



The ACronaut

Volume 6 - Number 12

Prez' Post

Darren Pleasance



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IAC38 X-Mas Party

December 10, 2005, 6pm

Pleasance
30 Roxbury Lane
San Mateo, CA
(650) 212-1806

I'll also create an Evite here shortly so folks can RSVP and we can divv up the pot-luck portion of the event. We'll also do the annual traditional gift exchange so bring an inexpensive gift that we'll pull numbers for.

I hope to see as many of you there as possible! If you have kids and can't find a sitter, bring the kids along since ours will be there, too.

Darren

Happy holidays,

Once again, my annual inspection is upon me so it must be the end of the year. And what a year it's been.

We had 9 new members join us this year (welcome!), we held another successful Paso Robles contest (thanks Dave W.), we had several of our members compete at the WAC in Spain (congrats Allyson and Vicki), we discovered a new Aerobatic Oasis (thanks Spencer and Dave), we finally got t-shirts (thanks Marilyn), we held a great Judges school (thanks Marilyn), we had an awesome newsletter every month (thanks Peter), we had strong attendance at every Chapter meeting (thanks members), and last-but-not-least, I got nominated to the National Board of the IAC (go figure...). And with all that going on, we have been recognized as one of the strongest and most active Chapters in the country with over 80 mem-

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Editor's Column

Peter Jensen



Happy Holidays,

The year is close to the finale. The last contest in our region is currently underway in Arizona. We got a newly elected board, with one new face (Che Barnes). The 2006 Knowns are decided upon and ready for download on the iac.org web-site.

I had an opportunity to shout Mayday...

Read about all of the above, and enjoy the upcoming holidays.

Enjoy this 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).

Pilots on the TCY Waiver (12/1/2005)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (12/1/2005)

Greg Pettit
Peter Jensen
Peter Gillcrist

Ben Freelove
Allyson Parker-Lauck
Howard Kirker

Marilyn Dash
Stephane Nguyen
Darren Pleasance
Jacquie Warda
Mike Davis
Angie Niles
Brett Goldsmith
Todd Whitmer

Cecilia Aragon
Anil Kumar
Rich Perkins
Doug Burr
Alex Drobshoff
Che Barnes
Sean Worthington
Dave Watson

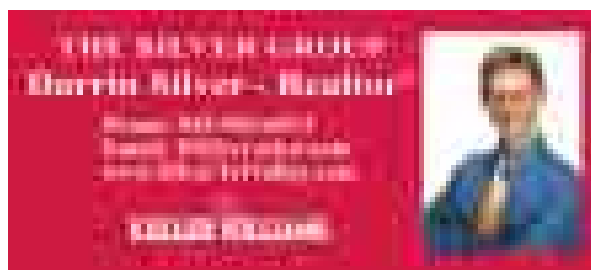
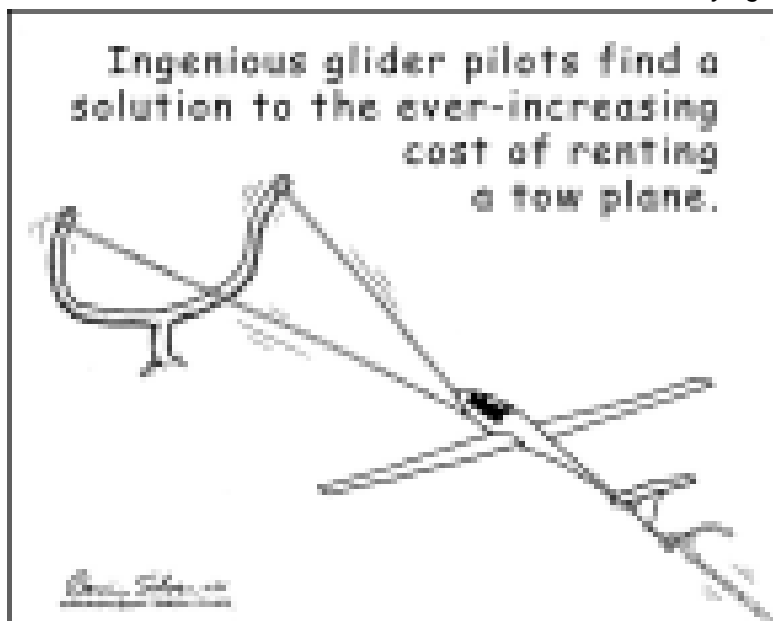
Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

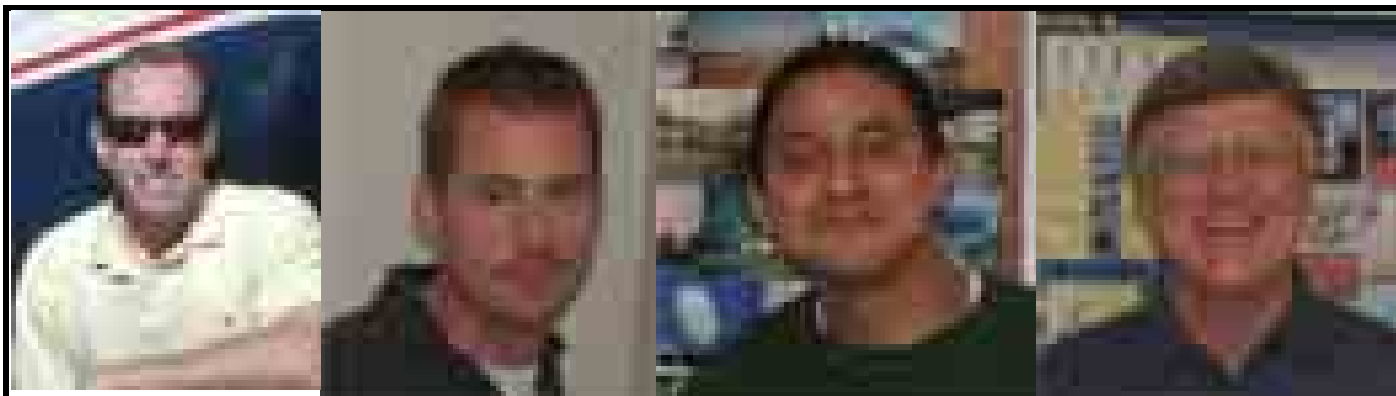
Ben Freelove
Peter Jensen

Flying High

Darrin Silver - www.FlyingHighComics.com



IAC 38 2006 Board



Prez: Darren Pleasance

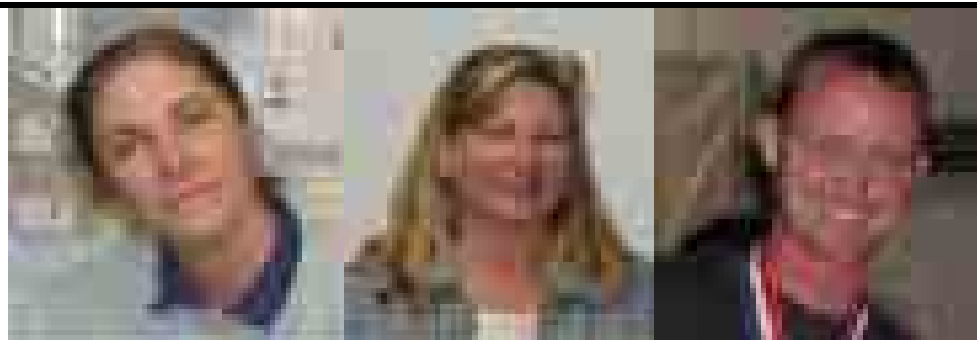
Vice Prez: Ben Freelove

Secretary: Anil Kumar

Treasurer: Howard Kirker

Officers →

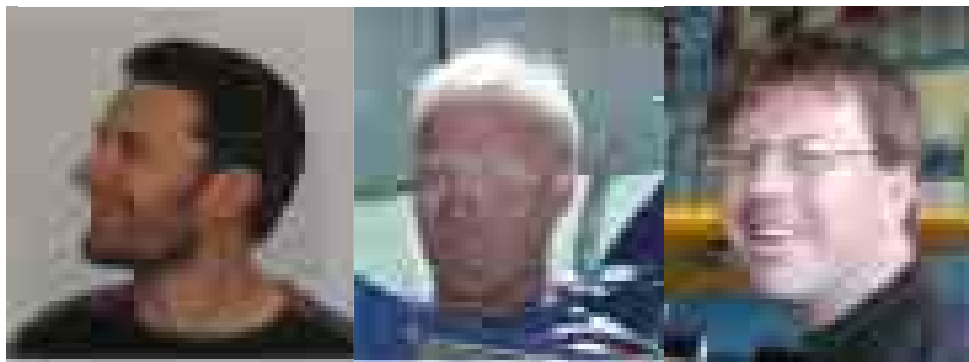
Directors



Angie Niles

Marilyn Dash

Che Barnes



Andrew Connolly

Peter Jensen

Gordon Sorensen

PEARL HARBOR REMEMBRANCE & OBSERVANCE DAY

Saturday, December 10, 2005
 10:00 am - 4:00 pm
 Alameda Naval Air Museum
 Alameda Point, Alameda, CA

Re-enactors will be on the grounds in military dress. Also on display will be model aircraft of WWII, vintage vehicles,

military and civilian classic cars.

Inside the museum will be a display of authentic Japanese flight gear and other WWII memorabilia. A continuous showing of videos of the Pearl Harbor attack will be shown upstairs in the Ready Room.

Admission is \$5.00, free to veterans, members and children 12 and under. Call (510) 522-4262 for more information.

Mayday @ Mt. Diablo

Peter Jensen

Last weekend, I went to practice the 2006 Intermediate Known over by Mt. Diablo. Mike was doing his thing West of the golf course (5 mi NE of Mt. Diablo), and I was doing my thing East. We were talking over the radio. Every once in a while I would spot him and vice versa. The sky was clear, the air was thick, I was flying an aerobatic airplane, life was good. Mike decided to call it quits and started to head back to Livermore, I was gonna go through the sequence one more time before heading back, when all of sudden the engine RPMs dropped from 2700 to ~2000 associated with a good deal of vibration.



Oh Sh.., Oh Sh.., Now What?

More or less in a state of panic, I started yelling Mayday Mayday Mayday on whatever frequency was dialed in. Some guy in a Yak over by Petaluma responded calmly: "Pitts where are you and what's your intentions?" I hadn't figured it out yet, but this got me to start thinking about it, instead of just panicking and fiddling with the seatbelt in preparation for ejection. I was still getting about 2000 RMPs out of the engine, so I decided to head over to Byron about 10 miles away. Assuming the engine kept running, I should be able to make it over there. Thankfully, the engine kept running, and I made a safe landing at Byron.

After calling Norcal approach to cancel the Mayday call, I tried to think about what the cause of the sudden drop in RPMs could be. Here's what I observed:

- The EGT wasn't showing any indication of temperature on the exhaust manifold for cylinder 4 (rear left). That's the cylinder where the probe is attached
- I still had oil pressure.
- I could only get ~2000RPM @ full throttle.
- There was a fair amount of shaking going on.
- It felt like there was still compression in all cylinders, when pulling the prop through after landing, and there was no weird clunking noises.

Based on the EGT not showing any indication, I was pretty certain that cylinder 4 wasn't firing. Since the drop in RPM was more than what would've resulted from a dead magneto, I figured the problem was probably lack of fuel supply from the injector nozzle. A clogged up injector seemed a likely scenario.

The guy that runs the terminal, Mario, was extremely helpful. He helped me tie down the plane in the temporary parking area, and let me use his cell-phone to make calls. There's a maintenance shop in Byron, Aerosports Aviation, located right next to the terminal building. I decided to leave the plane and call the shop to have them look at it the following Monday. I took a taxi back to Livermore.

The shop diagnosed the problem first thing Monday morning. A broken fuel injector line! I hesitantly, asked if that meant fuel was being sprayed out over the top of a hot engine. The answer was prompt: "Yep, Jesus loves you!". I was pretty lucky to avoid an inflight fire. They ordered the part from Lycoming and had the repairs done Tuesday for a reasonable price. I picked up the plane on Wednesday. Thanks Howard, for help with transportation. As far as cost, downtime, and general pain, that was about as good as I could possibly hope for.

Lessons Learned

Now, besides telling a somewhat entertaining story, which might be reason enough in itself to share this with everybody, I actually learned some lessons that might benefit others as well:

- 1) **Bring a cell phone.** When finally on the ground, this is definitely the most useful tool. I didn't have one with me, but was fortunate enough to borrow one. It would have been really handy with some phone numbers as well: friends, family, NORCAL, taxi, etc. Calling 411 is a PITA!
- 2) **Know your glide ratio.** Most pilots are pretty good at judging distances on the ground. How far can you get in case the engine quits? If the glide ratio is about 3:1, you can probably get about 3 miles if you're at 5-6000 feet. Is that enough to make it to the airport or is the time better spent looking for an alternate landing location?
- 3) **Study the area you're practicing over.** If you mostly practice over the same area, its a really good idea to have a couple of emergency landing spots picked out beforehand. The likelihood of picking the best spot when the need arises is pretty minimal. I'm planning on doing a survey over by Mt. Diablo and the golf course from the air and marking some good spots in the GPS. I'll then drive over there and inspect them from the ground and check for power lines and the condition of the surfaces. Anybody, interested in participating in this project? We

could take some aerial photos and some photos from the ground and do a follow up article here in the newsletter or on our web-site. Another option is to go to New J, which is only 5-10 more minutes away from Livermore. There's a runway!

- 4) **Bring a clean pair of underwear.** There was a vending machine with candy and one with soda, but none with fresh underwear.

Lycoming SB342E

This bulletin deals with support clamp inspection and installation of fuel lines in all Lycoming fuel injected engines. Mine is an AEIO-360-B4A, which is specifically mentioned in the bulletin. It talks about max bending radii, placement of support clamps, typical breakage points (solder joints), and the inspections that must be done and noted in the log book. Checking that your logbook has a reference to this bulletin, would be a prudent thing to do.

Advice from Mike Davis

Mike had this to say about the glide ratio in a Pitts:

“Rule of thumb is that if you can see a spot on the ground, you won't be able to reach that spot. Seriously, it's bad, and you need to concentrate very hard on maintaining best-glide speed (~90 in mine). If you can get the prop stopped (pull up into a stall), glide ratio improves dramatically. So it's highly dependent on even a small amount of power output, therefore difficult to put in the book.”

(Continued from page 1) - Prez' Post

bers. What a great way to end the year!

For those who missed last month's Chapter meeting, we also elected a slate of Officers and Directors that will lead us into the next year. While most of the leadership remains the same (yup, somehow all the Officers got reelected), we also welcome Che Barnes to the Board to join Peter, Gordon, Marilyn, Angie, and Andrew. This group should provide us with the energy and enthusiasm to make the coming year even better. I'll outline some aspirations for the coming year in next month's newsletter, but I suspect we'll remain true to our overall themes of Safety, Education, and Fun.

I'm also sure that several things will come true next year including our Chapter putting on a great contest again next year, and I'm sure we'll have several great fly-outs to fun locations. We'll also plan to have some new programs for our monthly Chapter meetings, and we'll continue to seek to involve our existing members as much as we can while actively seeking new members. All of this geared towards keeping our Chapter as strong and exciting a group as we can be.

One thing that's for sure is that our Chapter wouldn't be nearly as strong as it is if it weren't for the terrific volunteers we have that keep the Chapter running. While there are many of our members that contribute in a variety of ways, I would like to specifically acknowledge the contributions of several members who've gone above and beyond this year to make our Chapter great consistently, every month. In particular:

- 1) Peter Jensen: Peter has tirelessly written one of the best newsletters in the Country for multiple years. He not only assembles the newsletter, but also contributes a ton of his own content, including articles and pictures. Given how important the newsletter is to keeping us all connected, I can't thank Peter enough for his contributions.
- 2) Marilyn Dash: Marilyn has tirelessly worked behind the scenes (and in front of the scenes, and sometimes as "the scene") to keep our Chapter going including writing the "Heard it on the Ramp" column every month, running the Judges School, getting our Chapter T-shirts, hosting the Post-Paso Party, and serving as a great thought partner to me in finding fun things to keep the Chapter exciting. Thank you Marilyn for all your help over the last few years.

Of course we have many other individuals who are contributing in a big way to keeping the Chapter going and if I were to list everyone who helps make our Chapter great, we'd need a much longer newsletter. As such, let me just thank all of the Board members, Officers, and members who contribute time every month to keeping the Chapter fun and valuable to belong to. From keeping the books straight, to contributing to monthly meetings, to organizing critiquing sessions, to rounding up folks to attend local contests, to simply showing your support every year by maintaining your membership, I'd like to thank you all for making my role as President quite easy and a lot of fun.

I hope to see many of you at our holiday party on Saturday, December 10th at my house and perhaps out at the airport over the holidays as I work to get those last few hours in before I have to pull my plane apart for that dreaded annual inspection.

Happy holidays and blue skies...

Darren

2006 Power Knowns

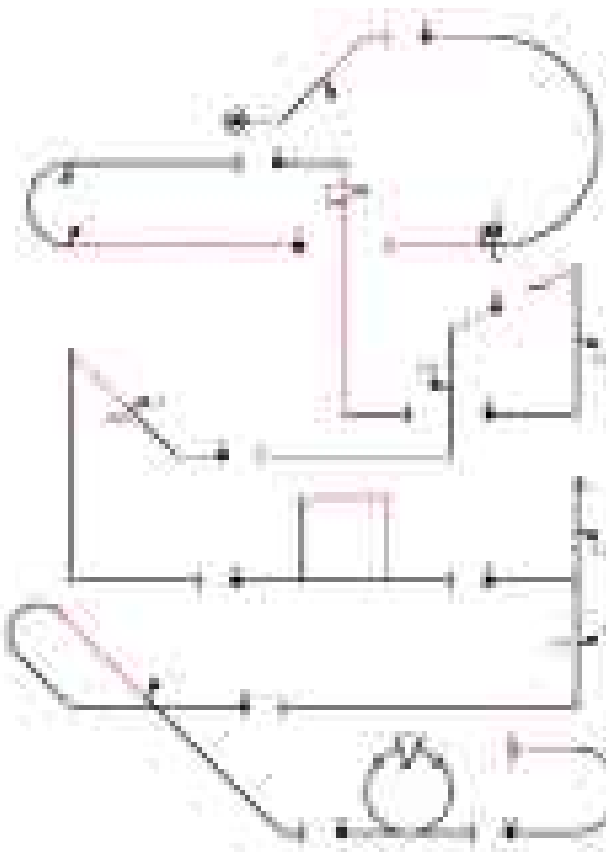
Peter Jensen

The 2006 Power Knowns was recently made available on the www.iac.org web-site. On the web-site, there are nice PDF and Visio versions available in the members section.

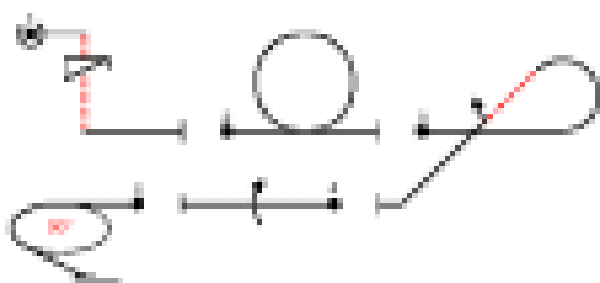
I've included them here for your convenience.

Peter

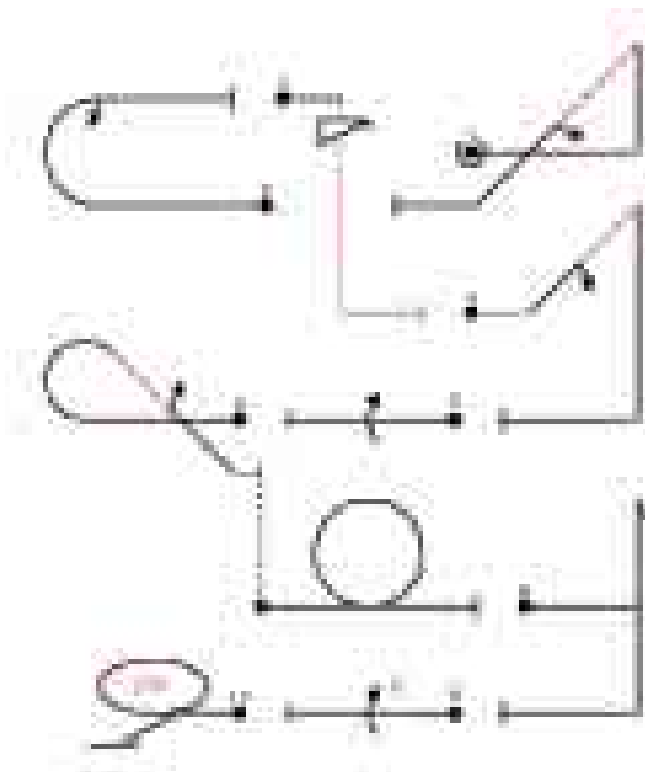
Intermediate Power 2006 Known



Primary Power 2006 Known



Sportsman Power 2006 Known



Intermediate Commentary

The Intermediate Known was recently changed from the original proposed version. I fly in Intermediate myself, and was actually fairly happy with the original proposed sequence. The new one however, I'm not so thrilled about. Even in my Pitts it'll be a bit of struggle to maintain 170mph or higher on the horizontal between figure 2 and 3 while doing 4 half rolls. I need 170 to fly a decent looking Immelman. In a Decathlon this will be even harder, I would imagine. Admittedly, I haven't flown the sequence in a Decathlon, but I'll speculate anyways... It'll be necessary to come out of figure 2 at Vne in order to make a 4 half rolls followed by an Immelman. Also, I don't like the fact that the avalanche is toward the end..I've screwed up Avalanches before, and I don't like being close to the ground when that happens.

Anyways, this is just my two cents. For what it's worth.

Peter

Tequila Cup - 2005

Howard Kirker

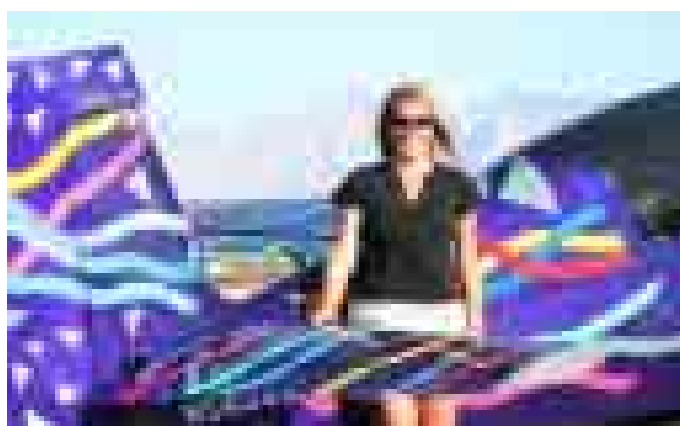
Another great “Tequila Cup” was held the first weekend in November just outside of Tucson. It’s put on annually by the Southern Arizona Aerobatic Club (SAAC, IAC Chapter #62) at the Marana airport, and it’s one of “our” Southwest Region’s eight or nine yearly contests (*no, they’re not ALL in California – you have to travel to some!*). Todd Whitmer, Vicky Benzing, and I represented “the North”, but we were much outnumbered by Southern California and Arizona aeronauts. As has been the tradition, this was once again a combined power and glider event, with a total of 39 contestants; fifteen of those were stealth flyers competing in Sportsman, Intermediate, and Unlimited categories (quite amazing to watch these guys do outside figures!!). The weather was absolutely perfect, and the contest was efficiently run by CD Mick Williams, CJ Brian Howard, and all-around coordinator exemplar Marilyn Holland. In a surprise change to the normal sequence of events, the Unlimited Four-Minute Free (at the end of the contest) was replaced by airshow-like demonstration flights by some of our new AWAC team members; the airport was briefly closed, and right overhead Todd, Jeff Boerboon, and Robbie Gibbs put on an AWESOME series of freestyle performances that truly wowed the crowd. The wrap-up was a fine dinner & banquet at a most intriguing venue – a bow-and-arrow hunt club and equipment factory, with displays of trophy game of every conceivable variety! No, Tequila shooters were not on the menu, but it was still a great contest – try to make it next year.



Howard Kirker



Todd Whitmer



Vicky Benzing

Pictures are courtesy of Irene & Chuck Graves

Tequila Cup November 4-5 2005

Marana Airport, Tucson, AZ
Contest Director: Mic Williams

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Howard Kirker						
2 Kelly Pietrowicz						
3 James Hanke						
...						

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Malcolm Pond	49	1709.30	1668.20	1354.60	4732.10	83.75%
2 John Van Houten	69	1655.00	1669.00	1302.70	4626.70	81.89%
3 Klein Gilhousen	67	1702.20	1614.90	1305.10	4622.20	81.81%
4 Vicky Benzing	38	1655.60	1473.00	1269.30	4397.90	77.84%
5 Chuck Graves	69	1326.40	1669.20	1262.80	4258.40	75.37%
6 Jason Wonollock	49	1578.20	1198.20	1251.10	4027.50	71.28%
7 George A. Ross	69	1446.30	1267.60	1193.60	3907.50	69.16%
8 Len Rulason	69	1236.40	1375.20	1295.80	3907.40	69.16%
9 Bruce McGinnis		1633.80	544.80	1011.50	3190.10	56.46%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
Jeff Boerboon						
Todd Whitmer						
Robbie Gibbs						
...						

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Michael M. Racy	62	2405.00	4155.06	3317.00	9877.06	86.41%
2 Jeff Boerboon	69	2270.80	3641.92	3140.20	9052.92	79.20%
3 Jim Clapper	69	2056.40	3518.98	1769.00	7344.38	64.26%
4 Brian Chesebro	62	1791.20	3058.20	1853.10	6702.50	58.69%

Calendar of Events

December 1-3 **AZ State Championship Contes**
charlesgraves1@cox.net

10 Pearl Harbor Remembrance
 Alameda Naval Air Museum
 10 X-Mas Party, 6pm
 "The Pleasances"

January

February 11-12 IAC36 Judge's School
 Sunrise Aviation, San Diego



Aragon Aviation, Inc.

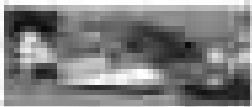
• Aircraft Maintenance/Training/Repairs/Customization
 • General Aviation/Corporate/Charter/Flight School
 • Flight Instructor/CFII/ATIS/Instrument/Type

Tailwheel & Aerobatic Flight Training

Available 1800, 900 hrs. Single-Engine

Available at the Tracy and Livermore Airports

http://www.aaronair.com 9706-527-4466



FOR SALE Share in Unlimited Aerobatic Monoplane



Looking for partner(s) in the Sabre, a high-performance monoplane designed by Dan Rihn, built by Alan Geringer, and modified by Zivko Aeronautics with advice from Leo Loudenslager. Has Edge wing and Lycoming AEIO-540 built by Dick DeMars and top-overhauled by Lycon. Airplane has won medals at World and National Aerobatic Championships.

Prefer to base it at Tracy or Livermore, but will consider anywhere in the Bay Area.

- Built in 1990 by Remle Aviation (Alan Geringer)
- 960 TT, 219 STOH
- Annual done 3/05
- MT 3-bladed composite prop, MTV-9-B-C/C200
- King radio & transponder
- Impeccably maintained
- Always hangared
- NDH

Will sell either 1/2 share or two 1/3 shares:
 \$50,000 for 1/2 share, \$33,333 for each 1/3 share

Cecilia Aragon - aragon@dcai.com - 510-527-4466
<http://dcai.com/sabre>

IAC Chapter 38 Membership Application/Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

E-mail 1: _____ E-mail 2: _____

IAC #: _____ EAA #: _____

Certificate #: _____ EAA Expiration Date: _____

Judge: Regional National

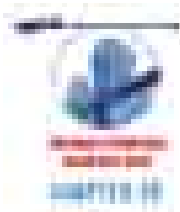
Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____ N #: _____

Referred By: _____

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

Send with check, made payable to "International Aerobatic Club Chapter 38", to:
Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539



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



X-Mas Party:
Saturday December 10th, 2005, 6pm
"The Pleasances"
30 Roxbury Lane
San Mateo, CA