

The ACronaut

Volume 4 - Number 11

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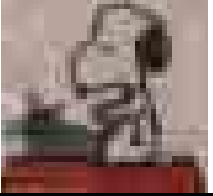
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A big fat Thank You



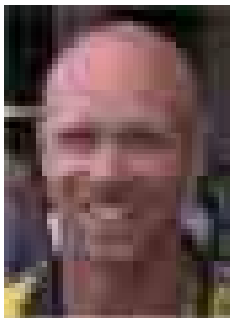
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Get a glimpse into Marilyn's world. It's exciting!!



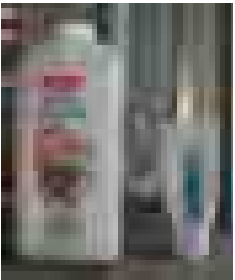
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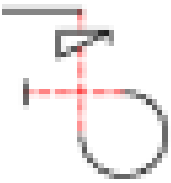


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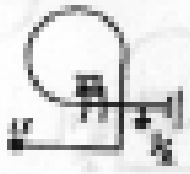
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Chapter Meeting

Don't miss the November Chapter Meeting. Come and have a say in who runs the show. New officer and director spots are up for grabs.

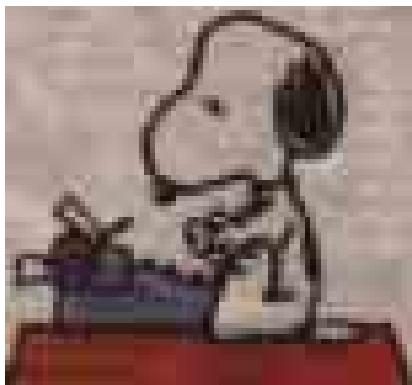
Sunday, November 9, 2003 @ 4:00pm
Attitude Aviation
Livermore Airport

Citabria for Sale
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Check out this beauty!



Editor's Column

Peter Jensen



Thanksgiving is around the corner, so I'll take the opportunity to give Thanks to the people that have made significant contributions to this newsletter, during my tenure as newsletter editor.

First, Marilyn. The newsletter wouldn't be the same without your

wit and humor and always timely contributions.

Second, Darrin. Your humorous insightfulness and always

topical strip adds real flavor. Sometimes people get sick of reading a bunch of text written in Times Roman 10pt,. Your strip provides a nice relief and a good laugh. Darrin always sends his strip two weeks before the end of the month!!

Third, Angie. Your Prez' Post always gives a good summary of the monthly highlights.

I really wish more members would take the time and contribute. It doesn't have to be a big deal. I take any format. It's my job to make it look nice, so don't worry about that. Pretty much anything goes. Text, pictures, jokes, web-site references, etc.

-Peter

Pilots Currently on the Waivers

As of 10/31/2003 the following pilots are authorized to activate and fly in the boxes at TCY and NewJ. If you're not on the list, and you wish to practice in one of the boxes, please contact one of the designated briefers listed.

Pilots on the TCY Waiver (10/31/2003)

Angela Niles	Alexander Drobshoff
Dale Roberts	Norm Dewitt
Pete Eslick	Vicki Cruse
Benjamin Freelove	Dick Rihn
Ralph Briggs Wood	Peter Jensen
Greg Pettit	Cecilia Aragon
Dave Walkup	Allyson Parker-Lauck
Kurt Haukohl	Sean Worthington
Doug Burr	Michael Gilmore
William Halverson	Anthony James

Pilots on the New J Waiver (10/31/2003)

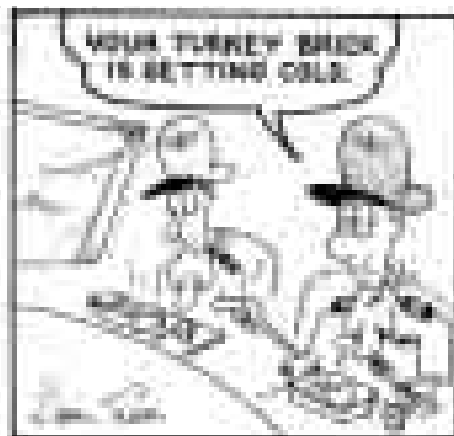
Angela Niles	Alexander Drobshoff
Sean D. Tucker	Randy Howell
Volodymyr Chetverous	John Posson
Cecilia Aragon	Douglas Burr
Michael Gilmore	William Halverson
Sean Worthington	

Designated Briefers

Angela Niles
 Dick Rihn
 Cecilia Aragon
 Dave Walkup

Flying High

Darrin Silver



Heard it on the Ramp

Marilyn Dash



There was a contest, at Borrego Springs. No one went! Nuf said.

AZ Contests

There is a contest this weekend in AZ, the Tequila Cup. I always thought this was an unusual name for a contest.

We never drink tequila at contests... do we? What we do drink is beer, wine, beer, Gatorade, water, beer – but, never tequila. Plus, when was the last time someone drank tequila from a CUP? How do you say, sacrilege in Spanish? Tequila is meant to be consumed from the bottle or perhaps a shot glass.... I digress.

After the Tequila Cup comes the AZ Championships! Is anyone going? I bet Peter will! He'll want to show off his new bungees. He should have a t-shirt that says, "Ask me about my bungees!" Hmmmm. Interesting Christmas Gift Idea! This may replace SPAM from the last 8 years as the most interesting gift.

IAC38 Needs You!

Before I forget, anyone interested in becoming an Officer or member of the Board of Directors for Chapter 38! It's a wonderful job with lots of opportunities to excel and expand your horizons! People from all over the world are attempting to get these highly coveted positions! So, put your name in early! Like NOW! Slots are going fast! (Can you hear the sarcasm in my typing?)

Salinas Airshow

Did anyone make it to the Salinas Airshow – besides me! Boy that was something! Jimmy Franklin with that bizarre Jet Powered WACO with his son, Kyle, strapped to the wing. Can you say "Child Abuse"? I couldn't stop laughing, actually! The sound of a wonderful round engine going around, he'd get to a point and all of a sudden you'd hear the Jet Engines ROAR to life! I would just laugh and laugh and laugh. Darn, that's mighty fine entertainment!

Then, that wonderful showman, Jim LeRoy (of Chapter 38 FAME!) did an amazing show! This is the third time I have seen Jim this year and I'm so impressed with his flying! He takes off right into a hover and just hangs there. Amazing! All I could say to myself was, "He's been practicing!" and "Nice Engine!" Read my interview with Jim later in this Newsletter!



After doing their separate routines, Jim and Jimmy joined forces for what they like to call, "THE MASTERS OF DISASTER!" This was a two ship dog fight between a jet powered WACO and a Mighty Fine Bulldog! It was SO MUCH FUN to watch! The non-pilots in the crowd were seriously on the edges of their seats -- actually they were standing -- practically screaming! The Bulldog was able to turn inside of the WACO – but that WACO would then turn the Jets on and be GONE! What a treat! They really put on a great show!

Hornet Trip

Sorry I was unable to make the USS Hornet Trip this year. After staying with some friends during the Salinas Airshow, I realized how much I love my own bed – the brick with flannel sheets. I actually sprained a rib by sleeping on too soft a mattress and was in some serious pain there for a few days. Vodka seemed a more appropriate response to this pain than climbing around an aircraft carrier deck. Sorry to say! I hope everyone had a good time!

New Logo

Is everyone ready to make their decision on the new logo? Are you staring at the different designs hoping to make the right choice? Are you even aware that we are selecting a new logo this year?! Hello, McFly?! Please note the new logo designs and help us make the right selection! Don't you want to

(Continued on page 7)

Interview With Jim LeRoy

Marilyn Dash

While at the Salinas Airshow last month, I was able to sit down with Jim LeRoy and talk with him about his path from newbie aerobatic pilot to one of the country's best Airshow Stars!



As many of you know, Jim and Joan have added a wonderful baby to the mix. Thomas Edward LeRoy, was born on July 23rd and weighed in at 9 lbs 10 oz. Poor Joan – that's a big one! Since then, he has been on the road with mom and dad. As we all know – babies change many things. They now trailer the Bull Dog to every show and assemble it at the show site. This trailer contains a shop, and carries a complete set of spares. They also have a large motor-home that they use to pull the trailer. This has worked out well for them and Jim can now have his family with him at every show, instead of spending 30 weeks away from home like most performers do and as Jim had done in the past.

We talked about his first aerobatic training and he mentioned that his first flights were with Chuck Wentworth at Art Scholl Aviation in Rialto, CA. But, he didn't get heavily into aerobatics until he purchased a Super Decathlon in 1992 and joined Chapter 38. (YEAH! Chapter 38!!!).



He remembers spending quite a bit of time at New J – practicing and practicing and practicing. In 1992, he competed in Sportsman and moved up to Advanced in 1993 and

1994. (I tried to look up the results for those years but couldn't find them. I think that would be interesting!)

In 1995, he flew his first Airshow at Corning, CA. He and Rocky Hill were rookies together at this show. Of course, Wayne Handley gave them a great recommendation and both of their Airshow careers were born.

In 1997, he left his full time job as a power plant manager and started flying Airshows full time. However, he couldn't book enough shows to make a living so he provided some aerobatic instruction and did some engineering consulting to make ends meet.

In 1998, it was still too far between pay checks so he bought a dump truck and started hauling gravel and asphalt in between shows and in the winter. Now, that is a man who is willing to do what he had to do to get what he wanted.

By 2000, the Bull Dog Airshow business finally got going and he was able to stop all of the other part time jobs and concentrate solely on flying. Since then, he has been performing in 25-30 shows per year and is one of the most active pilots currently performing in the US – and one of my personal favorites!



(Continued on page 7)

Changing Bungees

Peter Jensen

This is a tale about what it takes to get new bungees installed in a Pitts S1-S and trying to figure out why they need replacement every six months.

Background

When taxiing out in late September, I noticed that the nose seemed lower than usual. Looking out through the plexiglass on the side panels, it was clear that the gear was spread out more than usual. It seemed to be stuck in that position. I politely requested Ground for a taxi back to the hangar. The gear WAS indeed all the way out, being held back by the safetywire. Without me in the airplane, I was able to get the gear to come up by lifting the nose and pushing it back. However, when sitting in the plane with people pushing it forward they started spreading out again. Clearly something was wrong.

This was the third time in 18 months that this happened. On the two other occasions the bungees were replaced with new ones. An obvious question to ask was: "Why does our bungees only last 6 months when other people's last years?"

Ingredients of Airplane Maintenance

Being an engineer I was trying to go by this in a somewhat systematic fashion. Now, after I'm all done, I think the main ingredients of a maintenance job can roughly be divided into the following categories: Diagnostics, Gather Info/Advice, Gather Tools, Order Parts, Perform Repair. All of these activities are closely tied together, but their relationship are roughly as depicted in the figure below:



Diagnose the Problem

The bungees needed replacement – obviously, but why do they wear out so quickly? Several factors could lead to that: Heat from the exhaust, oil or brake fluid drips from the firewall, toe out of main landing gear. It turned out that the bungees were dry, so the dripping fluid was not the problem. However, when measuring the toe out angle – sure enough – there was a combined 1 degree toe out. If you do the math, it means the wheels would move away from each other 1 inch for every 5 feet of forward motion. As for the heat from the exhaust... It might still also be a problem. Our four-in-one exhaust does sit right under the bungees, and radiates a lot of heat. It's hard to fit heat insulating material around the bungees though, so I decided not to do anything about this. Steve Wolf had this to say about it: "Bungees on an S-1 tend to go soft fairly quick due to the fact that they are so close to the exhaust and heat distroys them quicker than anything."

The Rough Measuring Method

A rough measure of the toe angle can be done using the ridges in the tires. Measuring the distance between the left and right tire on the front side of each tire and on the back side would work as follows. A wheel is about 1 foot in diameter, so 1 degree of combined toe in would be a difference of about 3/16 inches between the front side distance and the back side distance. This is a rough estimate, but if you take the measurements several times on multiple spots on the wheel you'll get a good idea of the average toe in/out angle. The beauty of this method is that it's quick to do. It only gives you combined toe angle, not the toe angle on each wheel. This comes in handy when going through the bend/measure cycle.

The Precise Measuring Method

I used a straight 4 foot long piece of angled iron, held it against the brake disc and made a mark on the ground 4 foot behind and 4 foot in front of each wheel. A plumb line from the tip of the spinner and from the tail was used to establish a centerline. I strung out a piece of twine between the front and tail marks and then measured the distance to that centerline of the aforementioned markers. By using the centerline it's possible to measure each wheel's toe angle individually. It turned out that each wheel had about a 0.5 degree toe out angle, so each needed to be bend the same amount. This method, however, is time consuming.

Collect Advice/Information and Evaluate

Fortunately, there's a lot of friendly, helpful, people out at Livermore that freely offers their advice and help. The best

advice you can get is from someone that have done something similar. Darren had changed his bungees a couple of years ago and had a similar toe out problem. Aviat told me that there should be 0.4 degree toe in on each wheel, so I needed to bend each axel a little less than one degree. How does one do that? I was told to heat up the axels with a torch and use a lever attached to the axel and do the bending. I was also told to not heat up the metal. Who knows what that does to the strength and molecular lattices? So I decided to try to do a cold bend.

Several sources of information were used:

1. Advice from local experts
2. Aviat
3. Internet (Exploder)
4. 43-13-1B Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair (<http://av-info.faa.gov/dst/43-13/>)

Bungee color codes

Did you know that your bungees are color coded according to what year and quarter they are manufactured? There are three colored stripes. Two of the stripes are always the same color. They indicate the year. The other stripe indicate the quarter.

YEARS END-ING WITH	COLOR	QUARTER	COLOR
0 or 5	Black	1st	Red
1 or 6	Green	2nd	Blue
2 or 7	Red	3rd	Green
3 or 8	Blue	4th	Yellow
4 or 9	Yellow	1st	Red

I found the table below in 43-13. It wouldn't hurt checking your own bungees:

Example: 'blue, blue, green' would be third quarter of 2003.



New and old bungees

Locating Tools

The main tools I needed were:

A bungee tool: This tool is essential in getting the new bungees on. The bungees are made to hold 1100 pounds, so using a screwdriver is simply not possible.

An engine hoist: It is necessary to loosen the engine from the mount in order to make space for the bungee tool to work. Fortunately, it only needs to be moved out one inch from the firewall, so the bolts can remain in place.

Ratchet straps: Used to hold the gear in place when the bungees are removed. Tighten them between the wheel bases of the left and right wheel. With the straps in place the bungees can be removed without the gear spreading out.

A lever that fits into the axels: To do the bending a lever that fits into the axel is used. It must be at least 4 foot long and should fit snugly inside the axel

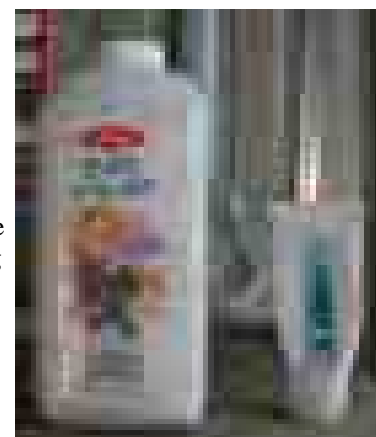
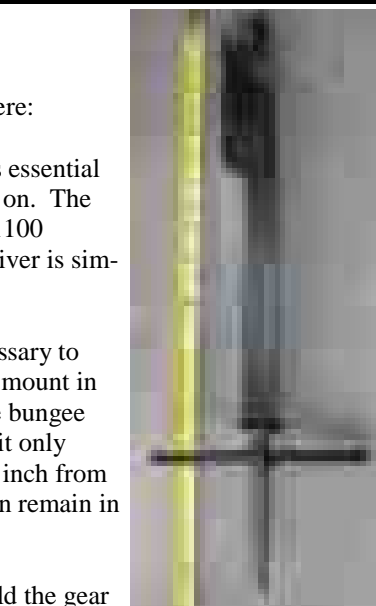
I lucked out... Various people on the field had these tools. Noone person had all the tools, so a lot of running around was necessary.

Where to order parts

The natural place is, of course, Aviat. However, it turned out that they charge \$42/bungee and Aircraft Spruce charge \$21. 100% markup!

The Repair

After all panels around the engine and around the fuel tank had been removed, the bungee box can be removed. After strapping the landing gear together using the ratchet straps the old bungees can be cut. Be VERY careful when doing this. They snap. Only a small cut is necessary. They pretty much start tearing themselves apart once a small cut has been done.



Powder and Jelly - The KY Jelly resulted in many interesting remarks

(Continued on page 10)

(Continued from page 3) - Heard it on the Ramp

be COOL in your Chapter 38 logo gear? I know I do!

2004 Knowns

The Proposed Knowns for 2004 are being voted on soon. Have you looked at the proposed known for your category!? I believe the SportsPerson Known for 2004 is mighty difficult for people just moving up. However, I was told (by Dave Walkup) that I was a wimp. Sniffle. Whimper. The SportsPerson category seems to be a place for two types of people; those just starting in the sport and moving through the ranks and those that have decided that SportsPerson is the place to be, forever. For the latter category, it won't be tough at all – but, for the former... well, I'll just leave it alone and wait until the Knowns become Official. Then, I'll bitch.

Fleet Week - Where Were You?

One of the things I have tried to do with this column is to get our membership to start thinking more like a club. You know, where we do things together and share experiences, ideas, help each other, etc. On this note, when I send out an Anyone interested in going to Fleet Week?" I was looking for people to say, "yes, let's get a group together and go watch the Blues, Snowbirds and Sean, etc., together!" I was surprised by one response that said, "Yep, I'm probably going and will be sitting somewhere around X." Wrong idea! I wanted to make sure that anyone who wanted to go had someone to go with them. Get it? GB??

Hope to see you at this month's Chapter Meeting!!!

*Marilyn Dash
Ruby Red Racing
Chixfly2*



(Continued from page 4) - Interview with Jim LeRoy

In 2002, Jim was awarded the Art Scholl Award. The International Council of Air Shows presents the Art Scholl Showmanship Award every year to an Airshow act which best exemplifies Art's tradition of creative, exciting and engaging entertainment. And that definitely sounds like Jim LeRoy to me!

In 2003 he received the Bill Barber award. The Bill Barber Award for Showmanship is presented annually by the World Airshow News and friends and family of the late Bill Barber. The award spotlights an air show performer who has demonstrated superb showmanship ability.

These are the two highest accolades an Airshow Performer can get and only a small group of performers have received them both. When I asked Jim about this, he said he was honored to be part of this group. He is truly an amazing person.

To keep his performances interesting, Jim joined forces in 2002 with Jimmy Franklin and Les Shockley. They founded the X-Team which consists of some of the best Airshow talent in the world. They offer several acts, the most popular of which is the Masters of Disaster Aerial Stunt Show (MOD). MOD consists of planes, jet trucks, and pyrotechnics. It consists of some unchoreographed dog fighting and truck buzzing and then culminates with a race and head on chicken run at the end. It was truly amazing to watch. The crowds were gasping and everyone was on their feet the entire time at Salinas.

Jim said that their act goes against some of the traditional Airshow wisdom – like - no choreography, mismatched planes in formation, etc, and they have funeral music playing to open the sound track, - however, this show is GREAT and has gained a lot of popularity.

On a more personal note, the LeRoy's no longer live in California. They sold their house in April and have been full timing in the motor home since then. However, this winter they plan on settling in Afton, Wyoming. (Hmmm – what else can I think of that is in Afton, WY?)

We did finish the interview with Jim asking me to say HI to everyone in Chapter 38 and to thank us for all our support along the way. If you get a chance, please look for him at an Airshow near you! And on the web at www.bulldogairshows.com – thanks, JIM!

-Marilyn

2003 TEQUILA CUP REGIONAL AEROBATIC CONTEST

November 6 - 8, 2003

Sponsored by IAC Chapter 62, Southern Arizona Aerobatic Club.

At Marana Northwest Regional Airport (formerly Avra Valley Airport), (17 miles northwest of Tucson, Arizona) (When flying in, call Unicom at 123.00.)

Categories

POWER - Sportsman through Unlimited: GLIDERS - Sportsman and Intermediate

Registration

Thursday, 6 November 8:00 AM, Hangar 68, east side of field

Practice

Thursday, 6 November. After you have completed registration. (Our practice box is also our contest box and it is open everyday from sunrise to sunset. Let us know if you plan to come early in the week to practice. You'll need to sign our waiver before you can practice in the box, and you need to know about a restricted area.)

Competition

Begins with an all pilots and judges briefing at 6:30 AM, Friday, 7 November and continues through Saturday.

Team Trophy

The Tequila Cup will be engraved with the name of the IAC Chapter with the highest combined percentage score of three competitors. Bring at least two friends from your Chapter and go for it!

Social Activities

All competitors and volunteers are invited to a free catered dinner at the hangar after Friday's flying. Banquet on Saturday night to praise the competitors, thank the volunteers and award trophies to the winners. No host cocktails at 6:30 PM, dinner at 7:30 PM. Held in the banquet hall at Precision Shooting Equipment, 2727 N. Fairview Ave.

Rental Cars

If you want your own transportation, rental cars can be arranged through Tucson Aeroservice Center (FBO, 520-682-2999) at Marana Northwest Regional Airport. Rental cars are really not necessary during the contest as SAAC members provide transportation between the motels and the airport.

Motels

These motels are located at Interstate 10 and Cortaro Farms Rd. in Marana, AZ (Closest motels to airport, 8 miles)

Best Western Continental

8425 N. Cracker Barrel Rd., Marana 520-579-1099

Super 8 Motel

8351 N. Cracker Barrel Rd., Marana 800-800-8000

Days Inn & Suites

8370 N. Cracker Barrel Rd., Marana 520-744-6677

Holiday Inn Express

Cortaro, West of I-10, Marana 800-465-4329

Ramada Limited

6020 W. Hospitality Rd., Marana 520-572-4235

These motels are located at I-10 and Ina Rd. (3 miles south of Cortaro Farms Rd.)

Comfort Inn

I-10 and Exit 248, 4930 W. Ina Rd. 800-221-2222

Motel 6

4630 W. Ina Rd. 800-466-8356

Red Roof Inn

4940 W. Ina Rd. 800-843-7663

Tucson's tourist season begins in October so early motel reservations are advised. The motels listed are closest to the airport and all have restaurants nearby. Some of our best weather is in November--cool mornings and evenings but warm days. You will need sunblock lotion during the day and a jacket during the early morning briefings.

Checklist

- Your personal FAA paperwork (license and medical).
- Your personal IAC paperwork (membership card, and sporting license if Unlimited).
- Your freestyle paperwork (7 copies of Form A, and 16 copies of Forms B and C).
- Your insurance paperwork (\$1M/\$100K coverage proof).
- Your airplane (within current annual).
- Your airplane's paperwork (engine, airframe and propeller logs).
- Your airplane's FAA paperwork (airworthiness, registration, radio, operating limits, weight and balance).
- Your parachute (within current repack, 120 days).
- Your parachute's paperwork (repack log).
- Your money (checkbook, cash, credit cards), a change of clothes and anything else you can't leave home without.
- Share this information with fellow chapter members and get a group together for a fun weekend.
- We're looking forward to seeing you!

Contest Director

Marylann Holland

2546 E. Avenida de Maria, Tucson, AZ 85718
520-887-9399

e-mail: m.hollandsaac@worldnet.att.net

Arizona State Aerobatic Championship

December 5-6, 2003

Sponsored by IAC Chapter 69 and 62.

The competition will be held at Casa Grande Municipal Airport - locator CGZ.

Categories

Primary through Unlimited power categories will be flown.

Registration

December 4th starting at 9:00am. Fee \$75.

Competition

Begins with an all pilots and judges briefing at 7:00 AM, Friday, 5 December and continues through Saturday.

Motels

- 1. Holiday Inn Casa Grande** (520) 426-3500
4 miles south -- Downtown
- 2. Days Inn of Casa Grande** (520) 426-9240
13 miles southeast -- AZ 84 & I-10
- 3. Comfort Inn Casa Grande** (520) 421-9878
8 miles southeast -- Florence Blvd. and I-10
- 4. Francisco Grande Resort** (520) 836-6444
12 miles south and west -- AZ 84
- 5. Casa Grande Super 8 Motel** (520) 836-8800
8 miles southeast -- Florence Blvd. and I-10



Contest Director

Brian Davis
(602) 689-0915
e-mail: tammy626@msn.com



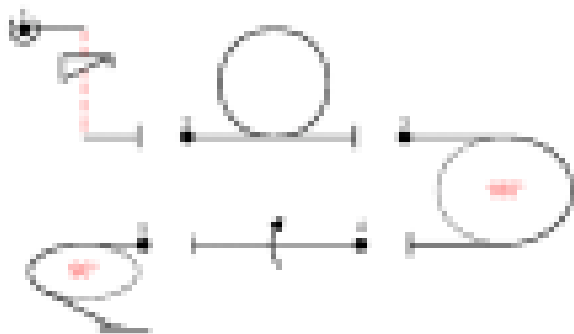
2004 Proposed Knows

Peter Jensen

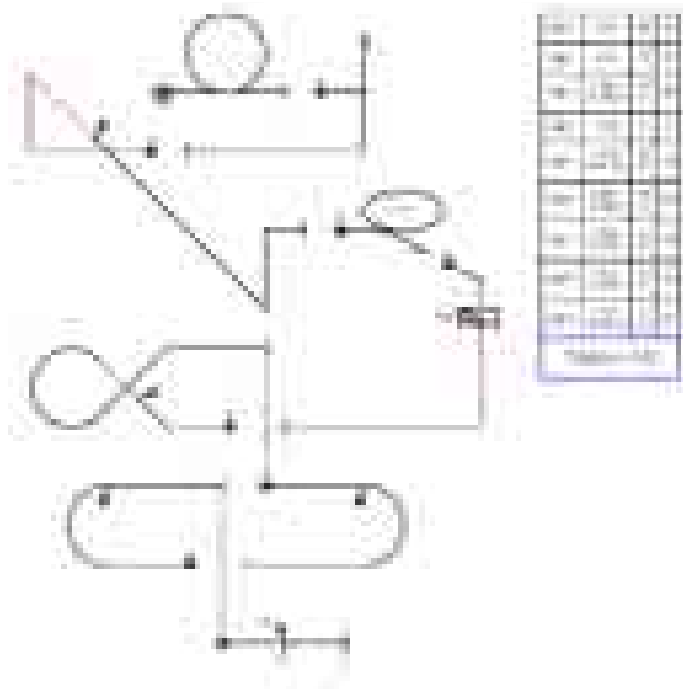
It's never too early to start practicing the new Known. I found the Primary, Sportsman, and Intermediate proposed Knowns for the 2004 contest season on the www.iac.org website. The Knowns for Advanced and Unlimited will be adopted from the CIVA Programme Q's. They are scheduled for publication in November. Check <http://www.fai.org/aerobatics/> for updates/

-Peter

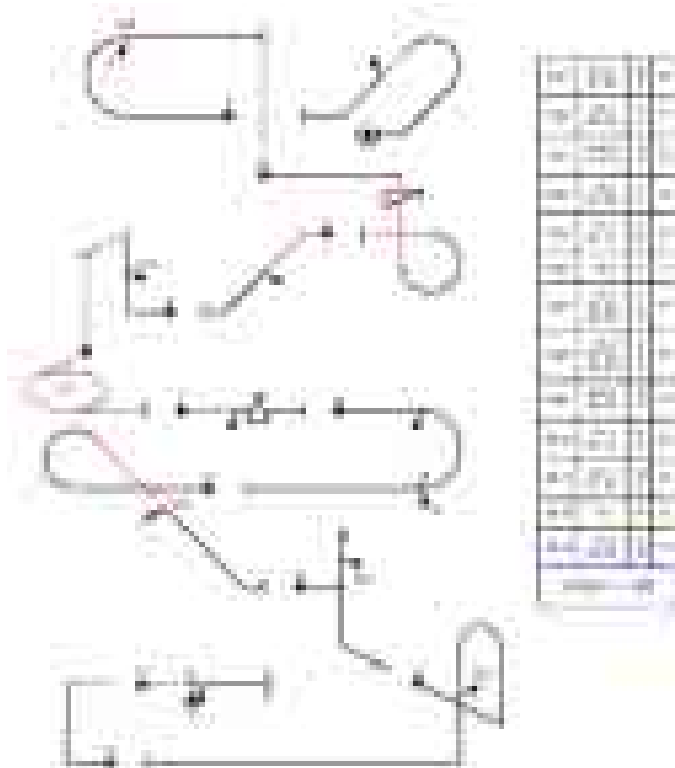
Primary 2004 Proposed Known



Sportsman 2004 Proposed Known



Intermediate 2004 Proposed Known



(Continued from page 6) - Changing Bungees

When putting on the new bungees use plenty of baby powder and KY Jelly. This will make them slide on the horn and around the gear more easily. There are two bungees on each gear leg. The first one is relatively easy to get on. The second one requires some finesse. Be careful not to damage the first one with the tool.

People involved

Lots of thanks goes to: John, Eric, Darren, Sean, Steve, Jack, Mike, Dick, Alex, Angie, and Kurt. They all offered their help and advice, and without it the airplane would still be grounded.

-Peter

Contest Results

Peter Jensen

Chapter 38 contest participation was nil for October. The Borrego Akrofest was held October 10-11. 28 pilots competed. Note, the absence of the Unlimited category. Rumor has it that Jon Nash will pay the entry fee for any unlimited pilot that has the guts to compete against him. Note, Chapter 26'er Tom Applegate's first foray into the Advanced category. This is a very competitive category packed with seasoned veterans. Congrats to Tom for finishing 4th.

-Peter

Borrego Akrofest October 10-11, 2003

Borrego Springs, California - Borrego Valley Airport
Contest Director: Dick Stonehouse

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jenner Knight	36	383.3000	398.0000	781.3000		86.81
2 Jim Nahon (patch)	49	398.3000	272.7000	671.0000		74.56

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Reynaldo Beyer	36	1184.3837	1224.7792	1246.8605	3656.0234	90.95
2 Bret Davenport	114	1102.2133	1139.9386	1118.3558	3360.5077	83.59
3 Bill Hill	36	1095.8427	1077.0558	1075.9247	3248.8232	80.82
4 Randy Owens	36	1023.2327	1094.7894	1111.2584	3229.2805	80.33
5 Hiroyashu Endo	36	1030.8014	1091.6842	1083.0116	3205.4972	79.74
6 Clark Foster	36	1084.8646	909.3061	1080.2786	3074.4493	76.48
7 Masato Nakamura	36	1014.4857	1047.6356	1000.8247	3062.9460	76.19
8 Masahiro Utsumi		1068.3949	808.7728	1074.3831	2951.5508	73.42
9 Jeff Yeskin	36	927.5976	985.8047	1005.6672	2919.0695	72.61
10 Randy Richter	49	865.7799	939.0180	1101.6644	2906.4623	72.30

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dave Hermance	49	1713.0528	1762.7169	1317.9250	4793.6947	88.12
2 Gil Tellier	49	1709.8404	1725.9909	1145.4579	4581.2892	84.21
3 Greg Morris	36	1645.3662	1638.3506	1293.6880	4577.4048	84.14
4 Bill Bancroft	36	1677.3758	1720.3287	1160.3367	4558.0412	83.79
5 Eric Tucker	26	1603.8670	1638.9007	1283.8381	4526.6058	83.21

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Robbie Gibbs	69	2137.7265	2659.1514	2245.5944	7042.4723	84.85
2 Steve Cummings	36	2152.4234	2679.7486	2122.5600	6954.7320	83.79
3 Jim Peebles	36	2074.1519	2633.9812	1922.5417	6630.6748	79.89
4 Tom Applegate	26	2001.2942	2480.2785	2076.7070	6558.2797	79.02
5 Michael Church	36	2040.7336	2672.0883	1728.6809	6441.5028	77.61
6 Mickey O'Brien	36	1935.0610	2670.1717	1698.2870	6303.5197	75.95
7 Ken Kranz	49	1908.4799	2262.9631	2016.4664	6187.9094	74.55
8 Diana Towne	36	1787.6337	2219.2480	1681.5666	5688.4483	68.54

TCY Training Days

The season is over, so why bother you say...

There's plenty of reasons! How about: No point in washing the car, it's gonna rain sometime this week anyways and organizing your sock drawer shouldn't be something you spend your weekends on. The season is far from over. There's still two contests in Arizona, for those that's ready to make a 500+ miles journey East. It's never too late to start practicing the 2004 Knowns. Get an edge over the competition and figure out the best way of flying those new Knowns in your airplane, early. Don't end up in a situation where the Known becomes an Unknown. You won't get any wood that way.

I'll come out and help with critiquing pretty much any weekend in November. Just drop me an e-mail: editor@iac38.org

-Peter

Marilyn in Sport Aerobatics

Did you catch Marilyn's article in the October issue of Sport Aerobatics - 'My First Weekend With My New Pitts'. Another piece of quality writing from her...

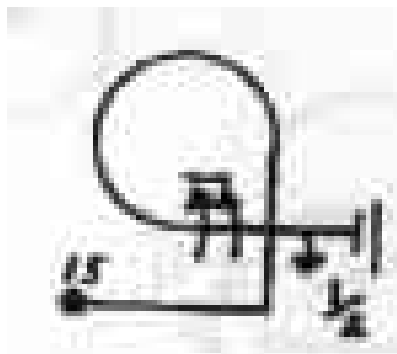
Is This Maneuver Legal? - Answer

Peter Jensen

Last month I had a maneuver legality quiz in the newsletter. Surprisingly, nobody expressed that anything was wrong with the maneuver. So, I'll have to break it to you. **It's not legal!**

The maneuver ends inverted, and that's not OK. The optional roll symbol at the end of 8.33.1 must be an whole multiple of 360 degrees, and two rolls in one direction followed by half a roll in the opposite direction will end up inverted.

-Peter



8.33.1	11
9.1.3.8	12
9.1.3.2	4
Total K	27

For Sale - 1973 Bellanca Citabria 7ECA

3240 TTAF - 640 Since Factory Reman. Engine (2400 Hr TBO)

Aircraft completely rebuilt and recovered in 1995

Aircraft is extremely clean (always hangared)

Based in Livermore (LVK)

Avionics

- ✦ King KX155 NavCom
- ✦ King KN64 DME
- ✦ King KT76A Transponder w/ Encoder
- ✦ King KR22 Glideslope w/ 3-Light Marker Beacon
- ✦ DRE Intercom

Features/Upgrades

- ✦ JPI 4-Cylinder Engine Monitor (EGT/CHT)
- ✦ Davtron Digital Chronometer
- ✦ Full Gyro Panel
- ✦ New Style (Metal) Panel
- ✦ Circuit Breakers (No fuses)
- ✦ Sky-Tech Lightweight Starter
- ✦ Whelen Wing Tip Strobes
- ✦ Whelen Post Lights (Full Panel) w/ Dimmer
- ✦ Custom Fiberglass Glare Shield
- ✦ Airwolf Remote Oil Filter
- ✦ New Front (Adjustable) Seat
- ✦ Seats Recently Re-Upholstered

Notes

- ✦ Annual Inspection Due Jan. 2004
- ✦ No Damage History
- ✦ Complete Logs
- ✦ New Exhaust Gaskets
- ✦ New Valve Cover Gaskets
- ✦ New Hydraulic Lines
- ✦ New Aileron Pushrods
- ✦ New EGT Probes (4)

Asking...

\$36,000

1973 Citabria 7ECA

Contact: Brad

925.518.9857



Calendar of Events

November

- 6-9 Tequila Cup, Tucson AZ—Contest
m.hollandSAAC@worldnet.att.com
- 9 **Chapter 38 Monthly Meeting**

December

- 5-6 AZ St Championship, Casa Grande AZ, Contest
mwold@lobodos.com
- 13 **X-mas Party: Alan Silver's House**

New Pilot Supply Store in Livermore

It's no longer necessary to drive to Tracy to buy your next case of oil. They have a full selection of sectionals, and much more. Check them out next time you're in Livermore. They are just across the road from the airport in the southeast corner of the airport.



Classified Ads

Cherokee PA28-140 Partnership



How would you like to buy a SHARE in a nearly PERFECT 1967 Cherokee PA28-140/160hp?

I'm considering selling 1/8 or 1/4 or 1/2 shares in Daisy (see pictures). 1/8 shares = \$5K ! You can own part of an airplane for as low as \$5000!

So many of us fly single seat aerobatic planes that aren't very good at cross-country trips or to take friends for a ride. Wouldn't it be great to be able to take two adults and luggage, or two adults and 2 kids, dogs, golf clubs, etc. away for a weekend? Maybe give your boss or a neighbor a ride?

Daisy has a BRAND NEW ENGINE! She has average radios, and is in VERY good shape, clean, good paint and interior. She will live at either KSQL or KHWD and would love to fly more often than I can fly her.

If you are interested in owning part of a "go places" airplane, let me know!

Marilyn Dash
650-344-6320
marilyndash@comcast.net

Show Your Chapter 38 Pride - Buy Logo Wear

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

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
Total	_____

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

Mail to:
**Bradley Oliver, Treasurer
664 Moraga Dr
Livermore, CA 94550**

IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "International Aerobatic Club Chapter 38", to:

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

E-mail 1: _____ E-mail 2: _____

IAC #: _____ EAA #: _____

Certificate #: _____

Judge: Regional National Newsletter: E-mail (Adobe PDF) Postal Mail

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____ N #: _____

Referred By: _____

Dues: Single Membership (\$25/year) Family Membership (\$30/year)

Brad Oliver, IAC38 Treasurer 664 Moraga Dr. Livermore, CA 94550



Peter Jensen
 Editor, IAC 38
 310 Ellmar Oaks Loop
 San Jose, CA 95136



Chapter Meeting:
 Sunday November 9th, 2003, 4pm
 Attitude Aviation
 Livermore Airport