



# The ACronaut

Volume 6 - Number 6

## Prez' Post

*Darren Pleasance*

It's that time of the year again.

Our Paso Robles contest is just days away and everything looks in place to have another terrific event. Thanks to our many volunteers, we have a great program, substantial sponsorships, great t-shirts and what looks to be terrific weather shaping up for this year's contest. Whether you plan to compete or not, I hope you're able to make it down to simply watch, or even volunteer for one of the many activities going on over the course of the two days.

This year we have several notable "firsts" to highlight including our CD, registrar, and scorer all being from the same family (thanks Dave Watson, Lori, and Ryan), and we're anticipating contestants from as far away as New England, with Jim Ward of Chapter 35 trekking all the way across the country to help judge and, if he can find a plane, to compete as well. In addition, we have Ann Salcedo once again this year all the way from Florida to play the coveted Volunteer Coordinator role. These folks, in addition to many of the perennial volunteers such as Gerrit Vanderzeil, Hal Raisch, Tom Myers and others should make this contest another fun and memorable event. I hope to see you there!

In other news, progress continues on the Tracy Box, albeit very slowly, though Bill Finnagin of the National IAC is now involved and the City of Tracy has gotten even more vocally supportive of our quest to get the box back so we have plenty of reasons to believe that eventually we'll be back flying at Tracy again. On the New J front, the box is still alive and well, but the airport remains closed pending runway repairs from the City of Tracy. Timing on the reopening of New J is still very uncertain but you can at least use the box. Interestingly, word out of Byron now looks much more promising that we could orchestrate an aerobatic box there, in collaboration with the local skydiving operation, that would serve as a nice alternative to our other two boxes which are perennially under fire. Dick Rihn and Don Guttridge are driving

(Continued on page 6)

## Howard Kirker Wins Gold

Discipline and hard work does pay off! Howard took Sportsman Gold in his Great Lakes at the recently held LA Gold Cup in Apple Valley. The category was very competitive with lots of Pitts'es and high performance monoplanes. Congrats Howard!



## In This Issue

President's Post .....	1
Editor's Column .....	2
Pilots On The Waivers.....	2
Flying High.....	2
Heard It On The Ramp .....	3
Member Of The Month - Bear Smith .....	4
2005 LA Cup .....	5
T-28 Off Field Landing .....	6
Air Piloting - Manual Of Flight Instruction..	7
Nomex Flight Suit Hints.....	8
May 2005 Meeting Minutes .....	8
Contest Results - APV .....	10
WA Apple Cup.....	10
Calendar Of Events.....	11
Partnership For Sale .....	11

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# Editor's Column

Peter Jensen



We're warming up to the season climax - our Paso Contest. Lots of stuff happened in May. Read Howard's report from the LA Gold Cup and Marilyn's stories from the Watsonville airshow. Also, Bear Smith, the featured Member of the Month and former Blue Angel, has some good advice on use and care of Nomex flight

suits. Gordon found an old flight manual (1939) with instructions on how to do a loop. Entertaining read.

Enjoy this newsletter, and keep the submissions coming. It makes my job easy.

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 (6/1/2005)

**NO ONE.** Waiver is expired. Awaiting renewal.

### Pilots on the New J Waiver (6/1/2005)

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

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

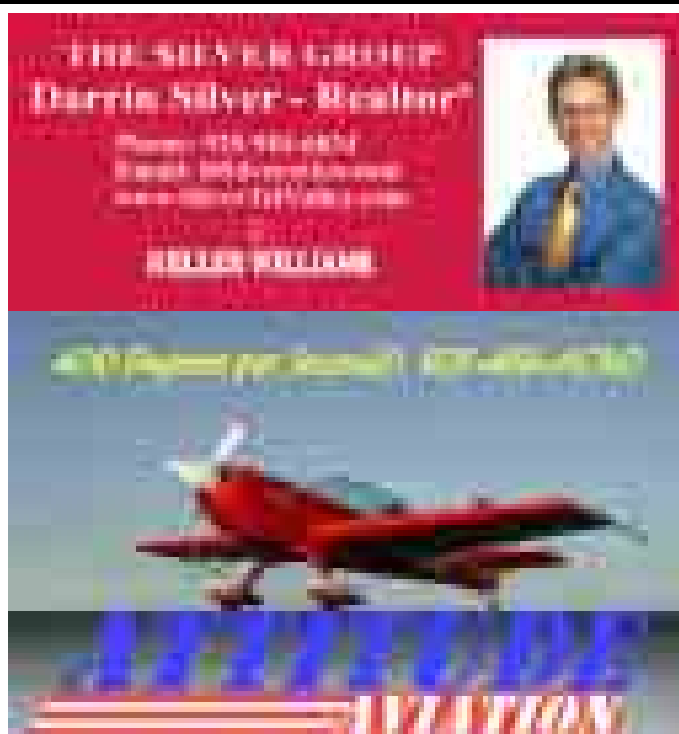
Cecilia Aragon  
Anil Kumar  
Rich Perkins  
Doug Burr  
Alex Drobshoff  
Che Barnes  
Sean Worthington  
Dave Watson

### Designated Briefers

Cecilia Aragon	Ben Freelove
Marilyn Dash	Peter Jensen
Darren Pleasance	

## Flying High

Darrin Silver - [www.FlyingHighComics.com](http://www.FlyingHighComics.com)



## Heard It On The Ramp

Marilyn Dash

My favorite time of year is here. The weather is awesome and the flying is terrific. In the last few weeks, I have been able to attend fly-outs and air shows from Modesto to Watsonville.

The beginning of May was still bringing low clouds and even rain. While some of the Chapter headed to Apple Valley for the Gold Cup, many more of us stayed home. I haven't heard any of the results from Apple Valley yet – but I did hear about one spectacular member contribution. It seems there was a World War II pilot who came out to the contest and fell in love with Howard Kirker's gorgeous Great Lakes. Howard was kind enough to give this gentleman a ride and his passenger's feet haven't yet touched the ground.

Howard really went out of his way to do something nice for a total stranger and everyone has been talking about what a nice guy he is. Sorry, never noticed myself! ;-)

During the Chapter meeting several exciting things happened. We finally came to an agreement on the Chapter Shirts and they will be available for Paso – In fact, I've seen them – I think you'll like them!

Cecilia Aragon was kind enough to give us some hints and tips on flying certain maneuvers to get better scores from the judges. She has great experience and is always interested in sharing her knowledge. Thanks, Cecilia!

The next weekend we had the B-17 at KHWD all weekend giving rides. I volunteered (I HAVE to stop doing that!) to have a BBQ and feed the crew and volunteers all weekend. It was a blast! Darren stopped by and thrilled the gang with a nice low pass.

The next weekend was the Modesto Airshow. Jon Nash was performing. I volunteered (I really HAVE to stop doing that!) to crew for him. I dragged Brian Motta with me and we ended up having a blast and getting smoke oil all over ourselves. We did get Cutting Edge Aerobatics T-shirt and lots of great memories!

Steve Stavrakakis was also performing at Modesto and a new addition to the airshow line up was a gentleman named Dr. D (but his flightsuit said, "Mike"). He flew a Taylorcraft in a

low energy routine that really was terrific. He calls it Old Time Aerobatics. Apparently, he is at Cable Airport with Rob Harrison, the Tumblin' Bear, and Rob talked him into getting into airshows. Good idea, Rob!

This weekend is the Watsonville Airshow. It is the 41<sup>st</sup> year and Eddie Andreini has been there every single time! This year, he performed in both the Stearman and the Yak. What a showman. Dan Buchanan, Jaquie Warda and hometown favorite, Bill Stein, were also there.



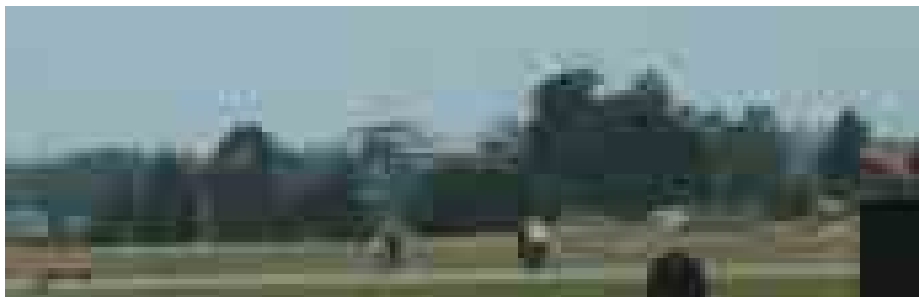
I remember the first time I met Bill Stein. It was the Delano Fun Fest and he had just bought his S2B and was flying Sportsman. The man I saw fly on Saturday is a different pilot entirely. His routine was high energy, crisp, amazing! His point rolls were perfect – there wasn't a moment in the entire sequence where he was not wowing the crowd.

Just a few members were in attendance. I was there with Chapter 49ers, Jim and Judi Nahom. We ran into Peter Jensen and heard Sean Worthington and Norm DeWitt were both there – but we never saw them. Apparently they weren't sitting in the hay bales with us!

Well, next week is Paso. I hope everyone is ready to compete and ready to have some fun! Don't forget your sunscreen!

See you in Paso!

Marilyn Dash  
Chixfly2



## Member Of The Month - Bear Smith

Marilyn Dash



*Bear Smith is our Member of the Month! He is brand new to the club and I think a wonderful addition! You will agree with me after you read up on his contribution to Aviation! I hope you enjoy getting to know our newest member, Bear Smith!*

### When did you become a pilot and why?

When I was a small lad, my dad worked on aircraft. He was with Douglas Aircraft for 35 years until retiring in 1977, most of it in Flight Test. From that point on I was hooked on aviation, and being that Douglas was a large supplier of aircraft to the Navy, and that most of the test pilots I knew growing up were ex Navy, the Navy was a logical choice. So, after graduating from college I entered the Navy's flight training program. I received my wings in 1967.

### What was your first experience with aerobatics?

I was introduced to aerobatics during Primary flight training with the Navy, flying the T34-B. As I recall we weren't taught many overhead maneuvers at that stage of training, most of it was aileron rolls, wingovers, and especially spins!

I can remember very well going out on solo flights right to the spin areas and doing nothing but spins for an hour....and I wasn't ALONE! Everywhere you looked there were solo students spinning! Maybe 8 to 12 at any given time, all day long – there we were in the practice area spinning. Interestingly enough, I don't ever recall losing a student during spin training.

### What other aspects of aviation are you interested in?

Teaching! Most of my life in aviation has been either involved with the military or as an Experimental Test Pilot for McDonnell Douglas / Boeing. I did 8 years active duty and 14 years in the Reserves, most of that as an adversary pilot flying Soviet tactics against the rest of the world.

I got started in GA late in life, when a couple of other test pilots and I decided in 1996 we needed to get our floatplane ratings...no special reason, just seemed like a good idea. That's when I learned I'd been missing a whole different world of flying. To prepare for the future I got my CFI in 1998 and I started teaching GA last year.

I'd spent a good deal of time teaching as a Navy pilot as well as with McDonnell Douglas, but teaching the art of flying to new students has been a kick in the pants!

### What aircraft do you fly, and why?

My wife and I have a 2003 Maule M-7 with the IO-540 that we use for getting from place to place, and we recently purchased a 2002 Super Decathlon with which to teach. For whatever reason, after a life of flying fast movers, I fell in love with taildraggers. The Maule can go into and out of just about any place on the face of the earth (doesn't mean the Bear can do that, but a really good bush pilot sure can!), it carries a good load, and we're also using it in conjunction with the Nevada County Sheriff's Office as the "Air Arm" of the Search And Rescue Team.

### Tell us something about yourself that most people don't know.

In 1972 I had the extreme good fortune to be selected for the Navy's Flight Demonstration Team, the Blue Angels. We were flying the F-4 Phantom, man's greatest design for turning fossil fuel into smoke and noise, but you talk about raw horsepower!! I was selected to be the Narrator for the first year then fly in the Diamond the following two years. As the Narrator I demonstrated the performance characteristics of the F-4 to the media and to selected individuals, designated by the DoD, from various organizations and governments throughout the world. Let me set the stage for you: You are a 26 year old Navy Lt., wearing a form-fitting blue flightsuit, gold ascot and dark military-issue sunglasses (you better believe there's a bit of showmanship in all of this), given the world's most awesome fighter which was maintained by incredibly talented young men and women, painted gorgeous Navy blue and gold, and told to make sure whoever was in the backseat had no question as to the performance of the Phantom. And all of it legal and condoned by the military, what else could you want? Oh yeah, baby!!!

At the end of my first year with the Team the needs of the Navy intervened I was reassigned to an airwing on the west coast (prior to joining the Team I'd already spent almost two years on shore duty as an instructor, and my Team assignment was to be for another three years of shore duty - what a GREAT deal! Yeah, well, too great, "yer goin' back to sea, Bear"! )

### What other hobbies do you have besides flying?

My wife and I used to compete in a twice annually held high speed, open road rally. We have a somewhat "modified" 1970 Boss 302 Mustang that I built with which to compete. Here's the kicker, she drove and I navigated. It was a Time-Speed-Distance format in which you declared a speed that you were

*(Continued on page 9)*

## 2005 LA Gold Cup - (aka "Apple Valley")

Howard Kirker

This year's "kick-off" to the West Coast contest season was a gorgeous mid-May weekend at Apple Valley, California for the 31<sup>st</sup> annual Gold Cup, sponsored by the Los Angeles Aerobatic Club (IAC Chapter #49). The weather was perfect (sunny, hot, and just a gentle breeze), the hosts and logistics were great, the airport and box were ideal, and, as usual, the 35 or so competitors were the best – friendly, fun-loving, and focused on aerobatics. For those who didn't make it, as you will discover at Paso, there's been some "changes in the ranks" – with several "move-ups", new competitors, and new aerobatic mounts – just to keep it interesting!

Chapter #38 was represented by Norm (Unlimited), Todd and Tom (Advanced), Malcom, Yuiichi and Peter (Intermediate), and Howard (Sportsman) – a smaller group than planned as the result of a variety of plane and scheduling problems for others. We adjusted to the high-density-altitude effects (the field elevation is above 3,000') and made it interesting, but the Club trophy went to the home team, Chapter #49.

Some random highlights/lowlights include: Peter flew the Chapter 38 designed-by-consensus Intermediate-free sequence and declared it a winner, and fun to boot! At the end of the contest, I joined the group gathering up the box markers and was treated to the best seat in the house for the Unlimited Four-Minute-Free – I swear Mike Mangold was deliberately trying to make us dive for cover! The banquet was a fun, informal, on-the-airport hangar event, and the entertainment (one of them anyway) was our own Tom Myers; Tom created and presented a non-flying award to the wife of one of the host's for ... 'highest score in three-wheeled ditch driving' ... or something of that ilk (it had a more colorful title at the banquet) – she had backed one of the rear wheels of her car up on a culvert during the contest, requiring rescue by some of our more brawny pilots; very entertaining. And for those of you who are warbird fans, the airport entry was guarded by a retired F-86; when you have a chance, ask Peter

to tell you the story about the plane's Korean War pilot (it's not suitable for me to describe in our G-rated newsletter!).

Hope to see all of you at Paso.

Howard



## 20-May-2005 T-28 Off Field Landing

On Fri. 5/20 a T-28 based @ Livermore made an off field landing on Hartford Rd. about 1.5 miles north from where this pic was taken. Here you see the A/C being moved onto I-580 it would not fit between the hill & the sign so CHP & Liver-

more PD shut down freeway for several miles so we could tow it back to the airport.

Owner thinks engine blew a jug, had oil all over windshield.



*(Continued from page 1) - Prez' Post*

the Byron effort while Angie and Don stay out in front of the Tracy effort. Many thanks to them!

As we look forward into the summer, a few notable events to highlight so you don't miss them. First, on July 10th at the Livermore Airport, we'll have our annual Post-Paso-Party which is always one of the most enjoyable events of the year, then in August, we'll have Allyson Parker-Lauck describing her experiences at the World Aerobatic Contest coming up in Spain this summer. We're also always on the lookout for great "fly-out" locations for the Chapter so we'll see what we can muster up on that front. In the past we've been up to Cloverdale for a little relaxing and tubing at the river, we've been to

Jackson for a nice BBQ with Cris and Dale Flint, and we've had breakfast flights to Petaluma to the 29er Diner. If someone wants to organize a fly-out, just let us know and we'll work to muster up participation.

Well, that's about all for now. For those of you who can make it down on Wednesday (June 1) before the contest to set up, please lend your support and come join the fun and comradery. For those who can't be there until later in the week, I'll look forward to seeing you all in Paso Robles for a great weekend of fun.

Blue Skies!

*Darren*

# Air Piloting – Manual of Flight Instruction

Published October 1939

Gordon Sorensen

*Gordon Sorensen found this manual in his archives. I have no idea why it isn't among Amazon's top sellers... (Editor)*

## Instruction in Aerobatics

Although aerobatic maneuvers are not required for any grade of pilot rating, they are included in the advanced courses for the added skill and confidence.

After perfecting himself in the standard aerobatic maneuvers, the Commercial student will notice greater ease in handling the plane in ordinary non-aerobatic work. Development of aerobatic skill will also produce the ability to think calmly, accurately, and quickly while in unusual positions, maintaining, meanwhile, proper physical relaxation. It is conceivable that under certain adverse weather or topographical conditions, collision might be averted by making use of an aerobatic maneuver. These remarks apply to commercial flying in times of peace; military flying at all times is an entirely different matter because the perfection of skill in aerobatic maneuvers is a basic requirement there.

## The Loop

The loop is easy of execution and is of no value from a practical viewpoint, but is included in the student's training because of its value in the development and test of his powers of relaxation in unusual positions and while mind and body are functioning at the same time. For instance, in the inverted position in a loop when the horizon again comes into view, the student is required to pull the throttle back slowly; thus, with stick and throttle held lightly in the fingers of his two hands, the student is taught to rely on the safety belt for security in the cockpit. In the loop the decrease and increase of flying speed and centrifugal force are easily sensed. The best loop is described as the one in which a constant degree of

centrifugal force is maintained throughout. The execution of such a loop will require that the application of elevator control be increased evenly as the loop nears completion.

The normal loop should be demonstrated about as follows: From a safe altitude set the plane in a normal gliding angle with wide open throttle until it is estimated that sufficient speed has been attained for completion without loss of centrifugal force; then pull back slowly on the stick, keeping the wings level and the nose in a true vertical plane until the top of the loop is reached; here it will be necessary to pull the stick back still further in order to maintain the same degree of centrifugal force as speed is retarded. When the horizon again comes into view, close the throttle slowly and pull out of the dive evenly and back to a climb to regain altitude. The loop should be started towards a definite object on the horizon so that the student may check his direction when coming out. The instructor should demonstrate the faults commonly encountered when looping. The student should practice at various speeds until he can go through the maneuver without the sensation of stalling and without permitting the nose to drop suddenly from the inverted position. Dual and solo practice should be continued until the instructor, watching the student in the mirror and feeling him on the controls, is satisfied that the student is so familiar with the maneuver as to be sufficiently relaxed throughout its execution or so accustomed to its unusual position that he will rely on the safety belt alone for his security and will not grip the stick or throttle in fear of falling out; that he is able to estimate the speed at which he can start a loop and maintain a constant degree of centrifugal force throughout; and that he can sense an increase or decrease in the amount of centrifugal force and can maintain it with minimal application of elevator control. The student pilot must understand that the jar felt in diving out of the loop is caused by the propeller wash and that it is usually encountered in a good loop. While teaching loops and rolls the instructor may desire

to demonstrate what capacity the plane might have for sustentation in an inverted position, simply by allowing the stick to go forward while upside down.



## Nomex Flight Suit Hints

*Bear Smith*

*The following is Bear's comments to a posting on the exploder. He has some good pointers. A must read before you run out and buy yourself a suit.*

*Peter*

I wore Nomex flight suits for years and what Gus has to say is basically dead on. Nomex will basically protect the wearer in a FLASH fire situation, i.e., something less than a couple of seconds.....and really only if you haven't screwed up the Nomex by not caring for it properly. If you want more than 3 seconds worth of protection you have to go with the racing suit fabric (did that as well). That doesn't mean it has to be bulky and unwieldy such as the suits worn by drag racers. Something at the other end of the scale will work just fine.

Some hints from the U.S. Navy and McDonnell Douglas Flight Ops:

1. Start with new suits, and two piece suits will work fine and you can take the top off easily to better cool off between flights.
2. Follow the cleaning directions to the letter, don't screw with this.
3. The protection offered by any suit can be improved by wearing 100% COTTON underwear (ladies, are you listening? ). Anything of synthetic (nylon, dacron, polyester, etc) material in your underclothes, including socks, will melt instantly in a flash fire - not from the flame, but the heat. What you wind up with is someone who survives the fire with minor burns, but gets to stay in the burn ward while the surgeons peel melted nylon off their bodies. I can tell you some stories about Jumbo jet evacuation tests where women subjects wearing nylon pantyhose under their slacks got a bit burned on their backsides sliding down the slides. Of course Nomex long underwear is best, but cotton long underwear is definitely a step in the right direction.
4. With respect to color, dark blue or black will just about eliminate the glare reflecting on the inside of the canopy. It's a bit warmer, but not that much. To see if this is a problem in your aircraft you can experiment by wearing a white long sleeve shirt on one flight followed by wearing a navy blue or black shirt on the next. Best to determine this before you pony up the \$250 - \$500 bucks this is going to cost.
5. Zippered pockets are better as Velcro can be a pain in the backside while you're trying to extract something from the pocket using only one hand. The Velcro keeps trying to reattach itself - you get the picture. I'd recommend no pocket on the shoulder, only a couple of pen/pencil holders with a Velcro flap over them. Sounds like a no-brainer, but make sure the holders are deep enough to let the pen/pencil go far enough inside to fully engage the clip on the writing instrument (does this sound like

## May 2005 Meeting Minutes

*Anil Kumar*

Meeting started at 1615

17 members attended the May meeting

### Tracy Box update

The wavier for the Tracy box was denied. The Chapter will take the matter one step up and will appeal at the regional level next.

### Treasurer Report

The chapter is in a good financial standing. We have approx \$6500.00 in our chapter bank account.

Total numbers of IAC Chapter 38 members 93

### Old Members

People who have stepped up to bring back existing members to renew their membership again

Darren Pleasance will contact - Mike Davis

Andrew will contact - Pete Gilcrist, Yuichi Takagi

Marilyn will contact - Vicki Cruse, Sean Tucker

Graham will contact - Terri, Joe Bonacci

Ben Freelove will contact - Greg Pettit

### Paso Contest

Dinner - Friday night (need a volunteer to sponsor the pizza)

Fliers - Howard Kirker

Please contact Tom Myers to help out with the setup.

His contact info is: 650 328 2141

650 473 0200 ext 108

If you would like to volunteer please contact Dave Watson the Contest Director "daw@micruscorp.com".

Please let your friend and family know about the contest and encourage them to show up to the contest at Paso Robles to show their support.

*(Continued on page 9)*

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maybe this became a design point at some time?). Zippered pockets on the chest, and if you need them, the same on one or both lower legs. I don't think one needs to have pockets on the thighs, just more places to stash stuff that's going to fall out.

Just some thoughts from one who for far too many years had more Nomex in his closet than regular clothes.

*Bear*

*(Continued from page 8) - May 2005 Meeting Minutes*

## T-shirts

The chapter voted on the style and graphics for the chapter t-shirts and the Paso contest t-shirts.

## Pitts Incident

Dale and Kate had an accident at the Tracy airport. They were in the Pitts when it flipped upside down on the runway. Dale talked about how they managed to open the canopy and got out of the upside down Pitts and how with the help of tow trucks they were able to get the Pitts in the upright position. Dale had some pictures to show how they went about bringing the Pitts to straight and level again. Both Dale and Kate walked away without any serious injuries.

## Flying the Maneuvers

Presentation by Cecilia Aragon: Immelman & Goldfish

Cecilia Aragon has been a chapter member since 1987. She has been flying in the unlimited category since 1989. She has represented the US aerobatic team twice. She has over 2000hr of flight time and teaches aerobatics in the Super Decathlon and other aircrafts too. Here's the highlights:

### Competition Basics

Safety:

- No loose objects in the airplane
- Target altitude for each maneuver

Situational awareness:

- Look out for other aircrafts
- Taxing
- Flying
- Landing

Box Awareness:

- Fly the box the day before the competition & pick land marks.
- Plan your box entry
- Know where the box is after each maneuver

Flying the figures:

- Know the rules
- Know when to break them

Flying with style:

- Straight line, round loops keep a clean distinction between them.
- Sweet spots
- Optical illusion
- Enjoyment, aesthetics & rhythm

Psychology of competition:

- Practice like you are gonna compete

How to practice:

- Learn how to establish lines and angles feel the speed
- Accuracy first then speed
- Fly over a reference
- Fly on windy days
- Fly sequence of three

*(Continued from page 4) - Member Of The Month - Bear Smith*

going to average over a 90 mile course. We typically competed in the 120, 125, and 130 mph classes, and to average those speeds you had to maintain upwards of 140 mph. To date she has in excess of 1500 miles at well over 120 mph, and she was for quite some time the leading female open road rally driver in the U.S. Believe me, even now if we need to get some place in a hurry by car, she drives!

### What do you do for a living?

I teach for Alpine Aviation, an FBO and flight school here at Nevada Co. airport in Grass Valley. My specialty is tailwheel transition, stall / spin awareness and recovery, unusual attitude / upset recovery, and basic aerobatics.

I have taught aerobatics at 500 kts, but I've quickly discovered that aerobatics in GA is a whole different breed of cat! Much more difficult to perform with precision, and so to learn properly and polish those skills, competition is where I needed to be. That led to our association with Chapter 38 and what a kick it's been so far! I need as much adult supervision as I can get and I think this is the right place. Thank you all for making us feel so welcome!

### What is your favorite aircraft?

Number 1 has to be the A-4 Skyhawk. It was light, simple, quick, and could take hits from enemy ground fire and still get you home. Until the arrival of the F-18, F-16, and F-15, there wasn't a fighter in any inventory that could out fight it below 15,000 feet. The F-4 was just pure horsepower, kinda like the big, quiet, not-so-good looking kid down the block. Not a problem until you got him mad, then there was going to be hell to pay and you'd just rather be somewhere else!

### What was your most memorable flight?

Two come to mind:

1. March 10, 1970 when I lost my engine during a catapult launch during combat operation off the coast of north Viet Nam and I had to eject right in front of the carrier, and
2. Conducting slow speed rudder effectivity tests during the Boeing 717 flight test program where at 15,500 feet the aircraft stalled and departed, rolling inverted. Before we got flying speed again we were pointed straight down (well, not quite straight down, the data showed we were 89 degrees nose low) and we used up about 9,000 feet in the recovery and saw over 420 knots. My boss, the Chief Experimental Test Pilot and also a former "Blue", was in the right seat. Interestingly the two of us were doing some stall testing a few months later, this time he was in the left seat, and we had another departure to the inverted. After that one our boss, the Director of Flight Operations, would not allow us to fly together again..... hmmmmmmmm.

# Contest Results

# 2005 Apple Cup

June 17-18, 2005

34 competitors had a successful contest in the sunny high desert. Unfortunately, as of this writing, only the totals are available.

Peter

The Washington State Chapter 67 proudly presents the 2005 Apple Cup. The contest will be held at the Ephrata Municipal Airport (EPH), Ephrata, WA.

## Categories

POWER ONLY - Basic through Unlimited

## Awards

Trophies for top 3 pilots in each category, flight medals for top 3 pilots in each flight. Highest Scoring First-Time Sportsman, The Grass Roots Awards, and other "special" awards, **AND ONCE AGAIN... PRIZE MONEY!!** (more on that later.)

## Schedule

June 15 Wed Practice/Travel Day  
 June 16 Thurs Registration/Practice/Evening BBQ & **MANDATORY Pilot Briefing!**  
 June 17 Fri AM WX Brief/**Contest DAY 1!**  
 June 18 Sat AM WX Brief/**Contest DAY 2!**  
 Evening Awards **Banquet!**  
 June 19 Sun CleanUp/Travel Day

## Hotels - With Block Rates

Travelodge 509-754-4651 (\$40-\$50)  
 Best Western Ramada Inn 509-754-7111 (\$79/night!)

## Hotels - No Block Rates

Ivy Chapel Inn Bed & Breakfast 509-754-0629  
 Columbia Motel 509-754-5226  
 Lariat Motel 509-754-2437  
 Sharlyn Motel 509-754-3575

## Contest Directors

Terry Burch  
 John Coffey [john.coffey@cingular.com](mailto:john.coffey@cingular.com)

This will be a GREAT CONTEST!! Even better than 2004! If you came to Apple Cup last year, THANKS!. . . and get ready for MORE! If you didn't, please don't miss out in 2005. . . you may take home the BIG BUCKS! Stay tuned for more **PRIZE MONEY** details to follow sometime soon. Get ready to ROCK! See you at Apple Cup 2005!

### 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					1126.30	83.58%
2 Greg Hitchcock					1092.00	80.89%
3 Timothy Brill					1061.00	78.59%

#### Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Howard Kirker					3706.90	85.22%
2 Jason Wondol					3582.80	82.36%
3 Jeff Yeskin					3533.60	81.23%
4 William Hill					3528.80	81.12%
5 James Pratt					3499.80	80.46%
6 Ron Rapp					3476.90	79.93%
7 Jenner Knight					3451.50	79.34%
8 Norman Manary					3395.60	78.06%
9 Bruce McGinnis					3369.70	77.46%
10 Micheal Luszcz					3317.20	76.26%
11 James McNamara					3023.80	69.51%
12 Kelly Pietrowicz					2329.50	53.55%

#### Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Reinaldo Beyer					4874.40	86.89%
2 Malcolm Pond					4744.70	84.58%
3 Dave Hermance					4715.60	84.06%
4 Grey Brandt					4638.30	82.08%
5 Bob Blackwood					4576.30	81.57%
6 Randy Owens					4576.10	81.57%
7 Yuichi Takagi					4559.70	81.28%
8 Peter Jensen					4456.30	79.43%
9 Jeff Jewell					4067.80	72.51%

#### Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Robbie Gibbs					6700.80	79.77%
2 Todd Whitmer					6289.80	74.88%
3 Carl Liepold					6194.20	73.74%
4 Diana Towne					5740.20	68.34%
5 Tom Myers					3836.20	45.67%

#### Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Mike Mangold					9726.31	85.02%
2 Norm DeWitt					9600.29	83.92%
3 Bob Meyers					9536.53	83.36%
4 Marta Meyers					9198.67	80.41%
5 Doug Jardine					8431.26	73.70%

#### Unlimited - 4 Min Free

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Mike Mangold					3776.00	94.40%
2 Doug Jardine					3308.00	82.70%
2 Bob Meyers					3308.00	82.70%

## Calendar of Events

June	3-4	<b>Northern California Aerobatic Championship, Paso Robles, CA</b> <i>daw@micruscorp.com</i>
	17-18	<b>Apple Cup - Ephrata, WA</b> <i>john.coffey@cingular.com</i>
July	10	Post Paso Party
August	14	Chapter Meeting - 4pm <i>WAC Review - Allyson</i>
	26-27	<b>Beaver State, Pendleton, OR</b> <i>grhoward@hotmail.com</i>
September	3-5	<b>Delano Contest, CA</b>
	11	Chapter Meeting - 4pm <i>Advanced Spin Recovery</i>
	14-18	Reno Air Races, NV
	25-30	<b>2005 Nationals, Grayson Co., TX</b> <i>CWHurley@aol.com</i>
October	9	Chapter Meeting - 4pm
	14-15	<b>Borrego Akrofest, San Diego, CA</b> <i>N77TW@aol.com</i>
November	3-6	<b>Tequila Cup Contest, Tucson, CA</b> <i>mic@MicroImportService.com</i>
	13	Chapter Meeting - 4pm
December	2-4	<b>AZ State Championship Contest</b> <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
- King radio & transponder
- Impeccably maintained
- Always hangared
- NDH

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

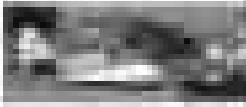
Cecilia Aragon  
aragon@dcai.com  
510-527-4466  
<http://dcai.com/sabre>



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Available 1000-1000 hrs. Eastern Daylight  
 Locations at the Tracy and Livermore Airports  
<http://www.dcai.com> 510-527-4466



# 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:**  
No meeting in June.  
See you at Paso