



The ACronaut

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Prez' Post

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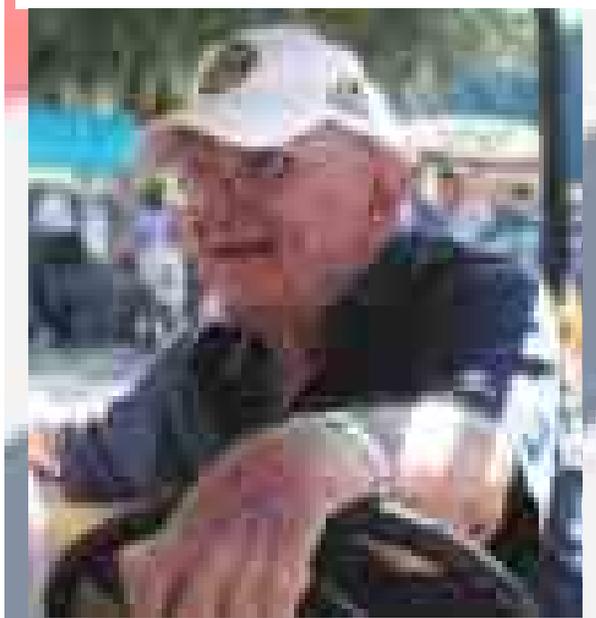
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In Loving Memory Curtis Pitts

December 9, 1915 - June 10, 2005



IAC38 Welcomes Sal Webber - San Jose

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Wow!

We had another fantastic Paso Robles contest this year. Thanks to Dave Watson and the many volunteers, we pulled off another well-attended, well-executed, and outrageously fun event. We've got lots of pictures and great stories that you'll see in the following pages.

Several notable mentions include a variety of first place trophies (Sal Webber in Primary, Howard Kirker in Sportsman, Todd Whitmer in Advanced), three first-time competitors from Chapter 38 (Anil Kumar, Sal Webber, and Mike Eggen), and even I would have had a first place trophy in Intermediate if the other four guys who beat me hadn't shown up as would Norm in Unlimited if the Meyers hadn't been there. We could have had a clean sweep. So all in all, very respectable showing for Chapter 38.

Of course, none of this would have happened without amazing volunteer efforts from many. Thankfully, Dave Watson agreed to play the CD role this year after having been a Chapter 38 member for all of about 20 minutes last fall and then managed to recruit his wife Lori and son

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Editor's Column

Peter Jensen



Lots of good stuff to report on this month.

Sal wrote an inspiring 'first contest' article. Dick relays some technical insights on forces in a spin. There's photos of Paso Trophy winners. Don reports on the progress of obtaining a box at Byron. Howard wrote a contest report for The Apple Cup in

Ephrata, and as usual Darren and Marilyn reports on current events and things going on in the chapter and elsewhere.

I had some fun composing a home video, with some in-flight shots from various external camera mounts.

There's complete contest results for three contests; Apple Valley Gold Cup, Paso, and Apple Cup in Ephrata.

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 (7/1/2005)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (7/1/2005)

- | | |
|-----------------|----------------------|
| Greg Pettit | Ben FreeLove |
| Peter Jensen | Allyson Parker-Lauck |
| Peter Gillcrist | Howard Kirker |

- Marilyn Dash
- Stephane Nguyen
- Darren Pleasance
- Jacque 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 | Ben FreeLove |
| Marilyn Dash | Peter Jensen |
| Darren Pleasance | |

Flying High

Darrin Silver - www.FlyingHighComics.com

"Maybe now I'll get closer to the White House"



John Kerry's New Campaign Strategy



Heard It On The Ramp

Marilyn Dash

If you didn't make Paso this year, where the heck were you? It is the biggest weekend of the year! More important than Ground Hog's Day - more important than almost anything - except of course my birthday weekend.

We weren't sure how many contestants we would have. Usually we can guesstimate by the number of participants Chapter 49 gets at Apple Valley the previous month. The weather has been so horrible throughout the state of California - so we weren't expecting record numbers. We did end up with 43. Actually 45, if you count the two guys who flew two categories. Three Chapter 38 first time competitors and a few first timers from other chapters. One interesting thing was we had only one participant from Arizona. And with the WAC going on - we only had three Unlimited Pilots.

The Watson family really pulled off a wonderful contest weekend. Dave did the management, Lori, his lovely wife, did the meet and greet and Ryan, their son, was our numbers guy. The new scoring software was interesting to say the least - but once the glitches were resolved - we were on our way.

If we each wrote a paragraph or two about the weekend - everyone's paragraphs would focus on different things. We all have different experiences even if we are at the same place, together. My cousin and I used to go away for little vacations - like the 1996 Olympics in Atlanta and Mardi Gras in 1997. We would write each other an email when we got home that would list our Top Ten memories of the week/weekend. This year's Paso Contest made me think of those Top Ten Memories list.

On my list of memories would have to be watching Massa ride the bull at Bubba's. You can't get enough of that, let me tell you. If I was just a wee bit younger (and a whole lot drunker) I would have considered a ride myself. Thank heaven for old age and sobriety - and wisdom.

Another good memory was watching our CD throw up - twice before he got in the plane to fly his sequence. You can't see enough of that in one weekend. /sarc.

The results for Paso and Apple Cup should be available somewhere in this amazing newsletter. I know that Howard Kirker and Todd Whitmer are kicking butts and taking names.

Paso Paso Party - aka Gala.

Now that Paso is over - it's time to start congratulating ourselves and partying. So, my hangar, KHWD 7/11/05. If you are driving, bring chairs. If you are flying, fly bys are encouraged! I have attached a map of the Hayward Airport and local area.

My hangar is located in the East T's at Hayward Airport - just one hangar row east of Bud Field Aviation. Hangar # E-7 Pedestrian Gate #P-5.

If you are flying in - ask Ground for the East T's. and make the first turn off between the Hangar Rows after you pass Bud's Big Hangar.

If you are driving, Hayward Airport is bordered by A Street, Hesperian and Winton in Hayward. My Hangar is easily accessible from the parking lot off Skywest Drive - take Pedestrian Gate #P5. I rather people park on the outside of the gate to leave plenty of room for airplanes and my neighbors.

Fly-bys and typical IAC member behavior in the pattern is applauded - as long as it's legal. Ask for 28R for your fly-by. We are at the arrival end of 28R and will know when to throw another burger on the grill when we hear you coming!



ALSO... If you are DRIVING - BRING CHAIRS!!

Besides RSVPing - I'd love for everyone to tell me if they are planning on Flying or Driving. That will help with parking issues and beer allocations.

And for those of you who didn't make Paso - you can still come to the Gala. Galas are for everyone!

WAC News

The US Aerobatic Team is currently in Burgos Spain flying their butts off for their countries honor.

I am getting updates from three of the team members on a regular basis - plus there is a website that has scores, updates,

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My First Contest

Sal Webber



I'm sitting back at my normal reality (in my office in front of a computer screen) and the last five days seem like dream. Ever since I saw the Blue Angels fly when I was 4 yrs old (almost 30yrs ago) I've wanted to fly aerobatics. The only reason I got my private license was to fly aerobatics and I finally did for real. That was a realization of a lifelong dream for me...and it was better than I ever could have dreamt it. Everyone was so nice to me, I felt completely comfortable asking questions all day long every day.

It started on Wed...I flew down with Dave Watson in his beautiful red and white Super Decathlon. We talked the whole way down about getting started in aerobatics; his experiences with it on the east coast; different airplanes; figures and what judges look for. When we landed we met Roger the airport manager who was a really nice guy. He told us we're here to help you...whatever you need! And he meant it. Lorrie, his assistant was out mowing the areas for the box markers as we chatted for a little while. Tom Meyers showed up shortly after that and we quickly got to work setting up the box markers. Todd Whitmer and Howard Kirker then showed up shortly after that and after about 4-5 hrs we had an official IAC Chapter 38 box marked out...I was completely lost out there but Tom was confident it would be square. Dave jumped up in the Super D to survey our finished product and came down and remarked "That's the best box I've ever seen!". I slept well that night. It was a legitimate day of hard work setting up stuff.

On the practice day, I couldn't wait to see what the box looked like. I went up in the Super-D with Dave as my safety pilot for my first turn ever in a marked box. My routine started off with a spin that over rotated by about 90 degrees. I had worked so hard on the box I wanted to look at it the entire time I was flying. I figured I could use the center "+" as my

reference. Dave quickly remedied that by pointing out the all of the great references that Paso has out towards the horizon. I'd been flying the sequence for three weeks and I had never felt like I got every maneuver correct in one sequence and this practice session was no different. Luckily, I had Dave over my shoulder giving me tips and advice and encouragement about what looks good for the judges.

On the first day of the contest, Darren Pleasance was my safety pilot. He was extremely helpful at making sure we stayed clear of any traffic and talking me through how to be safe...then I crept into the box for my spin...game time!! I actually strung every maneuver together and flew them all reasonably correct for the first time ever. As soon as I made my last 90 deg turn out of the box, I told Darren "That was my best flight ever!...uh where did the airport go?" He talked me back into the pattern while I dealt with an enormous amount of adrenaline induced euphoria. As soon as my feet hit the ground I had a funny feeling in my gut that I had just been changed forever. On to be a boundary judge! Tom Meyers gave me a brief on what I was supposed to do. It was such a cool perspective to watch the contest from. I found myself rooting for each pilot as they got near to the boundary. When they were coming near a boundary screaming along I'd say "pull up!" some listened and stayed inside the box...others just kept on going... I don't know if anyone has ever tried to televise an aerobatic contest but I bet it would be a cool idea if they could draw the cube using computer graphics for the viewers the way the first down marker is drawn for football games. It was very exciting to see folks get close to boundary and somehow stay in. Flight 2 with Darren felt even better than the first...it didn't score as well...I would later find out that every aerobatic pilot suffers through this ailment. For flight 3 I could tell I was starting to get fatigued from all of the excitement and I was having a little bit of trouble focusing on my sequence. I did my best but I did have a substantial over-rotation on my spin and the judges deducted points accordingly. But I had finished my first contest!!!!!!

A quick tear down of all of the stuff and I was off to banquet. It was a blast and a great cap to a great week. Somehow I actually got enough points to take home first in the Primary category. It didn't matter, I was ecstatic with the whole process of the contest. All of the cool airplanes, the awesome pilots, and volunteers, I've definitely found a new passion in my life. At the next contest in Delano, I hope to be able to make it down there and fly sportsman. I just printed out the sequence for the sportsman category and I see there are twice as many figures...cool. More time in the box!!!!

Thanks for Everything!!

Sal

The 2005 Apple Cup

Howard Kirker

Washington State's IAC Chapter 67 hosted their annual Regional Aerobatic Contest at Ephrata, WA, two weeks after our Paso event, and a fine follow-up it turned out to be. It was a long distance to travel, but for my part, I figured if Terry Middaugh could come down to Paso in his Stearman, I had no excuses for not making the jaunt up to his home field! The trip involved three 2+ hour legs in a Great Lakes; four other IAC #38'ers also made the effort – 'tho in fewer legs and a lot less time (Extra's and Edge's)! Tailwinds and great scenery all the way! In addition to getting to watch some more of Terry's superb flying in that beautiful old bi-plane, we were treated to great weather, a well-marked box, a field shared with lots of exotic high-performance sailplanes, a well run contest, and some really first-class entertainment – in the form of hilarious slapstick performances during briefings and at the banquet by the host CD's John Coffey and Terry Burch!

Despite the travel "jetlag", Chapter 38's five pilots flew well. Norm Dewitt took second in Unlimited, missing first by just eight points, or less than 8/100%! Todd Whitmer kicked butt with another first in Advanced. And but for a cruel twist of fate (really a questionable "low" call), we would have swept Sportsman; Howard and Vicki fought it out for first and second overall, and Doug had a second and a third in two of the flights, but it's hard to offset that zero in the cumulative rankings.....bummer! So, where were our Intermediate pilots????

While most IAC contests are quite similar in format, they do some things a little different at the Apple Cup. At the banquet, the entrees were carved prime rib of beef and fresh, smoked salmon fillets! And besides the plaques and flight medals, the winners actually received GOLD BULLION prize money! Really. It's a first class operation. However, you don't want to mess up on your order of flight or a volunteer assignment, because the CD has a wicked temper and maintains rigid control with his unique "CD Command Central and Battle Helmet".....

Howard



Spin Forces

Dick Rihn

I would like to start a little discussion about gyroscopic effect of the propeller disc. Why is this important? Gyroscopic effect of the propeller disc is one of the things that alters the attitude in a spin.

If I am repetitious I do not apologize as repetition is the secret to learning.

First of all there is no gyroscopic effect when the aircraft is in a steady state. There must be angular change of the crankshaft/propeller to generate the gyroscopic effect.

Displacement of the propeller disc by a force (elevator or rudder) will produce a force at right angles to the force applied. This sounds confusing to remember until you recall only two simple items. These are the take-off rudder requirement in a tail dragger and the stick motion required in a hammerhead.

To summarize then:

1. Pitching the nose away from the pilot's head (nose down/tail up on take off) requires the addition of right rudder. Therefore the nose pitching away from the pilot's head results in a left yawing force.
2. Yawing the aircraft with full left rudder (as in a hammerhead turnaround) requires forward stick. Therefore the force generated by a left yaw produces a pitching force of the nose towards the pilot's head.

(all of the above assumes a Lycoming or comparable direction of rotation engine. Opposite direction of rotation engines the above is reversed)

So, it isn't complicated. Just remember the **take off** and the **hammerhead**. One can figure out everything else with just these two observations.

The flattest spins in Lycoming aircraft are done with left rudder when upright and with right rudder when inverted. As viewed from above the direction of rotation of the flattest of flat spins is counter-clockwise.

Applying full power in a well developed spin using the opposite rudder (to that noted above) will cause an increase in the nose down angle of attack and will accelerate the spin due to the piroette effect. Where it gets really confusing is when the pilot's gaze gets behind the axis of rotation and the wrong rudder is used for recovery. Another difficult moment is if a well developed spin gets accelerated and crossed-over (positive to negative to positive etc.) enough times that the pilot gets confused. By then the longitudinal axis of the aircraft will appear vertical to the pilot so the pitch visual cue is gone. The Beggs

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Making In-Flight Video

Peter Jensen

During the month of May I did some 'home' videos from cameras mounted in various locations on the airplane. When flying single seat airplanes it's hard to explain the thrill of flying upside down to friends and family. A video is a great way of sharing that experience. You might bore everybody to death, but heck it's pretty entertaining to watch your own flying afterwards. It can even be used for some minor critiquing, for things such as the placement and timing of point rolls.

Equipment

Recording Device - Sony DCR-TRV33

I used a MiniDV camcorder. The MiniDV camcorders are relatively light (mine was only 18oz), which is a plus. Also, when it comes to the editing, it's a lot easier to edit digital material. If you have a firewire (IEEE 1394) connection between the PC and the camcorder, the PC controls the camcorder. When shopping for a camcorder make sure that it takes external video and audio input. Not all do!

Cameras – Swann surveillance cameras

I got two from Fry's. They are color cameras (with a microphone). Their resolution is 380 lines, which is comparable to a regular TV, and they are small and light. In addition they come with replaceable lenses. For certain camera positions it was necessary to use a wide angle lens in order to get most of the airplane in the picture. It's good if the cameras have a flat surface, which makes them easier to mount. The cameras run on a 9V battery each. They can run for about 1 hour on a fresh battery. This was an important lesson. The picture gets dark and the colors get bad if you try to use a battery longer than that. It takes a lot of time to secure the batteries, so use only fresh batteries, if you don't want to waste a lot of time, like I did.

Getting two cameras instead of one is highly recommended, if you want footage from multiple positions. This will cut the number of take-off and landings in half. In order to switch between them I simply switched the cables in flight.

Cables

You'll need long video cables to run from the externally mounted camera into the cockpit. If you want to record the audio from the microphones in the cameras you'll need an audio cable as well. This is really not worth it. The sound from the engine sounds kind of cool, when taxiing on the ground, but as soon you get airborne, all you hear is wind noise.

Instead of recording a bunch of wind noise, it's much more interesting to record the radio communication. Especially, if you're flying formation and talking to your wingman. It adds a little flavor of authenticity with some official ATC talk. I

made up a simple splitter cable that splits the headphone jack into a female jack and an RCA jack that can connect directly to the AV cable from the camcorder.

Camcorder Bag

I got a bag that was big enough to hold the camcorder and the excess rolled up cables. Get one that has a strap that you can run the seatbelt through. Having it attached to one of the shoulder harnesses seemed to be the best solution.

Video Editing Software – Pinnacle Studio 8

If you haven't done any video editing, I can highly recommend the Pinnacle Studio product. It's relatively easy to use. It lets you make transitions, titles, and adding music. It also allows you to burn the finished product to a DVD that can be played in the living room entertainment system.

Tie straps

They are great for securing the camera and for making sure that all the cables are neatly rolled up.

Packing Tape

Used for securing both the cameras and the cables. I used duct tape first, but found that the glue residue left behind is messy. You'll have to use solvent to remove it (gasoline), whereas packing tape works just as well, and doesn't leave any residue when removing it.

Camera Placements

This is the tricky part, and takes some experimentation. I've tried the following positions:

- I-strut pointing towards the cockpit.
- Tail fin pointing forward.
- Tail spring pointing forward.
- Cabane (wing mount) for a mug-shot.
- Inside of cockpit pointed at the instrument panel.

I got the best shots from the tail fin and tail spring. The I-strut is good for formation shots.

Editing

I started out with showing the camera mount positions, then on to the taxi and take-off, switching between the top and bottom tail shots. Cut the taxiing portion shot. It's boring. Having the tower giving the 'Cleared for Take-off' radio transmission is cool. I flew the Intermediate Known sequence and added some music from the greatest rock band of all times (AC/DC). I first tried to switch between different camera angles, but that became too disorienting, so I settled on just the tail fin shot. Adding a little text to the picture calling out the

maneuver makes it easier to watch, e.g. 'Pull to 45, full roll', etc. It's highly recommended to not making more than 10-15 minutes. After about 10 minutes people, that claim to be your friends, start drifting off (sort of like the Monty Python sketch

about the race for people without sense of direction). The pictures below show the camera mounts, and the resulting view.

Peter



I-Strut Camera



Mug Shot Camera



Instrument Camera



Tail Spring Camera



Tail Fin Camera



Tail Fin View



Tail Spring View



I-Strut View



Mug Shot View



Instrument View

Paso Trophy Winners

Peter Jensen



Primary
Sal Webber, Anil Kumar



Intermediate
Bob Blackwook, Malcom Pond, Reinaldo Beyer



Sportsman
Howard Kirker, Ron Rapp, Norm Manary



Unlimited
Marta Meyer, Norm DeWitt, Bob Meyer



Contest Director
Dave Watson



Advanced
Dennis Yugo, Tim Just, Todd Whitmer

T-Shirts For Sale

We still have plenty of the Chapter 38/Paso T-shirts/polo shirts available. They go for a paltry \$25. A real steal. Our chapter model donned one. Check it out. Guess who the model is. It'll be revealed at the Post Paso Party. They will be available for purchase at the party.



Silent Auction for: Hooker Harness Parachute Repacks

In all the excitement of the Paso Robles contest earlier this month, we forgot to raffle off a couple of donated items intended to help raise funds to support the Chapter. As such, I'd like to make them available to the highest bidder(s) in the Chapter, with the winners to be announced at the Post-Paso-Party on July 10th at the Hayward Airport (Marilyn's hosting the event this year).

We have the following 4 items for auction:

- 1 Hooker Harness; brand new, to be custom made by Hooker for any aircraft you want; retail value ~\$400; minimum starting bid: \$100
- 3 Parachute Repacks; courtesy of Silver Parachute Sales and Allen Silver; value ~\$50.00

In case it isn't obvious, Allen donated three repacks so we'll take the three highest bidders and award the parachute repacks at the party. In the event of a tie, we'll draw names from a hat, or something equally fair and simple.

To bid, simply send me an email and I'll keep a running tally. I'll provide an update as we get closer on where the bidding stands to allow you to bid more if you'd like. If I get a bid from you that's below the high bid, I'll let you know.

Good luck on these and I look forward to seeing you at the Post-Paso-Party at 3:00 p.m. on July 10th at the Hayward Airport (e-vite from Marilyn Dash to come soon)

Cheers

Darren
Darren_Pleasance@mckinsey.com

Kate DeBaun Photography

If you were at Paso, I'm sure you noticed Kate. She was always there with her camera taking your picture. She has a web-site, where some of her best Paso pictures are available. If you send her \$12, she'll send you a CD with a high res version of all the pictures. That is a steal. Check out her web-site at:

<http://www.kwdphotography.com>

Send her an e-mail if you want the CD.

Her e-mail is: kwdphoto@yahoo.com

Byron Box Update

Donald F Gutridge II

Progress continued in our pursuit of a possible box at Byron Airport in a meeting held with Bay Area Skydivers, Dick Rihn and myself two weeks ago, but it was touch and go as the conversation began with the business manager Vic Krusi, then moved to a very enlightening sermon from Mike, the owner of the skydiving business based there for the past 13 years.

When Mike first passed us by in the hangar and pulled Vic out of the meeting my invitation to join us was declined. It was twenty minutes or so later when he came back downstairs and when I invited him again to join in he immediately entered the box like an unlimited pilot launching a freestyle declaring, "I'm going to be very direct."

That he was. There was absolutely not going to be any agreement to allow an aerobatic box at Byron, according to Mike. We really got an ear full including the full run down on how Bay Area Skydivers were met with very unfriendly pilots when they engaged conversations with IAC chapter 38 about moving their operation to Tracy a few years ago. We learned about the number one safety rule they teach all their skydiving students: "Airplanes on this side of the airport, skydivers on the other side of the airport, and we never, ever go where the airplanes operate." We learned about potential losses in business possible when gliders and other aircraft cause a jump delay. We learned about their feelings that this is their territory and they've controlled it for the past 13 years. We learned they jump all day long every day during good weather except Mondays and Tuesdays. We learned there is about a 15 minute period between jumps in which an aerobatic flight might be inserted.

Dick had some experiences to share about coordinating aerobatic flight operations with Sky diving operations as Paso Robles, but there were no ears to listen to his experience until he caught Mike on the mis conception that anybody to fly into an aerobatic box any time. Repeatedly I invited Mike to hear Dick. Repeatedly he brought up more evidence to support his adamant position that no cooperation was going to ever be even considered at Byron.

More dialog continued. Sincere understanding, concern, and listening eventually opened the dialog into collaboration on how a cooperative system could be created to enable us both to use the airport safely in concert with the Bay Area Skydivers. Issues like communicating the reasoning behind establishment of such an agreement to future participants in each group who are not here now, safe communications, plus jump, flight, and radio timing and several other details which were included in the initial draft were brought forward. When the meeting concluded they agreed to give us feedback our written plan, or as Dick put it, "to shoot holes in it." Last week I delivered an initial draft to them, and that's where we stand

right now.

Also, there was another meeting held with the airport manager which yielded a number of other contacts and resources which I'm still follow up on and will report in future.

While the dialog will continue more research must be done and recommendations will be made to the board based on our findings. Nothing less than 100% safety is acceptable and I'm not totally convinced of this yet. Suggestions for other possible locations for our secondary box would be welcomed. Dick and I will report initial recommendations at the next board meeting.

Cheers,

Don

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

pictures, etc. keeping all of us FANS involved in the day to day competition going on in Spain.

This competition is held somewhere in the world every other year. Last time (2003), it was in Lakeland, Florida, USA. Trophies are given out for individuals and for teams. In 2003, the Russians placed 1, 2, 3, with the highest ranking USA Pilot, Robert Armstrong, coming in fourth place. The team results were Russia, France, USA.

These are the best (competition) aerobatic pilots in the world. The United States has a team of ten - six men and four women - who are representing us.

Other countries we know will be bringing teams include Russia, Spain, France, Germany, Switzerland, Italy, plus - who knows who else will show up... There is word we will see pilots - but maybe not whole teams from Finland, South Africa, Australia, Sweden, and Czech Republic. A minimum of three pilots is necessary to form an actual team.

The US Team is flying several different airplanes. The American Made Zivko Edge 540 is being flown by Vicki Cruse, Janet Fitzke, and Kirby Chambliss. Also American Made is the Panzl S-330 (which the Spanish CD calls a Pencil) which is being flown by Chapter 38's Allyson Parker Lauck. Debby Rihn-Harvey has competed in the Worlds three times and David Martin, another WAC Veteran, both are flying the French made CAP-232. Robert Armstrong is flying a CAP-231. Hubie Tolson, Michael Racy and Zach Heffley (our youngest team member at 24) are flying the Russian Sukhoi.

Updates at: <http://www.usaerobaticteam.com>

Please be careful out there....

See you on the tenth!

*Marilyn Dash
Chixfly2*

(Continued from page 1) - Prez' Post

Ryan to play the Registrar and Scorer role respectively (and respectably). This was a great family affair that was at the core of us having such a great contest so many thanks to Dave, Lori, and Ryan. In addition, Ann Salcedo once again made the trek all the way from Florida to play the challenging role of Volunteer Coordinator and executed perfectly as usual. Jacquie Warda was instrumental in more than tripling our sponsorships and donations this year over last year which made a huge difference in our ability to deliver such niceties to the competitors as pizza and beer on Friday night and free drinks at the banquet. Of course, there were many other volunteers that helped with set-up, starting, judging, and more so my sincerest thanks to all of you who helped out. The one remaining mega-volunteer that has to be called out however is Tom Myers. Once again Tom took on the responsibility of obtaining the waiver, leading the set-up, conducting tech inspections, ordering the trophies, ordering the pizza and beer, and tearing down the contest after it was all over. All of this while also being an Advanced competitor. Truly amazing and greatly appreciated. Many thanks, Tom!!!

The other notable achievement was the delivery of our Chapter T-shirts, FINALLY! It's been a long road with the selection of a new logo last summer, and the development of a cool graphic for the back (thanks Rich Perkins), and finally the fortitude of Marilyn Dash to get us across the line with t-shirts just in time for Paso Robles. We sold over 60 shirts at Paso and have about 40 left in this first batch (see pictures later in this newsletter) so come to the Post Paso Party, or send me an email and we'll get you one. They're really comfortable, with a collar to keep the parachute straps from chaffing against your neck, and sell for a paltry \$25.

Speaking of the Post Paso Party (PPP), it's coming up on July 10th, 3:00 p.m. at the Hayward Airport (Marilyn Dash's hanger). We'll be supplying most of the food and drinks and it should be a great event to celebrate our successful contest, as well as to just hang out with a bunch of fun aerobatic types. There will likely be a bunch of us flying over from Livermore for those who want to join the armada, otherwise it's an easy drive from anywhere in the Bay Area. I hope to see everyone there.

Lastly, we're working on organizing a Chapter fly-out this summer that also incorporates a day of critiquing. Current venues under consideration include Castle Airport and King City. Castle would be a little more convenient to most of us, but also requires getting waiver approval for an aerobatic box. King City's a little further away, but has a box already there courtesy of Ken Erickson. We'll see what we can pull together over the coming few weeks and let everyone know.

Well, that's about it for now. I hope to see everyone at the Party!

Blue skies,

Darren

(Continued from page 5) - Spin Forces

technique always works in the Pitts. A modification in mono-planes with the addition of the appropriate amount of stick is necessary Tom Myers' note is accurate for many other mono-planes as well.

The best advice anyone can give is to talk to someone who has explored the entire spin range of the aircraft (make and model) that you are using. If possible, obtain dual instruction in your aircraft from someone who has complete knowledge of the spin characteristics of your aircraft.

*Dick Rihn
Master CFI / Aerobatics*

WAC Updates

Peter Jensen

If you like nail biting excitement, and excellent reporting, make sure to read Allyson's posts to the Acro exploder. Look in the 'Communications' archives for 2005 and check out the entries with 'WAC Update' in the title.

<http://acro.aerobatics.ws>

Read about their struggles getting their airplanes released in time, weather delays, and their daily progress. Had the airplanes been released a couple of hours later they would not have been able to participate.

Besides Allyson, Hubie Tolson is posting some extremely funny and colorful slapstick reports. Read about team Tinto, team Beeoch and how Hubie had to buy a pair of blue FedEx pants (size 48). It doesn't get any better than this.

As of this writing the Free program has been flown. This is the first program where the scores matter. The Known (aka Programme Q) doesn't count in the final scoring. It is used to determine order of flight.

Your US team is placed as follows after the Free:

- 6. Kirby Chambliss**
- 12. Robert Armstrong**
- 15. Debbie Rihn-Harvey**
- 17. Hubert Tolson**
- 19. Zach Hefley**
- 23. Vicki Cruse**
- 25. Janet Fitzke**
- 38. Allyson Parker-Lauck**
- 48. Michael Racy**

GO TEAM. Allyson, keep the reports coming. I read every single one of them.

Peter

Contest Results

Peter Jensen

Lots of results this month. I've included the complete results from Apple Valley. Last month I only had the final scores. Chapter 38 was well represented in all the 3 recently held West Coast contests.

Peter

LA Gold Cup 2005 May 13-14, 2005

Apple Valley Airport, CA
Contest Director: Steve Andelin

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 JOSHUA MUNCIE		382.70	369.70	375.90	1128.30	83.58%
2 GREG HITCHCOCK	118	320.80	382.10	389.10	1092.00	80.89%
3 TIMOTHY BRILL	118	348.90	339.70	372.40	1061.00	78.59%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 HOWARD KIRKER	38	1201.60	1259.10	1246.20	3706.90	85.22%
2 JASON WONDOLLECK		1165.80	1217.70	1199.30	3582.80	82.36%
3 JEFF YESKIN		1151.90	1182.70	1199.00	3533.60	81.23%
4 WILLIAM HILL		1138.70	1219.30	1170.80	3528.80	81.12%
5 JAMES PRATT		1168.80	1152.40	1178.60	3499.80	80.46%
6 RON RAPP		1108.40	1178.10	1190.40	3476.90	79.93%
7 JENNER KNIGHT		1093.40	1175.20	1182.90	3451.50	79.34%
8 NORMAN MANAR		1134.10	1200.50	1061.00	3395.60	78.06%
9 BRUCE MCGINNIS		1161.30	1140.70	1067.70	3369.70	77.46%
10 MICHAEL LUSZCZ		1132.40	1113.90	1070.90	3317.20	76.26%
11 JAMES MCNAMARA		904.00	1095.20	1024.60	3023.80	69.51%
12 KELLY PIETROWICZ		412.00	923.70	993.80	2329.50	53.55%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 REINALDO BEYER	36	1797.60	1766.60	1310.20	4874.40	86.89%
2 MALCOLM POND		1801.00	1683.20	1260.50	4744.70	84.58%
3 DAVE HERMANCE		1752.80	1669.90	1292.90	4715.60	84.06%
4 GRAY BRANDT		1713.70	1670.10	1254.50	4638.30	82.68%
5 BOB BLACKWOOD		1671.30	1587.20	1317.80	4576.30	81.57%
6 RANDY OWENS		1732.30	1598.50	1245.30	4576.10	81.57%
7 YUICHI TAKAGI	38	1725.40	1615.50	1218.80	4559.70	81.28%
8 PETER JENSEN	38	1626.40	1621.10	1208.80	4456.30	79.43%
9 JEFF JEWELL		1544.40	1446.20	1077.20	4067.80	72.51%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 ROBBIE GIBBS	69	1979.70	2686.20	2034.90	6700.80	79.77%
2 TODD WHITMER	38	1957.40	2564.40	1768.00	6289.80	74.88%
3 C. LIEPOLD		1821.50	2539.30	1833.40	6194.20	73.74%
4 DIANA TOWNE		1698.80	2200.20	1841.20	5740.20	68.34%
5 TOM MYERS	38	1595.20	2241.00	0.00	3836.20	45.67%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 MIKE MANGOLD		2487.20	3895.01	3344.10	9726.31	85.02%
2 NORM DEWITT		2280.10	4026.40	3293.80	9600.30	83.92%
3 BOB MEYER	26	2207.80	4043.53	3285.20	9536.53	83.36%
4 MARTA MEYER		2382.40	3779.87	3036.40	9198.67	80.41%
5 DOUG JARDINE	36	2282.60	3501.86	2646.80	8431.26	73.70%

Unlimited - 4 Min Free

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Mike Mangold					3396.00	94.33%
2 Bob Meyer					2960.00	82.22%
3 Doug Jardine					2948.00	81.89%

Northern California Aerobatic Challenge 2005 June 3-4, 2005

Paso Robles Airport, CA
Contest Director: Dave Watson

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dan Bailey		387.00	377.10	380.10	1144.20	84.76%
2 Sal Webber	38	389.70	385.00	325.60	1100.30	81.50%
3 Anil Kumar	38	388.60	242.00	363.80	994.40	73.66%
4 Adam Geeb		307.60	285.60	324.30	917.50	67.96%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Howard Kirker	38	1197.30	1247.90	1281.50	3726.70	85.67%
2 Ron Rapp	36	1201.80	1213.70	1237.70	3653.20	83.98%
3 Norman Manary	36	1192.30	1220.70	1209.30	3622.30	83.27%
4 Bruce McGinnis		1231.80	1216.60	1168.00	3616.40	83.14%
5 Brian Stout		1170.40	1214.10	1224.30	3608.80	82.96%
6 Masahiro Utsumi		1214.80	1167.90	1195.20	3577.90	82.25%
7 Vicki Benzing	38	1157.50	1208.60	1194.90	3561.00	81.86%
8 Jenner Knight	36	1202.00	1193.50	1146.90	3542.40	81.43%
9 Doug Burr	38	1197.00	1124.60	1217.40	3539.00	81.36%
10 Terry Middaugh	67	1178.00	1175.60	1170.70	3524.30	81.02%
11 Jim McNamara		1171.50	1195.00	1131.90	3498.40	80.42%
12 Andrew Connolly	38	1140.90	1144.80	1183.60	3469.30	79.75%
13 Jason Wondolleck		1121.00	1147.20	1171.60	3439.80	79.08%
14 Mike Eggen	38	1130.90	1033.00	1131.90	3295.80	75.77%
15 William Hill	36	957.80	1112.40	1179.00	3249.20	74.69%
16 Julius Timbol		874.90	1015.50	1117.30	3007.70	69.14%
17 Tim Brill		941.00	932.20	944.60	2817.80	64.78%
18 Greg Hitchcock	118	842.80	880.20	861.60	2584.60	59.42%
19 Dan Bailey		0.00	1076.80	989.50	2066.30	47.50%
20 Adam Geeb		0.00	773.50	1000.60	1774.10	40.78%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Renaldo Beyer		1814.90	1749.00	1387.00	4950.90	87.78%
2 Bob Blackwood		1808.70	1639.60	1359.30	4807.60	85.24%
3 Malcolm Pond	38	1755.90	1727.60	1309.90	4793.40	84.99%
4 Gray Brandt		1741.80	1687.90	1347.90	4777.60	84.71%
5 Darren Pleasance	38	1738.70	1662.70	1271.60	4673.00	82.85%
6 Dave Watson	38	1700.60	1590.70	1308.70	4600.00	81.56%
7 Yuichi Takagi	38	1738.90	1566.50	1268.20	4573.60	81.09%
8 Peter Jensen	38	1656.90	1324.10	1217.80	4198.80	74.45%
9 Larry Howard		1614.90	1148.20	1131.80	3894.90	69.06%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Todd Whitmer	38	2080.30	2644.10	2051.90	6776.30	81.35%
2 Dennis Yugo	38	1955.90	2560.60	2172.40	6688.90	80.30%
3 Tim Just		1849.60	2494.10	2141.00	6484.70	77.85%
4 Steve Smith		1834.80	2588.90	2057.40	6481.10	77.80%
5 Brian Tallmadge		1963.40	2326.10	2091.10	6380.60	76.60%
6 Doug Sowder		1663.70	2523.00	1816.20	6002.90	72.06%
7 Ben Freelove	38	1804.00	2275.80	1896.00	5975.80	71.74%
8 Tom Meyers	38	1659.30	2362.20	1953.30	5974.80	71.73%
9 Diana Towne		1653.10	1370.10	1604.80	4628.00	55.56%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Bob Meyer		2378.30	3926.73	2713.50	9018.53	82.06%
2 Marta Meyer		2405.90	3890.93	2651.70	8948.53	81.42%
3 Norm DeWitt	38	2403.20	3483.72	2631.30	8518.23	77.51%

Contest Results

Peter Jensen

2005 Apple Cup June 17-18, 2005

Ephrata Airport, WA
Contest Director: John Coffey

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 ROBERT TOPPEL	77	360.10	404.70	383.60	1148.40	85.07%
2 ROCHELLE OSLUCK	67	366.20	383.50	360.10	1109.80	82.21%
3 ROBERT BISMUTH	67	361.00	387.60	348.20	1096.80	81.24%
4 ED PATRY	67	351.50	353.70	388.60	1093.80	81.02%
5 WILL ALLEN	67	335.00	365.80	287.50	988.30	73.21%
6 GUSTAVO PULVIRENTI	67	301.30	313.30	337.60	952.20	70.53%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 HOWARD KIRKER	38	1281.60	1280.30	1275.00	3836.90	88.20%
2 VICKY BENZING	38	1238.20	1239.10	1245.20	3722.50	85.57%
3 BILL LING	67	1165.40	1202.30	1195.90	3563.60	81.92%
4 TERRY MIDDAUGH	67	1182.80	1123.00	1229.50	3535.30	81.27%
5 JOHN SMUTNY	67	1040.60	1176.50	1178.90	3396.00	78.07%
6 MATTHEW LAWRENCE	67	1043.90	1173.40	1148.60	3365.90	77.38%
7 CRAIG CHRISTOPHER	67	1145.10	1073.30	1065.20	3283.60	75.49%
8 DOUGLAS BURR	38	0.00	1238.80	1272.40	2511.20	57.73%
9 JERRY RIEDINGER	67	205.80	1148.20	1090.70	2444.70	56.20%
10 BENJAMIN BAKER	67	1022.40	0.00	1176.10	2198.50	50.54%
11 BRYAN GORE	77	825.30	0.00	1098.90	1924.20	44.23%
12 ROBERT HARRIS	77	0.00	0.00	0.00	0.00	0.00%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 JOHN PIERSON	67	1704.10	1670.20	1258.20	4632.50	82.28%
2 MATT GROTH	67	1723.90	1747.10	1115.70	4586.70	81.47%
3 ROYDEN HEAYS	AC8	1651.30	1734.10	1133.10	4518.50	80.26%
4 COREY MIDDAUGH	67	1691.60	1656.90	1124.10	4472.60	79.44%
5 CRAIG MIDDAUGH	67	1720.00	1682.20	806.10	4208.30	74.75%
6 MIKE MULCAHY	67	1644.20	1697.00	856.30	4197.50	74.56%
7 LARRY HOWARD	67	1657.00	1610.00	919.90	4186.90	74.37%
8 DONN RICHARDSON	AC8	1434.00	1608.80	1126.90	4169.70	74.06%
9 CORT LIDDELL	67	1568.10	1353.30	928.50	3849.90	68.38%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 TODD WHITMER	38	2085.90	2717.40	2296.10	7099.40	83.92%
2 DOUG SOWDER	67	2013.60	2654.20	2263.40	6931.20	81.93%
3 JOHN COFFEY	67	1957.20	2755.50	2069.20	6781.90	80.16%
4 DICK COLLIANDER	67	1924.50	2632.70	1998.60	6555.80	77.49%
5 TERRY BURCH	67	1883.10	2420.60	2211.40	6515.10	77.01%
6 BOB HIGBEE	67	1651.90	2409.20	0.00	4061.10	48.00%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 GREG HOWARD	77	2479.90	4172.33	2931.50	9583.73	85.88%
2 NORM DeWITT	38	2456.40	4113.93	3005.20	9575.52	85.80%
3 GUIDO LEPORE	AC8	1965.70	3711.21	2956.60	8633.51	77.36%
4 ANN MARIE SMITH	67	2361.70	2031.05	2234.20	6626.95	59.38%

2005 Aerobatic Club of British Columbia Contest

July 14-16, 2005

Abbotsford Airport CYXX. Sanctioned by IAC and Aerobatics Canada. IAC Chief Judge, qualifying contest for all IAC accreditations.

Customs

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

Categories

Power Unlimited, Advanced, Intermediate, Sportsman, Basic

Fees

\$130 Canadian, \$100 US

Entry Fee includes hangar for Thurs, Fri, Sat night

Schedule

Thursday July 14 9:00-18:00 Registration and Practise
Friday July 15 8:30-18:00 Pilot Briefing, Contest Flights
Saturday July 16 8:30-18:00 Contest Flights
19:00 Banquet

Misc

Sorry, No Camping at the Airport. We've gotten the "word" from both the Airport Authority and the Abbotsford Flying Club that camping is not permitted inside the airport fence or at the clubhouse. You'll have to treat yourselves to a real bed.

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

Hotels

Best Western Bakerview Inn 1-800-937-8376
Best Western Regency Inn 1-800-771-3077
Special Contest Rate: \$85/night for a regular room and \$95 for the Crown Corporate deluxe room.
Abbotsford Motor Inn 1-800-663-9842
Abbotsford Travelodge 1-877-853-1880
Holiday Inn Express 1-800-665-7252

Web-site

<http://www.aerobatic-club.ca>

Refer to ACBC Main page and Links page for border crossing letters and permits.

Contest Director

Les Mitchell: 604-594-6458, ljmitchell@shaw.ca

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Calendar of Events

July	10	Post Paso Party Marilyn's Hangar, Hayward - 3pm
	14-16	ACBC Contest, Abbotsford, BC <i>ljmitchell@shaw.ca</i>
August	14	Chapter Meeting - 4pm <i>WAC Review - Allyson</i>
	26-27	Beaver State, Pendleton, OR <i>grhoward@hotmail.com</i>
September	3-5	Delano Contest, CA
	11	Chapter Meeting - 4pm <i>Advanced Spin Recovery</i>
	14-18	Reno Air Races, NV
	25-30	2005 Nationals, Grayson Co., TX <i>CWHurley@aol.com</i>
October	9	Chapter Meeting - 4pm
	14-15	Borrego Akrofest, San Diego, CA <i>N77TW@aol.com</i>
November	3-6	Tequila Cup Contest, Tucson, CA <i>mic@MicroImportService.com</i>
	13	Chapter Meeting - 4pm
December	2-4	AZ State Championship Contest <i>(proposed dates)</i>
	??	X-Mas Party

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 STO/H
- Annual done 3/05
- MT 3-bladed composite prop, MTV-9-B-C/C200
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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



Chapter Meeting:
Post Paso Party
July 10th, 2005, 3pm
Marilyn's Hangar
Hayward