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President's Post

Graham Bird



With the terrible events of the last few weeks, aviation is once again in the public spotlight. Not only with the initial atrocity, but also with the fear that small GA aircraft could possibly be used in terrorist attacks. We left for a European vacation three days after the attack and have watched the aftermath unfold from a distance. The filter of distance made the continued grounding of GA and the subsequent grounding of crop sprayers seem surreal.

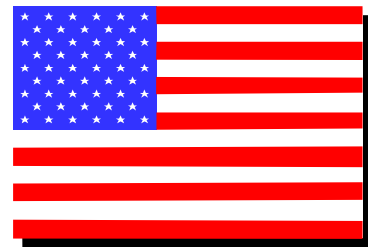
The shock, sorrow and sympathy in England is widespread and genuine. There is an openness about the grief and sense of shared loss that made me stop and think that perhaps the days of the traditional 'British stiff upper lip' are gone for ever.

GA was grounded in the UK, but was back to 'normal' by the time I was able to fly, so I got some insight into the aviation community's feelings. There is a feeling of inevitability about greater and greater restrictions on aviation – and, in my view, a feeling that there is little that can (should?) be done to prevent that.

What really brought it home was a question I was asked 'have I been told by the FAA that the aerobatic box waivers have been suspended?' I do not know if this is speculation, misinformation, an unfounded rumor, or a fact as I have been removed from any means for the FAA to contact me for two weeks. But once the initial horror and shock of the act began to abate a little it did get me thinking about the potential impact at a personal level and on our sport.

I remain convinced that we must, must, must tell the positive story of general aviation, of the great good that it can and does do for the people, for the communities and for the country. More than ever we must support measures that make aviation safer whilst ensuring that sensible questions and open debate minimize the 'inevitability' of more and more restrictions that do not move us towards that goal.

At such a time it is perhaps easy to accept restrictions in our personal lives and in our flying that is, after all, a privilege not a right. But one of the things I value about the USA is the freedom we enjoy and we must be vigilant of simply accepting that restrictions are inevitable. ✈



Aviation Quote

In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.



— Wilbur Wright in a letter to his father, September 1900

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From the Editors Cockpit

Brad Oliver — Editor



What a past few weeks it has been. The events of September 11 2001 certainly rank as the most significant world event that has occurred in my 30 years of life. I was deeply saddened by the loss of lives caused by this senseless act.

As pilots, we have all been affected by limitations imposed on our flying privileges. As I write this, VFR flight by certificated pilots is still not allowed in "enhanced" class B airspace. Many of our members have their aircraft based at airports in "enhanced" class B airspace, and therefore are not able to fly. Many of our local aviation related businesses are also feeling the crunch of the flight restrictions.

According to the AOPA, there are currently 41,000 general aviation aircraft and about 120,000 pilots stranded in or under "enhanced" Class B airspace where VFR is still prohibited, and also in two restricted areas where no GA flight is allowed.

The EAA and AOPA have been working diligently in Washington to restore all of our flying privileges to the levels they were at before the attacks, but they need your help.

The AOPA is urging pilots to telephone your U.S. Representative and both of your Senators, to urge them to open enhanced class B airspace for VFR flight. To assist you in identifying your congressman, please visit the following web site <http://capwiz.com/rollcall/home>.

So whether or not you are an AOPA member, or whether or not you are grounded in "enhanced" class B airspace, please take a few minutes and give Washington a call. Let them know you want your GA back stronger than ever! ✈

Red Cross Donation Information



<http://www.redcross.org>

**1-800-HELP-NOW
(1-800-435-7669)**

October Meeting—Brunch Flight

Meet Where: Livermore Airport Terminal Building

Meet When: 10:30 am Sunday October 14th

Fly to: Petaluma Airport, Two Niner Diner

Eat When: 12 noon

For October, instead of a regular chapter meeting, we are having a brunch flight to the Two Niner Diner at the Petaluma airport. For those wishing to fly together, we will meet at 10:30 at the Livermore Airport Terminal building. For those of you who are coming from another direction, just meet the crew at noon in Petaluma.



As winter approaches we are planning other brunch flights. If you have a good destinations in mind, please let us know.

For more information please contact our events coordinator, Angie Niles, 925.373.8786 or niles4@l1n1.gov.

Bring your appetite! ✈

The Holidays are Approaching

Yes, I am afraid to admit it, but the holiday season is just around the corner. I am sure you have all started your shopping...right!? Well, I might be able to help.

Many of you will buy gifts online, but did you know that you can help support the chapter by shopping at Amazon.com. By shopping at Amazon using our special link, IAC 38 gets a small referral fee, and it doesn't cost you anything extra.

To use Amazon's referral program all you have to do is use this easy to remember link...

<http://www.iac38.org/amazon.htm>

This link will redirect you to Amazon's web site, using the IAC 38 referral information. You will not see a difference in Amazon's site, so you are still free to buy whatever you want. Oh, and don't worry, if you already shop at amazon, all your preferences and settings will be unaffected...you will still be able to login to your Amazon account as usual.

Be sure to visit the resources section of www.iac38.org for some great book recommendations for your pilot friends. ✈

Aviation News

Round two: Boyer and staff continue Capitol Hill meetings to restore Class B VFR—AOPA

10/5/01 11:08:59 AM — AOPA Legislative Affairs staff along with President Phil Boyer spent a second day on Capitol Hill yesterday enlisting support from members of Congress for lifting the prohibitions on VFR in enhanced Class B airspace. The second round of meetings targeted members of intelligence and armed services committees, but also included the leadership of the House of Representatives. The flood of phone calls that continues to pour in from AOPA members around the country once again announced AOPA's arrival.

EAA Provides DOT Secretary with Additional Background on Class B Airspace Issue—EAA

EAA President Tom Poberezny today (Oct. 5) contacted U.S. Secretary of Transportation Norman Mineta, emphasizing the importance of immediate action to relieve the financial crisis facing businesses within enhanced Class B airspace. Poberezny stressed to Secretary Mineta the importance of speed in addressing the issue of closed airspace for VFR flying, especially as many aviation businesses are suffering crippling losses.

Poberezny noted that EAA has presented workable solutions to current restrictions on VFR operations in enhanced Class B airspace. EAA's recommendations for reopening this airspace have been included in discussions with the National Security Council. The recommendations address the NSC's security concerns regarding VFR flight within that airspace, particularly the specifics of monitoring intent, control and payload for those aircraft. The reopening of enhanced Class B VFR operations topped NSC's agenda at its meeting Friday morning.

"Although significant progress has been made to get general aviation back in the air, more than 40,000 airplanes are still grounded in the 30 enhanced Class B areas," Poberezny said. "EAA understands the security issues and has been proactive in providing workable solutions."

As solutions to NSC's concerns are brought forward, it is important to expedite the recommendations and maintain progress toward returning general aviation to where it was prior to Sept. 11.

"Aviation businesses within enhanced Class B airspace are facing a crisis point," Poberezny said. "Many have closed ... some may not reopen. In the aftermath of Sept. 11, we cannot win the military war and lose the economic war."

Warbird Demilitarization Still a Part of Military Authorization Bill Heading for Conference Committee—AOPA

This week, the U.S. Senate approved the military authorization bill, which includes a provision that would allow the Department of Defense to force demilitarization on all surplus military items, including total demilitarization of warbird aircraft. The House of Representatives had earlier passed a similar measure that did not include that demilitarization language, so

the separate bills now go to a House/Senate conference committee to create compromise legislation.

A number of EAA members called EAA headquarters Friday asking for clarification on the issue, after reading some reports stating that the demilitarization language had been pulled from the Senate bill. That specific language still remains in the Senate version of the bill as it heads to conference committee. The Warbirds of America have been continuing the effort to have the final compromise bill reflect the House version regarding demilitarization. In addition, EAA's Washington Office is working very closely with U.S. Senators to have the demilitarization language removed during the House-Senate conference, and protect historic and popular warbird aircraft.

Leaders Ask For Help...—AvWeb

While the airlines have benefited from a governmental aid package, general aviation continues to suffer from the ongoing economic losses stemming from reaction to September 11. Industry leaders have already appeared before Congress to ask for support. AOPA's Phil Boyer, EAA's Tom Poberezny, and GAMA's Ed Bolen a few weeks ago testified before the House Aviation Subcommittee and asked for the removal of flight restrictions placed on the GA fleet. For the most part, things have improved, but some of these restrictions remain and lasting effects of groundings in particular have caused these leaders to ask for a financial aid package. AOPA has drafted a relief package for this vital segment of the aviation industry. The association's proposal would provide relief to those general aviation businesses damaged by the ground stop that occurred in the wake of the attacks on September 11. It would require the Small Business Administration (SBA) to provide grants and loans to small GA business that qualify and would also defer repayment of loans and interest rates for one year.

...Lawmakers Step In—AvWeb

In response to AOPA's and other organization's pleas for help, lawmakers have put together the assistance industry leaders have long been asking for and now it has a name. Representative Bill Shuster (R-PA) introduced H.R. 3007, a bill intended to provide the much-needed aid general aviation needs. Following AOPA's and others' suggestions, the bill would authorize the SBA to provide grants and other financial benefits to those businesses affected by the terrorist attacks. Flight schools, tour operators and other business would directly benefit from this package, which has been supported by several of the alphabet groups including GAMA, NBAA, AOPA and NATA.

National Test Pilot School (NTPS) celebrates 20 years of flight-test training—AvWeb

Over the past 20 years, more than 3,000 students have been trained in courses ranging from a two-week introduction to a yearlong program. The program has 28 different aircraft, and flies approximately 1,500 hours per year in flight-test training.

(Continued on page 4)

Plane of the Month

Boeing PT-17 Stearman "Kaydet"

Length:	25'
Wingspan:	32' 2"
Wing Area:	297 sq ft
Height:	9' 2"
Engine:	Cont. R-670-5 220HP
Seats:	2
Empty Weight:	1,936 lbs
Useful Load:	781 lbs
Gross Weight:	2,717 lbs
Ceiling:	11,200 ft
Rate of Climb:	840 fpm
Max Speed:	124 mph
Cruise Speed:	106 mph
Range:	505 sm



Sheldon Klotz Passes

I ac Chapter 38 is sad to announce that chapter member Skeldon Klotz has passed away on September 25th. He was 45.

Our members had the following to say about Sheldon...

"He has done a prodigious amounts of work for our Chapter and our sport over the years including many exhausting sessions as Starter at contests. He was the most reliable, kind, and gentle person you are ever likely to meet."

~Fred Abramson

"Sheldon Klotz was a remarkable person. I enjoyed teaching him aerobatics. He became California State Champion in my Decathlon in which he learned aerobatics. Sheldon was always courteous and thoughtful. He epitomized the word gentleman. He performed a myriad of services for all in aerobatics. His development of a computer scoring program was one of the major milestones along the way to our current T-B-L-P system. Sheldon's early work done gratis and given as a gift pointed the way to the future.

I will treasure many fond memories and miss the presence of Sheldon Klotz."

~Dr. Richard Rihn

"one of the brightest, most cheerful, helpful and energetic people in the aerobatic community."

~Dennis Yugo ✈

Smithsonian Puts Aerobatics On Display—AvWeb

The Smithsonian Air and Space Museum is adding a newly restored Pitts S-1C Little Stinker and the Loudenslager Laser 200 in an exhibit called "Aerobatic Champions," set to open October 4. The Little Stinker, hand-built by designer Curtiss Pitts, is now the oldest Pitts aircraft in existence. When the plane first flew, it was considered revolutionary. It was small and agile, lightweight with a short wingspan, and it dominated the unlimited aerobatic category for a number of years. Aerobatic legend Betty Skelton bought the plane in 1948, and became the first woman to perform an inverted ribbon cut and be inducted into the International Aerobatic Club Hall of Fame. The Loudenslager Laser 200 is a Stephens Akro with a modified airfoil, wing, forward fuselage, tail, instrument panel and propeller. According to the Smithsonian, Loudenslager's changes to his aircraft ushered in the era of the dominant Extra-type monoplane and knocked biplanes out of the unlimited category for good -- well, except for Sean Tucker, of course. Over his flying career, Loudenslager won seven U.S. National Championships.

✈

Chapter Elections in November

Please plan on attending the November meeting as annual elections will be held for 2002 Chapter Officers & Directors.

Thank You!

Calendar of Events

October

11-14 Borrego Akrofest, Chapter 36, Borrego Springs, CA — Contact CD Lance Teren (760) 804-9744
14 **IAC 38 Brunch Flight to Petaluma—see page 2**

November

1-4 Tequilla Cup Regional Contest, Marana NW Regional Airport, AZ — Contact CD Maryilnn Holland (502) 887-9399 or m.hollandsaac@worldnet.att.net
11 **Monthly Chapter Meeting — 4pm, Hayward, Speaker: Alan Silver, Emergency Bailout Procedures**

December

8 **IAC 38 Holiday Party!!! — See below**

February

23-24 **IAC 38 Judges School**



(Chapter 38 Events in Bold)

November Chapter Meeting



Alan Silver Emergency Bailout Procedures

**Make plans to attend...
This meeting could save
your life!**

IAC 38 Judges School

IAC Chapter 38 has announced the dates for its 2002 Judges School...

February 23-24th, 2002

Mark your calendars now...more information and registration information in next months newsletter.



IAC Chapter 38 Holiday Party

When: Saturday December 8th, 4pm

Where: The Home of Angie Niles and Alex Drobshoff
2032 Helsinki Way, Livermore, CA
925-373-8786

Details: This year's Holiday party will be a Pot Luck...more details to come.

We will have a gift exchange. If you want to participate, bring a wrapped gift...\$5.00 limit. NO SPAM...I have enough!!!

Info: Angie Niles, nils4@llnl.gov, 925-373-8786

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: 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)

Send with check, made payable to "International Aerobatic Club Chapter 38", to:
Brad Oliver, Treasurer 19851 Lindenbrook Ln Cupertino, CA 95014



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CHAPTER MEETING:

October Meeting – Brunch Flight
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