

IAC 38 NEWSLETTER

April 2011

Performing a Yak pre-flight ritual, "The Offering Of The Sacrificial Fluids"



Prez Post

Hey folks!

Firstly, I'm pleased to announce that our elections at the last meeting were simple and uncontroversial, so joining me as President are Dave Watson (Vice President), Tom Myers (Secretary) and Mike Eggen and John Haag as Directors. Howard is still Treasurer and Darren continues to work hard for us dealing with the FAA except, as we learned at the meeting, when he's having the time of his life on an aircraft carrier.

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Martin Price
President, Ch 38

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Contest season has officially arrived with the successful conclusion of the Inland Empire Strikes Back a couple of weeks ago in Redlands. If anybody who attended this contests would like to write up their experience for the next newsletter then talk to Dave Williams. We now have 3 consecutive months of contests coming up with Borrego (April), Apple Valley (May) and Paso Robles (June) keeping us occupied through till our typical summer break. Since I've been staring out of the window at torrential rain for the last 10 days or so I'm rather looking forward to some nicer spring weather to prepare.

On the Paso front we have a couple of volunteers working on various aspects but, as ever, if you know of any individual or organization who'd like to be a sponsor then let me know. \$250 or so buys them an ad in the program and undying gratitude from chapter and contest officials because sponsorships make the difference between red ink and black ink when the flying's over.

Work on the Tracy box continues. We're not hitting any specific problems - it's just rather a lengthy process to get through but Darren is actively working on it and we all want it back as soon as possible in order to get some good critique sessions

to prepare for some of the upcoming contests.

Finally, our next meeting will be Sunday 10th April (4pm at Attitude Aviation, as usual), where Dave Watson will be presenting on sequence design. We'll likely then take a break from monthly meetings in May and June, as a number of people will be at the Apple Valley and Paso contests respectively, but we'll start to think about possible summer events for July and August. We've had a couple of suggestions but feel free to add any more (just send them to me), especially if you're willing and able to organize them!

Cheers
-Martin

WESTERN 2011 CONTEST SCHEDULE

March 18-19	Redlands Minifest
April 14-16	Borrego (5 category contest)
May 5-7	Apple Valley
June 9-11	Paso (of course)
June 23-25	Ephrata, WA
July 22-23	Cut Bank, MT
Aug 11-13	Pendleton, OR
Sept 2-4	Delano
Aug 25-27	Ephrata, WA (Nor-Am Team Championship)
Oct 13-15	Borrego
Nov 3-5	Marana, AZ



Where would you rather live and fly? As someone once told me “The reason it costs so much to live in the Bay Area is because it’s worth it.”

Ask Allen



Allen Silver, master rigger and owner of Silver Parachute Sales, has been serving aerobatic and glider pilots worldwide since 1972. Questions regarding your parachute should be sent to: Allen@SilverParachutes.com.

Q: Are you ready to fly?

A: It's now April, and by the time you read this I'll have returned from the Sun 'n Fun Fly-In at Lakeland, Florida. Most of my customers have come out of hibernation and are getting their aircraft back in the air. If you stopped by a parachute rigger's shop in the past couple of months, you have seen us performing our magic. Packing and repairing parachutes and getting them ready for another season of flying is just a small part of flying safely. Mental attitude is just as important as anything else when you push the throttle forward and the wheels leave the ground. Have you taken the time to consider your mental state? There are many things that can cause stress. You are eager to get back into the air, but are you well rested or are you fatigued? Are there other issues to contend with such as bad weather or heat? What about home or job-related issues that are consuming a large part of your concentration? If so, you need to stand down and address the issues at hand. Military aviators recognize and understand the importance of doing this before the problem gets out of hand and causes a serious safety issue. Think before you fly. Are you prepared to bail out? Stress can cause poor decisions, delayed decisions, and other bad judgment



calls. When flying, you need to be as close to 100 percent prepared as you can so you'll make correct and timely decisions. Pay attention to the visual signs that can cause a flight to end in disaster. In the unlikely event you ever have to bail out, make sure it is not because of indecisiveness or poor judgment. If necessary, ease back a little on your "mind throttle" until you have dusted off the mental cobwebs. This could save you from toasting your rigger with a bottle of their choice or, worse, from having your friends toast you. Remember the old saying, "Takeoffs are voluntary, but landings are mandatory." Will the landing be in your aircraft or under your parachute? The choice is yours. Once you leave the ground you will be landing, so prepare wisely.

Q: What's the best way to protect my parachute when shipping it?

A: One of my customers recently came up with a great idea. When I received his parachute for a routine inspection and repack, it was properly boxed, as are many of the parachutes I receive. But the owner took an additional step that I've never seen before. In addition to the parachute being in its nylon-carrying bag, the entire carrying bag was placed inside an

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inexpensive plastic garment bag. It was the type with a zipper down the front that often accompanies the purchase of a new suit. This was a clever idea that added yet another layer of protection from external damage. Shipping boxes often get wet during the winter months.

Q: When does the 180-day repack of my parachute actually expire?

A: Many riggers put the next due date on a brightly colored piece of paper taped to the rip cord handle. This makes it easy for the wearer to determine when the chute needs repacking and recertification. However, this can sometimes lead to confusion. Let's say the due date on the label is December 25. If the FAA decides to give you a Christmas present in the form of a ramp check on December 25, is your parachute legal? Is the repack due that day, or can the parachute be worn through that day? I could leave you hanging and offer a prize for the first correct answer, but I'll cut through the

suspense. The repack is good through that day up until midnight.

Q: How fast do I decelerate once I bail out?

A: The short answer is very fast! If you would like a more detailed explanation, visit www.SilverParachutes.com or e-mail allen@silverparachutes.com and I'll send you a graph that shows deceleration versus exit airspeed. This graph appeared in the October '09 issue of Sport Aerobatics, but was printed a little on the small size, especially for those of us who have the 40s syndrome and need glasses to read with. While you're e-mailing me for the easy-to-read graph, ask a question or two about your parachute!

For other excellent articles, go to Allen's website:
www.silverparachutes.com/index.html

IAC Chapter 38 Membership Application/Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ Type to enter text 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

**Next chapter meeting, Sunday 10th April
 4pm at Attitude Aviation**

Click on the links for 2 good videos



Red Bull Stratos Video

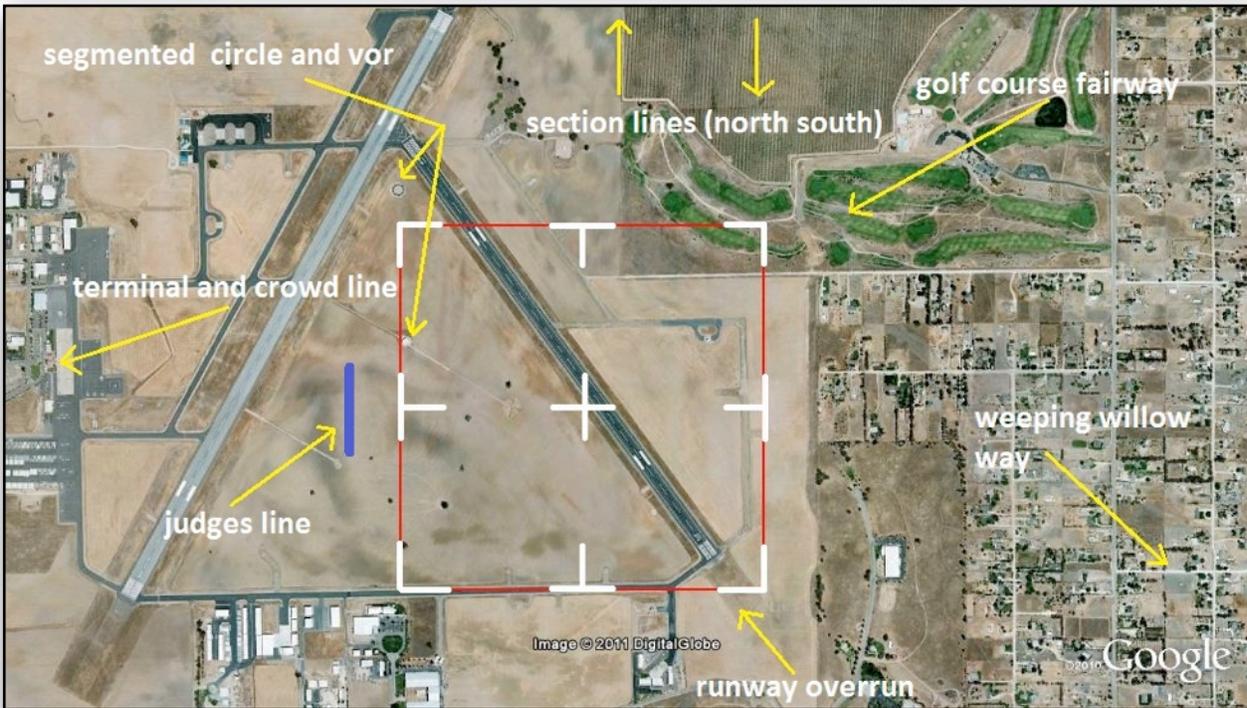
http://www.redbull.com/cs/Satellite/en_INT/Video/021242810640734



Renaud Ecalle Tribute video

<http://www.youtube.com/watch?v=F7cV3mse0TM>

Get your mind right for Paso



If you've seen the Paso box photo on the IAC 38 website, you might have noticed it's not oriented "north up." Thanks to Bob Cockrell for rotating it and making the lower diagram with a few more visual clues.

DEFINITELY NOT YOUR AVERAGE FLIGHT SCHOOL!



*From Student to Pilot, Pilot to Pro.
Be the Pilot you always knew You could be!
Train Cub to Jet (and, yes, we fly Cessnas, too.)*

ATTITUDE AVIATION

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