

THE ACRONAUT

Welcome Back Rudy!



We all know that gravity serves to keep us well-grounded - so why are pilots (and aspiring pilots) compelled to try to escape earth's gravitational pull and reach for the sky? We are all subjected to the sky's magnetic attraction - is it the sky itself that attracts us? Is the attraction related to the machines that convey us there, or to our own aircraft of choice? Excuse me for my ramblings but I cannot help but observe that freedom of thought, and our freedom to enjoy the sky, should not be taken for granted. Having been in Europe and away from the United States for the past year I can confirm that California is a pilot's paradise; complete with excellent flying condi-

tions and a vast array of scenic airports to fly into and from.

Without a doubt, flying aerobatics is one of the purest expressions of freedom. Whether we are working on our Aresti sequences or merely trying to emulate Bob Hoover, the freedom of aerobatic flight still exists and should be cherished.

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!!! REMINDER !!!

MEMBERSHIP RENEWAL

How can I join or renew my chapter membership?

EASY! Complete the enclosed form in this newsletter (page 12) and mail it in with your check or renewal online using Paypal at <http://www.iac38.org>. Click on **About IAC38** then click on **Join IAC 38!**

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President's Post Angie Niles

It's overcast today with little hope of clearing but I'm smiling anyway. There's a fire going to ward off the chill and I'm on my 6th cup of espresso. Leaded. Nothing exceeds like excess. Yesterday Alex, Bricket and I piled into the Citabria for a gorgeous flight across an ocean of fog from Livermore to Westover. We

very well may have been the first VFR to go as the tower updated the conditions from 600 ft broken to 600 ft scattered while we were taxiing to the runup area. After take-off we did an early left turnout and climbed through a hole.

Once on top I watched as the fog stretched like a carpet for as far as the eye could see. It had a lock over all of the lowlands in the state. Only the mountains rose through like emerald islands. Not a peep of radio traffic either. Everyone else was unplugged and grounded. We were alone and I was reveling in the knowledge that no one else in the world had, at this moment, quite the same view.

The spine of the Sierra Nevada lay before us visible from Mt. Lassen almost 200 miles to the north down to Mt. Humphreys, maybe even to Mt. Whitney almost 200 miles to the south. Wow. Alex and I have spent a big chunk of our lives climbing these mountains and I'm more comfortable using them as naviads than any piece of technology. They're my giant friends and I give them a wave. Amongst the cockpit banter we have a great time picking out peaks we've climbed.

"Which one am I supposed to be aiming at?" Alex asks.

"Let's see, there's the clump of mountains with Castle Peak on Donner Summit. South of that is the clump with Squaw Valley and Pyramid Peaks. South of that is the clump with Kirkwood and Round Top. South of that is the clump with Bear Valley. Aim for the north end of the Kirkwood clump. That's Echo and it'll take us right over Westover. If I remember right our heading should be somewhere around 030°."

Without a word Alex leans over so I can see our compass already tracking 030° on the nose. I can tell he's smiling by the shape of his cheeks and lower jaw. He knows that I love navigating by pilotage.

Bricket shakes her head a couple of times. At 14 ½ years old, her ears don't clear as readily as they once did. If things don't work themselves out pronto, I'll ask Alex to drop some in altitude.

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Welcome Back Rudy!

continued from Page 1

Using aerobatics to help pilots calm their apprehension about certain attitudes has been a personal crusade for me. In recent years emergency maneuvers training has increased in popularity in the United States. And with cause - the benefits that the training brings to the pilot are vast. Recently I was privileged to fly with a fellow British pilot named Stewart. In 1996, Stewart was a passenger in a Stampe Biplane. The biplane crashed (stall / spin) and Stewart suffered severe injuries. His right leg was severed just below the knee and, fortunately, white hot engine components that caused the amputation also cauterized the exposed veins and arteries. Modern surgical techniques were used to re-attach the leg, including the temporary placement of steel rods. Bone, cartilage and skin harvested from various parts of his body were used in numerous surgeries over the next year to repair his leg and foot. Today Stewart doesn't even walk with a limp, testimony to his courage and determination and the skill of his doctors. Despite all of this Stewart did not relinquish his dream of flying for the airlines and is currently flying for a charter airline.



Stampe Biplane

Returning to his roots, Stewart wanted to obtain a tailwheel checkout and enlisted my services to guide him on his way. To say that he was a little anxious with regard to spin-training would be an understatement. However, after an hour of spin training he overcame the stigma that had remained with him since the accident. He admitted that his fear had been overcome and that his confidence was restored. He was actually a bit upset that he could not come out of the spins on precise compass points, each and every time.

I am happy to be back at Livermore among fellow pilots (aerobatic and others). I have enjoyed seeing and flying with former students and I am looking forward to flying with new aviators. Happy flying.

Rudy De Lavergne

Rudy is an instructor at Attitude Aviation and holds CFII, MEI and ATP ratings. You can contact Rudy at Attitude Aviation (925) 456-2276

President's Post

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Bricket has about 300 hours of right seat time. Her ears pop and she settles onto my lap. When the plane is trimmed out the stick with its push-to-talk is a perfect height for chin resting, which she tries to do now. We jokingly say she's 'flying and talking on the radio'. In her 300 hours she's probably managed to sneak in about an hour of flying and talking on the radio before one of us lifts her head off the stick. At Westover we spent the afternoon touring a local gold mine with Cris and Dale Flint and Brad and Christine Oliver before making the return trip home. My turn to fly and I just point the nose at Mt. Diablo. I have time to think of the weeks ahead. In between the winter storms remaining we will be having windows of good weather. And all of us will be starting to fly again.

Do yourself a favor and go slowly. Take the time and rebuild your g-tolerance gradually. Give yourself plenty of altitude. Refresh yourself on spins and spin recovery. Consider refreshing advanced spins with an instructor. Go up high (5,000 feet is not high), like 7,500 feet or more and deliberately botch figures. Recognize the conditions of onset before the spin actually breaks. Remember that the terrain behind Mt Diablo can be 1,000-2,000 feet MSL so what counts is AGL not MSL. Get your chute repacked. Have a definite bail out hard deck. Be Safe. Have fun. Come back.



**CHAPTER 38 MONTHLY MEETING
4:00 PM
FEBRUARY 9, 2003**

ATTITUDE AVIATION, LIVERMORE AIRPORT

At over 500,000 square miles, Alaska is the largest state in the Union and is one-fifth the size of the entire "Lower 48". With only one major highway, the primary mode of transportation is the airplane so if you like to fly, Alaska is definitely the place to be. From landing ski planes on the glaciers of Mount McKinley, to mapping tundra fires in Central Alaska, to hauling oil refinery parts to Barrow on the North Slope, the flying in Alaska provides an unparalleled flying experience.



At the next Chapter 38 meeting hear Darren Pleasance narrate an hour-long slide show describing his days as an Alaskan bush pilot.

Dear Chapter Presidents:

Greg Dungan, our new Judges Chairman, has asked me to request that you remind all your Chapter members who are National Judges that a new currency requirement for National Judges was added in 2001.

Rule 2.6.3(e) requires that "a National Judge attend a Judge's Recurrency [the 2nd day of the Introduction to Aerobatic Judging] or Advanced Judging Criteria Seminar at least once every three (3) calendar years. If a National Judge does not meet this currency requirement, they will revert back to a Regional Judge until the requirements of this paragraph are met."

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Heard It on the Ramp...

So many interesting things going on these days, it's hard to know where to start.

Chapter 38's Bill Stein has finally taken delivery of his Beautiful Edge 540! Pictures should be on our website soon. For more information – check out www.billsteinairshows.com. Zivko put on an incredible paint-job that must be seen – in the sun – at different angles!

To pay for his new stead, Bill has taken a new job selling pizza. That's Red Baron Pizza and that would be flying for the Red Baron Stearman Squadron! If you see him, ask him the difference between the roll rates of an Edge 540 and a Stearman! WOW!!

Local Aerobatic Talent and Chapter 38 members, David Ellison and Nick Nilmeyer, are making the news as "Stars of Tomorrow" and will be showcasing their talents at the annual EAA Fly-in at Oshkosh! Oh, to be young again!

Judge's School is coming up quickly. We actually have Judges from as far away as New Hampshire scheduled to attend our School. Let's show them how hospitable we can be!

The old Bob Herendeen/Vern Dallman Aerobatic Safety Seminar – now called the SWAN Aerobatic Safety Seminar has been scheduled for March 23, 2003. Circle that date on your calendars and let's get a group together and go! We will be selling Chapter 38 Merchandise to the attendees. Plus, the informative seminars are incredibly valuable. The air show is done in an very small environment making it so much more personal. I have gone every year that I knew there was one – and I'm so glad that I do!

Angie and Alex have their Pitts back in the air – YEAH! Last reports indicate the test flights went great and radio works. However, the smoke is just "Sportsman smoke", not the Jim LeRoy Smoke they were hoping to produce! I still think the Judges will be impressed!

Our Paso Robles contest is moving forward with gusto! Dick Rihn will be our CD and Judy Harmon is also working hard to make this yet another great Chapter 38 event!

Don't forget to practice!

Dasher

Dear Chapter Presidents *(continued from Page 4)*

Those who last attended a school in 2000 or earlier need to attend a school ASAP to regain their National Judge standing. Remember, National Judge standing is preferred to act as a Chief Judge at a contest and only current National Judges may judge the U.S. National Aerobatic Championships.

We realize that our judges are giving individuals who volunteer their time to judge our aerobatic contests. This rule was not meant to penalize, but rather to ensure that all judges are up-to-date with the latest contest rule changes. Our judges are the eyes to a quality competition for without current judges anyone could make judgment on how well a pilot flies. Your cooperation in making sure you are current is appreciated. If you have any questions or comments, please feel free to contact Greg Dungan at DunganGD@navair.navy.mil or 301-994-0083 or IAC headquarters directly. Thanks..

Lisa Kaye Popp

IAC Executive Director

2003 CALENDAR OF EVENTS (Thru June)

- 9 Feb:** Sunday. IAC chapter 38 Board of Directors meeting. Open to membership. 3:00 PM Attitude Aviation. For agenda go to the chapter website at <http://www.iac38.org> and check the chapter meetings page.
- 9 Feb:** Sunday. IAC Chapter 38 meeting. Open to membership. 4:00 PM Attitude Aviation. Darren Pleasance will show slides from his days as an Alaska bush pilot. For more information contact Darren Pleasance vicepres@iac38.org check our chapter website at <http://www.iac38.org> look at What's New and go to the chapter meetings page.
- 1-2 Mar:** Saturday and Sunday. Introduction to Aerobatic Judging school 8:00 AM-6:00 PM Hiller Aviation Museum, San Carlos. For more information go to the chapter website at <http://www.iac38.org> look at What's New and go to the Judges School page. Or contact Marilyn Dash at mdash@rcn.com phone 650-578-1560.
- 2 Mar:** Sunday. Advanced Aerobatic Judging school 8:00 AM-6:00 PM Hiller Aviation Museum, San Carlos. For more information go to the chapter website at <http://www.iac38.org> look at What's New and go to the Judges School page. Or contact Marilyn Dash at mdash@rch.com or phone 650-578-1560.
- 9 Mar:** Sunday. IAC chapter 38 Board of Directors meeting. Open to membership. 3:00 PM Attitude Aviation. Agenda TBD.
- 9 Mar:** Sunday. IAC chapter 38 meeting. Open to membership. 4:00 PM Attitude Aviation. Topic TBD.
- 23 Mar:** Sunday. IAC chapter 38 fly-in to Yuba County for SWAN/FAA Aerobatic Safety Seminar. . Marysville. For more information contact Marilyn Dash at mdash@rcn.com or check our website at <http://www.iac38.org> under What's New and go to New!
- 13 Apr:** Sunday. IAC chapter 38 Board of Directors meeting. Open to membership. Time: TBD. Tracy airport. Agenda TBD.
- 13 Apr:** Sunday. IAC chapter 38 meeting/FAA Safety Seminar. Held at Tracy Airport. Cecilia Aragon will give presentation on spins and spin recovery. Time TBD.
- 11 May:** Sunday. IAC chapter 38 Board of Directors meeting. Open to membership. Time: TBD. Westover Airport. Agenda TBD.
- 11 May:** Sunday. IAC chapter 38 meeting/Fly-in to Westover airport. Lunch at Westover. Time TBD.
- 6-8 Jun:** Thursday-Sunday. Northern California Aerobatic Championships, Paso Robles. Hosted by IAC Chapter 38. For further information contact Dick Rihn at pasocd@iac38.org or visit our website at <http://www.iac38.org> under Events and Paso Robles Contest.
- 14 Jun:** Saturday. Young Eagles Day at Tracy Airport. 10:00 AM - 4:00 PM For more information contact Terry Ridgeway at youngeagles@iac38.org

FEBRUARY 2003 BOARD OF DIRECTORS MEETING AGENDA**SUNDAY, FEB 9, 3:00 PM ATTITUDE AVIATION, LIVERMORE****1. Secretary's Report**

- 1.1. Reading & Approval of January 2003 BoD meeting minutes

2. Treasurer's Report

- 2.1. Account Status
- 2.2. Overview of accounting practices

3. Paso Robles Contest

- 3.1. Status Report
- 3.2. Dick to brief BoD on how he would like cash flow to operate.
- 3.3. Order merchandise and posters

4. Feb 2003 Young Eagles

- 4.1. Do we want press in attendance?

5. Aluminum Overcast

- 5.1. Ben Freelove to give status

6. Newsletter

- 6.1. Find Newsletter editor or subdivide position and create a team
- 6.2. Submissions due dates and publication dates
- 6.3. BoD still needs to document NL vision and mandate

7. Chapter logo redesign contest

- 7.1. Is the BoD interested in modernizing the IAC Chapter 38 logo to make it present better?
- 7.2. If yes, should we hold a logo contest?

8. 2003 Chapter Meeting Topics, Chapter Programs, Chapter Events

- 8.1. Report from Darren on remaining chapter meeting topics.
- 8.2. Marilyn's suggestion: parachute jump field trip

9. FAA waived aerobatic boxes

- 9.1. TCY box
 - 9.1.1. Do we want to renew?
 - 9.1.2. Set dates with Brad and Graham to begin paperwork renewal?

- 9.2. New Jerusalem box

- 9.2.1. Status of airport use, and sale

10. Chapter Fundraising

- 10.1. Pasta feed or BBQ during chapter sponsored FAA Safety Seminar
- 10.2. Sales booth at Vern Dalman's Memorial Aerobatic Safety Seminar
- 10.3. Chapter Promotional Video for sale through EAA or perhaps through Amazon or other outlets.

11. Chapter Asset Inventory & Acquisition

- 11.1. Asset Inventory
 - 11.1.1. Brad - Chapter Merchandise inventory
 - 11.1.2. Angie - Scales, overhead projector
 - 11.1.3. Dick - Coffee Machine?
 - 11.1.4. On location at Paso Robles, coolers, lawn chairs, judges shade stations, box boundary citing devices
 - 11.1.5. Other?
- 11.2. Asset Acquisition
 - 11.2.1. cockpit mounted camera & video system
 - 11.2.2. hand held radios
 - 11.2.3. shade station for New Jerusalem box



March 23, 2003

SWAN Aerobatic Safety Seminar, Marysville, CA

The 13th Annual Aerobatic Safety Seminar will be at the Yuba County Airport in Marysville, CA on March 23, 2003. This is a day to find out everything you wanted to know about becoming an aerobatic pilot or learning to be a safer pilot overall. The seminar will begin at 9am and will include topics about Aviation Psychology, Parachutes, and everything you wanted to know about Airshows to Aerobatic Competition.

After the seminar, we will be able to watch some terrific aerobatic demonstrations. Traditionally, this event opens up the Airshow season so, you will get to see your favorite performers in their first appearance of the year.

This is a wonderful event and should not be missed if you are interested in flying aerobatics, just flying safer or are a real airshow fan.

Please contact Marilyn Dash @ 650-578-1560 or mdash@ix.netcom.com for additional information and to purchase tickets. Tickets are available for \$20.00 and should be purchased prior to the

Question for EAA Aviation Information Services:

Can you please point me to the location on your website where it discusses EAA's Flight Advisors and Technical Counselors programs?

Answer:

Information about EAA's Flight Advisor and Technical Counselor programs can be found in the "members only" section of the EAA web site, www.eaa.org. On the left side of the page, there's a vertical blue bar. Click on the "Members Only" button located in that blue bar, and you'll be taken to our members only log-in page. You'll need to enter your last name and EAA member number in order to gain access to the members only site.

Once on the members only home page, scroll down until you see the Flight Advisor and Technical Counselor logos in the right-hand column, under the heading "Gain Knowledge." Click on either logo, and you'll be taken to a page containing information about both programs.

SEAN WORTHINGTON COMPLETES SUCCESSFUL FIRST FLIGHT IN NEWLY COMPLETED S-1-11B

Most long time IAC 38 members know Sean Worthington and his beautiful black and white Christensen Eagle. He now has a new toy in the box. For the past five years Sean has been steadily building a Pitts S-1-11B in his garage. The final stage, including fabric and paint, involved relocating the plane up to Steve Wolf's shop in Oregon. Alex Drobshoff has been getting regular updates from Sean and asked him if he would send us something for the newsletter. Here is the most recent post from Sean. Congratulations Sean on a safe and successful first flight!



Everyone, I just wanted to let you all know that the Pitts S-1-11B I've been working on for 5 years has finally flown. Last Sunday the FAA gave me the okay and then, after waiting for some decent weather, on Wednesday (1/15) around noon I lifted off of Creswell Oregon's Hobby Field for the first time.

The take-off was quite breathtaking! 300 horses, the big prop, and just over 1100 pounds empty weight, put me back in my seat like nothing I've been in before. The torque was quite pronounced, and as I corrected, I was already off. On tape, it was under 4 seconds for the whole thing and I was being gentle with the throttle. I climbed at 110 mph IAS to 7000' AGL. There at 24 squared I was indicating 185! I flew around for about 1/2 hour, did some slow flight and stalls (very docile at about 67 mph) and brought it down without a scratch. Whew! Oh, when you pull the throttle all the way back, you better be very near the ground, it comes down fast when the big prop flattens out.

Since that time I flew it several times including it's first rolls, loops and inverted flight. I've had it up to 225 mph in a VERY slight dive and did a full power run at 5000', at 2500 rpm and indicated 195. The ram effect of the intake gave me 27 inches when I should have had 24.

Later I did some formation work with Steve Wolf in an S-2B. He was forming up on me (since I was still spending a lot of time watching engine instruments). He kept asking me to slow down. As an Eagle owner, I don't hear that from S-2Bs very often. In formation, he was at 25 squared and I was down to 19" and 2400 for him to keep up. It is pretty fast for a biplane!

There were only a couple of minor squawks that have been, and are being, worked out. Nothing that keeps it from flying. The wing rigging was perfect, temps and pressure close to normal (break-in). It does need some aileron tuning for pressures and right wing heaviness.

Steve Wolf will be flying it for a while on some of these tuning items and I'll go back up and get it in a few weeks. Until then, here is a picture of the plane just before first flight.

Sean

EAA's 50 Flags to Kitty Hawk Program

EAA's "50 Flags to Kitty Hawk" program, run in conjunction with the National Park Service (NPS), will select one EAA-member pilot from each of the 50 states to fly their respective State Flag to the Wright Brothers National Memorial in Kitty Hawk, N.C., during calendar year 2003. Each pilot will also carry a proclamation from that state's governor declaring the day of their flight "50 Flags to Kitty Hawk Day" for their respective state.

Upon arriving in Kitty Hawk, each EAA-member pilot will be welcomed by the National Park Service and take part in official NPS welcoming ceremonies. Following the ceremony, the flag of the pilot's state will be raised and flown throughout the day at the National Memorial. Pictures of the pilots, their state flags and the date of their "50 Flags" flight will be honored on EAA's Countdown to Kitty Hawk website (www.countdowntokittyhawk.org) and updated reports will appear in EAA's Sport Aviation magazine and weekly E-Hotline updates.



Bring a kid - or just act like one!

<http://www.hiller.org/education/flight-night/flight-night.html>

Flight Night

Wednesday, February 19, 4:00-8:00 PM

Once a month, the Hiller Aviation Museum opens its doors for a community airplane building and flight competition event.

Starting at 4:00 PM on Wednesday evening (2/19) and extending until the festivities are over at 8:00 PM, youngsters and adults converge in the atrium and build AMA Cub rubber-band powered airplanes from plane kits.

The program starts as the contestants build their plane kits (available at the Flight Shop) using supplies provided. Help is always available for the novice, and helpers are invited to participate in making this a fun event for everyone.

Once built, the planes are adjusted for optimum performance and several test flights are typically made.

Program:

- Aircraft construction begins at 4:00 PM.
- Aircraft must be finished before 6:30 PM to participate in the competition.
- Test flights start at 6:30 PM
- Flight contest begins at 7:00 PM
- The contest consists of three mass fly offs; one for youth 14 years and under, one for adults (that's my category to win!!!) and young adults, and combined fly off for all participants.

Festivities finish at 8:00 PM That's when we go next door to Houlihans for a drink!



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IAC Chapter 38 Membership Application/Renewal Form

New Member

Renewal

Address/Phone Change

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 Primary Sportsman Intermediate Advanced Unlimited

Aircraft: _____ N #: _____

Referred By: _____

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

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