



Northern California  
Aerobatic Club

CHAPTER 38

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# THE ACRONAUT

Volume 7 - Number 8



## Spin Training with Ben Freelove at S. D. Tucker's School of Aerobatic Flight

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### New Member!

**Martin Price** of Oakland. Flies a Decathlon at Attitude Aviation with Yuichi. Welcome aboard.

Flying is done largely with the imagination.

- Wolfgang Langewiesche, Stick and Rudder:  
An Explanation of the Art of Flying

## Prez's Post

Darren Pleasance



Well, August is upon us...

Record breaking temperatures and the calendar confirm it. That means the AWAC in Poland is underway and the Pendleton, OR, and Delano, CA contests are just around the corner. Hopefully the weather will cooperate enough to allow us one or two critique sessions prior to the next contest as well.

On a related note, I made a 1-day trip to Oshkosh in late July to meet with the Washington, D.C. FAA Airshow Coordinator who is also responsible for providing guidance to the local FSDOs regarding approving and renewing Aerobatic Practice Boxes. Given our recent progress on this front with Tracy, Calaveras, and New J, I was asked to become the Western Regional Liaison to the FAA to help Chapters and local FSDOs work better together regarding aerobatic boxes. My Central, and Eastern Regional counterparts were also there, as was Vicki Cruse as well as Bill Finnigin, the fellow who's been carrying the aerobatic box torch for many years now.

The meeting was quite interesting in that we got fully immersed in the distinction between Chapter 48 (Aerobatic Practice Areas and Contest Boxes) and Chapter 49 (Airshows) as well as a review of the many mistakes that FSDOs make, often by confusing these two distinctly differ-

ent sets of regulations. We also talked about efforts underway to establish more explicit guidelines around the environmental/noise issues that have plagued many Chapters over the past several years. The intention is to provide more definitive criteria by which to assess the impact our activities have on the environment. For the vast majority of us, this should actually work in our favor in that most of the environmental assessment criteria are far away from things that we impact. In the event a Chapter finds that it's crossed a specific environmental threshold, then this simply means the question will be raised as to if/how the "overage" can be mitigated. It's not an automatic denial. As such, there's optimism within the FAA that within the next 3-6 months, there will be a lot more clarity and guidance for Chapters, as well as FSDOs, to use to help in the approval of Aerobatic Practice Areas.



**Kids, if you can land a wagon, you can land Pitts**

The other big push is around trying to drive to greater consistency in the interpretation and application of regulations around the country. This is actually why our role was created, so that we could help Chapters apply for boxes in a more complete and consistent way, and also help to ensure that FSDOs were understanding the regulations appropriately and were applying them consistently and fairly. I'm hopeful this helps our Chapter as well as others going forward.



**B1 Bomber**

Once the meeting was done, I had the opportunity to spend about 4 fun-filled hours running around AirVenture taking in the static displays as well as the airshow. In addition to all the new stuff coming out in the Very Light Jet category as

*(Continued on page 3)*



**Don and Andrew**

well as the myriad of new composite planes and light-sport aircraft, there were a bunch of great traditional displays, including a very cool B1 bomber. That thing is huge! What



**Rob and host of the post-Paso party, Brian**

was most interesting about it was how bad the tires on the plane look. They were essentially all worn smooth, with multiple bald spots all over them and big chunks of

rubber missing on some. On one of the landing gear struts there was a sign that said "Donations Please" then went on to say the tires were 32-ply, and that a matter of policy was not to change them until at least 3-plys had been worn through. I guess that's their attempt to make sure they get the maximum out of our tax dollars so I suppose I appreciate that. However, landing on slick, bald tires in a rain storm doesn't sound like too much fun too me so I guess I'll just have to assume they know better than I do.

On other fronts, we had a fun Post Paso Party several weeks ago, hosted by wanna-be member Brian Motta at his hanger in Livermore. We had a great turnout, though the 100 degree weather made for a few uncomfortable hours until evening fell and the temperatures began to drop. Perhaps next year we'll try starting a bit later and turning it into a dinner BBQ. We also had a similarly uncomfortable critique

session in Tracy a few weeks later where the temperatures also topped 100 but a few of us showed up and endured the heat. For those who did, we got to see Ben Freelove in a brand new Extra 300 that he was being forced to fly for Sean Tucker. Naturally, we felt really badly for Ben, having to fly someone else's plane and get used to the new handling characteristics versus the S2C he was having to fly before. Somehow, Ben managed to still put on a great show in the box and reconfirmed that he probably did, in fact, deserve to win Intermediate at Paso Robles. However, horsepower- and drag-adjusted scores still put Howard squarely on top in the Chapter 38 lore, no matter how well Ben flew :-)



**Must be a good story!**

Looking forward, we have a bunch of fun stuff coming up. This month's Chapter meeting will be on Sunday, August 13th at 4:00 p.m. and will feature Allyson Parker-Lauck talking about the proposed competition categories for next year,



**Mike getting ready for departure**

as well as a lot of the feedback that's been submitted by members to date. A lot of work went into the new proposal, and there have also been a ton of very good suggestions from members on how to improve the proposal, so it would be great to see you at this month's meeting to learn more about the details and logic of the proposed structure, as well as have an opportunity to directly submit

*(Continued on page 4)*

your feedback into the process since Allyson, Graham, and I are all on the IAC Board.

We'll also have a few critique sessions in August to prep for the upcoming contests in Pennelton and Delano so watch for emails from Andrew Connolly regarding these. But wait, there's more... In upcoming Chapter meetings, we have a bunch of topics on the agenda including a report out from Todd regarding his experience at the AWAC in Poland, we have a 3-D Radio Control model demonstration planned, plus a few other fun topics. Sal has pulled together a proposed calendar for the next 15 months (no, not 1.5 months, "fifteen") that we'll soon post on the Chapter website so you can mark your calendar for topics you don't want to miss. It should be noted that if we pull this off and are able to post a Chapter calendar that's accurate more than a few weeks out, it'll be a first in my time as President, and perhaps in the history of the Chapter so many pre-thanks to Sal for leading this forward.

Well, that's about it for now. I hope to see you all at the Chapter meeting on August 13th at 4:00 at Attitude Aviation.

Blue Skies...

Darren

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## Editor's Column

Che Barnes



Greeting folks!

Special thanks to Peter Jensen for getting some pics on the Chapter website of the post-Paso festivities.

I have not been able to show at Chapter functions but I have been able to get some flights in the S-1T. I was out

at Davis a couple of weeks ago with scorching 109 degree temperatures. That pretty much limits flying to mornings and evenings in my book, especially when acclimated to the Bay Area micro-climate. So don't take the relatively cool weather in this part of the state for granted!

The source of the cold Bay Area climate comes directly from

the cold waters offshore. For Coast Guard flying, this results in aircrews having to wear dry suits when flying. Walking out to a helicopter on 90 degree ramp is not that bad, but having that dry suit on is, "not cool." It does make you get through the start checklist and to the "COOL SWITCH-ON" step that much faster.

The temperature inversion is remarkable. The other day we were headed offshore over the Santa Cruz mountains at 2000 feet or so when I was convinced that the AC was broken. In reality, the temperature was 90+ degrees outside. Once we descended to 300 feet over the Pacific, it was down to 65! I always thought you had to climb to get cooler, but not in these parts!

The cold water comes from upwelling as well as the fact that the offshore water flows from the North. As winds blow over it from warmer waters to the West, the air cools creating the marine layer fog of the summer, and a literal river of cool air that flows through any low gap in the coastal mountains.

I'm always on the lookout for any contributions, so keep the newsletter in mind. All the best. -Che

# IAC Chapter 38 Season Event Calendar

Sal Webber

## AUGUST

- 13 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK) Club updates. Discuss proposed category changes. Allyson Parker-Lauck and helmet design.
- 24-25 Beaver State Regional.** Pendleton Airport (PDT) OR. This contest is sponsored by Chapter 77 All classes flown.
- 26-27 Aspen Leaf Acro Challenge.** Sterling Municipal Airport (STK) CO. This contest is sponsored by Chapter 12 All classes flown
- 31 Happiness is Delano.** Delano Airport (DLO) CA. Set up and practice day 1.

## SEPTEMBER

- 1-2 Happiness is Delano continued.** Competition, all classes flown. Practice day 2 on the 1st. 2nd and 3rd are competition days. Monday the 4th is a rain day.
- 10 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK). Club updates. AWAC Poland debrief—Todd Whitmer.
- 24-29 IAC National Aerobatic Championship.** Grayson County Airport (GYI) TX. This contest is sponsored by the IAC All Categories flown

## OCTOBER

- 8 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK). 3-D Flying Demonstration—Brett Goldsmith.
- 12-14 Borrego Springs Akrofest.** Borrego Springs Airport (L08) CA. Contest is sponsored by Chapter 36 All categories flown.

## NOVEMBER

- 3-5 Tequila Cup.** Marana Airport, (AVQ) Tucson, AZ. Contest is sponsored by Chapter 62 All classes flown
- 12 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK). Dogfighting basics—TBD.

## DECEMBER

- 1-2 Arizona State Aerobatic Championship.** Coolidge Municipal Airport (P08) AZ. Contest is sponsored by Chapter 69.

Holiday Party—TBD

## January 2007

Brainstorm the design of the new Freestyles

## High Flight

Oh! I have slipped the surly bonds of earth  
 And danced the skies on laughter-silvered wings;  
 Sunward I've climbed, and joined the tumbling mirth  
 Of sun-split clouds - and done a hundred things  
 You have not dreamed of - wheeled and soared and swung  
 High in the sunlit silence. Hov'ring there  
 I've chased the shouting wind along, and flung  
 My eager craft through footless halls of air.  
 Up, up the long delirious, burning blue,  
 I've topped the windswept heights with easy grace  
 Where never lark, or even eagle flew -  
 And, while with silent lifting mind I've trod  
 The high untresspassed sanctity of space,  
 Put out my hand and touched the face of God



- Pilot Officer John Gillespie Magee, Jr, RCAF.  
 He won a scholarship to Yale University but  
 enlisted in the Royal Canadian Air Force instead.  
 He went to England to fly Spitfires. It was during a  
 test flight at 30,000 feet that he was inspired to  
 write *High Flight*. He was killed during a dogfight  
 in December of 1941 at age 19.

### Airshow Report

First Day	Last	Airshow	City	CA
8/19/2006	8/20/2006	Wings Over Wine Country Air Show	Santa Rosa	CA
8/26/2006	8/27/2006	Thunder Over the Valley	Santa Maria	CA
9/30/2006	10/1/2006	California International Airshow	Salinas	CA
9/30/2006	10/1/2006	Redding Air Show	Redding	CA
10/4/2006	10/4/2006	Mojave Airshow	Mojave	CA
10/7/2006	10/8/2006	Fleet Week San Francisco	San Francisco	CA
10/7/2006	10/8/2006	NAS P. Mugu Airshow	NAS Pt. Mugu	CA
10/13/2006	10/15/2006	MCAS Miramar Air Show	Miramar	CA
10/14/2006	10/15/2006	Travis Air Expo	Travis AFB	CA
10/28/2006	10/29/2006	Edwards AFB Airshow and Open House	Edwards AFB	CA



The Blues

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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  
2233 Leavenworth St.  
San Francisco, CA 94133



**Chapter Meeting:**  
**Sunday August 14th, 2006, 4pm**  
**Attitude Aviation**  
**Livermore Airport**