



THE ACRONAUT

Volume 4 - Number 12

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tests as well as the National Championships. We have a whole new guard, too, who have become active in the chapter and are stepping up to the plate as officers and directors. It will be lots of fun to see where they will lead us. I hope that all of you, as members, will participate in, or perhaps volunteer to lead, the activities that they propose in the

Is everybody going to the Holiday Party? Santa's watching and, besides, it's not nice to snub the parachute packer.

As the year comes to a close, I think we've done quite well. Peter has stepped forward as newsletter editor and is consistently producing the best newsletters I've seen from any IAC chapter. Dick did an outstanding job as Contest Director organizing the Paso Robles contest – and in a very difficult economy. We were able to keep both of our aerobatic practice areas, something that caused me a fair amount of stress as I went through the box renewal process. We sponsored a FAA Safety Seminar. Our chapter has been very well represented at all the West Coast con-

next year.

As the outgoing president, this is my final President's Post. Starting Jan 1, 2004 I get to join the ranks of the 'leisure class' as Darren takes the helm. I give a great big Thank You to all who pitched in along the way to keep the chapter fun. See you at Allen's house for the party and on the ramp at Tracy.

-Angie

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Holiday Party



Location: Allen's house
26514 Flamingo Ave,
Hayward, CA

When: Saturday,
December 13, 6:00pm

Phone: 510-816-7575 (Cell)
510-783-2644 (Home)

You should've gotten an e-invite in your mailbox.

Editor's Column

Peter Jensen



Just because flying is probably not the most time consuming activity these days, doesn't mean there's nothing to write about.

Marilynn is featuring her new concept for a 'Member of The Month' profile. Our 2004 president - Darren Pleasance - was her first victim. This is an excellent way of getting to know people.

Graham talks about his jet flying

experiences. Find out why you shouldn't place a PDA on the passenger seat when doing negative G's.

Marilynn Holland from Chapter 62 in Tucson is kind enough to mail me their newsletter. I've echoed some of her concerns about lack of judges.

Happy Holidays!

-Peter

Pilots Currently on the Waivers

As of 11/30/2003 the following pilots are authorized to activate and fly in the boxes at TCY and NewJ. If you're not on the list, and you wish to practice in one of the boxes, please contact one of the designated briefers listed.

Pilots on the TCY Waiver (11/30/2003)

Angela Niles	Alexander Drobshoff
Dale Roberts	Norm Dewitt
Pete Eslick	Vicki Cruse
Benjamin Freelove	Dick Rihn
Ralph Briggs Wood	Peter Jensen
Greg Pettit	Cecilia Aragon
Dave Walkup	Allyson Parker-Lauck
Kurt Haukohl	Sean Worthington
Doug Burr	Michael Gilmore
William Halverson	Anthony James
Stephane Nguyen	

Pilots on the New J Waiver (11/30/2003)

Angela Niles	Alexander Drobshoff
Sean D. Tucker	Randy Howell
Volodymyr Chetverous	John Posson
Cecilia Aragon	Douglas Burr
Michael Gilmore	William Halverson
Sean Worthington	

Designated Briefers

Angela Niles
Dick Rihn
Cecilia Aragon
Dave Walkup

Flying High

Darrin Silver



Heard it on the Ramp

Marilyn Dash



The Centennial of Flight...

Did you know that December 17th is the Anniversary of the Wright Brother's first flight in Kitty Hawk, NC?! Did you know it is the 100th Anniversary!? As very few of you probably know, I am a

student of Early Aviation. I am just in awe of the courage it took for all of them to fly. Imagine not knowing that this was possible – and trying it anyway!

These pioneers are heroes - from Orville and Wilbur to my two personal favorites Glenn Curtiss and Lincoln Beachey (the father of Aerobatics – and you thought it was Bill Cornick! HA HA!). Do you know about Eugene Ely – the first person to land and take off of a ship (the father of Naval Aviation) and how about Therese Peltier, the first woman to fly solo in an airplane or do you know that Harriet Quimby was the first woman to earn her pilots license! For more information about these and other historic greats, please go to <http://www.flight100.org/index.cfm>.

Airplane Events in San Carlos

Many Celebrations will be happening around the world for this special anniversary. The Hiller Aviation Museum is having two events. The first is our Parade of Planes which will be held 12/13/03 in the early morning. We will have over 10 airplanes TAXI down the streets of San Carlos to celebrate this incredible event. After the parade, the key note speaker is a local kid named Rex Walheim. Oh yeah, that would be Lieutenant Colonel Rex J. Walheim, USAF, NASA ASTRONAUT and graduate of San Carlos High School. It might be worth going just to meet another Astronaut! <http://www.jsc.nasa.gov/Bios/htmlbios/walheim.html>

I believe this event will do quite a bit to help San Carlos Airport develop a good rapport with the noise freaks, I mean locals. Plus, it will be a GREAT time! How do I know this?! Because Willie Turner and I are working on this together and every time we work on an event together – it's a BLAST! Don't believe me – show up on the 13th and see! If you want to join in on the fun – let me know. We need more airplanes for the parade, some fly-over activity and a few more wing walkers.

The other event at Hiller is a combo Holiday Party – Centennial Celebration on the BIG DAY 12/17 at the Museum. Tickets are \$20 if you aren't a member of the San Carlos Pilots

Association. Please check out www.sancarlospilots.org for more information about this event.

Speaking of events, we are having our own little Holiday Party this month! Allen "Spam Man" Silver will be our host for the evening. Everyone must be nice to Allen – not just because he is short – but because he packs so many of our Chutes! Shoot, I should probably be nicer to Allen. (Cute little play on words, don't you think!)

New Feature

I know most of you immediately read my column in the newsletter and save the rest for another day – but, you may want to also read our NEW FEATURE. We are targeting one member each month for a little exposé. This month, I was able to interview our new President, Darren Pleasance. I keep hearing the song, "Getting to know you, getting to know all about you..." Darren has had some VERY interesting experiences and I believe you will be "Pleasancefully" surprised to read about him. (Another cute play on words – don't you think!?)

Contests

This weekend is the BIG Casa Grande Contest in AZ. This is the final contest of the year and is held in beautiful, warm, dry Tucson. I hope to hear that some of our members will be making the trip and bringing home wood!

One more plug for the Chapter 38 Board of Directors... we need a Treasurer. Bradley Oliver has decided to hang up his calculator – he has really paid his dues (Gosh, I'm killing myself today!) and we really need someone who can balance a checkbook to step forward and take the job! Think of the perks.... If I can think of any perks, I'll let you know, besides the unending gratitude of all of us.

Another plug for the Contest Directorship of the Paso Robles Contest! We have someone in mind that would be ideal for this position and we are waiting for her to respond favorably. Please remember to say hello to her and her husband, Terry at the Holiday Party! She is a real Princess! (giggle)

New Logo

The **New Logo** is almost here! After a year of deliberation and confusion, we have finally selected a new logo. It's really cute and features our Golden Gate Bridge and a monoplane - no biplane, but cute anyway.

(Continued on page 6)

Member Of The Month - Darren Pleasance

Marilyn Dash



When did you become a pilot and why?

I started off flying model airplanes when I was around 12 years old and used to love watching the real airplanes flying overhead. I was in Boy Scouts at the time and my Scout Leader was a Flight Instructor. He offered to take me flying one day which really got me hooked. I started

riding my bike out to the Livermore Airport in high school and watching airplanes take off and land. One day, a guy asked me if I wanted to go for a ride in his Champ. He called my parents to get permission and then took me for an amazing flight around the Livermore valley. From that day on, I spent almost every day at the airport, met dozens of people who were willing to trade an airplane wash for a ride. Even the guys at Continental Aviation (at LVK) were friendly and would take me for rides in the Learjets while they were giving type ratings. One of the instructors there took a liking to me and took me in the back seat for almost every one of his lessons. He introduced me to a guy with a Cessna 150 for \$17/hour dry and after a few hours of instruction, soloed me on my 16th birthday. Over the next year, I continued to fly as a student and met more great people including Bob Oliver (of the Tahoe Aces Aerobatic team), who was willing to give me free flight lessons towards my Private license if I was serious about learning - I was! I earned my private license on my seventeenth birthday back in 1982

What was your first experience with aerobatics?

One of the guys I met early on in my days at Livermore Airport was Dave Duganne, who had a really nice Decathlon. He saw me riding my bike around the airport one day and offered to take me for a ride. We did some loops and rolls and, once again, I was hooked on this new dimension of flying. Pretty soon, all of my friends at the airport were aerobatic guys (and Gals) with their Pitts and Eagles and Decathlons so I spent most of my early years flying with them learning the ropes.

Do you compete?

I do compete and was most recently competing in the Intermediate category. The challenge I've got is that the crankshaft on my Pitts has the lightening holes in it and I have the heavy, aluminum prop so I'm reluctant to snap it too much. As such, I haven't been competing as much as I'd like. My plan is to upgrade airplanes here shortly, which will allow me to do the snaps with less concern about the engine.

If so, why and what got you into competition?

I didn't get into competition until just a few years ago. I was teaching aerobatics at Mike Goulian's school in Massachusetts and he talked me into competing in one of his Decathlons. I decided to try it and found that it was really fun and that the people were terrific. When I moved back to California and bought my own Pitts, I joined Chapter 38 and continued competing - initially flying Sportsman at Paso Robles in 1999.

What is your most memorable contest experience?

My first contest is probably the most memorable. I had never practiced in a box before, and, in fact, I had to sign up with the IAC the day I arrived so I could legally enter the contest. I took off, climbed up to 3500 feet and, when they called me into the box, I remember looking down and saying to myself, "you've got to be kidding, you want me to fly in that tiny postage stamp of a box!". Everything went well though except I got a "4" or something atrociously low on my 180 degree turn. It wasn't until I talked to people on the ground that I found out they wanted a bank angle greater than 60 degrees. My nice 30 degree bank to reposition myself in the box didn't cut it. My loop was round so overall I felt like the contest had been a great success and I planned to come back and fly better next time.

What is your favorite part of a contest?

Of course, I like it when I get to fly and the adrenaline gets going. Besides that, I like a bunch of things at a contest. Strangely enough, I really enjoy boundary judging. You get a great view of the airplanes and get to see where everyone's making the mistakes. Of course, I also enjoy seeing all the amazing flying machines that show up at these events. There's some very cool stuff out there...

Where do you see yourself going in the sport?

I'd like to continue working my way up in the categories. Time has been my biggest hurdle over the past few years and I haven't had much time to practice. Hopefully, I'll get myself a plane that's better configured for at least Advanced and then I can park in Intermediate and eventually advanced for the foreseeable future.

What other aspects of aviation are you interested in?

I used to be a corporate pilot and really enjoyed flying private jets. I'd like to go back and do that again some day. I also used to be a bush pilot in Alaska which involved landing on glaciers and sandbars. It was truly the most amazing and exciting flying I've ever done. Someday I plan to go back up there and do that again, too.

(Continued on page 9)

Flying Jets

Graham Bird



Peter has been pressing me for some time to write about my experiences with jet aerobatics. Given the experience in the Chapter in this military, that is a daunting task indeed! So daunting that I have done nothing for many months! So this will be a different slant on flying jets.....

Jet Appeal

Jets have always held that magic appeal for me. I grew up in the era of the Black Arrows – The Royal Air Force aerobatic team before the Reds. They flew big, impressive, noisy formations that left a lasting impression on a young kid. They flew the Hawker Hunter – still my dream aeroplane and one that I shall fly eventually! In those days the RAF aerobatic team was drawn from an active duty squadron – 111 ‘treble one’ and hence they had access to more than aircraft than a team normally would. They used this to good advantage and still hold many of the formation records – for example looping a formation of twentytwo aircraft! Search the web for the pictures – an interesting era!

So I got the jet bug early, reinforced by growing up in the midst of the RAF’s bases in Yorkshire where regular air



Jet Provost Mk3

shows ensured that the disease remained firmly in control. The RAF decided that I wasn’t to play with their toys, as they did with many of my friends. The smarter amongst them (yes, I do have some smart friends) went of and flew with the Royal Navy, but not me. The RAF at that stage had taken a big step and did all training ab initio onwards, in jets. The Jet Provost was the machine of choice, a two seat side-by-side development of an earlier piston machine. That is what I got to do my conversion training in, the Mk3 model, graduating to the more powerful, pressurized Mk5a later. (See pictures).

How Does A Syndicate Work?

With jets, sorties tend to be short and so a large syndicate – we have twenty members – can work very easily. And it is the only way to make jets affordable. But affordable they are, I do my jet flying for less than the cost of a regular twin. Fuel is the big cost, each of the JPs burns about 500 litres per hour. And even though we get cheap fuel (25 pence per litre) that still adds up quickly. But with running costs, hangar and maintenance shared between the group, it really is the only big number. We don’t pay an hourly fee, so the cost is limited by how much fuel you can afford.

PDA Departure

We do have odd little ‘extra’ costs: For our formation school, one of the instructors turns out to be the highest time Tornado pilot in the RAF. During that pre start checks, he pressed the fire button instead of the test button ‘Whoops, I don’t think I should have done that.....’. The replacement cost a mere two thousand pounds – but again spread between all the members (yes, we DO share costs on that, to avoid the problem of someone doing exactly what Tornado man did and then keeping quiet about it) it really isn’t too much. A relatively cheap way to have years of fun at the poor sod’s expense. Same for the rest of the syndicate members, we usually fly with the right seat occupied (for emergency drills etc) and so each slight misdemeanor can be used for years. Like Dan, who



Gnat

(Continued on page 7)

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

Judges' School

We are having Judges' School again in 2004. Probably the first weekend in March – just like last year. This year we will be holding two classes – the Intro class (2-days) and the Judging Criteria class. This class has never been held by our Chapter and is targeted -- not so much for the Judge – but for the Pilot (that's US!) . The class is supposed to teach us how to fly the maneuvers to obtain higher scores! And, who doesn't want higher scores!?

I just got word that Alan Geringer will teach our Judging Criteria class. He is a World Judge and is probably the best choice to tell us what the Judges want the figures to look like. The classes will both be held the weekend of March 6-7, 2004 in San Carlos (probably). I'll keep you posted regarding the final dates, times, locations and how to sign up.

Knowns?

The Approved Knowns for 2004 are out – only for three categories, Primary, Advanced and Unlimited. The Sportsperson and Intermediate Sequences are not yet available. All we have are the Proposed! Why? Heck if I know. I can assume that Brian Howard is having to re-do some aspects of the Knowns. We (Peter) will post them as soon as they are finalized.

Ken - We Wish You Well

As many of you know by now, Ken Erickson of the Sean D. Tucker School of Aerobatic Flight, AKA Captain Ballast, was involved in an accident last month. He is recovering from his injuries at home. I have taken the liberty of sending him a card and a small gift from Chapter 38. If you would like to send him a personal note, let me know and I'll provide you with his address. Ken has been a key figure in my flying and I am enormously fond of him – as many of you are. Say a quick prayer (or whatever is your spiritual equivalent) for him when you get a chance.

One more thing, before I shut up... yeah, right, like that would ever happen. I have heard from many people what a great job Peter is doing on our Newsletter. Again, we would love to have all of you to write an article – but, in the meantime, Peter has really taken this activity and added his personal flair. Next time you see him – mention what a great job he is doing!

Thank you, Peter!

Hope to see all of you at the Parade and the Holiday Party!

*Marilyn Dash
Ruby Red Racing
Chixfly2*

New Logo



**Northern California
Aerobatic Club**

CHAPTER 38

This is our new Logo—pending some possible minor changes. Marilyn has located a place where we can have some shirts made. I'll look forward to wearing one!

WANTED: 2004 IAC38 Treasurer

Is there anyone out there with basic check book discipline that would like to contribute to the club by taking on this role for 2004? The role is essentially responsible for keeping track of which members have paid their dues, for disbursing money as needed for Chapter events (e.g., Paso Robles contest), for keeping the Chapter check book balanced, and for providing updates to the Board at the monthly Board Meetings.

WANTED: 2004 Paso CD

Anyone up for this task? Preferably someone with some background knowledge about what it takes to run a contest. If interested, please contact any of the Board members.

IAC38 Board Of Directors Meeting Minutes

November 9th 2003 at Attitude Aviation
Alex Drobshoff

Attendees

Alex Drobshoff	Darren Pleasance
Angie Niles	Dick Rihn
Ben Freelove	Marilyn Dash
Cecilia Aragon	Rich Perkins

Elections

The following are the results of the election for 2004 Officers:

Darren Pleasance	President
Ben Freelove	Vice President, Chapter Coach
Brad Oliver?	Treasurer
Greg Pettit	Secretary

The following are the election results for Board of Directors:

Cecilia Aragon	Director
Peter Jensen	Director
Gordon Sorensen	Director
Alex Drobshoff	Director

Directors with one year remaining:

Marilyn Dash and Rich Perkins

New Director Emeritus

It was decided by a unanimous decision of the board members present that Tom Myers shall be nominated Chapter 38 Director Emeritus.

Chapter Logo

There were no votes returned by the membership for the new chapter logo so the board decided upon a logo. I took the liberty of altering it a bit to match the popular feedback. Perhaps we should include what ever the IAC decides to call itself so it won't look like there are 38 chapters in Northern California. It is going back to the artist for final touches.

We would like to get some embroidered polo shirts with the logo to offer for sale at the Holiday party. We are looking for a vendor to make the shirts.

Contest Director for Paso 2004?

We need to find someone willing to be next year's C.D. for the Paso Robles contest. We should check the Paso Chamber of Commerce web site before choosing a weekend.

Ideas for events and meeting topics for 2004

- Have the chapter design a submission for a known sequence
- Flying the maneuvers with Dr. Dick Rihn
- What to expect at your first contest
- Allan Silver parachute talk
- Hyperbaric chamber visit

Other Discussion

- Young Eagles needs a lot more support.
- Contra Costa County has a Supervisor that wants to close Concord Buchanan field so we need to start a letter writing campaign.

*Respectfully submitted,
Alex Drobshoff
Secretary IAC 38*

(Continued from page 5) - Flying Jets

puts his PDA and camera on the co-pilot's seat, does all the pre-flights and goes of flying alone. Does some acro, a little negative G and sees a hole appear in the canopy where his PDA and camera exited the aircraft.

Flying the Gnat

Because there are many jets – and it's a very small community – are based at our airport (we have a Hunter, Gnats (4), Venom, L29, L39 and 6 Provosts) the opportunity to fly other jets comes up too. I flew the Gnat earlier this year – boy is that good fun. It was planned to be a supersonic trip, but the O2 system was inop. So no high level stuff, but what we did was the greatest fun I've had in an aircraft. Rich P tells me that going supersonic is no big deal. Have you ever noticed that the folks who tell you such things are the ones who have already done it?

I'd love to get a similar syndicate started up here. If you have any interest in being involved, let me know!

Finally, if you are ever in the UK (N London) and want a ride that can be arranged for the cost of gas. Brett Davenport, if you are reading this, you owe me big time. Perhaps Brett will now be under pressure to write an article.....

-Graham

IAC38 2004 Board Of Directors

Officers

President



Darren Pleasance

Vice President



Ben Freelove

Treasurer

Your
Mug
Here

Need a Volunteer!

Secretary



Greg Pettit

Directors



Cecilia Aragon



Rich Perkins



Sean Worthington



Marilyn Dash



Gordon Sorensen



Peter Jensen

IAC38 Judges

Need to have a Freestyle checked and signed off? You can contact one of the Chapter Judges listed here. Chapter 38 will host a Judging School in the March 2004 timeframe. More details will follow when the plans are finalized.

National

Norm DeWitt
Tom Myers
Dick Rihn
Dennis Yugo

Regional

Cecilia Aragon
Vicki Cruse
Peter Jensen
Angie Niles
Bill Stein

(Continued from page 4) - Member Of The Month - Darren Pleasance

What aircraft do you fly, and why?

I own a 1973 factory-built Pitts S1-S. For the money, it's the most amazing plane out there. It's capable of virtually everything you'd ever want to do and it's the most well balanced plane I've ever flown. For about \$20 on a given day, I can race around the sky for nearly an hour going any which way I want. The annuals have also been very inexpensive (so far :-)) and I can share a hangar with two other planes making the total cost of ownership really low. I'll eventually want something that performs better so I can move into the higher categories (either a pumped up Pitts or a monoplane) but for the last 4 years, I've loved being a Pitts owner.



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

I used to fly for John Travolta. He owned a Hawker-Sidley HS-125 jet in Santa Barbara when I was a charter pilot there during college. He had a full-time pilot and then he either played the co-pilot role himself, or he had a part-time pilot fly with him

when he wanted to just sit in the back. I was in the right place at the right time and he hired me to be his part-time pilot. He was a terrific person and it was a lot of fun to live a little bit of the movie star life and to build time in an HS-125 at the same time.

What other hobbies do you have besides flying?

Flying is definitely "hobby #1". When I'm not flying, I enjoy scuba diving (though only in warm water) and, strangely enough, I really enjoy fixing up homes. I've gotten pretty accomplished at plumbing, electrical, tile work, drywall, and framing and have tackled some pretty major projects in the last couple of years.

What do you do for a living?

I'm a management consultant for McKinsey & Company. I work primarily for large technology clients helping them address sales and marketing related issues.

What is your favorite aircraft?

Jets: Learjet 24 - the closest you can come to flying a military fighter;

Prop planes: Pitts - for all the reasons I mentioned above and more.

What was your most memorable flight?

Too many to pick just one:

- Flying \$1 million in cash to a fishing boat in Bristol Bay, Alaska;
- First landing on the Kahiltna Glacier on Mt. McKinley;
- Formation flying with a Bearcat;
- Low altitude, high speed "repositioning" flights between St. Thomas and Grenada in a Sabreliner;
- Sunset from 45,000 feet;
- Touch and goes in my Pitts with a nice stiff northerly cross wind...
- Flying sure is great!

I hope you enjoyed our new feature. Stay tuned to learn more about our membership and don't be surprised if you are next.

-Marilyn Dash

Aviation Poetry

Marilyn Dash

IMPRESSIONS OF A PILOT

Flight is freedom in it's purest form,
to dance with the clouds which follow a storm;
to roll and glide, to wheel and spin;
To feel the joy that swells within;
To leave the earth with its troubles and fly,
And know the warmth of a clear spring sky;
Then back to earth at the end of the day,
released from the tensions which melted away.
Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me your pity and shrug off the pain,
Secure in the knowledge that I'd do it again;
For each of us is created to die,
And within me I know,
I was born to fly.

-- Gary Claud Stokor

Save Trees and \$\$\$

If your copy of SportsAviation magazine never makes it out of the plastic bag, maybe you should consider not paying for it. It is possible to get the EAA membership for \$10/year without the magazine. They don't advertise that, so you'll have to call them up.

-Peter

A New Concept For Aerobatic Contests

Tor A. FUSDahl

I was reading through some of the proposals submitted to CIVA for 2004 changes. Mostly, I was looking for the proposals for the Programme Qs (aka the Knowns), but came across this interesting idea from the Norwegian delegate. I think he has some good points, especially about the judging and scoring for the 6-7 Unlimited Frees. I thought it was worth publishing.

If you're interested in the various proposals they can be found at: <http://www.fai.org/aerobatics/documents/proposals/>

-Peter

Background

...

Before the closing of the CIVA meeting in November 2002 - I took the advantage of presenting our new and - in our view - revolutionary idea for aerobatic contests. During informal discussions of this New Concept with other delegates, I have received a clear impression of widespread interest. The short presentation made at the meeting had just the intention of starting a thinking process for the future. Before the next CIVA meeting we are proposing establishment of a group to evaluate the New Concept for a future use in national and international contests and championships.

The Negative Developments Of Aerobatic Competition

In the Unlimited class, CIVA has the later years given in to the idea of giving a bonus to fewer figures in the free program. The intention was to make the program more interesting and attract more TV coverage. (With scant success.) However, also with the expected result that to win these days you must have a free program of only 6-7 figures.

The second expected result was increased demand for aircraft performance - which means increased cost.

The third obvious expected result (for us cynical old-timers) was inaccurate judging. The background for this is that: Most of these "new" High-K figures consist of 5 separate catalogue maneuvers, and a 9 is typically the best obtainable score, for even the simplest of figures.

We have experienced that, if the judges don't see the pilot to make any obvious errors in these high-K figures, the judge will give a grade about 8 - based upon "general impression". (There went the judging criteria in the Red Rule Book: How accurately can a judge see and evaluate each of 4 additional

maneuvers on the basic figure? In other sports judges have a hard time focusing on one element.) Now, with an 8-score on a 5-part high K figure - the pilot really get scores of 9 + 9 + 10 + 10 + 10! These are scores which are unobtainable any other way. In reality, the pilot get an additional bonus, on top of the bonus he gets for few figures! If you are in doubt, just look at the free programs for the top 10 pilots after the bonus system was introduced! And the scores!

Which leads to the aforementioned conclusion of a deteriorating sport.

The NEW Concept of Aerobatic Competition

We are proposing a system to allow; judgeable figures, lower costs, shorter competitions—and for the first time - a final that could be interesting to spectators and TV viewers.

The first central idea is to have only one, but very long unknown flight - say of 25 figures. The figures must have limited complexity (maximum 40K), and consist of one basic figure with a maximum of 2 additional maneuvers. The purpose is to make the figures really judgeable and reduce the competitive requirement for very high performance aircraft (e.g. Su 32, CAP 232, Edge 540, Extra 300+ . .)

With an average figure of less than 25K, and 25 figures, the whole flight will have a total of about 625K. A possible example of one such sequence is enclosed. You will see that general aerobatic competency and the mental part of the flying gets more important.

The second central idea is to establish a maximum of error points - say of 1000 points. The pilot starts the flight with 1000 points to loose. Each figure will give minus points (unless a solid 10 score) - which is deducted from the 1000 as he flies. When the pilot has "used up" his 1000 points and the sum goes negative - the pilot gets a "stop-flying" order over radio from the chief judge. With an average grade of 7,5 - and no outs or breaks - the average pilot will be stopped after about 15 figures. If he gets off to a bad start with 3 zeros and a break - the flight would last only 4-5 figures.

The winner would be the one with most figures flown. An equal number of figures flown will give a winner with the least minus points.

In a Continental or World contest we could have a final Champion round with the 10 highest scoring pilots flying. With running, competent commentary, and running online scoring, this final round could - for the first time ever - make a viewable TV program from an aerobatic contest. As you

(Continued on page 11)

(Continued from page 10) - A New Concept For Aerobatic Contests

know, horse-jumping or equestrian contests, with somewhat alike error-counting have become popular on TV.

International Championship issues

As most of you are familiar with, we have a TBL(P) scoring system. This cannot be used with the New Concept, because contests must have online judging with immediate result reporting to become a resounding success. TBL is based on analyzing all the scores together - after all flights have been done. The Tarasow, Bauer, Long system was originally proposed and developed to avoid biased / nationalistic judging in favour of ones own pilots.

In my view the need for TBL could now be past. The old East-West blocks are past history and I believe we should just have few, but very good judges - probably with automatic deletion of the judge from the pilots own country.

How to start - practical issues

We believe that the NEW Concept is worth a serious consideration and test period. Thus, in order to be able to try out the New Concept, possibly Nordic 2003 in Norway, - we are thinking of having just 3 judges - showing paddles with grades to a scorer updating a spreadsheet on a computer - giving instant running results that would be shown directly on a widescreen/TV and/or be referenced on loudspeaker to the public. A chief judge could handle the outs and breaks - and stopping the pilot on the figure after his error points have been used up with the sum going negative. It should be very fun and certainly interesting.

If the New Concept is accepted internationally, the technical parts would of course be refined with judges on linked PCs, public display boards and so on. I believe the New Concept will fit very well also to the proposed new One-type contests and could make long distance ferry of aircraft unnecessary.

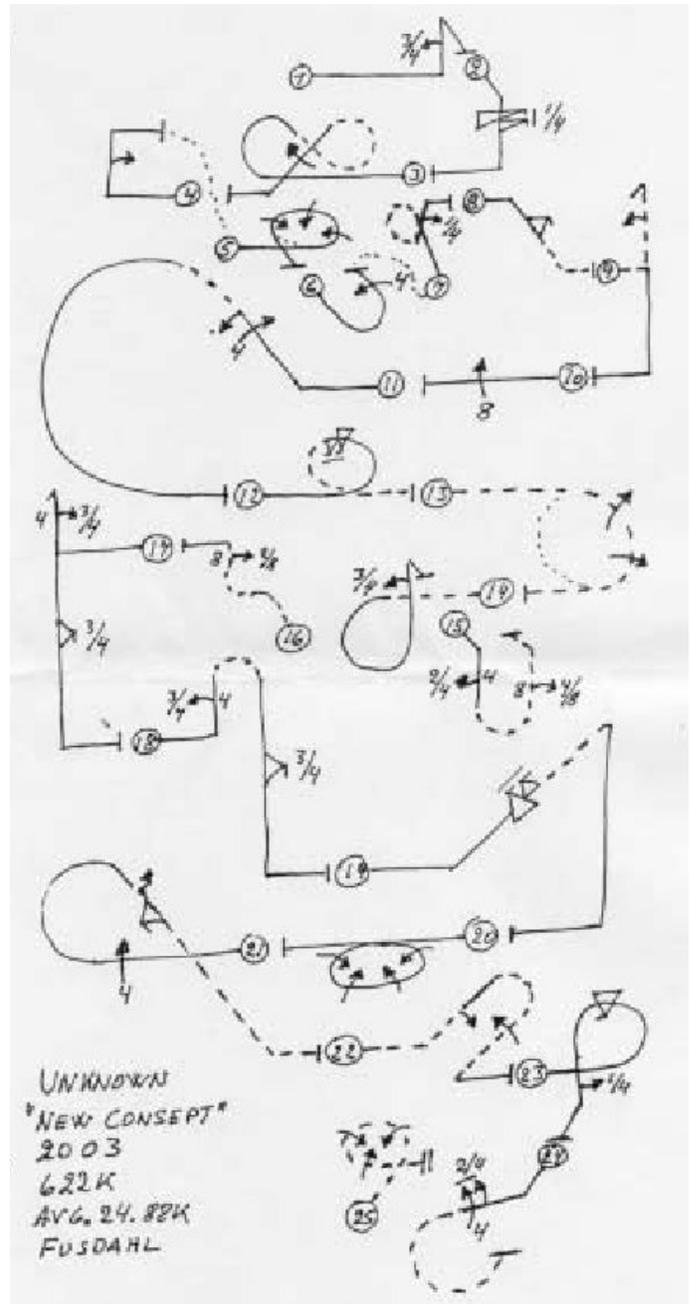
A question I have thought about is - what about Unlimited and Advanced? The figures in this long unknown would K-wise be on an "advanced" level. One would, however, only expect that the unlimited pilots would last a bit longer before being stopped. Or we could let the unlimited unknown include the "unlimited maneuvers" - negative flicks and tail slides.

When organizing a contest the pilots would have to be permitted to fly over the box to get the landmarks in mind. It would seem sensible to let all fly a few minutes - say 4 minutes after takeoff - to let the pilots familiarize themselves to the box - and then wing-wag and fly the short Known (Q-) sequence. In national contest one could have the Known count in some way. An simple solution could be to add obtained points from the known (Q) and the points achieved on the unknown (before being stopped).

Timewise such a competition - even with a large number of pilots (60-80) - will be short. The Known - including familiarization - should not take more than 2 days. The NEW Concept-unknown should also take about 2 days. A final round of say 10 pilots - fit for TV recording - should only take less than 2 hours. Even with a "rain-day" added the whole should last less than 6 days. Local contests should easily be done over a weekend.

Aerobatic Club of Norway strongly suggests that this general idea be deliberated and in some form - realized by CIVA.

*Tor A. Fusdahl
Delegate of Norway*



Unlimited and Advanced 2004 Knowns

Peter Jensen

The Advanced and Unlimited Knowns for 2004 are now approved. They can be found in .vsd format on:

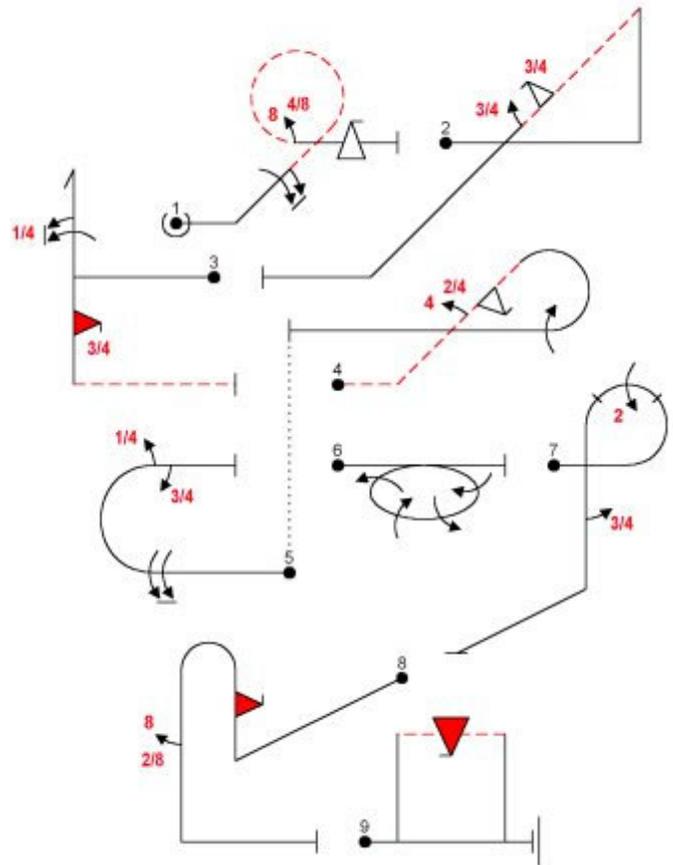
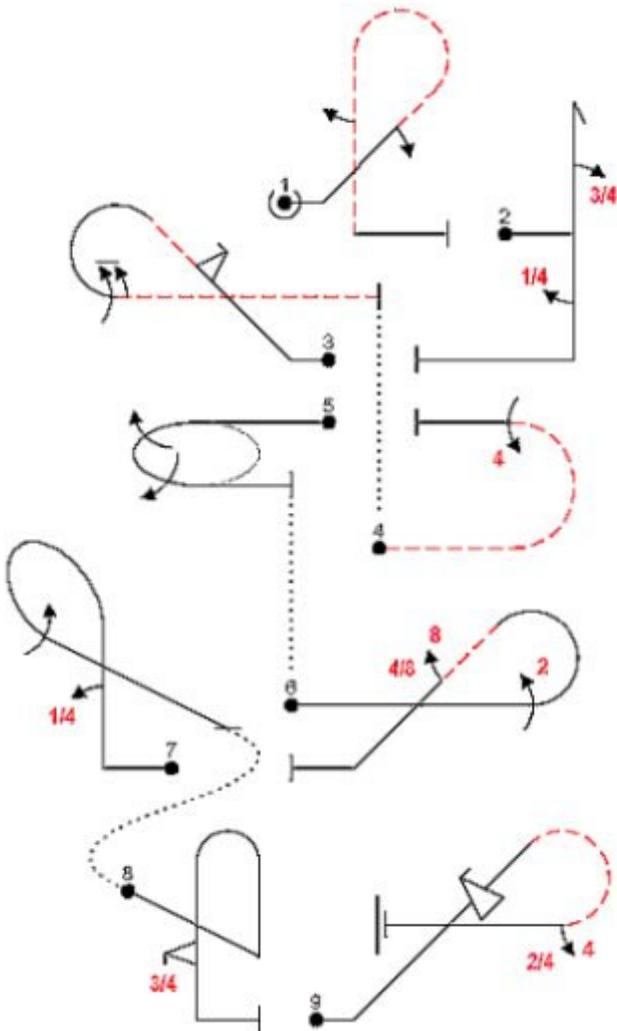
<http://www.fai.org/aerobatics/CIVAQseq.asp>

The Knowns for Primary, Sportsman, and Intermediate were published in the November 2003 issue, and can be found on the www.iac.org web-site.

-Peter

2004 Unlimited Known

2004 Advanced Known



2003 Newsletter Index

Peter Jensen

All past newsletters are available on the www.iac38.org web-site. You probably missed a couple but don't have the time to go back and read them all. This index gives a short overview of the main articles published this past year.

January 2003

Prez Post: Angie talks about being a kid trapped in a middle aged body.

February 2003

Prez Post: Angie talks about flying to Westover on an over-cast day.

Welcome Back Rudy: Rudy De Lavergne talks about the freedom of flight

Heard it On the Ramp: Marilyn debuts everybody's favorite column.

First Flight in S-1-11B: Sean talks about his newly completed masterpiece.

May 2003

A Day At The Races: Jacquie Warda talks about flying in the Reno Airraces

June 2003

Prez Post: Angie talks about getting the TCY waiver renewed.

Heard it On The Ramp: Marilyn talks about the Watsonville Airshow and buying a Pitts.

The Apple Valley Experience: Peter talks about competing in the Apple Valley Contest

July 2003

Prez Post: Angie talks about the successful Paso Contest and painting the spinner.

Heard It On The Ramp: Marilyn talks about weddings, WAC, and urination.

First And Last Place: Dale Roberts talks about his 'first time competitor experiences at Paso.

Free Style Tips: Cris' popular list of freestyle tips

Young Eagles Rally: Terry talks about the completed Young Eagles Rally.

Pylon Racing Seminar: Marilyn talks about passing the Reno Airrace Rookie school.

Paso Trophy winners: Pictures of all Paso 2003 winners

Wanted Another Beer: Brad is excited that they now sell Fat Tire @ Albertsons

August 2003

Prez Post: Angie talks about the TCY box getting good usage.

Post Paso Party: Pictures

September 2003

Prez Post: Angie talks about our Reno Airrace contingent.

Heard It On The Ramp: Marilyn talks about the Delano Contest and Ben's amazing Freestyle.

Beaver State Regional: Peter talks about being baptized with holy water (vodka) by the Pope (aka Renny Price) at Pendleton.

October 2003

Prez Post: Angie talks about the upcoming November elections.

Heard It On The Ramp: Marilyn talks about Bill Stein getting third in a Stearman, the Reno Airraces, Rigging Ruby, and a Waco in San Carlos.

Young Eagles Report: Terry expresses his disappointment with the chapter participation in the September Young Eagles Rally.

New Chapter Logo: 4 options are presented.

November 2003

Heard It On The Ramp: Marilyn Talks about the Salinas Airshow

Interview With Jim LeRoy: Marilyn found out what Jim's been up to and how he got to be one of the best airshow performers today.

Changing Bungees: Peter talks about his struggles getting new bungees installed.

2004 Knowns:

-Peter

Contest Results

Peter Jensen

Our region had one contest this past month - The Tequila Cup in Arizona. Chapter 38 had **one** competing pilot - Norm DeWitt. This is a very well attended contest. There was 34 power pilots and 11 gliders. Total = 45. Impressive! Paso had 46 participants, two of which were gliders.

In the words of Marylenn Holland: "We were blessed with beautiful weather, with very little wind. No excuses for those who went out! Chief Judge Brian Howard did a great job keeping the airplanes and gliders going through the box. Dean Stapley and Ray Muller were the starters for the power pilots and Mic Williams was the starter for the gliders. It took a lot of coordination but they tried to keep two holding areas for both power and gliders. All 45 competitors got three flights and the contest was over with lots of daylight left for clean-up."

-Peter

2003 Tequila Cup November 6-8, 2003

Tuscon Arizona - Marana Northwest Regional Airport
Contest Director: Marylenn Holland

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Reinaldo Beyer	36	1126.6077	1112.8963	1095.0295	3334.5335	82.95
2 Bill Bowsher		1111.0846	1098.4863	1083.9268	3293.4977	81.93
3 Jason Resop		1064.2371	1102.1688	1109.6663	3276.0722	81.49
4 George Ross	69	1083.8412	1040.1776	1083.8729	3207.8917	79.80
5 M. Andrzejewski		1100.1454	1041.1970	1065.2750	3206.6174	79.77
6 Andy Machovsky	69	1138.9487	1006.1749	1049.0037	3194.1273	79.46
7 Jonathan Allen	12	1066.5626	996.7704	972.5419	3035.8749	75.52
8 Anne Benson	69	935.3349	937.1368	1055.6981	2928.1698	72.84
9 David Kujawa	69	1010.2500	896.9461	977.7299	2884.9260	71.76
10 Chris Loveday		868.7264	940.3162	825.9701	2635.0127	65.55
11 Joel Premselarr		884.8688	654.4156	818.7087	2357.9931	58.66

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Hank Canterbury	69	1669.9996	1651.0652	1199.4121	4520.4769	82.49
2 Gary Dawson	62	1538.7997	1627.0402	1263.0856	4428.9255	80.82
3 Mike Corradi	114	1606.1880	1568.9499	1252.2738	4427.4117	80.79
4 Matt Losacker	69	1563.3422	1606.2550	1246.7049	4416.3021	80.59
5 Jack Keiser	23	1565.2782	1609.1840	1206.6046	4381.0668	79.95
6 Tom Webb	69	1633.2412	1436.2054	1243.6414	4313.0880	78.71
7 Paul Reader	12	1642.0152	1619.8117	1017.5189	4279.3458	78.09
8 Bryan Regan	69	1517.7094	1621.5288	1013.4873	4152.7255	75.78

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jeff Boerboon	69	2053.0385	2662.9078	2242.2911	6958.2374	83.33
2 Chris Huey	69	1999.5636	2630.5347	2173.9807	6804.0790	81.49
3 Ann Marie Smith	62	1961.1561	2658.0846	2166.5231	6785.7638	81.27
4 Jeff Farrar	69	1802.3840	2534.8262	1959.3263	6296.5365	75.41
5 John Walkup	69	1877.3059	2456.6224	1799.5627	6133.4910	73.45
6 Joe Kutschka	62	1993.4631	2564.5145	1568.0290	6126.0066	73.37
7 Steve Cummings	36	1884.6872	2461.5296	1748.8802	6095.0970	73.00
8 Mike Wolf	69	1949.9714	2602.5935	1474.8059	6027.3708	72.18
9 Robbie Gibbs	69	1729.2815	2476.8401	1436.7005	5642.8221	67.58

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Michael Racy	62	2894.4889	4101.1280	3080.9814	10076.5983	82.93
2 Vladimir Popov	62	2824.4551	3815.9443	3191.8285	9832.2279	80.92
3 Norm DeWitt	38	2721.6814	3952.7653	2831.3341	9505.7808	78.24
4 Bill Parker	62	2564.8445	3297.2106	2416.4135	8278.4686	68.14
5 Brian Chesebro	62	2372.4102	3331.9379	2231.0959	7935.4440	65.31
6 Richard Bevington		2522.5003	3169.5842	1926.0388	7618.1233	62.70

Sportsman - Glider

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jeremy Stacy		839.2355	811.2665	869.1532	2519.6552	81.54
2 Christopher Beatty		820.8522	708.8506	818.6175	2348.3203	76.00
3 Dustin Sanders		792.7634	704.9666	805.3824	2303.1124	74.53
4 Margaret Grafte		844.8247	681.3690	672.6564	2198.8501	71.16
5 John Neptune		779.6535	564.8097	745.5481	2090.0113	67.64
6 Monessa Catuncan		712.1721	617.3807	622.8922	1952.4450	63.19

Intermediate - Glider

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Mark Cooper		1088.5299	1233.2156	789.7673	3111.5128	79.58
2 Bob Beausoleil		1070.3199	1226.9797	807.5453	3104.8449	79.41
3 Lukas von Atzign		1055.7299	1250.5386	783.7390	3090.0075	79.03
4 Jon Roe		1000.8927	1156.5925	736.7333	2894.2185	74.02
5 Keith Coulliette		440.3383	897.9855	523.8774	1862.2012	47.63

Special Awards

Pitts Trophy:	Jeff Boerboon
Grass Roots Trophy:	Bill Bowsher
Mike Illyin Memorial Trophy for Highest Scoring Pilot in a Super Decathlon:	George Ross
Highest Scoring First Time Sportsman:	Jason Resop
Tequila Cup Team Trophy:	Chapter 69 Phoenix Aerobatic Club

IAC Needs More Judges

Marylenn Holland

We have relied too long on the non-flying volunteers. Several of the older judges now are asking to work only one category and others, are requesting to work only two. Some may be on the point of burn-out.

You can't hold a contest without judges any more than you can hold a contest without pilots. It stands to reason that every pilot should become a judge. Even if he doesn't judge a at a contest, he is a better volunteer at any other position on the judging line.

...

In closing, I have just one question for the pilots. If you can't field enough judges to have a contest, why should the rest of us be willing to help you? I'll now get off my soapbox.

- Marylenn Holland

(Editor: extracts from article in IAC Chapter 62 Newsletter)

Calendar of Events

December

- 5-6 AZ St Championship, Casa Grande AZ, Contest
mwold@lobodos.com
- 13 X-mas Party: Alan Silver's House

New Pilot Supply Store in Livermore

It's no longer necessary to drive to Tracy to buy your next case of oil. They have a full selection of sectionals, and much more. Check them out next time you're in Livermore. They are just across the road from the airport in the southeast corner of the airport.



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Cherokee PA28-140 Partnership



How would you like to buy a SHARE in a nearly PERFECT 1967 Cherokee PA28-140/160hp?

I'm considering selling 1/8 or 1/4 or 1/2 shares in Daisy (see pictures). 1/8 shares = \$5K ! You can own part of an airplane for as low as \$5000!

So many of us fly single seat aerobatic planes that aren't very good at cross-country trips or to take friends for a ride. Wouldn't it be great to be able to take two adults and luggage, or two adults and 2 kids, dogs, golf clubs, etc. away for a weekend? Maybe give your boss or a neighbor a ride?

Daisy has a BRAND NEW ENGINE! She has average radios, and is in VERY good shape, clean, good paint and interior. She will live at either KSQL or KHWD and would love to fly more often than I can fly her.

If you are interested in owning part of a "go places" airplane, let me know!

Marilyn Dash
650-344-6320
marilyndash@comcast.net

Show Your Chapter 38 Pride - Buy Logo Wear

Chapter Patch	\$12 Each	
Chapter 38 T-Shirts	\$20 Each	<input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL
Chapter 38 Sweatshirts	\$35 Each	<input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL
Chapter Mouse Mat	\$12 Each	
FAI Printed Catalog	\$10 Donation	

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

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

Mail to:
**Bradley Oliver, Treasurer
664 Moraga Dr
Livermore, CA 94550**

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 #: _____

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)

Brad Oliver, IAC38 Treasurer 664 Moraga Dr. Livermore, CA 94550



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



**Chapter Meeting:
Saturday, December 13, 2003, 6:00pm
Holiday Party - Alan Silver's House**