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Aerobatic Club  
CHAPTER 38**

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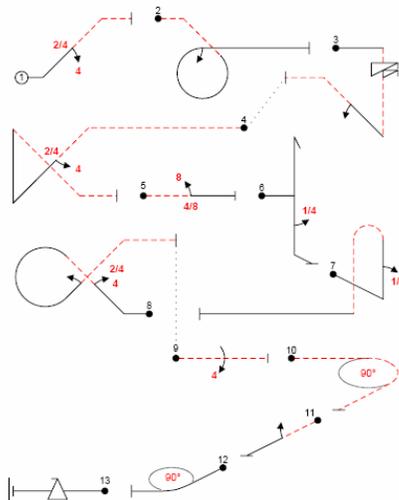
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# THE ACRONAUT

Volume 9 - Number 9



## DELANO 2008!



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# Prez' Post

Darren Pleasance

Yowzah!

It's already September 9th and I haven't written my Prez Post yet. Between my move to Oregon 10 days ago and a crazy travel schedule, I lost track of time so my apologies.

So, where to begin?

I think there are several topics to reflect on:

- 1) Last month's activities
- 2) IAC going's on
- 3) Living in Oregon

1) Last month's activities:

August was a surprisingly active month for us. We had a terrific pool party once again hosted by the Watson clan with great turn out of members as well as their kids. For those who missed it, I encourage you to try to make it next year, and bring the rest of the family along since it was a great chance to meet everyone.

We were also treated to an inspiring talk from the Virgin Galactic team on the not-to-distant opportunities for space travel. The presentation and video were quite intriguing and certainly got me thinking. I'm a few dollars short on the \$200K it takes to go for a ride, but it turns out you can put down 10% of this and reserve your spot and then cancel later if you decide not



1st place winners with Chapter Trophy

to go. This affords you the opportunity to participate in all the pre-launch festivities which, from what we saw, are quite exciting themselves.

Lastly, we had a terrific showing at the Delano contest. Our chapter won the Chapter Trophy which seems like it's becoming a common occurrence these days, after many years of drought. Well done to Mike Eggen and Ben FreeLove who took first in Sportsman and Advanced respectively, plus great performances by many of our other Chapter members. Our trophy will be proudly displayed at Attitude Aviation along with our other notable awards.

2) IAC Goings On:

Things continue to move forward at the National level. There's a lot of focus right now on preparing for the Nationals in a couple of weeks. On other fronts, Vicki, I, and the other Board members continue to wrestle with the FAA around the topic of "Environmental Impact Review" implications for the establishment of aerobatic practice areas. Noise is the main issue on this, but in true government form, they've also thrown in lots of language around Indian burial sites, scenic rivers, light and water pollution, etc. It's really been a bizarre experience trying to apply logic to a federal agency. The wheels are turning very slow, but thanks to Vicki's relentless pushing, we're making progress and should have something nailed down that makes sense in the coming months (somewhere between 4 and 24 months is my guess)

As many of you have seen, now is also the time for providing input on next year's Knowns. Please take time to review, and even fly, the proposed knowns and let the IAC Board hear your views. Typically, members ignore this part of the process, and then come out in force during the Spring to complain about what the Board has chosen. As such, please take the time to develop an informed point of view now so you can influence the decisions we make.

3) Living in Oregon:

Well, we've been in our house now for about 10 days and I must admit I'm really liking the lifestyle. Our house is sandwiched between the Sunriver airport on the East side, and the Deschutes River on the West side with tons of wildlife all around. When I'm in town, I start my days with a walk down the taxi way to watch the sunrise, and most days stumble into a local porcupine heading home after a night of scrounging for food. There's also a large group of coyotes that are typically returning to their den about this time so I get to watch



We've also expanded our activity set, having gotten an ATV, canoe, raft, and fishing poles. Lisa and Chris have taken a few fly-fishing lessons since we arrived and are now hooked. They're perfectly happy with the catch-and-release approach to fishing that most of the fly fishermen take and they're talking now about buying their own hip waders and rods. We also bought an anchor for our canoe which we tried out last night by putting

them running in front of me trying to determine if I'm edible or not. There are also a ton of birds including bald eagles, osprey, horned owls, geese, and ducks everywhere so the sounds in the morning of all of these animals starting their day, or finishing their night, is really great.

our canoe into the river, floating down to a good fishing spot, and dropping anchor. Surprisingly, it worked so we can now park ourselves in a good spot and let the kids fish to their heart's content.

Of course, having the airplane downstairs in the hanger is also a great experience. I find myself working from home on days when I can and have managed to get pretty good at carrying on a conversation on my cell phone, while laying on my back cleaning the bottom of the airplane, or pulling the cowl off to tweak this or that on the engine.



Food? Anyone, anyone?

Of course, not everything is perfect. It's definitely more secluded there so when we want something from a big store, we have to drive 30 minutes into Bend. We're also starting the process of upgrading parts of the house so we're going to be in remodel mode for the next 1-2 months I suspect. Good news is that the kids are loving it, have adjusted well in their new school, are riding their bikes everywhere (much more active than they were in San Mateo) so hopefully they'll see this as a great adventure themselves.

I've also started my commuting as well, which consists of walking downstairs, opening the hanger door, pushing the airplane out and heading for California (2 hour flight) or Seattle (1.5 hour flight). I've used the airlines a few times too, but the door-to-door time of just flying myself is so much faster that I try to do that as much as I can, weather permitting.

Please do come and visit us anytime. Even during our remodel efforts we have plenty of room and are having fun hosting friends.

I'll look forward to seeing many of you at this month's Chapter meeting this coming **Sunday, September 14th at 4:00.**

Blue Skies!

- Darren



# Delano 2008

Photos by Mike Eggen



Left: Tommy wins Intermediate. Right: Ben Free-love takes Ad-



A Collaborator



2nd place!



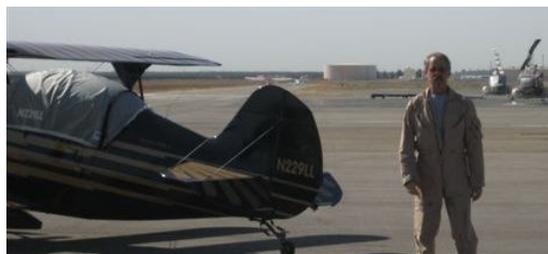
Todd Whitmer  
2nd place Unlimited



Delano or Beijing?



Doug Jardine's new mount



## Tracy Airport Update

*Don Gutridge*

**PRESS RELEASE, Tracy, CA** – Mayoral candidate Celeste Garamendi called for the city to protect the Tracy Municipal Airport as an economic and job center for the city. “Tracy is in a favored position with the only airport south of Stockton. We need to protect and build on that opportunity to bring more jobs and businesses to Tracy” Garamendi said.

As mayor, Celeste Garamendi has said she will focus on the “real” priorities of Tracy residents, such as creating jobs. She said she would make certain that the Tracy Municipal Airport impact zone was protected as an economic asset that can bring jobs. “As mayor, I will take advantage of the opportunity to build a strong aviation industry in Tracy based around our airport” added Garamendi.

Garamendi said the city is trying to weaken the County Airport Land Use Plan that is intended to protect the airport from incompatible development. She pointed to the Ellis subdivision that is in the airport’s critical safety zone, adding the development will limit the airport’s current operations and planned job and business growth. “As mayor I will protect the airport from incompatible development and ensure public safety” Garamendi said.

Garamendi hosted a public meeting on Thursday, August 21, 2008 at the Tracy Municipal Airport to provide information about the opportunities and challenges for economic development around the airport and aviation industry. Richard Ortenheim, President of Skyview Aviation, the current fixed based operator at the airport, and Denny Presley, a local pilot and member of the Airport Support Network for AOPA (Aircraft Owners and Pilots Association) will speak.

“There is great potential at Tracy Municipal Airport because of its location” said Ortenheim. He identified that a thriving airport provides the opportunity for not only daily flight activity for enthusiasts, but also aviation tourism, business travel services, a restaurant and conference center, manufacturing, sales and service, flight school, and secondary education aviation training.

Presley, who has worked for 10 years as an airport advocate said “we are very concerned about the threat that the Ellis project creates for safety and for the airport’s business growth.” Presley noted the planned Aquatics Center, retail area and some housing are located in the critical safety zone for take-offs and landings and incompatible noise zones. “We should not be creating such conflicts for the airport and residents” he said.

- End



**Tracy Airport—a place for jobs or houses?**

**T**he candidate event described in the press release was very well attended and included members of TAA, IAC (myself), two Tracy City council members, two candidates, a mayoral candidate, and Mr Surland—the developer driving the Ellis project mentioned.

Denny Presley outlined the airport history and relationships between the city and the airport and why he is challenging their present size reduction strategy. Richard Ortenheim, president of the Tracy FBO, delivered a comprehensive vision of what he wants to build at Tracy Airport including a Boeing 747 fuselage as a restaurant, conference and training center. Celeste Garamendi, who is running for mayor, clearly outlined both the public and secret airport plan the Tracy City Council is currently working with. He spoke of the urgent need to support the airport as a strong contributor to the economic growth of the City of Tracy.

Aviation supporters interested in the survival of aviation in Tracy are encouraged to take a stand in support of the thriving new vision being formed.

Cheers,

*Don Gutridge*

## IAR-823

Profile of Dave Walkup



IAR-823

**Maximum speed:** 300 km/h (190 mph)  
**Range:** 1,350 km (840 miles)  
**Service ceiling:** 5,800 m (19,100 ft)

The IAR-823 was a civil and military trainer aircraft built in Romania in the 1970s. It was a conventional low-wing monoplane with retractable tricycle undercarriage. The pilot and instructor sat side-by-side, and two more seats could be fitted behind them. The type was adopted by the Romanian Air Force as a primary trainer, and was also supplied to Romanian and Hungarian aeroclubs and the national flying school of Angola.

Dave Walkup's "acro mount," N66KB, is a 1976 IAR 823. Built in Romania for the Romanian Airforce, with a 290 hp Lycoming IO-540 and Hartzell constant speed prop. It has dual sticks, dual engine controls and dual instruments. Firewall forward it is pretty much all American parts. Maneuvering envelope +5.5 and -3.0 g's. Dave purchased it late last year and has had a fun time getting through the Sportsman Known. It lacks full inverted system so can handle only limited inverted flight. Dave says that it is a good cross country bird that can take along three additional passengers. It is Experimental - Exhibition, but enjoys Warbird status.

## From the Editor

Che Barnes

Well, this summer seems to have officially passed me by! MVP for this issue goes to Mike Eggen for sending in a slew of Delano pictures. Thanks, Mike, for remembering those who could not make it and keeping us in the loop. Also, special thanks to Don Gutridge for not only helping to represent the club at Tracy Airport but for sending in a report. Dave Walkup's info on his airplane is also the perfect type of club-info meant for the newsletter. So, if you have any info on your airplane that might be interesting, follow Dave's lead and send it in.



Paint is way over-rated

My summer started off with getting my plane an annual. Take it from me, this is a bad idea. I had in my head that an annual can be done in two week if it goes smoothly—they key work being *if*. I started off by treating myself to buying a 5 gallon bucket of smoke oil. Oh boy, this was going to be great. I eventually

figured out that the emitters in the exhaust stacks were totally coked up. I cleaned them out and got them reinstalled. Then I fired up the smoke oil pump to see what happened. Plenty of oil came out of the exhausts—like it should, the only problem was that some also dripped from the exterior of the stacks, indicating a crack in one of the joints. That stack assembly ended up needing a weld job. The other one was toast—and the two week turn around on a refurbished one took out my chance at going to Paso Robles.

Where the two months after that went, I don't know. But, I finally got to test out the smoke system. Worked like a champ, and Delano here I come. Well, it so happens that I have been dealing with a wing paint delaminating issue that I kept trying to ignore. Turns out, hammerheads are hard on delaminated paint, as the prop blast started really loosening things up. A huge sheet of paint came off when I was descending for the airport. It started with about 3 seconds of part of the wing flapping in the slip stream, then it was gone over some farmer's field. Next I was admiring the stitch work of bare fabric as I turned into the pattern—great. She flew fine, who needs paint, anyway? Although I am not sure if the tech inspector guys at the contest would buy off on that.

Hope you enjoy this issue, keep the pictures and info coming!

- Che

## 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**



**Che Barnes**  
 Editor, IAC 38



**Chapter Meeting:**  
**Sunday September 14th, 2008, 4pm**