty good for Jim LeRoy and Sean Tucker but I figured I'd try a mono-plane for a while to see how I like it. In the mean time, I still have my Pitts too so I'll get the best of both worlds for a while.

Well, that's about it for now... I hope to see you all at our Chapter meeting next Sunday...

Blue skies,

Darren

Contest Results

Peter Jensen

This past month Todd and Melissa had decided to move their quest for dominance of the Intermediate category to the plains of Oklahoma. Besides Todd, Norm and Vicki also represented chapter 38 in fine form (even though they registered as belonging to other chapters). They are also 38 members, so congratulations to all. It must've been one long a.. flight :-)

-Peter

2004 Okie Dust Devil July 9-10, 2004

*Weatherford, Oklahoma
Contest Director: Ken Reid*

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Andres Katz	24	345.830	342.670		688.500	76.50%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 A.J. Hefel		1028.480	1049.860	1094.310	3172.650	83.93%
2 Bill Denton	24	1044.310	1068.420	1048.560	3161.290	83.63%
3 D. R. Bales	24	990.690	1043.710	1040.920	3075.320	81.36%
4 Toby Smith		994.980	985.810	1069.390	3050.180	80.69%
5 Dick Smart	59	957.910	1019.590	1022.070	2999.570	79.35%
6 Rod Hoctor		902.690	943.190	956.480	2802.360	74.14%
7 John Watkins		831.090	996.040	938.280	2765.410	73.16%
8 C. Joe Beck		999.780	1039.700	0.000	2039.480	53.95%
9 Chad Barteo	24	0.000	995.570	1022.840	2018.410	53.40%
10 Mark Berrong	59	0.000	908.210	891.270	1799.480	47.61%
11 Andres Katz	24	701.840	597.760	493.860	1793.460	47.45%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Melissa Adrzejewski	69	1625.180	1715.480	1169.500	4510.160	84.78%
2 Todd Whitmer	38	1581.980	1637.140	1191.240	4410.360	80.11%
3 Clay Smith	24	1588.150	1621.480	1118.080	4327.710	81.35%
4 John Harlan	107	1551.990	1620.320	1126.840	4299.150	80.81%
5 Paul Reader	12	1522.790	1594.580	1067.870	4185.240	78.67%
6 D.J. Molny	12	1524.420	1557.260	1087.430	4169.110	78.37%
7 Scott Poelmann	107	1568.020	1444.860	1069.630	4082.510	76.74%
8 Louis Judy	24	1214.320	1621.730	1131.040	3967.090	74.57%
9 Tom Claps		1314.640	1571.280	1038.880	3924.800	73.77%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Bob Freeman	12	1960.910	2646.800	2184.740	6792.450	82.23%
2 Don Peterson		1902.650	2622.860	2091.190	6616.700	80.11%
3 Jeff Boerboon	69	1745.740	2568.100	2094.750	6408.590	77.59%
4 Klayton Kirkland	25	1876.300	2434.230	2044.190	6354.720	76.93%
5 Steve Johnson	61	1824.820	2446.020	2073.520	6344.360	76.81%
6 Robbie Gibbs	69	1844.670	2553.030	1898.050	6295.750	76.22%
7 Julia Wood	24	1868.980	2314.390	2071.780	6255.150	75.73%
8 Mike Forney	12	1854.230	2534.450	1852.280	6240.960	75.56%
9 Tom Adams	23	1693.280	2545.980	1845.970	6085.230	73.67%
10 Jack Allenberg	24	1728.040	2036.350	1662.380	5426.770	65.70%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dan Clark	25	2520.970	3916.180	2920.070	9357.220	81.16%
2 Debby Rihn-Harvey	25	2487.690	3822.090	2709.950	9019.730	78.23%
3 Norm DeWitt	80	2390.230	3727.180	2334.500	8451.910	73.30%
4 Janet Filzke	25	2024.330	3650.540	2536.230	8211.100	71.22%
5 Vicki Cruse	49	2352.460	3287.740	1855.460	7495.660	65.01%

Classified Ads



THE SILVER GROUP
Darrin Silver - Realtor®

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Email: DSilver@kw.com
www.SilverTriValley.com

KELLER WILLIAMS



Calendar of Events

- August 8 Chapter Meeting
Aerobatic Movies
- 27-28 **Beaver State - Pendleton, OR**
grhoward@aeromt.com
- Sept. 3-6 **Happiness is Delano - Delano, CA**
rocket_93021@yahoo.com
- 19 Chapter Meeting
Warbird Hangar Tour
- 26-1 **2004 Nationals - Denison, TX**
David@tacticaltanks.com
- October 10 Chapter Meeting - 4pm
Flying the U2 - Rich Perkins
- 15-16 **Borrego Acrofest - Borrego, CA**
rstonehouse@greenhart.com
- November 4-7 **Tequila Cup - Tucson, AZ**
m.hollandSAAC@worldnett.att.com
- 14 Chapter Meeting - 4pm
Elections/Formation Flying
Rich Perkins & Harry Hirshman
- December ?? X-mas Party

*) For New J Training Days contact Ben Freelove at:
ben@benfreelove.com

Classified Ads

Pitts S1S For Sale



1973 Pitts S1S - Factory Built
530 TTAFE
Hooker Harness
Aviation Products tailwheel
King KY97A Comm
Homsley Smoke System
Sight guage
Paint and fabric are in excellent condition
Both mags overhauled in past year
Engine compression all in mid-70s
Current annual as of 3/04
Asking \$35,000 OBO

Call Darren at 650-245-2405
or email at darren_pleasance@mckinsey.com

Show Your Chapter 38 Pride - Buy Logo Wear

- Chapter Patch \$12 Each
- Chapter 38 T-Shirts \$20 Each M L XL
- Chapter 38 Sweatshirts \$35 Each M L XL
- Chapter Mouse Mat \$12 Each
- FAI Printed Catalog \$10 Donation

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
Total	_____

Make Check Payable to:
**Northern California
Aerobatic Club**

Mail to:
**Stephane Nguyen,
IAC38 Treasurer
3655 Pruneridge Avenue
Apt #86
Santa Clara, CA 95051**

IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "International Aerobatic Club Chapter 38", to:

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 **Newsletter:** E-mail (Adobe PDF) Postal Mail

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____ **N #:** _____

Referred By: _____

Dues: Single Membership (\$25/year) Family Membership (\$30/year)

Stephane Nguyen, IAC38 Treasurer - 3655 Pruneridge Avenue - Apt #86 - Santa Clara, CA 95051



Peter Jensen
Editor, IAC 38
310 Ellmar Oaks Loop
San Jose, CA 95136



Chapter Meeting:
Sunday August 8th, 2004, 4pm
Attitude Aviation - Livermore Airport
Aerobatic Videos