



Northern California
Aerobatic Club

CHAPTER 38

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THE ACRONAUT

Volume 8 - Number 1



Happy New Year

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Next Chapter Meeting:

14 January, 4 PM

With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was uncertain, wavy, creeping sort of flight at best; but it was a real flight at last and not a glide.

— Orville Wright, first flight of a heavier-than-air aircraft

Prez's Post

Darren Pleasance



Happy New Year!

I hope everyone had a terrific holiday and managed to get some flying in during the time off. I sure did and felt thankful that we live in California with all the nice weather that comes with that (with the exception of a few hours of 50+ mph winds, of course). I suspect you've also made your New Year's resolutions for round loops, vertical downlines, and symmetry on your point rolls. You should be able to keep these resolutions this year, at least until our first critique session in the coming months.

As I look forward to the year ahead of us, I see great opportunity to build on the momentum of the Chapter. Last year we had great turn out at each Chapter meeting, we put on a terrific contest, we had a number of well-attended critique sessions, and we had over 30 new members join the Chapter. I'd like to see us keep this momentum going and help our many new members get the most out of this wonderful sport of ours.

As I outlined over the past few years, I see our mission as three fold:

- Education: To enhance the safety and quality of aerobatic flight
- Entertainment: To increase the enjoyment of belonging to Chapter 38
- Community: To build friendship and participation among our members

I believe each of these areas are core to why our members join and why we've been as successful as we have over the past several years. Despite our success, though, I believe we have opportunities to do even more and I'd like to see us continue to strive for even higher achievements. Specifically, I'd like to see us take on three specific goals for the coming year,

including:

- 1) Continued focus on safety education, with particular emphasis on aircraft and engine maintenance, safety equipment, and recovery from "maneuvers gone bad"
- 2) Regular Chapter "events" in the form of well-attended critique sessions, fly-outs, and impromptu "let's all meet at the airport and go flying" types of activities that bring us together and add to the fun of our sport
- 3) Active contributions to the communities that support us, including, but not limited to, Livermore, Tracy, and Calaveras County. Each of them have airport days and would also be thrilled to have us speak at an event to help promote the airport and the people who use it and I think we should try to participate in these as much as we can.

All of these are in addition to the ongoing activities we'll be pursuing this year, including fun monthly Chapter meetings (led by Sal Webber), a great monthly newsletter (led by Che Barnes), an ever improving website (led by Brett Goldsmith), and of course, a terrific Paso Robles contest (still need to find a CD, are you interested?),

We'll make sure to keep our Chapter meetings interesting, as we did last year, with such topics as:

- Flying the maneuvers - tips and tricks for flying a variety of aerobatic maneuvers
- Intro to a contest - what to expect for new aerobatic competitors
- Choosing your safety equipment - different options for helmets, outerwear, hearing protection, etc.
- General interest topics (e.g., Flying the U2, carrier flying, warbird aerobatics, ...)

And so, with that, I hope you're as excited as I am about the upcoming year and the hours of fun we'll undoubtedly have together. As I said in my Prez Post last month, none of this is possible without lots of commitment and participation from our members so I'll thank you all in advance for jumping in to keep Chapter 38 among the most active and successful chapters in the country.

I'm looking forward to seeing you all at our January Chapter meeting on Sunday, **January 14th at 4:00 p.m.** at Attitude Aviation. We'll be talking about the sequences for the upcoming year and either design a Free as a group, or talk about this year's Sportsman sequence and how to fly it well.

Hope to see you in a few weeks.

Blue skies!

Darren

Chapter 38 Holiday Party



Darren explaining White Elephant Gift Rules



Marilyn and Judy



Todd scores a T-shirt

There was a great turn out for the holiday party. **Special thanks to Lisa and Darren for hosting!**

The party kicked off with some excellent food and drink and moved into the living room for some aviation footage on the TV and a "white elephant" gift exchange. Some hot items were a Blue Angels DVD, a Pitts T-shirt, and wine. When Allen Silver's turn came up he unwrapped a Prop Airplane calendar and stated, "anyone who takes this is gonna have a parachute that is a little lighter." He went home with it.

I also learned from Harry Hirschman that F-18s only have anti-ice on the engine inlets — in icing conditions pilots just add a bunch of power. Sweet.

Good times had by all.

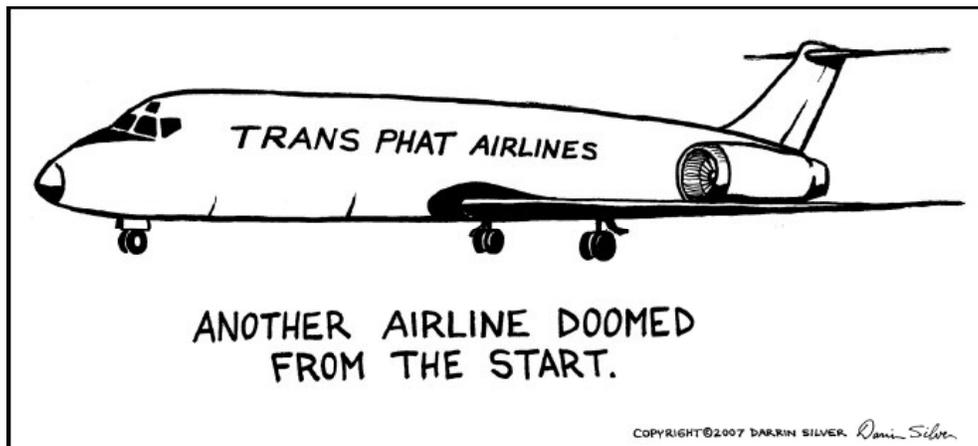


2007 Membership Dues

Just a gentle reminder. Use the form on the last page or go to the website (www.iac38.org) and you can link to Paypal (use the 'About IAC 38' tab), to renew or start your membership for 2007. \$25/year, or \$30/year for a family. Please provide all requested info/updates on the form. Thanks!

WingNuts

Darrin Silver



New Member

Welcome **Greg Savidge**. Greg teaches basic flight out of Oakland. He is just getting into aerobatics and would like to get more involved—be sure to introduce yourself to him at a future club function!

From the Editor

Che Barnes



The winter months seem to be the aerobatic doldrums—although there was a bit of good flying weather last month. We do have it pretty good compared to other parts of the country!

Now is the time for annuals and an opportunity to prepare for the upcoming spring. Hopefully we can role into the new flying season with airplanes and mental attitudes tuned up for safe flying.

Since we are a little short on flying action and I have some space to fill, I'll write about a search and rescue case I had last week flying for the Coast Guard. Remember, folks, anything goes for the newsletter. Plus, a plug for the unsung services of your U.S. Coast Guard is always good.

I came on duty the day after one of our first storms and high winds. The offgoing duty pilot was telling me about all of the boats that broke free in the Bay and how the "place was nuts". Mostly, it was a job for the folks driving the Coast Guard utility boats to sort out any vessels in imminent danger—most of the problems were moored boats that came loose. As the day went on the weather cleared, although the winds stayed high.

At about 5pm we got a call from the command center who was in touch with an oil tanker 70 NM out at sea. One of their seamen had a compound fracture to his hand and the ship could not give adequate medical attention. The duty flight surgeon recommended a medivac, so they asked if we could get him off. Since we were dealing with clear skies,

after consulting with the operations officer and arranging for C-130 cover support (standard procedure due to radio comms that far out at low altitudes), we said yes. How hard could it be to hoist from a 1,000 foot long oil tanker? The Coast Guard command center told the tanker to steam towards San Francisco.

About 30 minutes later we were crossing the coast at about 1,500 feet. The instruments were reading 48 knot winds. I was more worried about fuel planning than anything, although the sea was white with wind swept waves.

Another 30 minute later we got a look at the tanker. It was a huge vessel. However, the view of this one was different than the tankers normally steaming steadily across the surface. This thing was moving around like a toy, it was getting worked by 30 foot plus waves and 40-50 knot winds. Waves were getting blown over its decks and it was taking 20 degree roles as it dutifully steamed towards San Francisco.

By this time the twilight was fading and I realized that this was not going to be an easy hoist. I flipped the night vision goggles (NVGs) down and they revealed churning seas but, thankfully, a steady horizon. This, to me, was my safety line to conducting a steady hoist.

Part of what we had to consider, though, was that the guy had a compound fracture of his hand—it was not a life or death situation and did not warrant unnecessary risk. I spoke to the crew and we all agreed to give it a shot.

We had the captain bring the ship around to the North West, about 10 degrees to the right of the wind line. This gave us a good line up to hoist from the port bridge wing. The bridge wing was large, thankfully, and was like a living room sized porch outside of the pilothouse. Above the pilothouse was the superstructure along with a mast and turning radar.

The plan was to drop a trail line to the crew of the ship and

IAC Chapter 38 Season Event Calendar

Sal Webber

JANUARY 2007

14th Chapter Meeting, 4 PM
Attitude Aviation. Brainstorm the design of the new Freestyles



have them guide a rescue basked down to the deck. As we came in over the ship the visual picture was that of a hover, but the airspeed was reading 45 knots! The flight mechanic conned me into position. The ship was surging up and down with the seas about 20 feet or so, and each movement caused me to pull or let out collective (this collectively increases/decreases the pitch on all the blades). I could hear the two turbine engines spooling up and down as the power requirements changed. The Nr (rotor speed) was solid, though. I also concentrated on the horizon and tried not to focus too much on the ship's mast and radar swaying back and forth.

The flight mech aborted the hoist because the trail line was being blown almost straight back due to the winds. We had weights on the end, but it was not enough. We backed off, re-evaluated, and to my amazement the swimmer asked to get put down. Looking back, I probably would not try it again, but the guy wanted to go down and I figured we could play it safe. Steve, the swimmer, just acted like it just was not that big of deal.

By the time we had the swimmer hanging down by the hoist cable the horizon was barely distinguishable through NVGs. As I moved over the ship, the ship's light washed out what was left. This is the worst, as I was left to fly basically by feel. All visual reference was a ship rolling and pitching in 30 foot waves. A couple of times a wave hit and engulfed the entire bow—it was truly an amazing sight to see. (I would have rather been on the bridge, though—or, better yet, watching on TV.) To me, it seemed like the ship's mast would

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surge toward the helo, and I would react by going left, then have to correct back right. Unlike instrument flying, in a hover the attitude indicator shows how much you are moving, but now where you want to be. Hovering without visual reference to a fixed object amidst a moving ship and sea is a feat Coast Guard helo pilots master only through teeth grinding experience.

We aborted that hoist too, on account of the swimmer not likely to get a soft landing.

Our last shot was to just put the basked down. The flight mech conned me into position—which ended up being well forward of the bridge. He said that once the basked got within about 5 feet of the deck, it just dropped right in. The crew loaded up the patient's bags, and we did a sort of practice hoist up. No problems, the flight mechanic took the bags out and down went the basked again. I was relieved when the basket and our new passenger were safely in the cabin.

35 minutes later we were shutting down on the Stanford Hospital helo pad. I got a brief look at the patient, a very young man looking nervous about all the attention he was getting.

We started up and flew back to SFO.



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IAC #: _____

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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



Che Barnes
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Chapter Meeting:
14 January 2007
Attitude Aviation, 4 PM
Livermore Airport

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