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# THE ACRONAUT

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## President's Post Graham Bird



**W**ell, the flying season is almost over – it is for me - I won't make AZ this week and am traveling for the AZ State competition at the end of November. I managed a whole 2.7 hours in October!

Which brings me to an apology. I had to travel at the time of the last meeting and my usual backups were not available, hence the meeting cancellation. One of the areas we plan to improve next year is the meetings, both the format (with a more speakers scheduled in advance) and the variety. It would be great to have some help with planning and scheduling the meetings; it's not as difficult as it seems - two meetings (June for Paso and Xmas party for December) are already scheduled. So, if you can help (and we have a lot of guidance and advice from HQ) please contact me!

November is the election meeting. We elect new directors (half the Board, staying until next year are Cris Flint, Tom Myers and Cecelia Aragon); those who are offering their names are Terry Ridgway (to lead on Young Eagles), Sean Worthington and Michael Flynn. Please attend and vote, you will have had lots of practice the week before, so you'll get really good scores at the meeting!

Also we are proposing to amend the Chapter By-Laws (included in the newsletter) so that we are better organized to apply for 510 C(3) status. Please look carefully at the proposed changes (deletions are marked with a strike through and additions with underlining). The main change is in Article III, the rest are typo corrections and

clarifications in the text. This change marked pdf version will be on the web.

Which brings me nicely to.... The new updated, washes whiter, web site. If you haven't looked at the web recently, you are in for a surprise! Cris has been working hard whilst the Freebird was dead (if you haven't seen the results of a bird strike, look at Cris's own web at <http://freebird-aerobatics.net/birdstrike/> and be grateful it wasn't you) and the new look IAC 38 web is fantastic. Feedback, plaudits, improvement points to Cris!

We had a pleasant financial surprise this week: a check from Amazon.com for almost \$60. That may not sound like a lot, but as we say in England, it's money for old rope! All it takes to get a 5% contribution to the Chapter is to 'click through' to Amazon from the IAC 38 website (look under Resources, Reading) and use the Amazon.com search box at the bottom of the page. With the holiday season coming up, if we buy that way the Chapter gets a percentage. Here's a REALLY good way to boost our income; if you control any of your company's spend, buy through that link too. I have bought a significant amount of corporate software using the click through. I say again, money for old rope. Please help!

Finally, the quiet season is almost upon us, think about flying a few Young Eagles. Terry Ridgway will be taking over as YE coordinator and will be chiding you to help him build links with the Tracy community and schools. ✈

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## **Competition Corner**

Cris Flint

### **Aviation Quote**

## From the Editor's Cockpit

Brad Oliver



It's fall now and we are all feeling the effects of the recent changes in the weather on our flying habits...I know I am.

On those weekends when the sun isn't shining, the wind is blowing 90 degrees off runway heading and your stuck on the ground, why not write an article for the newsletter. We are always looking for new content for the newsletter, so get out the pen, pencil, or word processor and share a story or a lesson with your fellow members. After all, if you can't fly, at least you can think about it. I'll go first...

Once upon a time, during on of my student cross-country flights, I got lost...yes lost. The thing I thought would never happen to me, happened. So how did it happen you ask, I'll explain.

The flight was uneventful and in good weather. Upon approaching my destination from the southwest, I spotted an airport about 10 miles just off the right of the nose, and proceeded to turn towards the airport to line up for the approach. At about 6 miles away I thought the airport layout looked a little strange, but the airport was new to me so I didn't think that much of it. Then at 4 miles I definitely knew something was wrong, as the runways were not aligned like the runways at my intended destination. At that one moment all of the confidence I had in my piloting abilities was gone...I was lost! I did what I knew to do, climb and circle.

While circling I made adjustments to the chart, unfolding it to reveal another airport about 5 miles to the east of my intended airport. Oh crap, in an effort to save space in the cockpit, I had folded the chart down to where the destination airport was about 1/2 inch from the edge, and the airport 5 miles to the east could not be seen. With the chart unfolded, I could now clearly identify the airport just to the east as the airport I was flying towards. I took a minute and to get my bearings and quickly located my original destination, now a few miles to the northwest of my position. I safely landed at my destination, and upon shutdown took several moments to reflect on what had happened.

In an effort to save space in the cockpit I had folded the chart in such a way that it did give a good view of the destination area. Since I could not see on the chart that there were two airports

in the area, I became fixated on the airport that I could see from the air, made a slight turn towards it and assumed it was my destination. Did I ever learn my lesson.

I had made myself familiar with the area before departure, but after an hour of flying and a folded map, I forgot that there was another airport in the area. So now I make sure to fold my charts so that the destination is in the center, not near the edge. I also made the mistake of making a small turn towards the airport I could see. If I had stayed on my original heading, I would have flown directly to my intended destination.

Overall, it was a good lesson for a student pilot, I learned from my mistakes, maybe you can too. ✈

## New Meeting Location

**Chapter meetings are now being held at a new (old) location in Hayward!**

**When:** Sunday November 12th, 4pm

**Address:** 20511 Skywest Drive  
Hayward, California

### How to Get there:

#### From the West/North:

From I-880 take A Street West. Follow A Street, past Hesperian Blvd, and when the road splits take the left fork (Skywest Dr.). Follow Skywest Drive past the tower (on your right) until you come to a gate on your right. You should see building #20511 by the gate.

#### From the Peninsula (West Bay):

Take 92 East (San Mateo Bridge) to Hesperian Blvd. Take Hesperian North to West A Street. Take a Left on West A Street. When the road splits take the left fork (Skywest Dr.). Follow Skywest Drive past the tower (on your right) until you come to a gate on your right. You should see building #20511 by the gate.

### Map:



## San Diego Aerobatic Club — Chapter 36

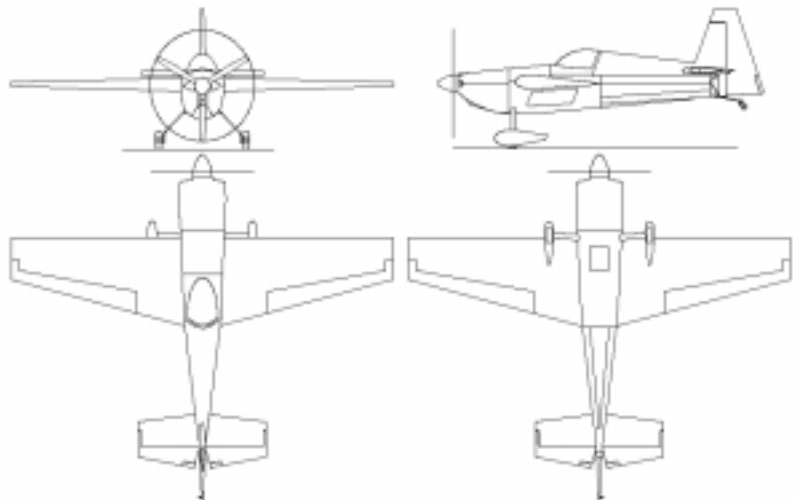
### Borrego Akrofest Aerobatic Competition Results

#### October 12-14, 2000

Rank	Pilot	Chapter	Known 1	Known 2	Known 3	TBLP Total	%pp
1st	Joe Kutschka	62	1071.1919	1043.3244	978.9014	3093.4177	86.74
2nd	Bill Stein	26	1037.3595	982.0786	1025.7903	3045.2284	83.20
3rd	Jim Nahom	49	1022.9182	976.3612	1003.6470	3005.9264	82.13
4th	Tony Moradian		958.0216	971.5058	1055.0008	2984.5282	81.54
5th	Joseph Litz	36	973.9940	1004.4629	996.4711	2974.9280	81.28
6th	Bill Hill	36	998.4765	994.5268	960.3318	2953.3371	80.69
7th	Carson Tyler	36	1000.8429	995.6886	952.8147	2909.3492	79.49
<b>8th</b>	<b>Kelly Harrison</b>	<b>38</b>	<b>912.7780</b>	<b>990.6213</b>	<b>989.6601</b>	<b>2893.0594</b>	<b>79.05</b>
<b>9th</b>	<b>Terry Ridgway</b>	<b>38</b>	<b>902.4142</b>	<b>977.9967</b>	<b>984.2672</b>	<b>2864.6781</b>	<b>78.27</b>
10th	Chuck McCormick Saulovich	36	961.5462 953.5924	915.7177	968.5020	2845.7659	77.75

# Plane of the Month

## Zivko Edge 540



- Length:** 20' 7"
- Height:** 9' 2"
- Wingspan:** 24' 4"
- Engine (6 cyl):** 340 hp
- Wing Area:** 98 ft<sup>2</sup>
- Empty Weight:** 1170 lbs
- Useful Load:** 380 lbs
- Gross Weight:** 1,550 lbs
- Fuel, Fuselage:** 19 Gal
- G Rating:** +/- 10G @1,500 lbs
- Roll Rate:** 420° Sec
- Rate of Climb:** 3,700 fpm
- Cruise Speed:** 180 Kts
- Vne:** 230 Kts
- Vs:** 51 Kts

**For more info visit:**  
<http://www.zivko.com>



**Photo:**  
 Zivko Edge 540 owned  
 by Chapter 38 member  
 Norm DeWitt. Photo  
 from Paso 2000.

### Show Your Chapter 38 Pride - Buy Logo Wear

		Quantity	Total
<b>Chapter Patch</b>	\$12 Each	_____	_____
<b>Chapter 38 T-Shirts</b>	\$20 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
<b>Chapter 38 Sweatshirts</b>	\$35 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
<b>Chapter Mouse Mat</b>	\$12 Each	_____	_____
<b>FAI Printed Catalog</b>	\$10 Donation	_____	_____
		<b>Total</b>	_____

Make Check Payable to:  
**Northern California  
 Aerobatic Club**

Mail to:  
**Bryan Monroe, Treasurer  
 750 Sylvan Avenue, #36  
 Mountain View, CA. 94041**

## Aviation News

### FAA suspends part of LAX shoreline VFR route — AOPA

Oct. 16 — The FAA on Monday temporarily suspended "Shoreline" VFR transitions west of Los Angeles International Airport (LAX) below 3,000 feet. This after two airliners departing LAX to west came too close to VFR traffic using the north-south Shoreline Transition Route. (It appears the VFR aircraft were not at fault.) ATC will continue to allow VFR traffic to use the route above 3,500 feet.

### Aeronautical charts now part of FAA, thanks to AOPA — AOPA

Oct. 5 — The new National Aeronautical Charting Office (NACO) started operations this week as a part of FAA. AOPA had pushed to have the office moved from the National Oceanic and Atmospheric Administration of the Department of Commerce, arguing that charting involved critical safety of flight functions that should be directly under FAA control. Congress ordered the move as part of the AIR-21 legislation. AOPA also worked with Congress to ensure the charting office is adequately funded, including amending the law so that fees pilots pay for charts actually go to the charting office.

### Congress approves record \$12 billion FAA budget — AOPA

Oct. 6 — Congress gave final approval October 6 to the Transportation appropriations bill that provides \$12 billion to FAA for fiscal year 2001. That figure marks a 20% increase over the FAA's current budget. The bill includes full funding for FSS modernization, accelerated funding for research to find a replacement for leaded aviation gasoline, and additional funding for the GPS satellite navigation system. AOPA had specifically asked Congress to fund all of these items critical to general aviation.

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## Picture of the Month



Chapter 38 member Cecilia Aragon's Sabre

## Calendar of Events

### November

- 2-5 Tequilla Cup Regional Aerobatic Competition, IAC Chapter 62, Tuscon, AZ,  
Maryilnn Holland 520-887-9399
- 12 **IAC Chapter 38 Meeting (See Page 3)**
- 26 **IAC Chapter 38 Tracy Day**
- 30-1 Arizona State Championships, IAC Chapter 69 and 62



### December

- 10 **IAC Chapter 38 Meeting (Holiday Party)**
- 31 **IAC Chapter 38 Tracy Day**



### January

TBD...



## Classifieds

### Pitts S1C For Sale

1974 Pitts S1C, 820TT, 370 SMOH, LYC 0320E3D, 150+ HP, PS5C Carb, Inverted Fuel/Oil, Ceconite with Black Imron and Blue Delstar. \$25K Or Best Offer. Call for more details, Jeff Montgomery, Kent, WA (253) 630-4331 or (800) 990-3597 (See Photo)



Send your submissions to, brad@bradoliver.com (or call 408.446.9421). Chapter 38 members get free listings!

## Web Site of the Month

<http://www.snaproll-sukhoi.com>



### Description:

Snaproll Aerobatic Company is the US distributor of the Sukhoi line of aerobatic aircraft. Their web site contains a wealth of information on the SU-29, SU-31, and SU-31M aircraft, including technical and performance specifications, 3-view drawings, photos, and videos. The site also contains a wealth of information on the Vedeneyev M14P engine including detailed schematics. While visiting, be sure to check out the Zvesda SKS-94 pilot emergency escape system (ejection seat) available on the SU-31M aircraft.

- Please send your favorite web sites, telling me why you like it, to brad@bradoliver.com (or call). All submissions receive a free copy of the *Norcal Acronaut*. ©

Brad Oliver  
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Cupertino, CA 95014

**MEETING:**  
**Sunday, November 12th, 4:00 PM**  
**Hayward (See Page 3)**

## IAC Chapter 38 Membership Application/Renewal Form

New Member

Renewal

Address/Phone Change

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_

E-mail 1: \_\_\_\_\_

E-mail 2: \_\_\_\_\_

IAC #: \_\_\_\_\_

EAA #: \_\_\_\_\_

Certificate #: \_\_\_\_\_

Judge:  Yes  No

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)

Send with check, made payable to "Northern California Aerobatic Club", to:

Bryan Monroe, Treasurer

750 Sylvan Avenue, #36

Mountain View, CA. 94041