



Northern California
Aerobatic Club

CHAPTER 38

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THE ACRONAUT

Volume 5 - Number 4

Prez' Post

Darren Pleasance



Let me start by saying I'm writing this under duress. I was told by Peter and Marilyn that if I didn't get this in on time, I'd be subjected to their own version of the Prez Post, with certain liberty to embellish as they saw fit. As such, I'm working hard this morning to preserve my reputation...

Well, the momentum continues to build this year. We've added 4 new, first-time members and the attendance at our chapter meetings has been great. Last month we had standing room only for Dick Rihn's presentation on "How to Fly the Maneuvers" during which he provided a pilot's eye-view on how to fly a round loop and a perfect hammerhead. The discussion was supported by Cecilia and others in the audience which provided a number of helpful insights around how to score better in a contest. Thanks to everyone for attending a be-
ing part of our growing Chapter.

We also held a successful Judges School again last month with a great mix of folks learning how to judge for the first time along with those looking to stay current. Many thanks to Marilyn for organizing the whole event.

Looking forward, we have a terrific set of activities to participate in. First, our April Chapter meeting will be held at the Tracy Airport on SATURDAY, April 10th starting at 12:00 p.m.. [NOTE: This is different from our normal chapter meeting time to accommodate Easter Sunday]



April Chapter Meeting
Saturday, April 10, Noon

Flying, Judging, Critiquing, and BBQ at TCY Airport

IAC38 Welcomes

Brett Goldsmith - Davis

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Editor's Column

Peter Jensen



This month was pretty eventful. Two major events took place: Judges school and the Copperstate contest in Arizona. Of course you can read all about here.

Marilyn did a member profile on Dick Rihn. Dick has many years of aerobatic experience, and can definitely teach you a

thing or two. He's currently teaching at Attitude.

The Paso contest preparation is in full swing. Allyson is working hard to get all the ducks lined up, and it's shaping up to be one of the greatest contests ever. An update on her progress can be found here as well. She will have more details in next month's newsletter.

Gordon Sorensen wrote an article about his week in Arizona getting a type certification for a King Air. Good stuff. I'll once again encourage everybody to send me stories and interesting tid-bits. That's about it. I hope you enjoy the contest and find the newsletter informative as well as entertaining

-Peter

Pilots Currently on the Waivers

As of 3/31/2004 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.

NOTE: Flying in the TCY and New J boxes requires a current IAC38 membership. There might be people on the list below that haven't yet paid their 2004 dues. Those people are not allowed to fly in the boxes.

Pilots on the TCY Waiver (3/31/2004)

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

Stephane Nguyen
Darren Pleasance
Doug Hiranaka
Gordon Sorensen
Don Guthrie

Dennis Yugo
Todd Whitmer
Howard Kirker
Marilyn Dash
Brett Goldsmith

Pilots on the New J Waiver (3/31/2004)

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
Darren Pleasance	Benjamin Freelove
Peter Jensen	

Flying High

Darrin Silver - www.FlyingHighComics.com



Heard It On The Ramp

Marilyn Dash



I love this time of year. The weather starts to change for the better, the airport starts to come alive every weekend and the smell of competition is in the air.

This year promises to be a huge one for Chapter 38. Allyson seems to have our Paso Contest under control

(always looking for volunteers) and it sounds like we are going to have a great time!

Judges School

A few weeks ago, we had another successful Judges' School at the Hiller Aviation Museum. We had a smaller group than last year – but no less important! We tried something new and had Judging Criteria for Pilots as well as the Intro to Aerobatic Judging. I hope everyone learned something. I know I did.

We had a new instructor this year. Alan Geringer was at his niece's wedding and was unable to grace us with his presence again this year. So, Greg Dungan, the King of IAC Judging Schools was kind enough to join us for Intro.

One of the best parts of this sport is getting to know people with the same passion from different ends of the world. Greg works at Pax River in Maryland (go Terps!) as an instructor for Test Pilots. Nice work, if you can get it! I know many of us couldn't get enough of his stories.

However, his best story was about Guenther Eichhorn wearing a dress – excuse me... Riding Skirt at the Outlaw Classic. Check last month's Sport Aerobatic for pictures and the story. If you ever want to know – the answer is pantaloons! (The age-old question of what does a man wear under his Riding Skirt.)

Member Of The Month

This month's Member of the Month is our own Dick Rihn. He is filled with history and stories and you don't want to miss his most memorable flight exploits! I hope everyone enjoys this new feature as much as I do. We really are getting a chance to learn more about each other. In the words of Martha Stewart... That's a good thing.

Contests

The Copperstate Contest was last weekend. I'm sure Peter Jensen will write his article about his experience. I think we can all learn lessons from Peter as he travels around the Western US with no alarm clock. He can teach us the importance of reading the sequence card during the Known

Next month we have the Borrego Mini and our Critique Days and our Chapter Critique Session/Monthly Meeting. Don't forget to bring your Judges' Exam and let's get them done. I will ask Greg for the PDF and print out extra copies so we can get everyone on the right track to become a Judge!

New Airplane

We have one new airplane in the club. Todd Whitmer has been seen flying his gorgeous Edge 540T. What an amazing airplane! Congrats, Todd! Fly well!

Miscellaneous

Ken Erickson recently passed his medical and is getting his Gs back – just in time for the Contest Season. He was out flying the Pitts the other day and is feeling pretty good! So, drop him a line and say hi or stop by to sample the Sean D. Tucker School of Aerobatic Flight Hospitality!

Norm DeWitt bought a new car. I tried to steal it twice at Judges' School. He's pretty smart – darn it. He caught me each time. Hopefully, you will have a chance to check out those new wheels.... Wow!

If you haven't done so already – RENEW your membership. You cannot fly in the Box without renewing! Also, if you are interested in flying at the Tracy or New J boxes, you must be briefed. So – RENEW – GET BRIEFED and FLY!

I look forward to an exciting contest season. I wish everyone safe and successful flying! Hope to see you at Tracy soon!

-Marilyn

WWW.IAC67.ORG

Our neighbors to the north have a new web-site. It's well organized and have a bunch of pictures and useful information. Definitely worth a visit. Among other things, you can find out everything you need to know about the Ephrata contest in May. They have cash prizes!

-Peter

Member Of The Month - Dick Rihn

Marilyn Dash



This month, we get to know a long time Aerobatic Pilot and leader in the Aerobatic Community. I've been lucky enough to spend some time with Dick and think you should seek him out and try to learn as much as you can from him about the history of Chapter 38, the IAC and the Aerobatics.

His story is an interesting one and I hope you enjoy it as much as I did.

When did you become a pilot and why?

I always wanted to become a pilot as the early day biplanes flying over my home fascinated me. Some of you oldsters may remember the Varney Airline, biplanes with a couple of seats for soon to be deafened passengers.

What was your first experience with aerobatics?

Sixty years ago, at age nineteen, I had my first opportunity to fly. I was in advanced training at Camp (now Fort) Campbell Kentucky. Just outside the military reservation was a small cow pasture field named Outlaw Field. (It is a bonafide airport now). On weekends they were hopping rides. I took my first ride in a Meyers OTW in which we took off, did two loops and landed for \$5.00. I was hooked. The next day I showed up and started lessons. I soloed in one of the Meyers shortly thereafter. I used up all of my savings, which had been destined to pay for college. I figured it was money well spent because I was headed overseas as an Infantryman shortly. After the war (WWII) my college the government paid for my education so it turned out to be a good use of my college funds. Flying was very difficult during college and medical school as I was always broke and in debt. I think I managed about 5 hours in 20-minute blocks over 8 years. When I entered my medical practice I started earning some money and began to further my flying education.

Do you compete? If so what got you into competition.

I have competed in 69 sanctioned contests and judged or CD'd another 25 or so. I have competed at all five levels of powered aerobatics and have at least one trophy in each division. I got into aerobatics because I was concerned that our son, Dan, was getting into a bunch of "Hells Angels" of the air. So June and I attended his first contest in 1979. We enjoyed the activity and the people so much it became a major part of our lives.

What is your most memorable contest experience?

The major goal I set for myself was to obtain all ten of the achievement awards. The goal has eluded me. I have 9 out of ten. The elusive one has been the Unlimited Stars Patch. I came within one zeroed maneuver at the US Nationals before 7 judges (harder to obtain a stars patch with 7 rather than 5 judges). Ironically the maneuver I failed was an over-rotated vertical ascending one turn negative snap roll. This maneuver had been outlawed from international and US competition until that very year. I practiced it and practiced it until I was letter perfect-- until that fateful day. I subsequently failed to achieve the Unlimited Stars Patch by one or two failed maneuvers many times thereafter. The sense of failure was never again as great at that one memorable experience with the outside snap at Sherman/Denison.

What is your favorite part of a contest?

For our family, a contest was always a family reunion. Later, after Dan stopped competing, the greater IAC family reunion aspect of the contest was the big draw and the big enjoyment. One of the goals I had was to compete with Dan at the U.S. Nationals simply because no other father-son combination had done this before. We ended up competing twice more for a total of three wonderful times. The favorite part of the contest is the arrival day and the first briefing. We get to renew our friendships with hundreds of people throughout the USA and Canada and a few from over seas.

Where do you see yourself going in the sport?

I no longer have much enthusiasm for heavy competition. I don't care to perform the arduous practice sessions of Unlimited any more. Seven years was enough. I may compete at the Sportsman or Intermediate level once a year or so. No more long cross-country trips to Texas or Wisconsin in an aerobatic aircraft for me. Having been a member of the IAC Board and President of IAC I have no further aspirations politically.



(Continued on page 10)

A Type Rating - Or A Week Of Flying Without Going Upside Down

Gordon Sorensen

In January, my boss asked if I wanted to go to Scottsdale for a week to get my type rating in the Beech King Air 300. Didn't have to think too long about that one.

We flew the King Air from Sacramento Scottsdale in a little over 2.5 hrs. Then we had to quickly get a rental car so I could drive the boss to the Phoenix Int'l airport to catch a Southwest flight back. I spent the rest of the day getting to my hotel in Mesa and finding some food.



Bright and early on Monday morning I awoke and started to study. Having an aircraft book before the class should help staying ahead of the classes. I managed to show up at the SimCom office just after 2 p.m... I was suppose to be there at 2, but some idiot city planner named the streets Greenway-Hayden Road and a different one on the wrong side of the airport Hayden Road. Guess which on I took first.

Class started out with a basic discussion of the aircraft and limitations. Know your limitations, and the airplanes for that matter. After a quick break we went into depth discussion the Pratt and Whitney PT6A-60A engines that power the King Air 300 and 350. At 1050 shp each, they really allow the plane to perform. After a dinner break we went into the fixed training device (FTD) to review some instrument flight handling and get used to the visual system and how the "simulator" acts.

The simulator is the actual front fuselage of a King Air 200 with 3 large video screens that a projector displays the outside flying world. The fuselage doesn't move but the visuals do and provide an interesting and surprisingly realistic sensation of banking and pitching.

After a dinner break, we went back to the books and dis-

cussed the Propeller System. We ended the night at 9:30 and back to the hotel I went.

Day 2

Next morning brought more studying, with a slight pause for Monster House on Discovery Channel. Great stuff. After that and some breakfast, a little more studying and then back to the classroom. We went over the Fuel System and then the Performance Charts. There are a lot of charts to cover just about every possibility – from Flap Up Hard Surface to Grass Strips with Flaps Down and every temperature and altitude in between. This was followed by another simulator session and then supper. Back to the books to cover Flight Controls and the Flaps, and another night was done.

Day 3

Next morning was studying, Monster House, breakfast, a little more studying and off to the classroom. Today we covered the Electrical systems and then the Flight instruments systems, which are somewhat related to one another. The King Air 300 has an EFIS (Electronic Flight Indication System) or "Glass Cockpit" and this all use electricity. This was followed by a simulator session and supper. We covered the Landing Gear before the night ended.

Day 4

Studying, Monster House (I really like that show), breakfast, more studying and fighting traffic back to the classroom. We went over the Environmental and Anti-Ice Systems before the simulator session and then supper. Back to the books to cover Weight and Balance and another night was done.

Day 5

Went straight to the airport this morning as my instructor and I were meeting to go over the Walkaround and review the systems of the aircraft. The first problem we encountered was the Emergency Lighting not working. Found a mechanic and



Picture courtesy of Al Camelo

(Continued on page 6)

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got that fixed. We started up and taxied out to the run up area to go over the systems and their test procedures. More problems came to light when I couldn't get a couple of warning lights to go out. Taxied in and got the mechanic to look the plane over. No flying today!

Day6

Went out to the Chandler Airport to look around and had breakfast at The Hangar Café – located in a hangar oddly enough. There were 3 S-2Cs and 5 Great Lakes in the hangar with a Husky Pup and a couple Super Cubs on the flightline. Nirvana! But back to reality - the parts came in and the mechanics set about getting me airborne. Maintenance personnel never get enough credit for the work they do. By mid-afternoon we were ready for a run up and system check. Everything worked - Whoo Hoo! - and we decided to do a couple laps around the pattern to celebrate. Shut down and planned for the flight the next morning.

Day7

Headed out to the airport at noon to try to get all the flying done. We departed Scottsdale and headed north. We climbed to about 12,000 ft to do the airwork, including shutting down and restarting one engine. From there we went to Winslow, AZ for a non-precision approach. After intercepting the ARC and flying the VOR approach, I had to circle to land on a different runway. The instructor failed and engine on take off and I did a single engine circuit back to the runway. From Winslow we headed to Flagstaff and some more approaches. A couple of ILS approaches were followed by one on single engine, just to make it interesting. On the way back we landed at Sedona AZ, and had lunch at the little airport café. While there we saw the two WACOs of Red Rock Biplane Tours taxi in and out giving rides of the area. After lunch, back to Scottsdale to fill out the recommendation and application for a King Air 300 Type Rating.

Day8

The flight test for a type rating is just like any other flight test, or so I hoped. We started out at 8 a.m. with a review of the aircraft and my paperwork. We went over all the systems and limitations and anything I couldn't remember I was allowed to look up. Overall the oral part took 3 hrs. We drove over to the Scottsdale airport to meet for the flight portion. We departed the Scottsdale airport and headed north to Flagstaff. Half way there we asked for and got a block of airspace from 12,000 to 14,000 to do the airwork portion. After about a half hour of steep turns, stalls, engine shutdown and restart, unusual attitudes and such, on to Flagstaff to do the instrument approaches. I had to do 2 non-precision and 2 precision approaches, with a single engine approach and overshoot thrown in there somewhere. The first approach we did an ILS coupled to the autopilot. That was easy stuff, now to the hard work. All the other approaches had to be hand flown. We did another ILS followed by a hold. The examiner made me do the engine shutdown and restart procedure while in the

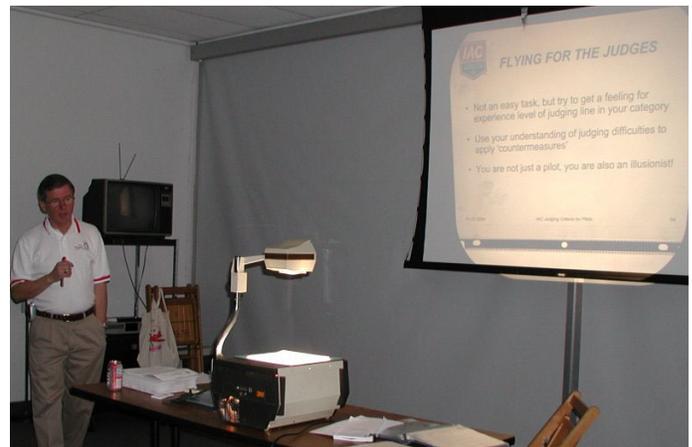
Judges School @ Hiller

Peter Jensen

On March 20-21, IAC38 was sponsoring a Judge's School. Two sessions were offered 'Introduction to Aerobatic Judging' and 'Judging Criteria for Aerobatic Judging'. The instructors were Greg Dungan for the Intro and Brian Howard for the Criteria class. Both of these two gentlemen are seasoned veterans and have many years of judging and flying experience to share. Thanks to both of them for making the trip and for spreading the judging gospel. In case you don't know them... Brian Howard is the editor of the Red book, and Greg Dungan is the chairman for the IAC Judges Education and Certification committee.

Also, a special thanks to Marilyn for organizing the classes. This is no small task!

-Peter



Brian Howard in action



Gordon, Peter, Marilyn Greg, Howard, and Don

Freestyle Tips

Allyson Parker-Lauck

I got some EXCELLENT information from Warren Anderson, Alan Cassidy, Bob Stark, and Clyde Cable. There were a couple of others who offered information too, but it wasn't in electronic form. Since Clyde, Warren, Alan, and Bob's info was so complete, I called it quits with those three, plus a couple of tips of my own.

I've constructed many Freestyles in the 10 or so years I've been competing, and I thought I knew all the tricks. But I learned a lot from the info Clyde, Warren, Alan, and Bob sent me. Alan Cassidy in particular had some really interesting, unique approaches and some real life examples of how they work.

On to the tips. If I post them all in the full detail form, it will be the longest article of all time, so I'll paraphrase. Also note that some of the tips are conflicting. One idea works for one person, but not for another. General tips are: Make the choice whether you want to impress yourself, your friends, or the judges. The same sequence won't necessarily do all three. Secondly, to start out with, borrow a sequence from another competitor, then change the figures you don't fly well. Once you've got the hang of flying a freestyle, you should then definitely construct your own.

1. Keep it simple: 1/2 loops, 90 degree rollers, 1/2 square loops.
2. Keep "hangers" at upwind side of box (hammers, spins, etc)
3. Cross wind correctors always upwind.
4. Center box figures always upwind.
5. Half Cubans, Sharkstooths, turns, half loops downwind.
6. Use a template to draw pretty form B's and C's. Don't be sloppy.
7. Start sequence with a BANG! Center box figure that scores well and looks good.
8. Put snaps (often an unreliable outcome) at end of sequence in back corner of box.
9. Keep the K for each figure not too far from the average for the sequence (Subtract the value of the roller and spin from the total sequence K, then divide the remaining K by the remaining number of figures. Try to keep each figure's value close to that K factor.)
10. Make sure the airplane shows the figure well. For example, a Decathlon will do a 1/2 roll up, but it won't always look really good. You may prove something, but it is unlikely to score as well as a 1/4 roll up or a straight vertical line.
11. Fulfill roll requirements on the vertical downline or 45 degree downline. Snap rolls are especially much easier on the 45 down than on the horizontal or on uplines.
12. 2 point rolls show better than 4 or 8 points. If you need to add K when you finish sequence construction to meet the minimum requirements, start out by adding 2 point rolls first.
13. Avoid 45 lines as much as possible, especially in a Pitts. The round fuselage makes it difficult to judge.
14. Keep figures you don't score well on to a minimum K. Do a 90 degree roller whenever possible rather than a 180, 270, or 360.
15. Put in a wind corrector every 5 figures.
16. Make sure you ALWAYS meet the maximum K requirements for a sequence.
17. Use all the figures you're allowed to minimize the cost of a blown figure.
18. If you're pushing to the vertical, try to keep the line without rolls.
19. If you only need 2 snap rolls, then only use 2 snaps. Snap rolls are harder to stop, are less reliable, and get you no extra points.
20. Don't start with a hammerhead. The day may come when the ceiling is low and the optional break will be needed. The first figure is usually the highest altitude figure, and it's easiest to push/pull around a humpty than punch a cloud waiting to slow down enough to kick on the hammerhead.
21. Choose a figure 1 that has the least complex judging criteria so that the judges have to score you well at the start. They'll get a good first impression, and may subconsciously give you better scores later in the sequence.
22. Enter spins after a figure ending with a 45 line or vertical line. You won't have to slow down for spin entry causing you to lose altitude or fly out of the box waiting to slow down.
23. Always spin 1 1/2 turns. One turn stops flat and requires a big push. 1 1/4 spins stop with a wing low that you have to correct. 1 1/2 spins stop relatively vertical and require less corrective input from the pilot.
24. Exploit low speed, accelerating flight, and avoid high speed downward excursions. Any time you are at low speed at full power, you are gaining energy. Anytime you are flying faster than the speed you can sustain level at full power, then you are losing energy fast. Drag is greater than thrust and you must consequently slow down even if flying level.
25. Never place a full loop in a freestyle.
26. Do Humpties into the wind.
27. Place more difficult figures early in the sequence so you can get them done while you are fresh and strong and can ease through the rest of the sequence.
28. Never place a big altitude loser late in the sequence. Don't get caught low at the end.
29. Either use a template or a computer to draw your sequences. Give the judges a good impression right from the start.
30. Speaking of good impressions. WING WAG LIKE YOU MEAN IT! Three fast dips of the wing facing the judges

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Copperstate - Casa Grande, AZ

Peter Jensen

I finally managed to go to an Arizona contest! I tried for the Arizona State Championship in December, but got held back because of weather. This time around I actually made it, but let me tell you... It's a long trip in a Pitts. It's not the size of the gas tank that sets the limit for how long I can go on each leg... It's how numb I'll allow my butt and feet to get, because it's kind of nice to be able to feel the rudder pedals during landing. My current limit is about an hour and 30 minutes, and by then I have plenty of gas left. Also, I've noticed, the older you get, the more restrooms stops are required.



I got underway Wednesday afternoon and made it down to Delano just before sunset. I knew Delano has excellent accommodations and eateries within walking distance from the airport – the Pioneer. Actually, I can only say two good things about that place: it's close to the airport, and it's cheap. Due to some early Cinco de Mayo celebration next door, and the hourly train whistle, I was a tad sleep deprived when I stumbled down for some morning grease at 5am the following morning. The rest of the trip was pretty uneventful. I arrived in Casa Grande with plenty of time for a practice run. Good Grief – the Arizona desert pretty much looks the same in all directions!

I thought my X country trip was pretty long. However, Brent Smith from St. Louis had everybody beat - 11 hours of flying time to get there – and he did it in only three legs!! He deservedly earned the respectable nickname – Ironass. Ohh yeah, and he also won the Intermediate category by a significant margin.

30 pilots were entered to fly in the contest, with 11 in Intermediate – my category. Friday everybody got both their Known and Free programs in, despite a weather break. The winds were blowing pretty hard and the Safety Director (John Walkup) decided to pause the activities for a couple of hours.

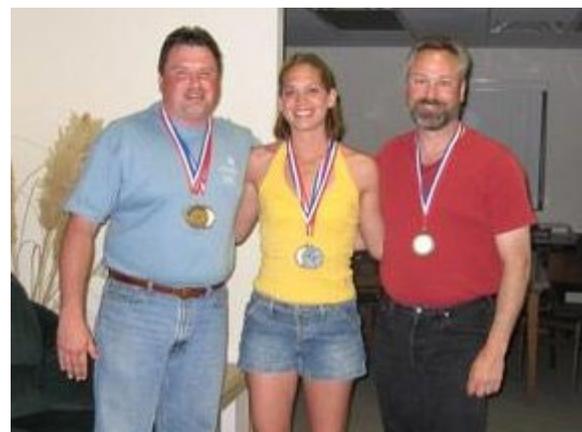
How did I do? Well, I scored a meager 34% in the Known, and my brand new Free wasn't received too well by the judges. In the Known I got low, took a break, forgot a maneuver, took another break, went out, etc. etc. Lots of goose eggs. I need more practice, was my conclusion. Those sequence cards right in front of your nose DO serve a purpose. A pretty humbling experience. No wood for me.

Friday night I drove up to Phoenix to meet with some friends. It got pretty late, and I found myself lost in downtown Phoenix around 2am. I stopped at a circle K to ask for directions to I10. When I finally got back to the motel, the hotel reception was closed, so I couldn't order my wake-up call. I came up with the brilliant idea of drinking lots of water, so that bladder pressure would wake me up automatically after 3-4 hours (if you plan on using this method - remember to adjust for age). It worked like a charm. I was ready for the briefing at 7am, freshly showered, and with plenty of caffeine in my veins. The Unknown wasn't spectacular, but definitely the best of my three flights.

Two fellow IAC38 members had made the trip as well: Todd Whitmer and Norm DeWitt. They did well. Todd got a first place finish in the Intermediate Unknown and Norm got an overall third place finish in Unlimited.

The guys from chapter 69 runs a good contest, and George Norris and his wife Jan Markham did a magnificent job organizing everything.

-Peter



Intermediate Flight Medals: Brent Smith, Melissa Andrzejewski, and Todd Whitmer (IAC38)

Board Of Directors Meeting March 2004

Greg Pettit

March 14, 2004, 3:00pm

Attendees: Darren Pleasance, Ben Freelove, Greg Pettit, Cecilia Aragon, Peter Jensen, Gordon Sorensen, Marilyn Dash, Rich Perkins, Dr. Richard Rihn, Tom Myers

Paso

The banquet is going to be at the museum, same place as last year. Gordon noticed that Paso was not in the calendar of events section in Sport Aerobatics; However, he volunteered to get the contest in the Calendar of Events as well as Pacific Flyer and In Flight magazine. Paso will consist of a categories including gliders. Gordon also suggested that we could contact someone at Aviat or Extra for sponsorship towards flight medals ect.

Allyson is still looking for a volunteer coordinator. Tom needs a setup crew on Wednesday afternoon, four to six people would be nice. Tom also needs a breakdown crew of four to eight people on Saturday afternoon not Sunday.

There was also a bit of discussion about if sportsman should have two or three flights. It was concluded that sportsman will be given a third flight if time permits.

Judges School

Intro course on Saturday and Sunday, recurrency on Sunday, and judging criteria for pilots on Saturday.

Polo Shirt

Rich informed the board that there was not enough detail in the logo image for the embroidery machine. Rich said he will get a new logo and send it to the shirt maker for another attempt.

Finances and Renewals

Forty members signed up so far.



Box Renewal

The box renewal is underway; However, Jim Henson, our previous contact, is no longer working for the FAA.

Chapter Renewal

Darren has officially renewed our chapter.

-Greg

(Continued from page 1) - Prez' Post

Our plan is to use the time to allow new Judges to practice judging aircraft in the box as well as to provide those of us preparing for the contest season a chance to get some good critiquing. We're also planning to BBQ some food so come on out for a bunch of fun whether you plan to fly or not.

We also have our Paso Robles contest coming up in early June (10-13). Allyson Parker-Lauck is doing a phenomenal job as CD in preparing for the contest with a great banquet planned for Saturday night at the Paso Robles Aviation Museum, super cool t-shirts for sale, Anne Salcedo as our volunteer coordinator flown in from across the country, and many other features that should make this one of our best contests ever. Whether you plan to compete or not, you should block this on your calendar and come on down to enjoy the fun and perhaps even volunteer to help out. We always need extra help at these events.

I'll close by once again thanking all my fellow board members for making this such a great year and encouraging all of our Chapter members to get involved. Rich Perkins has a number of terrific instructors at Attitude Aviation to help you sharpen up your aerobatic skills, whether for competition or not, and we have members out at Tracy virtually every weekend to provide you with critiquing from the ground. Our Chapter meetings have been planned for both education and entertainment so make sure you take advantage of those as well. Finally, there's a bunch of really interesting people and airplanes in our Chapter that you should get to know. Marilyn's Member of the Month (MOTM) column is a small window into our diverse membership and there's a lot more out there if you avail yourselves of it.

See you at our next Chapter meeting at the Tracy Airport...

Happy skies...

-Darren

(Continued from page 7) - Freestyle Tips

looks good, and makes the judges think they're going to see a great flight.

31. Begin Immellmanns downwind, and Split S's upwind. Reason? The roll should be INTO the wind to help avoid the costly 2 point deduction of drawing a line between the loop and the roll.

Thanks again to Warren Anderson, Alan Cassidy, Bob Stark, and Clyde Cable for sharing their wisdom!!!!

*Take care and Fly Safe!
Allyson Parker-Lauck*

(Continued from page 4) - Member Of The Month - Dick Rihn***What other aspects of aviation are you interested in?***

I am interested in continuing the teaching of aerobatics. I will soon have completed three years of this activity. I hope my enthusiasm for the sport will rub off on those that I teach and create a constant stream (well, perhaps, trickle) of new members into this Sport of Kings. I also enjoy teaching Spins, Tailwheel Authorizations and Emergency Maneuver Training.

What aircraft do you fly, and why?

I regularly fly the following aircraft: One Design (DR107), Pitts S-2B, Extra 200, Piper J-3 Cub, Grob Bavarian, Decathlon KCAB, Citabria 7ECA, Grumman Yankee, Tiger and Cessna 152,172. I fly all of these in my working capacity as a flight instructor.

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

June and I were honored by being awarded the Frank Price Cup. Our son, Dan and our dear friend (now deceased) Chuck Alley were awarded this award in the years immediately before and immediately after our honor. Our names are "enshrined" on the permanent trophy on display at IAC headquarters.

Most people don't know that I used to be a professional musician. They don't know that I was once President of the Alameda Contra Costa Medical Association and C.O.O. and Chairman of the Board of HEALS Independent Physicians Association (subsequently Qual-Med, then Health Net, then Foundation Health).

What do you do for a living?

I teach aerobatics and collect dividends and disbursements from investments for a living.

What is your favorite aircraft?

For fun my favorite mount is the DR 107. It is far superior to a Pitts S-1S or T, which are my second most favorite fun airplanes, AND it does it on less gasoline with less maintenance.

What was your most memorable flight?

The four most memorable flights of my life were...

First:

When I was 19 and had 10 hours total I was spinning the Meyers OTW (solo) without a parachute (open cockpit). I recovered inverted, the seat belt gave way and I was catapulted out of the cockpit. On the way out I gave the stick one hell of a push aft. I re-landed in the seat and began the adrenaline-shaking mode. Twenty minutes later I was calm enough to land.

Second:

I departed runway 30 at Concord (KCCR) on the partially full center wing tank of my Pitts S-1T (If you have a lot of time I can resurrect the chain of events of this near accident). I did not know until later that the flop tube was old dry, stiff and stuck in the forward corner of the tank. When I rotated for climb out it got very quiet. With insufficient altitude to attempt a tank switch and wobble pump restart I had two options: land dead ahead crashing into structures, a freeway full of traffic or attempt a crash on the flat land of the airport disappearing behind me at 700' A.G.L. I managed to get partially turned around in zero G (remember an aircraft does not stall if it is not developing lift on the wings) and had just enough altitude to accelerate to touch down speed in ground effect before rather unceremoniously impacting the right shoulder of runway 19R. I came to a halt on the left shoulder of 19R. I poked a hole in the lower wing fabric when I hit a runway light.

Third:

We had to remain for the closing banquet ceremonies at the US Nationals the year I was President of IAC. We had flown there in our Cessna Turbo 210. Almost everyone left early the day of the banquet because of a hurricane moving north out of the Gulf. We had to stay. The next morning the hurricane was downgraded to a tropical storm. The initial instrument take-off and the climb out until we got to the fringes of the storm near OKC were very memorable.

Fourth:

One of my most humorous "war stories" relates to a time when Blythe had an active Flight Service Station. I was heading home from the US Nats. I was using a string to figure my distance along the highway. The FSS attendant pointed out that if I flew directly across the desert to Apple Valley it would shorten the distance. I told him that in the preceding 800 hours I had had three engine failures. His response was, "Get out of here you might be contagious!"

-Marilyn

NORTHERN CALIFORNIA AEROBATIC CHALLENGE - UPDATE

PASO ROBLES, CALIFORNIA

PRIMARY - UNLIMITED POWER AND SPORTSMAN - UNLIMITED GLIDER

JUNE 10-12, 2004

<http://www.iac38.org/paso2004.htm>

CONTEST SCHEDULE

Practice will be available on a first-come, first-served basis on Thursday. Those who arrive earlier than Thursday will have to wait to practice until Thursday, as that will be when the waiver will take effect. We will plan to brief Friday and Saturday mornings at 7:00 AM. We would like to finish Saturday early enough so that the volunteer box clean-up group can get the box picked up and still have time to clean up before the banquet. The more who volunteer the help, the faster that goes. We will do our best to ensure that everyone gets 3 flights. If any gliders pilots plan to participate, I need to know ASAP so that we can discuss logistics.

HOTELS

If you haven't already done so, make your hotel reservations! The hotels in Paso Robles are very full that weekend. By far, the best rate and availability can be found at the Motel 6. You can call them directly at 805-239-9090 to reserve a room - OR - you can book online and save an additional 10%. Here is the direct link to the Paso Robles Motel 6:

<http://www.netbooker.com/booker/AppLogic+booker.hotel.book.AvailReq?brand=MX&pid=01372&iid=MX>

If you have trouble getting to that link, you can also go to www.motel6.com and click the big "Click 6" button and navigate your way to that page. Make sure you go to the "Click 6" rate, otherwise, you'll be charged the same as the regular phone-in rate.

VOLUNTEERS

I haven't yet called all of the people who I will be asking to fill all of the important positions, so if you haven't received a call from me yet, don't think you're off the hook! :-)) So far, the following wonderful people have accepted the very difficult task of working with me:

Registrar - **Roanne Rourke**. Scoring Director - **Alan Cima**. Guy who will do anything I could possibly ever ask for person including getting the waiver, setting up the box, etc. etc. etc. - **Tom Myers** (I LOVE YOU TOM!). Chief Judges - I've already been in touch with **Roger Rourke**, and will be asking a couple of others of you very soon. Volunteer Coordinator - **Ann Salcedo**.

Yes, Ann Salcedo from sunny Florida is going to fly across the country to come to our contest. For those of you who haven't met her, you're going to absolutely love her. Again, I'll be making more phone calls this week to fill the remaining positions, but this is what I have going so far.

LUNCH

There is a new restaurant on the field called Matthew's. I talked to Matthew this morning, and he will be catering lunch for us. He's planning to offer three sandwich choices (roast beef, turkey, and ham), and two entree salad choices. The price per person will be approximately \$7 per person. He'll have lunches prepared ahead of time so that we can run in and pick them up quickly. For those who have the time, you can sit down inside the restaurant and enjoy the full menu.

FRIDAY NIGHT PIZZA PARTY

We're still planning to hold the Friday night pizza party, but since there's a restaurant on the field now, holding it in the terminal will not be an option. We will probably either hold it on the ramp, or in a hangar. More details to come.

BANQUET

The banquet will tentatively be held at the Estrella Warbird Museum. The museum will be having their board meeting tonight to finalize the matter, so we will know for sure if they will be able to have the banquet there by tomorrow. They will offer the same menu as last year, plus a vegetarian option (YEAH!), probably a vegetarian lasagna, for those of us who are non-carnivorous.

I think that about covers it. If anyone has questions, comments, suggestions, etc. please contact me at any time.

Looking forward to seeing you all there.

Allyson Parker-Lauck, 2004 Paso Robles CD

Email: princess70@earthlink.net, Home phone: 707-427-8516, Cell phone: 707-580-1791

30th Annual Los Angeles Gold Cup May 13-15, 2004

The Los Angeles Aerobatic Club Proudly Presents the 2004 Gold Cup. The contest will be held at Apple Valley Airport (APV)

Catagories

5 Category IAC Regional Contest

Registration and Practice

Competition Box open for practice on Tues-Wed.
Thursday: Registration & 10 minute practice in box.

Other

Parachute Rigger service. Restaurant on field. Limited hangar space.

Schedule

Thursday	1800 Order of Flight drawing and Pizza Party.
Friday	0700 Briefing, Competition flights all day.
Saturday	0700 Briefing, Competition flights & 4 Minute Free - For Sure! 1900 Banquet

Banquet

The banquet will be held at the airport in Dusty's (the fuel guy's) hangar. It will be a catered BBQ featuring Apple Valley's finest smoked baby back ribs and delicious tri tip. This BBQ is fabulous. Cocktails, wine and beer all included for the low, low price of \$25.00. **It's free if you pre-register by April 1, 2004!**

Rental Cars

There is only one rental car agency that will pick up at the airport and that is Enterprise Rent A Car, Phone 760-240-0330, They are about .3 miles from the airport at 13631 Navajo Rd, Suite 101, Apple Valley, CA 92380. Rental Car Reservations are recommended to assure the availability of the desired type of vehicle.

Motels

Best Western Green Tree Inn and Suites	760-245-3461
Comfort Suites Victorville	760-245-6777
Econo Lodge Hesperia	760-949-1515
Holiday Inn Exp Suites Hesperia	877-531-5084
Red Roof Inn Victorville	760-241-1577
Howard Johnson Express Victorville	760-243-7700
Ramada Inn Victorville	760-245-6565
Days Inn Suites Victorville	760-948-0600
Travelodge Victorville	760-241-7200
Super 8 Motel	760-949-3231
Motel 6 Victorville	760-243-0666
Budget Inn	760-243-5757
Budget Inn	760-241-8010

Contest Director

Bill Park
Email: Billpark92804@sbcglobal.net
Phone: 714.236.9759

We are truly looking forward to seeing you at the APPLE VALLEY GOLD CUP 2004.

New Arrival - Todd Whitmer's Edge 540T



2004 Apple Cup May 20-22, 2004

Sponsored by IAC Chapter 67

The contest will be held at Ephrata Municipal Airport (EPH), Ephrata, WA

Catagories

Primary - Unlimited Power

Schedule

May 19, Wed, Practice/Travel Day
 May 20, Thurs Registration/Practice
 May 21, Fri, Contest DAY 1!!!
 May 22, Sat, Contest DAY 2/Awards Banquet!!!
 May 23, Sun, CleanUp/Travel Day

Hotels

Travelodge, 31 Basin St	509-754-4651
Best Western Ramada Inn, 1818 Basin St	509-754-7111
Ivy Chapel Inn Bed & Breakfast, 164 D St	509-754-0629
Columbia Motel, 1257 Basin St	509-754-5226
Lariat Motel, 1639 Basin St	509-754-2437
Sharlyn Motel, 848 Basin St	509-754-3575

What's New

PRIZE MONEY!! Yes, PRIZE MONEY, that's what's new!! For the first time AND the LAST time, THIS YEAR ONLY, Chapter 67 invites you to the Northwest in May to compete for the BIG \$\$\$!!

1st Place Unlimited:	\$400!!
1st Place Advanced:	\$325!!
1st Place Intermediate:	\$250!!
1st Place Sportsman:	\$150!!
1st Place Basic:	\$75!!

Contest Directors

John Coffey: john.coffey@attws.com
 Terry Burch: zlinman.woody@verizon.net

Borrego Minifest 2004 Regional Aerobatic Contest

April 16-17, 2004

Sponsored by San Diego Aerobatic Club
 IAC Chapter 36.

The contest will be held at Borrego Springs
 Airport - Locator L08



Categories

Primary and Sportsman Only

Registration and Practice

Friday, April 16, 9am till sunset

Contest Details

Saturday, April 17, 7am - Pilot Briefing at Crosswinds Café
 Breakfast Available at Crosswinds Café (on airport) at 0630
 Saturday Awards Ceremony after Contest on Saturday Evening
 RAIN DAY (if required): Sunday, April 18

Rental Cars

Desert Car Rental (Airport Manager) (760) 767-7415

Motels

La Casa Del Zorro Resort	(800) 824-1884	(760) 767-5323
Borrego Springs Resort	(888) 826-7734	(760) 767-5700
Palm Canyon Resort	(800) 242-0044	(760) 767-5341
The Palms at Indian Head		(760) 767-7788
Hacienda Del Sol		(760) 767-5442
Oasis Motel		(760) 767-5409
Stanlunds		(760) 767-5501

Airport Manager

Vicki Cole (760) 767-7415 -- CTAF/UNICOM: 122.80

Contest Directors

Contest Director: Randy Owens
 e-mail: rdowens_public@sbcglobal.net
 Evening Phone: (714) 974-8582

Co-Contest Director: Reinaldo Beyer
 e-mail: rwbeyer@pacbell.net
 Evening Phone: (858) 481-0824

Contest Results

Peter Jensen

There was one contest in our region in March. Three pilots from Chapter 38 made the trip: Todd Whitmer, Norm DeWitt, and Peter Jensen.

It was a well attended contest. 30 pilots all together. The contest ran extremely smooth, thanks to George Norris and Jan Markham. George W. decided to visit Phoenix and a 30nm TFR seems to accompany him everywhere we go. Fortunately Casa Grande was 32nm away. There was no F-15 intercepts, so no one strayed too far north.

-Peter

2004 Copperstate Aerobatic Championship March 25-27, 2004

Casa Grande Airport, Arizona
Contest Directors: George Norris/Jan Markham

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dos Santos, Artur		347.500	334.200	331.800	1013.500	75.07
2 Eisenzimer, Geoff		329.100	311.900	332.100	973.100	72.08

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Resop, Jason	69	1011.713	1069.654	1049.558	3130.925	82.83
2 Ross, George	69	1036.488	941.013	962.961	2940.462	77.79
3 Kujawa, David	69	935.614	939.125	821.603	2696.343	71.33
4 Prenselaar, Joel		852.560	872.969	743.309	2468.838	65.31
5 Benson, Anne	62	596.564	679.345	907.629	2183.538	57.77
6 MacKin, George	85	394.990	467.698	196.977	1059.665	28.03

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Smith, Brent	61	1699.374	1740.940	1282.917	4723.232	85.88
2 Nehls, Chris	69	1650.801	1640.809	1263.311	4554.921	82.82
3 Keiser, Jack	47	1601.179	1660.028	1250.919	4512.127	82.04
4 Andrzejewski, Mel	69	1618.902	1680.897	1159.247	4459.046	81.07
5 Whitmer, Todd	38	1416.199	1641.959	1300.013	4358.170	79.24
6 Graves, Charles	69	1423.360	1572.876	1200.837	4197.073	76.31
7 Corradi, Michael	69	1441.652	1658.385	1095.324	4195.361	76.28
8 Boren, Gordon		1451.222	1571.942	1149.216	4172.380	75.86
9 Eppard, Nancy	62	1079.759	1400.983	957.777	3438.519	62.52
10 Jensen, Peter	38	678.880	1433.027	1159.922	3271.828	59.49
11 Rulason, Leonard	69	1404.949	1536.208	325.550	3266.706	59.39

Advanced

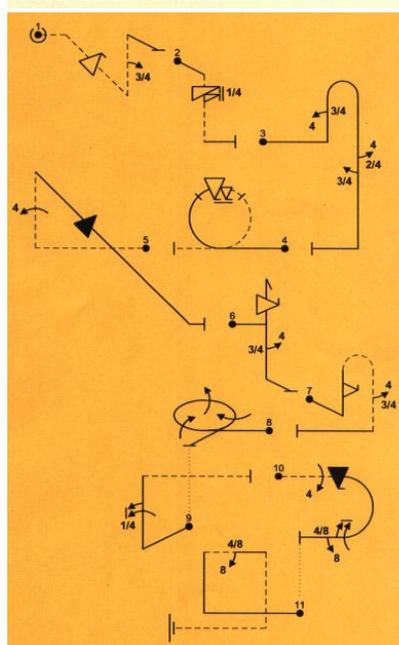
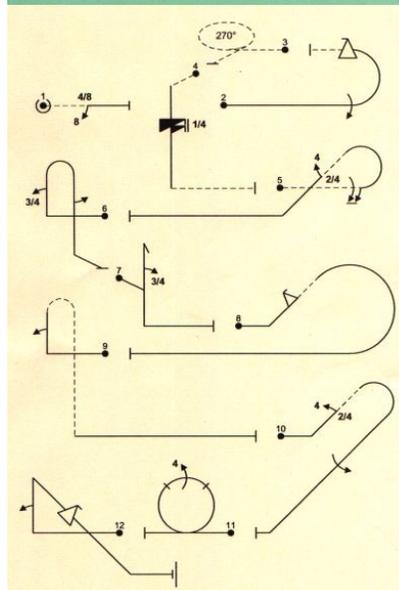
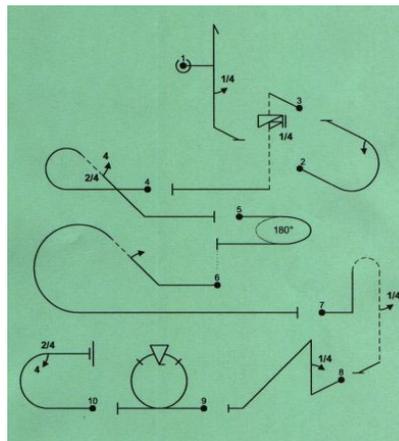
Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Huey, Chris	69	1927.346	2589.796	2160.482	6677.624	80.55
2 Gibbs, Robbie	69	1718.861	2550.374	2106.601	6375.836	76.91
3 Peeples, Jim	36	1644.515	2366.027	1733.180	5743.722	69.28
4 Walkup, John	69	1611.256	2122.022	1875.818	5609.096	67.66
5 Dawson, Gary	62	1812.733	1875.727	1751.892	5440.352	65.63
6 Cummings, Steve	36	741.904	2365.701	2098.403	5206.008	62.80
7 Tallmadge, Brian	69	1786.730	2188.037	1058.681	5033.448	60.72

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Klimovich, Elena	62	2643.818	3843.904	2917.228	9404.950	82.64
2 Racy, Michael	62	2419.924	3714.977	2705.545	8840.445	77.68
3 Dewitt, Norm	38	2444.526	3135.903	2547.231	8127.660	71.42
4 Parker, Bill	62	2140.531	3365.816	2500.898	8007.246	70.36
5 Smith, Ann Marie	0	1964.418	2161.974	1079.410	5205.803	45.75

Unknowns From Copperstate

Peter Jensen



Calendar of Events

- April**
 - 1 Deadline for Known submissions
 - 3 TCY Training Day*
 - 10 Chapter Meeting - 12pm
Flying and Judging Practice @ TCY
 - 16-17 **Borrego Minifest - Borrego CA**
rdowens_public@sbcglobal.net
- May**
 - 9 Chapter Meeting - 4pm
A Day In The Life Of A Contest
 - 14-15 **LA Gold Cup - Apple Valley, CA**
rstonehouse@greenhart.com
 - 21-22 **Apple Cup - Ephrata, WA**
zlinman.woody@verizon.net
- June**
 - 10-14 **Norcal Championship - Paso Robles**
princess70@earthlink.net
- July**
 - 11 Chapter Meeting
Post Paso party
- August**
 - 8 Chapter Meeting
Aerobatic Movies
- Sept.**
 - 19 Chapter Meeting
Warbird Hangar Tour
- October**
 - 10 Chapter Meeting - 4pm
Flying the U2 - Rich Perkins
- November**
 - 14 Chapter Meeting - 4pm
Elections/Formation Flying
Rich Perkins & Harry Hirshman
- December ??**
 - X-mas Party

*) For the TCY Training Days contact Ben Freelove at: ben@benfreelove.com

Classified Ads

Pitts S1S For Sale



1973 Pitts S1S - Factory Built
 530 TTAFE
 Hooker Harness
 Aviation Products tailwheel
 King KY97A Comm
 Homsley Smoke System
 Sight gauge
 Paint and fabric are in excellent condition
 Both mags overhauled in past year
 Engine compression all in mid-70s
 Current annual as of 3/04
 Asking \$36,000 OBO

Call Darren at 650-245-2405
 or email at darren_pleasance@mckinsey.com

Show Your Chapter 38 Pride - Buy Logo Wear

- Chapter Patch** \$12 Each
- Chapter 38 T-Shirts** \$20 Each M L XL
- Chapter 38 Sweatshirts** \$35 Each M L XL
- Chapter Mouse Mat** \$12 Each
- FAI Printed Catalog** \$10 Donation

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

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

Mail to:
**Stephane Nguyen,
 IAC38 Treasurer
 3655 Pruneridge Avenue
 Apt #86
 Santa Clara, CA 95051**

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: _____ **EAA Expiration Date:** _____
Dues: Single Membership (\$25/year) Family Membership (\$30/year)

Stephane Nguyen, IAC38 Treasurer - 3655 Pruneridge Avenue - Apt #86 - Santa Clara, CA 95051



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



Chapter Meeting:
Saturday April 10th, 2004, 11am - ???
TCY Airport
Flying and Judging Practice