

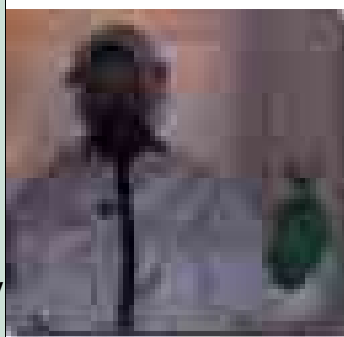
# The ACronaut

Volume 4 - Number 7

July 2003

## President's Post

Angie Niles



So much to do, so little time... Our chapter sponsored Paso Robles contest has come and gone and great big THANK YOUs go to the many

many volunteers who helped make it a success. This is absolutely the grandest scale event we host and it's wonderful to watch everybody pull together year after year to make it happen. Dick did an outstanding job of organizing as many of these things as possible months in advance but, by the nature of the beast, much of it can't get nailed down until contest time. Thanks to everybody who helped fill in the gaps.

And your reward for a job very well done? Why, a party of course. The Post Paso Party will be a hangar party this year. Read on further for details.

I'm very excited that our chapter will be sponsoring **Wayne Handley's Classroom Clinic: Spins and Unusual Attitudes hosted at Attitude Aviation in Livermore August 2-3, 2003.** Read on for more info. This clinic is directed towards the pilot community at large, not just aerobatic pilots, and so I would like to really promote this and get a large turnout. We will need volunteers to distribute fliers to flight schools all around the Bay Area as well as help out during the clinic with set up/tear down and lunches. If you're interested, please contact me at president@iac38.org

Darren Pleasance, our beloved Vice President, has returned from over a month of business travel purgatory (or worse) and is now actively filling out the chapter calendar for

the rest of the year. Help him out, he needs ideas for chapter meeting topics and field trips. Brad Oliver had a great one to visit the hyper-baric chamber near Sacramento to see, first hand, the symptoms and effects of hypoxia. Ideas, big or small...contact Darren at vicepres@iac38.org

Finally, what have I been up to... well, we had to pull the prop off the Pitts, Rocinante (Don Quixote's horse) & send it back to Whirlwind to comply with a Service Bulletin. With the prop off, I decided the paint on the spinner could use some sprucing up. Then I decided that I never did like that little crack in the paint on the nose bowl. Completely open loop by now, I decided that the paint on the landing gear root fairing needed work. Sort of a paint equivalent to a bad hair day.... So I built a spray booth in my back yard, had myself a nice martini, and got out Rocinante's hair dye. Of course all work and no play makes Angie a royal pain to be around, so fellow chapter member Randy Howell was kind enough to take me up in his Taylorcraft on floats and let me learn how to fly his float plane while pretending to not want to grab the controls out of my hands. Life is good.

-Angie

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## In This Issue

President's Post .....	1
Editor's Column .....	2
Heard It On The Ramp .....	3
First and Last Place .....	4
Freebird Aerobatics Freestyle Tips .....	5
Chapter 38 Judges .....	5
Young Eagles Rally .....	6
Pylon Racing Seminar .....	7
Paso Trophy Winners .....	8-9
British Columbia Contest .....	10
Pilots on TCY and NewJ Waivers.....	12
Wayne Handley Seminar.....	13
Paso Results.....	14
Letter from Mayor of Paso Robles.....	14
Post Paso Party .....	15
Calendar of Events .....	15
Freebird for Sale.....	15

## Editor's Column

Peter Jensen



Doing this newsletter is fun. The first one took a little longer than I had expected, but now that I've learned to use MS Publisher I'm sure it'll be breeze. It's a great way for me to stay on top of what's happening in the chapter, and I'll do my best to make sure everything appropriate and relevant is

passed on through this newsletter. Also, I want to make it a good read with interesting personal stories from our members. If you have anything you would like to share, related to flying, airplanes, judging, volunteering, etc. - I want to hear from you. Pretty much anything goes.

If you have online access, the [www.iac38.org](http://www.iac38.org) web-site is our other method of keeping members informed about events and what's going on in general. Make sure you check it frequently. If you don't want to wait for this newsletter to reach you via snail mail, check under Newsletters on the web-site around the first of the month.

### Paso—2003

The main event this past month was of course Paso. Dick Rihn did an outstanding job as our Contest Director, despite a sore throat. Graham Bird and Dennis Yugo stepped in and took over the voice demanding tasks. We had some weather problems and didn't get started until 11am both Friday and Saturday. However, both Primary, Intermediate, and Unlimited got all their flights in, which was no small feat. This could not have happened without all the volunteers, some of which were judging, recording, and assisting out on the judge's line for three flights in a row. If you thought strapping on an airplane, flying it for 15 minutes, and doing a few loops and rolls were tough, try sitting in the baking sun without much shade for 5-6 hours straight. That's tough!

Since, I'm doing the editing; I figured it was only fair I should have a column, for my ramblings, so here goes...

### Flying Intermediate for the first time

The weeks up to Paso were pretty hectic. Getting the newsletter done, taking the judges exam, constructing a free, being held up at gunpoint by CPH, when racing home from Livermore, trying to make it back in time for Fear Factor, were a few of the highlights.

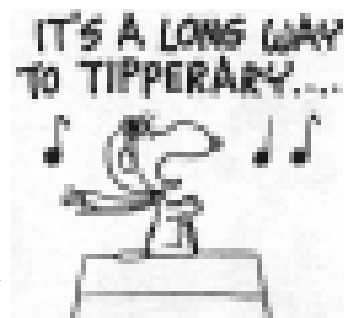
It was all worth it though (well, maybe I could've lived without a rerun of Fear Factor). I came up with the Free the week

before Paso and thanks to Angie, who met me at the airport Thursday morning to sign it off, I managed to have a legal free just in the nick of time. The clouds hung low in Livermore, so I even had time to go to Kinko's to have all the copies made. The clouds cleared up and I actually got a couple of practice runs in the box at Paso. So I was ready - I thought.

After the known I was Dead End Last. Pretty humbling. The Free didn't change that. When I saw the Unknown, they handed out Friday night, I realized, I had bitten off more than I could chew - Four of the maneuvers I hadn't tried before! The first, a  $\frac{3}{4}$  loop with a snap on top, being one of them. 5 zeros on that one - no conference needed. Dennis Yugo reportedly yelled "What the hell was that?". It was my luck that I wasn't the only one that screwed up and three people didn't fly the Unknown, so I ended up in the middle. The saying "Success is good, but other's failure is not too bad either" really applies here :-)

### Set Your Airplane Free in the TCY Box!!

I'll encourage as many members as possible to come practice in the TCY box on weekends. Your board members worked hard to get the waiver in place, so if you haven't already gotten your name on the waiver, do so. It's really no big deal. The contest season has barely started and it's not too late to polish off that new free of yours.



If you have the urge to fly—don't wait till the official training day, just send out an e-mail to [members@iac38.org](mailto:members@iac38.org) letting people know you'll be there. You're almost guaranteed a response from several others with the same urge to escape the trivial tedious weekend tasks; mowing the lawn, washing the car, etc.

A couple of weekends ago a pretty good crowd had gathered; Kurt had his Muscle Eagle back from overhaul and provided excellent critiquing and demonstrated how to 'set the airplane free', as he puts it, Cecilia took the Super Saber up and showed how it's supposed to look, Sean was trying to see how many vertical rolls he could get out of the S1-11B (I lost count), and Alyson had her beautiful Panzl 330 practicing her Advanced sequences.

So wherever you are—come out and fly and set your airplane free! Every weekend can be like that!

-Peter

## Heard It on the Ramp

Marilyn Dash



We've had several comments about my column. It seems people don't want to just hear about the factual information that I hear on the ramp. They also want to hear the rumors.

So, I will start with the facts... and then go to the rumor and innuendo por-

tion of our show.

### Weddings

On Saturday June 21<sup>st</sup>, Chapter 38 members Mia and Mark Leutwiler were married in the big hangar at Attitude Aviation. The hangar never looked so good with the custom lighting with formal seating for 200 people, a DJ and bar and great chow. The bride and bridesmaids arrived in a Cessna 402, taxied up to the hangar, shut down the engines and a white carpet was rolled out while the music played the bridesmaids deplaned to meet their respective groomsmen. As the bride and her father exited the big twin Cessna; a P-51 made a high speed pass no higher than the top of the hangar. After the ceremony our Brad Oliver and Alex Drobshoff performed some formation passes in their Citabrias which were followed by a four-ship formation. The planes and pilots were Jason Balser in a Pitts S2-B, Cris Flint in the Freebird, Darren Pleasance in his S1-S and Brian Motta in a Midget Mustang. Not wanting to be left out the twin Cessna did a high-speed pass after he dropped off the bride's side of the wedding party. After the flying we had a fine meal toasted the happy couple and danced the night away.

If you get a chance, ask Angie about her new career as Air Show Announcer. Apparently her announcing efforts at wedding fly-by was a winner – for best comedy act at a wedding – voted by the America's Funniest Home Videos Audience!

Speaking of weddings, I heard that Dick Rihn is getting married this month – because he “has to” if you know what I mean.

### WAC

The WAC is currently going strong in Lakeland, FL at the Sun-n-Fun site. Chapter 38 members Norm DeWitt and Vicki Cruse are cruising through the ranks. Several of the pilots from California are there making us proud including Bob and Marta Meyer, Steve Andelin, Mike and Julie Mangold and Doug Jardine, flying for Canada (his birthplace)! As a Chapter 38 member, I hope that Norm and Vicki win the gold –

however, I am also cheering on our friends from other parts of CA and the entire USA team. Norm and Bob Meyer (as well as Hubie Tolson, Alan Bush, Goody Thomas, and Michael Racy are flying as Independents. They did not make the USA team – but they're competing anyway. I give them a lot of credit and wish them well. I hear they are flying under an unusual flag - the Pirate flag – skull and crossbones – the whole deal. Rogues! You gotta love it!

More news from the WAC, I heard the Graham Bird got so drunk the first day of competition that he was caught urinating at corner judge position. He has sobered up and will be on hand to discuss his behavior at the next Chapter 38 meeting.

### Misc

I also heard that Angie was quick to get her “NASA form” into the FAA after “performing” a low pass, inverted, over 25R at LVK the other day. Is this true? “Angie.... you got some ‘splanning to do!”

The only other rumor I've heard is about our buddy Cris Flint. Apparently, he is being investigated by the folks at PETA regarding his sheep raising. Something to do with ulterior motives. I'm not sure what the story is but the PETA folks found out he was Greek and started this in-depth investigation. Check out the tractor pix at <http://www.derbyn.com/home/ranch/> for more information. Obviously, it's a Kubota B2910HSD with a 60" rear rotary mower, 12" post hole auger, and 54" front loader bucket. Woo Hoo!

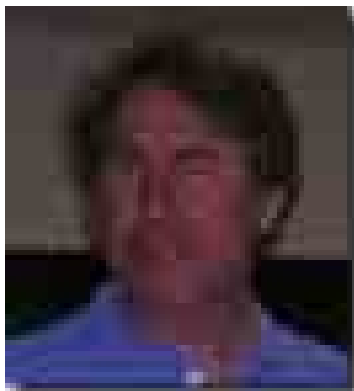
More from the Ramp – as soon as it happens. Yawn.

-Marilyn Dash  
ChixFly2



## First and Last Place

Dale Roberts



Well, this is another fine mess I've gotten myself into. I'm going to zero the first maneuver of the first contest of my aerobatic career. Maybe I should have taken the spin entry more seriously. I've been so focused on stopping the spin on a point that starting it had never been much of an issue (until now). Now on the last flight of the day when the

sun is going down, and the judges are tired and cold, the last thing they want to see is a spiral posing as a spin. I don't suspect I'll be able to convince anyone that I've just perfected the super-slow spin. The spiral mercifully concludes as I complete the 360 degree rotation; my down line is a little positive but I pull out 300 feet above the floor of the box and complete the rest of my sequence without loosing any more altitude. I would later learn that one of the judges gave me a 10 on the last figure (a 90 degree turn) which meant that in the five-figure sequence I had earned both a zero and a 10 from the same judge. Since I was the only contestant in my category I would ultimately take first AND last place in the event no matter what the scores were.

As I headed back to land I thought about the reasons I had come to Paso Robles and whether my self-esteem would survive the experience.

My interest in aerobatics began at a time when I was accumulating ratings but felt my training wasn't providing me with a satisfactory understanding of what one could and couldn't do in a airplane. In particular, I wanted to understand the ramifications of a full control deflection and I had a desire to know what I should be doing with my feet when I wasn't taxiing. I was also influenced by one of those 'tent lectures' at Oshkosh given by Mike Heuer in which he encouraged every pilot to get some aerobatic training for safety's sake. I joined IAC while I was at Oshkosh but I would be a member for years before I went to a competition. I paged through *Sport Aerobatics*, but most of the articles seemed esoteric and directed toward issues relevant to aircraft owners. There wasn't much information for renter pilots who were aerobatic beginners. To me, aerobatics seemed a little like what Louis Armstrong said about jazz: "If you got to ask, you ain't never gonna get to know". My aerobatic training proceeded in fits and starts as the FBOs and flight instructors I choose to affiliate with came and went (I didn't take this string of business failures personally). When my FBO at Concord closed (on April Fool's Day), I decided to seek out a good aerobatic school. I'd saved an old article from *Pacific Flyer* which described Attitude Aviation in Livermore as a good school to learn

aerobatics. I phoned Attitude and was pleased to discover that they had a fleet of aerobatic aircraft and a number of aerobatic instructors. I began flying a Citabria with Luca Scheda but in the post-September 11 immigration madness, Luca lost his right to work in the USA and he was forced to return to Italy. I then hooked up with Dick Rihn through an aerobatic ground school which he taught at Attitude. My goal was to fly at Delano last summer but the plan was thwarted when the Citabria developed a maintenance 'issue'. So 2002, like all the years that preceded it, was competitionless for me.

By 2003 I had learned a fundamental, immutable axiom of aerobatic competition, namely, "you can't fly without an airplane". As Paso Robles approached it again appeared that the rented aircraft I was hoping to fly might be unavailable. I had seen the notice that Cecilia Aragon had posted on her website regarding the availability of her Decathlon to aircraftless pilots who wished to fly at Paso Robles. I contacted Cecilia and she offered the use of her Decathlon with the caveat that she would ride along as safety pilot. The safety pilot rule was obviously in place to protect the aircraft, but the policy suited me fine because it offered the added benefit of saving my behind if a situation I wasn't prepared for presented itself.



I drove down to Paso with Dick Rihn on Wednesday, June 4<sup>th</sup>, two days before the competition was scheduled to begin. Helping Dick run errands during those two days gave me a pretty good look at the logistics challenges faced by the Contest Director. Dick had wisely chosen an experienced staff to oversee various aspects of the competition but there were still plenty of errands on the CD's plate. We picked-up the tro-

(Continued on page 11)

# Freebird Aerobatics Freestyle Tips

Cris Flint

The Freestyle should highlight what you and your airplane do best. Personally, I change my Free constantly, I view it as perpetually a "work in progress" - there is always room for improvement or optimization.

I think all Sportsman pilots should do a Free. In fact, I don't understand why more don't. It's different from everyone else (currently), and it makes the jump to Intermediate easier because you only have one new thing to worry about - the Unknown, and that's enough!

Here are a couple of cardinal rules to follow when designing a Freestyle, starting with Sportsman level rules and progressing through Unlimited:

- **Always use the maximum allowable points for your category**  
*If you don't, you're giving away points! Use the Floating Point rule if you have to.*
- **Always use the maximum number of figures**  
*Until the CIVA bonus program is adopted for IAC. This reduces risk of point loss by spreading out the max points such that a single zero won't have as large of an impact. The exception to this rule is pilots trying for the U.S. Unlimited Team are required to fly a 10 figure Free, to align with CIVA.*
- **For the first figure, blast into the box at Mach 2**  
*WAKE UP those judges! Make your first figure exciting, and let them know that you are here to fly.*
- **Choose the right figures for your airplane**  
*If you have a blindingly fast roll rate, put in lots of rolls. If you have tons of power, put in lots of vertical stuff. If you have everything, well, you're lucky!*
- **NO downwind spins**  
*You're almost guaranteed an out, especially if there is a wind.*
- **Place spins early in the sequence**  
*You will probably be struggling for altitude at the end of the sequence - get the spin over with.*
- **Use the minimum turn spin required for your category**  
*More turns = more altitude loss, but not more energy - once you give that altitude away, it's gone.*
- **Avoid recovering from spins on the "Y" axis**  
*Spin recoveries are ugly, and there's almost always a wing low. While technically this is OK as long as you fix it, don't show the judges that.*
- **Avoid cross box looping figures and 45 deg lines**  
*While it's tempting to try and get away with something using the "if they don't see anything wrong it's a 10" philosophy, if the judges can't judge your figure (i.e. determine if a 45 is steep or shallow), they can't do their jobs, and probably won't give you a 10. Let them do their*

*jobs - judge you.*

- **NO center box loops**  
*In fact, if at all possible, avoid vanilla loops altogether - they are very hard to score 10s on.*
- **Cross box figures should always be on the upwind side of the box**  
*The wind will blow you into the box, whereas if you are on the downwind end, it will blow you out!*
- **Try to place a cross box "wind corrector" every 5 or so figures**  
*Works whether there is a wind or not - if there is a strong wind, you'll be glad you did.*
- **NO down-wind 45 degree lines**  
*Hard to keep in the box.*
- **NO back-to-back 45 degree lines**  
*You're almost guaranteed an out.*
- **NO half snaps**  
*Very hard to stop accurately & on heading.*
- **Don't beat yourself up by putting a lot of pushing in your Free**  
*Remember you have to practice this Free all the time - give yourself a break.*
- **Choose the minimum K rolling turn**  
*Rollers are very difficult to score well on, so try to pick the minimum required - give the judges fewer reasons to downgrade.*
- **Choose the minimum K on tailslides**  
*Slides are risky and very easy to zero. Use the minimum K possible.*
- **Place the slide portion of the tailslide on the "Y" axis**  
*It's much easier to get away with cheat if the judges are looking at the top of the airplane.*

A popular style that is emerging has been dubbed the "California Freestyle" - placing most or all the figures at the ends of the box - no center box figures. While this works well for fast airplanes that accelerate on horizontal lines, it must be flown properly so as not to be boring for the judges to watch. Even for fast airplanes, the ends must be centered in the middle 2/3s of the box.

-Cris

## Chapter 38 Judges

Below are the local judges, which might be able to approve a free style for you. Check the [www.iac38.org](http://www.iac38.org) web-site for contact information

### National

Norm DeWitt  
Tom Myers  
Dick Rihn  
Dennis Yugo

### Regional

Cecilia Aragon  
Vicki Cruse  
Peter Jensen  
Angie Niles  
Bill Stein

# Young Eagles Rally

Terry Ridgway - Young Eagles Coordinator, IAC38  
June 14th, 2003

I'd like to thank everyone who came out to help with the Young Eagles Rally on June 14th. Graham Bird, Brad Oliver, Angie Niles and Alex Drobshoff. Oh yeah, and myself.

Things were a bit quiet, since we only had 7 kids show up for this event, but we had a great time none-the-less. Apparently, someone decided to schedule High School Graduation for the same day, and a lot of families were otherwise occupied. Also, due to the limited responses I received for volunteer participation, I didn't promote the event more than the What's Happening section of the Tracy Press. I didn't want to risk having 50 kids show up and only having myself there to fly them.

I'm hoping that we'll be able to do a much better job at the Airport's "Just Plane Fun" Open House on Saturday Septem-

ber, 27th 2003, which is the date of our next Young Eagles Event. The promotion of our event will be included in the promotion of the Open House, so we're bound to get a lot of attention. Last year's open house generated 48 Young Eagles. I expect the same participation this year. So, put this date in your calendar and come out to Tracy. It's also a great way to catch up with the rest of the chapter members, if you haven't been out to a meeting in a while.

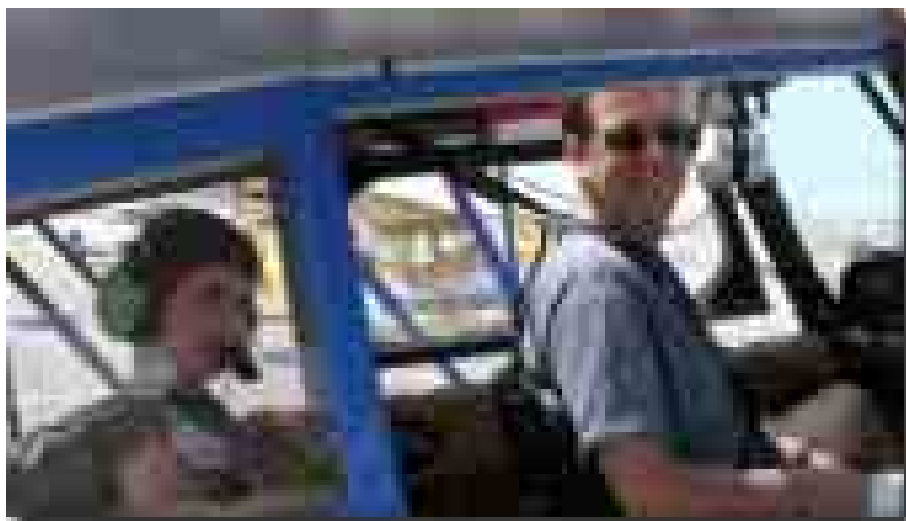
The Young Eagles Program is a very rewarding experience. Just ask Graham about the wonders of flying the 8 year old twin brothers from Georgia. It's a blast.

See you all in September.

*Terry Ridgway  
Young Eagles Coordinator, IAC38*



*Katie Petz*



*Joshua Mattes getting a ride with Brad - Brave kid!*



*Mathew and Katie Petz*



*IAC38 Volunteers—Terry, Alex, Angie, Brad, and Graham*

# Pylon Racing Seminar AKA Rookie School

Marilyn Dash

Reno, NV June 2003

The first time I went to the Reno Air Races, it was 1999 and I was a student pilot at Diamond Aviation at KSQL. We were two students and a CFI in a rented C172 - actually, my only time in a C172 - and I landed at KRNO. I remember landing next to a DC-9 on the parallel runway and thinking - we don't have this at KSQL! We landed and caught a shuttle to 4SD, Reno-Stead Airport to watch the races.



Karen Morss owned Diamond at the time and her husband, David Morss was racing in three classes; Unlimited, Sport and Formula. Karen made sure we were set up with tickets and Pit Passes. We really got to see the races up close because of Karen and David and their hospitality.

From that first day, I was hooked and have always wanted to be a Race Pilot.

Forward fast to 3 ½ years later. I recently purchased my beloved Pitts, Ruby and I have secured the paperwork, FAA approvals, and insurance necessary to attend. I'm headed to ROOKIE SCHOOL!

Rookie School, or as Reno Air Race Association (RARA) likes to call it "Pylon Racing Seminar" (PRS) is a new phenomenon. This was the sixth year RARA has held the PRS. Prior to the Seminar, Rookies would arrive a few days early and be tested on the course right before the start of race week. Because there is so much to cover, they decided to handle this in June instead of moments before the races begin.

I arrived on Wednesday. The winds were SCREAMING out of the South; which is always a delight at Stead considering

the runways are 08/26. There is also the 14/32, which has pot-holes the size of antelope, and the closed 18-36, which has giant X markings just to prove it really is closed. So, the makeshift tower says, 23 at 15; but the windsock says 180 at 15G20.

Confucius say: Sometimes Tower fibs, windsock tell truth.

I worked and worked and worked and finally, my first Pitts landing at Stead was not nearly as horrifying as it could have been. I actually had two pilots click in to tell me that was a fine landing and I really had to work for it. This came from two of the Instructors for other classes, so I believed them.

The next day, Thursday, was our day for Ground School. This started with The History of RARA, the Introductions of the Board, yadda yadda yadda. Then, the fun stuff. Topics included: This is how it works; this is what you will be doing. This is the true story, the behind the scenes information, the real deal. Are you ready for this?

After the Ground School, RARA held a cocktail party. And for the first time, I realized that I wasn't the only one that was nervous. All of these guys were nervous. We were all Rookies (except the one guy who was "held back" last year and was repeating the course). We were all there for the first time, flying Pylons and

hoping to make the cut.

That night, I slept two hours. I flew the Pylons in my sleep. I tossed and turned and completed freaked out. Anxiety is a wonderful thing.

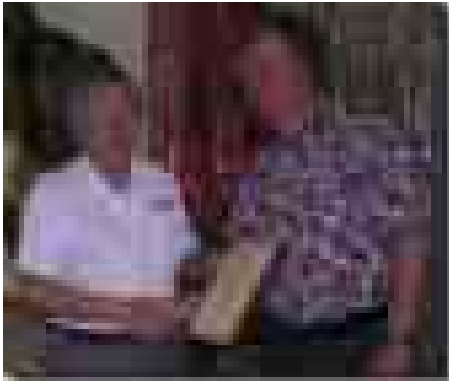
Friday morning briefing is at the crack of dawn, of course. Is anything started in aviation after 9am? We have 8 rookies, 7 with airplanes. The first order of the day is to get the "Airwork" out of the way. We break up into two groups. Each Biplane Racer needs to show proficiency in their airplane. Take off with less than a ten foot derivation of track, rolls left and right with little to no discernible loss in altitude, 4G pull, dive to 110% of cruise speed, etc. Two instructors in the air and two additional instructors on the ground evaluated us throughout these maneuvers. This was done at a reasonable altitude that would make the FAA happy.

Then, down we went. Down to the Pylons and the racecourse below.

*(Continued on page 12)*

## Paso Trophy Winners

*Pictures by: Angie Niles*



*Contest Director Trophy - Dick Rihn*



*Grass Root Trophy - Ben Freelove*



*Highest Scoring First Time Sportsman - Greg Pettitt*



*Highest Scoring Pitts Pilot - Reinaldo Beyer*



*School Trophy - Aragon Aviation  
Ben Freelove, Greg Pettitt, Dale Roberts, Cecilia Aragon, Stephane Nguyen*



*Chapter Trophy - Chapter 36  
Mickey O'Brian, William Hill, Steve Smith, Dennis Foster, Jim Peeples, Reinaldo Beyer*

## Paso Trophy Winners - Continued

*Pictures by: Angie Niles*



*Primary - Dale Roberts*



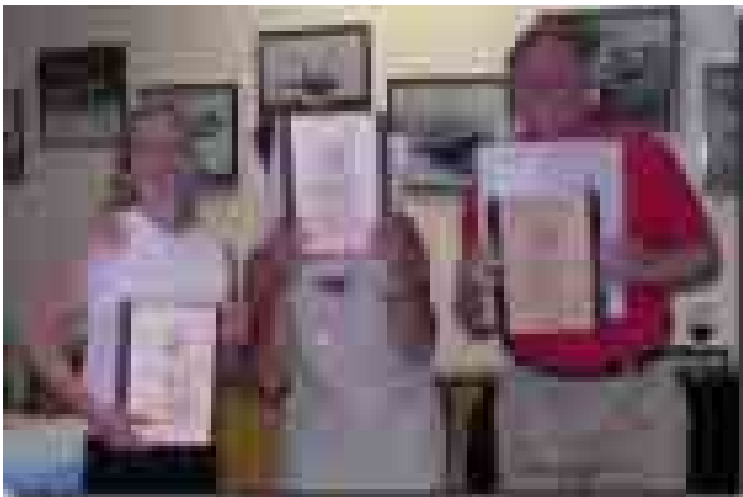
*Sportsman - Reinaldo Beyer, Ben Freelove, Brett Davenport*



*Intermediate - Tom Applegate, Mark Holmes, Jacquie Warda*



*Advanced - Doug Sowder, Dennis Foster, Allyson P. Lauck*



*Unlimited - Vicki Cruse, Bob Meyer, Marta Meyer*



*Unlimited Glider - George Watkins, Tom Hankinson*

## 2003 Aerobatic Club of British Columbia Contest

Abbotsford Airport CYXX July 18, 19, 2003

**B**OTTOM LINE. (As of June 15, 2003) People MUST fill out and fax 2 sheets of paper now/soon because of the TSA. That is a USA organization. This must be done 7 fringing days prior to departure, to get a reply. I doubt any repercussions if you skip this step until your return to the USA.

You must notify CANPASS Canada 2 hours prior minimum to your arrival (or 48 hours if you choose), and file a flight plan while making your final leg crossing into Canada. We strongly suggest picking up flight following @ Seattle to cross the border and just let them hand you off to CA. Just fly on across the border on flight following and they hand you off to the tower, who directs you to taxi to the base of the tower and direct you to "stay in the customs box" at the base of the tower. Then typically you wait around get frustrated when nobody from customs appears and call CANPASS.... they just clear you "in" over the telephone by giving you a secret number you keep in your wallet. Not exactly Mexico.

-Kurt Haukohl

### US Border Crossing - New Requirements

Crossing any US border after June 15, 2003 you'll need a waiver, form can be downloaded from <http://www.intl.faa.gov/uswaiverrequest.doc>. Complete this form and FAX to the TAS, permit should be issued in about a week. If you don't have a transponder, mark "no transponder" on the top of the form. If you want a blanket 6 month waiver instead of a single flight permit, mark "Fleet Waiver 6 month requested" on the top of the form. Homebuilts without electrical systems from our club are being granted these waivers. Note that a two-way radio is required.

If you are flying a Canadian homebuilt into the US or an American homebuilt into Canada, you will still need the waiver letter on board. This is an airworthiness issue, not to be confused with the separate waiver above that is a national security issue. Just print out the appropriate letter from the link <http://www2.faa.gov/avr/afs/afs800/formtext.htm> and carry it on board your aircraft.

### Aerobatic Boxes

The Club approves individual pilots and advises Transport. Prior arrangement by phone or radio is required, and weather and traffic permitting, the Control Tower will approve a short duration flight. Aircraft must be equipped with a functioning two-way radio. Note that the top and bottom of the airspace may be varied by the tower as required to accommodate other traffic. <http://www.aerobaticscanada.org/>

### 2003 Aerobatic Club of British Columbia Contest

Abbotsford Airport CYXX July 18, 19, 2003

**Customs** available at Abbotsford from 8:00 to 24:00  
phone: 888-226-7277, or 250-363-0222

Contest Director Donn Richardson 604-943-3666  
d&mrichardson@telus.net

Contest Director Les Mitchell 604-594-6458  
ljmitchell@shaw.ca

Entry Fee \$140 Canadian  
\$100 US

Categories: Unlimited, Advanced,  
Intermediate, Sportsman, Basic

Entry Fee includes hangar for Thurs, Fri, Sat night

**Sanctioned** by IAC and Aerobatics Canada. IAC Chief Judge, qualifying contest for all IAC accreditations

### Schedule

Thursday	7/17	16:00-19:00	Registration
Friday	7/18	08:00-12:00	Registration & Practise
		13:00-18:00	Known Flights
Saturday	7/19	08:30-18:00	Free & Unknown Flights
		19:00-??:??	Banquet

### Box Practise

Additional box practise time before the contest is available by purchasing a \$25 US "Visitor ACBC Membership". Contact contest director for details.

### Abbotsford Area Hotels

**Best Western Regency Inn & Conference Centre** - 1.93 km

**Best Western Bakerview Inn** - 4.99 km

**Best Western Mission City Lodge** - 8.85 km

Abbotsford Motor Inn	604-853-1141
1881 Sumas Way Toll free	1-800-663-9842
Abbotsford Travelodge	604-853-1880
2020 Sumas Way Toll free	1-877-853-1880
Holiday Inn	1-800-665-7252

(Continued from page 4)

## First and Last Place

phies, purchased various hardware items, and made final arrangements for the banquet. Tom Myers had a team of box marker installers going full speed. Work was proceeding on schedule, but a lot of details needed to be pinned down. Like, where is the cheapest place in Paso Robles to purchase soft drinks and bottled water?

Thursday was registration and practice day, and it presented its own interesting set of challenges to the neophyte. Difficulties related to lack of an airplane again manifested themselves during registration. The registration desk required that the aircraft be teched before they would take my registration. I couldn't register because I didn't have an aircraft to tech. I couldn't sign-up for a practice slot until I was registered. I was truly in the Catch-22 zone. Two of Cecilia's students, Ben Freelove and Greg Pettit, came to my rescue. They had the Decathlon teched and helped me fill out the registration form. I finally got a practice slot but it was late in the day (even though I was one of the first competitors to arrive at Paso).

As registration proceeded, it became clear that I was the only contestant planning to fly the Primary sequence. This meant that I would not be flying in a contest and I could not officially be awarded first (or last) place. Worse yet, my name would not grace the pages of *Sport Aerobatics* because they only report contest results.

Another rule-book quirk nearly limited my debut to a single flight. The rules specify that primary contestants are to make a single flight. The logic is that they don't have to commit to an entire two-day contest if they are only participating to get their feet wet. However, in most contests the Primary contestants are afforded the opportunity to fly each time the Sportsman category flies, and this convention was followed in my case. This decision was not a simple one, with some wrangling occurring before the final decision. My strongest advocate was Dave Walkup who argued my position vs. those who favored a strict interpretation of the rules. I thank Dave for my second flight and the opportunity to demonstrate to the skeptical judges that I can spin a Decathlon (at least, 50% of the time).

My performance on the second flight was considerably better than the day before, which suggested to me that I was able to learn from yesterday's mistakes but also could have meant that my flying is terribly inconsistent and I need a lot more practice. One judge commented that my loop was "as good as any he'd seen" but he still just gave me a 9. I guess he is still waiting to see a perfect loop. That flight was the last one of the weather-shortened contest and a prelude to the contest banquet.

The Estrella Warbird Museum provided a fitting venue for the banquet. With a fine collection of jet fighters and walls

adorned with the requisite number of pictures of old military aircraft and war heroes. I expected to see some boisterous behavior from the free-spirited pilot crowd but everyone was very well behaved even though someone had the poor judgment to use flyable styrofoam gliders as centerpiece. I saw only a few centerpiece dogfights and no inappropriate use of condiments, which was a good thing because the carpet in the banquet room was brand new. Everyone seemed pleased with the food and the contest results -- I didn't hear any sour grapes. I was awarded the first place plaque in spite of the fact that I wasn't officially involved in a competition. (As a practical matter, the plaque had already been purchased from the trophy shop and couldn't be returned.) The second and third place Primary plaques are probably being used as kindling for Dick Rihn's fireplace. I also basked in the glory of Aragon Aviation's team championship.

So, as my weary head hit the pillow that night at the freeway motel, it was spinning with the events of my four-day adventure in Paso Robles. An IAC competition was a lot more fun and a lot more work than I had anticipated. The pilots were friendlier, more helpful, and more encouraging than I expected. My first foray into competitive aerobatics had been a big success and I was already making plans for Delano, when I'll be planning on a real contest in the Sportsman category.

- Dale Roberts

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## Paso Trophy Winners

I forgot this one... I think he did it on purpose, just to get this very nice belt made by Dennis Earnst - the computer wiz that keeps track of all the scores.



Lowest Scoring Sportsman—William Hill

*(Continued from page 7)*

## Pylon Racing Seminar AKA Rookie School

The Pylons are actually telephone poles about 50 feet tall, with specially made striped drums at the top. The Biplanes' Pylons are bright orange/red panels to increase their visibility to pilots. The course is a modified oval and equals 3.11-mile

course. Because of the plethora of Pylons, RARA was kind enough to put lights on two of our Pylons. Of course, on Friday, they lit the wrong ones. Oh well, that's the way it goes.

The first time around the Pylons we were still working on our "Airwork". We were instructed by our leader to locate the Pylons and then locate the nearest landing option in case of a Mayday. We were continuously briefed on where to land in case of problems and how to declare a Mayday if you are NORDO or if you have radio access. They repeated that Maydays are free at Reno. If you have a hint of a problem, say the word and the world is your oyster. Safety was paramount throughout the weekend.

Saturday we were given more latitude to fly the Pylons and get a feel for what we were signing up to do. I had one of the timers put me on the clock and I increased my speed nearly 30mph from my first time around the Pylons (when I was still saying, Oh Sh\*t) to the final lap when they made me come in and land. Each lap you try something new. Each lap you learn something new. I believe that's why they have Rookie School.

My last landing on Saturday, I'm down and happy and I turn my head and notice there are probably a thousand people there. People came out of the woodwork to watch Rookie School. Apparently, this is the locals opportunity to watch cool airplanes fly the course for free!

On Sunday, we had a simulated race. This started with the simulated Horse Race Start which the Biplanes employ. This puts three biplanes in the first row, two in the second and three in the last row. Each row has their own starter and the starter's job is to successfully launch the next row once the previous group is tails up.

We practiced passing. They estimate that you need 8mph over your prey to pass successfully. So, we practiced passing or should I say we tried to pass. We got lower, got faster and clearly had more fun than anyone thought we would.

At the end of the Seminar, we were told if we passed or not. I passed – or I wouldn't be writing this and you never would have heard that I even attended! When I found out I passed, I had the feeling of going to Fantasy Baseball Camp with all of the idols of your youth. Mine were Mickey Mantle, Joe DiMaggio, Whitey Ford, Yogi Berra, etc. And at the end of the week long camp they turned to me and said, "Hey, Dash! Why don't you come up and play at Yankee Stadium with us!

You made the Team!"

To be part of the rich tradition that is the National Championship Air Races is an honor I will not soon forget. I hope to see all of you in September! I would love to have Chapter 38 there in force. By the way, I need a Pit Crew – so volunteers are being solicited!

Thank you,

*Marilyn Dash  
Ruby Red Racing  
ChixFly2*

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## Pilots Currently on the Waivers

As of 6/30/2003 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 (6/30/2003)

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

### Pilots on the New J Waiver (6/30/2003)

Angela Niles  
Alexander Drobshoff  
Sean D. Tucker  
Randy Howell  
Volodymyr Chetverous  
John Posson  
Cecilia Aragon

### Designated Briefers

Angela Niles  
Dick Rihn  
Cecilia Aragon  
Dave Walkup



## Spin and Unusual Attitude Clinic Wayne Handley



**9:00 am August 2-3, 2003  
Attitude Aviation  
299 Jack London Blvd, Livermore Airport  
Fly-ins welcome**

Wayne Handley is a former naval aviator, ag pilot, aerobatic champion, and is known worldwide for his magnificent flying in airshows. Since beginning his aviation career in 1957, he has amassed over 26,000 hours of flight time with little of it spent straight, level, and upright.

Wayne will give a very special ground-based seminar on spins and unusual attitudes. His two-hour presentation covers the basics and the finer points of these maneuvers. For those who sign up for instruction, each flight will cover coordinated and uncoordinated slow-flight, stalls, spins, basic aerobatics and unusual attitude recognition and recovery.

The main focus of Wayne Handley's training is to instill confidence in you. He will tailor his program to your piloting needs. This clinic is designed for all pilots interested in improving his or her flying skills.

**2 hr Ground Clinic 9:00 am Saturday Morning  
\$25 club members / \$40 non-members**

**Ground Clinic + 1/2hr Flight Instruction with Wayne in his Extra 300L \$225 club  
members / \$240 non-members**

(flights start approx 12 noon Saturday, and will resume Sunday if needed)

**Box Lunches available Saturday for \$10**

**Space is Limited, Pre-registration Required**

**Signup at [www.iac38.org](http://www.iac38.org) or call to reserve 925- 518-9857**

Sponsored by the International Aerobatic Club Chapter 38 and Attitude Aviation



# Contest Results

**C**ongratulations to all chapter members, who participated in this year's Paso contest:

- Dale Roberts
- Benjamin Freelove
- Greg Pettitt
- Stephane Nguyen
- Doug Burr
- Jacquie Warda
- Dave Walkup
- Peter Jensen
- Buck Cobb
- Pete Eslick
- Tom Myers
- Norm Dewitt

## Northern California Regional Aerobatic Contest June 6-7, 2003

*Paso Robles Airport, California, IAC Chapter 38  
Contest Director: Dick Rihn*

### Primary

Rank/Pilot	Ch	Known 1	Known 2	TBLP Tot.	% PP.
1 Dale Roberts	38	228.9000	341.0000	569.9000	63.32

### Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Reinaldo Beyer	36	1140.6771	1164.9705		2305.6476	86.03
2 Benjamin Freelove	38	1104.1285	1136.8938		2241.0223	83.62
3 Brett Davenport	114	1133.7260	1099.8568		2233.5828	83.34
4 Greg Pettitt	38	1115.1199	1050.8666		2165.9865	80.82
5 Larry Howard	67	1097.7985	1057.1124		2154.9109	80.41
6 Jeff Jewell	36	1086.2382	1063.1715		2149.4097	80.20
7 Brian Stout		1069.3871	1066.2421		2135.6292	79.69
8 Justin Stout		1075.9633	1055.7817		2131.7450	79.54
9 Terry Middaugh	67	1034.2651	1087.3036		2121.5687	79.16
10 Spencer Suderman	26	1084.4935	1030.9493		2115.4428	78.93
11 Stephane Nguyen	38	1054.4616	1029.3140		2083.7756	77.75
12 Doug Burr	38	968.7505	1099.8307		2068.5812	77.19
13 William Hill	36	988.7384	914.5472		1903.2856	71.02

### Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Tom Applegate	26	1572.3621	1636.7118	1338.8847	4547.9586	82.69
2 Mark Holmes	77	1588.6372	1659.7020	1294.2631	4542.6023	82.59
3 Jacqueline Warda	38	1663.3575	1620.4644	1257.8761	4541.6980	82.58
4 Gil Tellier	49	1744.9210	1708.7427	981.8287	4435.4924	80.65
5 Dave Walkup	38	1714.2232	1493.7607	1014.3634	4222.3473	76.77
6 Peter Jensen	38	1487.2515	1594.3809	1038.7535	4120.3859	74.92
7 Taylor Walter	85	1523.1510	1660.2639	893.5474	4076.9623	74.13
8 Corey Middaugh	67	1586.0474	1646.6167	731.2200	3963.8841	72.07
9 Brian Davis	69	1604.2181	1670.8181	628.6066	3903.6428	70.98
10 Buck Cobb	38	1667.5230	1745.6249	0.0000	3413.1479	62.06
11 Bob Blackwood	85	1751.1231	1626.7180	0.0000	3377.8411	61.42
12 David Hermance	49	1575.7497	1688.0192	0.0000	3263.7689	59.34

### Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Doug Sowder	67	2044.5421	2640.1602		4684.7023	83.51
2 Dennis Foster	36	1961.8970	2688.8188		4650.7158	82.90
3 Allyson P Lauck		2047.2015	2570.4140		4617.6155	82.31
4 Pete Eslick	38	1923.9774	2674.8913		4598.8687	81.98
5 Steve Smith	36	1958.8287	2613.9575		4572.7862	81.51
6 Steve Cummings	36	1964.5660	2464.3561		4428.9221	78.95
7 Jim Peebles	36	1889.6664	2514.2540		4403.9204	78.50
8 Ann Marie Smith	67	1748.1433	2618.4411		4366.5844	77.84
9 Michael Steveson	69	1630.7101	2654.1161		4284.8262	76.38
10 Tom Myers	38	1787.8679	2475.2910		4263.1589	75.99
11 Craig Teft	777	1791.3078	2160.3173		3951.6251	70.44
12 Ed Collins	72	1774.9704	2064.1641		3839.1345	68.43
13 Mickey O'Brien	36	1644.3144	2104.4273		3748.7417	66.82

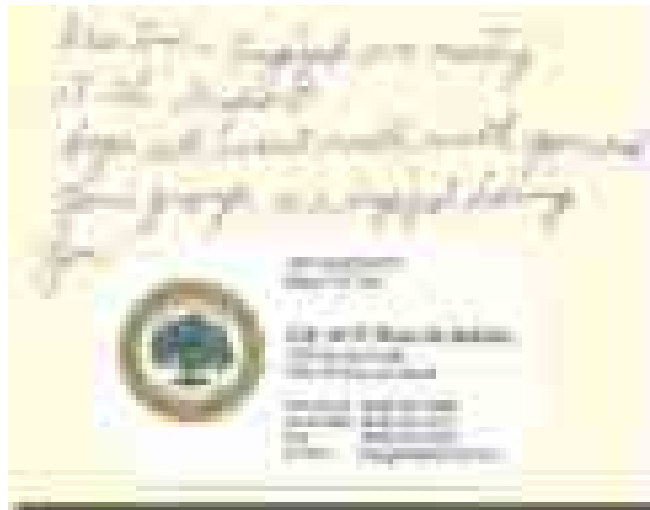
### Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Vicki Cruse	49	3052.6617	3920.2467	2760.4051	9733.3135	81.52
2 Bob Meyer	26	3217.8000	3263.5449	3224.4761	9705.8210	81.29
3 Marta Meyer	26	2901.8188	3777.9910	2974.2684	9654.0782	80.85
4 Jon Nash	36	2966.4985	3687.8621	2824.6494	9479.0100	79.39
5 Norm Dewitt	38	2983.4034	3220.4685	3165.9973	9369.8692	78.47

### Unlimited Glider

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Tom Hankinson		1327.6000	2025.3670	1050.2000	4403.1670	66.41
2 George Watkins	26	1410.2000	1102.6645	685.2000	3198.0645	48.24

## Nice Note From Jim Heggarty - Mayor Paso Robles





## 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:**  
**Post Paso Hangar Party**  
**July 12th, 2:00pm**  
**Livermore Airport**  
**Exact location: TBD**