



**Northern California  
Aerobatic Club**

**CHAPTER 38**

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# THE ACRONAUT

Volume 8 - Number 8



## Reinaldo Beyer's Extra

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A single lifetime, even though entirely devoted to the sky, would not be enough for the study of so vast a subject. A time will come when our descendants will be amazed that we did not know things that are so plain to them.

— Seneca, Book 7, first century AD

### Article or Pictures?

Send them in!

[editor@iac38.org](mailto:editor@iac38.org)

Share your aviation experiences with the rest of the club.

## President's Post

*Darren Pleasance*



Greetings IAC 38ers:

Hard to believe August is upon us already. I'm just coming off a fantastic 2-week vacation to Oregon (interrupted by a 3 day work trip to England) and looking forward to a bunch of great flying in the next 3-4 months before the rain sets in. Lots of things going on that I'll use this month's Prez Post to talk about, including:

- \* Recent T-6 checkout and aerobatics
- \* Mea culpa to our Regional Series trophy winners
- \* Upcoming Post Paso, Pre-Delano Pool Party
- \* Jim LeRoy's recent passing

### **IT MAY BE SLOW, BUT AT LEAST IT BURNS A LOT OF GAS...**

Yup, I finally took the bold step of starting to fly a genuine warbird. I good friend of mine at the Livermore airport offered to help me refresh my skills of flying a large taildragger by loaning me his T-6 (SNJ actually) in preparation of beginning to fly the SNJ owned by the Commorative Air Force. I've got quite a bit of tailwheel time and heavy airplane time so I seemed to fit the bill for joining the small group of pilots who fly the plane. Paul MacDonald was my instructor and the flying we did together was really a kick.

We started out with normal airwork (steep turns, slow flight), and then progressed to basic aerobatics, plus the full set of stall maneuvers, and then a massive number of landings in every imaginable configuration and type (wheel, 3-point, no flap, full flap, cross-wind, short, ...). What a kick. For aerobatics, the T-6 is a super comfortable ride. Nothing happens fast and the controls are very smooth and surprisingly light. Aileron and barrel rolls are slow and lazy and quite relaxing. The cockpit is so large (compared to my Pitts and Laser) that it gives a very different feeling than being

"strapped to the machine" like we get in so many of our high-performance planes. Wing-overs are also very gentle, with the stick feeling as though it's completely disconnected from the plane as you reach the top at around 80 mph and can move the stick all over the place with nothing happening. Of course, there's no inverted system in the plane so inverted flight has to be limited to just a few seconds so everything we did involved keeping it positive.

Stalls were quite a kick with a very abrupt break and little consistency on which way it would go, even with the ball



**T-6**

centered. It recovers nicely and has a great wing that grabs the air quite well, but easy to see how young pilots years ago killed themselves if they got too slow and low on final and let it stall. It's a heavy plane with pretty slow response

times and a lot of horsepower so it's easy to get into challenging situations if you don't provide yourself enough room to get the wings leveled and the climb reestablished after a stall. Like so many of the planes I fly, if you just keep it at 100 mph until short final, everything works out great (this works perfectly in my Pitts S1S and Laser, plus most other planes I fly strangely enough).

For landings, we did them all and the plane is a kick to land. It sits quite a bit higher than most planes I fly so getting the new sight picture is key. It also has a huge wing so any amount of power on while in the flare will result in a substantial increase in landing distance so getting the power all the way off is critical. Beyond this, it lands quite well and great visibility in the wheel landings, and pretty crummy visibility in the 3-point. The biggest challenge I found was the transition from wheel to 3-point in the rollout. The tail sits quite high just given the size of the plane so it's a long transition as that tail drops. This is also the time during which one has least control of the plane in the event of a crosswind gust so is a bit tenuous as you work to keep the plane straight with rudder (and potentially brakes) and work to avoid bringing the tail down too quickly, lest you find yourself airborne again. Once in the 3-pt, it's a very straight forward plane, though much heavier than the stuff most of us are used to, and requires much more anticipation of yaw movements since stopping the yaw once it starts is quite a bit harder than in a light plane like the Pitts.

The other key differences I noted were the big round engine up front that sure looks and sounds cool, but has such different numbers than I'm used to (cruise at ~1850 RPM, 26 inches of MP), and a hydraulic system that requires me to pressurize

it every time I want to do something like raise the gear or lower the flaps. One of the very cool things about this whole experience was that after I finished, we then went over and jumped in the cockpit of the P-51 to show me how all of the North American planes were largely configured the same to help the transition from one to the next. The Mustang cockpit had many of the same basic systems and layout of the T-6 so perhaps someday when I strike it rich, my transition to my P-51 won't be so hard.

So, while it can't do 5 vertical rolls, or a 5 G outside loop, the T-6 is a kick to fly and a great loopy-rolly type of machine with a ton of history and nostalgia rapped around it. Should be a fun adventure.

### MY DOG ATE MY REGIONAL TROPHY...



**Guilty Dog**

So imagine my embarrassment when Mike Eggen appropriately approached me at the Paso awards banquet and asked if I planned to award the 2006 Regional Series trophies. At that very instance, my mind flashed back to an email exchange with Loren

Smith who administers this for the IAC in which I asked him to send me the trophies back in the April time frame, and then to my memories of getting a nice box in the mail with beautiful trophies, and then finally to memory of actually having no memory of where in the world those trophies went. As such, I assured Mike I had them and would rectify this award-giving injustice.

As such, I immediately went to the source of all blame when I can't find something and spoke to my wife, Lisa. I asked her if she remembered that random box I got several months ago that I stuck in some random corner underneath piles of other stuff that I hadn't touched in several years. This type of filing system works extremely well for me, but for Lisa is considered to be quite inferior to her "everything has it's place" approach to filing which, perhaps not surprisingly, drives me nuts but seems to work for her, and also seems to result in my pants and shirts finding their way off the floor and back into drawers and closets far too often. But I digress...

After much quizzing and prodding of Lisa, and after about an

hour of scouring my various "filing piles" around the house and garage, Lisa came to me and said "you aren't looking for those old trophies from last year are you"? I said "no, they're trophies I'm giving away this year for the 2006 Regional Series winners". Of course, her response was "well, I just threw out a bunch of old trophies that had been sitting here in a box because they all said 2006 on them, and that was last year". At that point, the fate of the trophies became clear, and it wasn't Lisa's fault since I had agreed that we needed to do Spring cleaning and that we tended to keep way to much stuff that just took up space and never got used.

So... There are a couple of options I was faced with. 1) Ask each of the winners to head to the San Mateo landfill in search of their trophies with some small, but not zero, probability of finding them; or 2) Calling Loren Smith back and asking him to remake the trophies and resend them to me. After much debate, I settled on option 2. As such, I should be getting the trophies for our most talented pilots and will be presenting them with the award soon. So there's no confusion, I got the trophies for all of our Chapter 38 members who were winners, of which there were quite a few, including:

Mike Eggen: 2nd Place Sportsman  
Vicky Benzing: 1st Place Intermediate  
Todd Whitmer: 1st Place Advanced  
Norm DeWitt: 2nd Place Unlimited

Congratulations to all of you and my apologies for not having the trophies at the Paso Contest to award them to you.

Several other Chapter 38 members also won, but are also members of the Southern CA chapters so they got their trophies through those Chapter Presidents. Congratulations to them as well (Jenner Knight 1st Place Sportsman; Ron Rapp 3rd Place Intermediate; Malcom Pond 2nd place Advanced, Reinaldo Beyer 3rd place Advanced, Vicki Cruse 1st Place Unlimited). Congratulations to all...

### PPPDPP

To add some variety to our Chapter meetings, we've decided to hold this month's Chapter meeting at Dave and Lori Watson's house in San Jose. The Watson's have graciously agreed to host this month's meeting, while also providing us access to their back yard and swimming pool. We'll have food there plus use the opportunity to talk about upcoming contests, practice sessions, fly-outs and other fun topics. **The party will start at 2:00 and go until around 7:00. The location is 2191 Nola Dr. San Jose and their home number is 408 445-1289.**

Hope to see you all there. Should be a ton of fun.

*(Continued on page 4)*

**FAREWELL TO JIM LEROY**

I suspect by now most of you have heard that Jim was killed last week during an airshow in Dayton, Ohio. Jim used to be a member of Chapter 38 several years ago and had been active user of New Jerusalem airport to practice his incredible routine. His website has tons of great footage taken from the runways of New J. He had what I considered to be the most exciting and amazing airshow of any pilot on the circuit in his yellow Bulldog biplane. I'm sure we'll hear more about exactly what went wrong last week, but from the short video clips I've seen, it sure looks like he finished his last snap roll on a down line just a bit too low to negotiate the corner.

I suppose if there's anything to learn from this sad event it's the reminder that aerobatics low to the ground is terribly unforgiving. I'm glad the safety record of competition aerobatics is so high (vs airshow aerobatics) and I'm sure the main



**Jim LeRoy**

reason is that we perform competition aerobatics quite a distance from the ground. While airshow pilots practice every bit as much as competitors, if not more, the safety margin is so much less that low to the ground. I know that many of our members are both competitors, and airshow pilots, so I hope we can all use the loss of Jim to remind us to add just a bit more space between us and terra firma to make sure we can all enjoy this wonderful and entertaining sport called aerobatics.

For anyone wishing to contribute to help Jim's wife and 4-year old son, Tommy, a scholarship has been set up and contributions can be made to:

**Jim LeRoy, Jr. Memorial Fund**  
**c/o Harris Bank**  
**110 East Irving Park Road**  
**Roselle, Illinois 60172**  
**630-980-2700**

Our best wishes to Jim's family.

On that somber note, keep up the safe flying, take advantage of the fantastic weather we've been having, and make plans to see us all at the party this coming Sunday, August 5th, at Dave Watson's house.

Blue skies...

- Darren

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**Buck Cobb 209-245-3922**  
**oldwineguy223@centralhouse.net**

## New Members

*Che Barnes*

### Reinaldo Beyer



Reinaldo is a cardiologist in San Diego. He started flying gliders in Chile (where he was born) at age 15. He did some aerobatics then, but only had the means and

time to dedicate more time to it a couple of years ago when he flew basic and Sportsman in a Decathlon. He then bought a Pitts and flew it in Sportsman and Intermediate with some success, as he was awarded the Soucy price in 2005. He now flies an Extra in advanced.

Reinaldo joined IAC 38 because he thinks it is an active and vibrant club that should be supported. He is also a member of his local club in SoCal (36).

Welcome to IAC 38!

## From the Editor

*Che Barnes*

There is a tremendous amount of collective information in the chapter. One of the benefits of membership is being exposed to other members and their experience.

As editor, I am extremely pleased when someone takes the time to put their experiences in writing and send it in. It certainly does benefit those who get that month's version of the newsletter.

I'd also like to ensure that this information easily referenced for future use. Hence, I have put together an index of newsletter articles on the following page. I will try to expand this index further and post it online.

I am hoping that this will encourage others to send in valuable "lesson learned," and make it easier for new members to reference information. *- Che*

## Hangar Available

Gary Augustine has a 50' x 50' hangar at Byron with space for aerobatic airplanes. Call him if interested. 925-759-5600 (c) or 925-779-9496 (h).

## Caption Competition

Members were asked for captions for the below picture. Here is what they came up with (in no particular order). Hats off to Spencer who not only sent a captions but a picture.



I'm supposed to put what where?

*- Layne Lisser*

It should be just snug enough to fit your hands underneath the strap.

*- Mike Davis*

If it doesn't fit, take the girl, leave the chute.

*- Eric Chasanoff*

Tighten the strap to pre-load the G-Fun meter.

*- Don Gutridge*

Perhaps he is a bewb man.

*- Marilyn Dash*

Yes ma'am, I am the safety officer...and this is just routine.

*- Bill Dykes*

Hans is paying attention to the wrong strap!

*- Spencer Suderman*



Spencer

## *IAC 38 Newsletter Articles*

<i>Title</i>	<i>Subject</i>	<i>Author</i>	<i>Aircraft</i>	<i>Issue</i>
<i>In-Flight Emergency</i>				
Emergency Landing Pattern	Engine Out Pattern	Barnes, Che		March 2007
Windblown - Open Cockpit in a Laser!	In-Flight Canopy Departure	Kirker, Howard	Laser	May 2007
<i>Rules and Regs</i>				
Interpretation of Aerobatics and Airspace	Airspace	EAA		October 2006
Prez Post Liasion	Western Regional FAA	Pleasance, Darren		August 2006
Tail of Two Waivers	Aerobatic Box Waiver	Pleasance, Darren		April 2006
<i>Safety</i>				
Aviation Safety - Swiss Cheese Model	Safety	Barnes, Che		May /2006
Safe Ramp Operations	Ramp Ops	Connolly, Andrew		March 2006
<i>Storys and Opinions</i>				
From the Editor	Coast Guard Rescue	Barnes, Che		January 2007
Night Ship Landing Deployment	Coast Guard	Barnes, Che		March 2006
Prez Post	IAC Board Meeting	Pleasance, Darren		May 2007
Prez's Post	Chapter Mission	Pleasance, Darren		January 2007
Unmanned Aerial Vehicle Sighting	UAV Encounter	Webber, Sal		June 2006
Why I Love Aerobatics	Webber, Sal	February 2007		
<i>Technical</i>				
Building an Aerobatic Sighting Device	Sighting Device	Worthington, Sean	Pitts	June 2007
That Bomb at Your Feet Plumbing	Air Start System Re-	Watson, Dave	Yak	February 2007
<i>Technique &amp; General Info</i>				
Across the U.S. in an S-1T Country	Landing an S1, X-	Barnes, Che	Pitts	July 2006
Calavaras County Airport	KCPU details	Connolly, Andrew	March 2006	
Case Study: How to be an Air Show Pilot	Profile of Spencer Suderman	Barnes, Che	Pitts	September 2006
First Time Contest at Borrego	Contest	Price, Martin	Decathlon	November 2006

## Support Young Eagles Day

Graham Bird

**WHEN:** Septemeber 9th (Grandparent's Day)

**WHERE:** Tracy Airport

We are looking for some volunteers to help organize and fly. Anyone with a multi-seat aircraft can be a volunteer pilot. This is a great opportunity to give to the community, give kids some exposure to aviation, and to promote general aviation. Please contact Graham Bird at: [grahamb@calbird.org](mailto:grahamb@calbird.org).

## Delano Contest Info

### 2007 Delano Aerobatic Contest Info

#### Schedule:

Setup, Thu, Aug 30. Box open to working volunteers only. Volunteers are needed.  
Registration, tech inspect, & practice, Fri, Aug 31. Box open to sundown. Pizza party at Coachman pool.  
Contest flights, Sat, Sept 01. Briefing, 07:00, terminal building. Dinner, BBQ at the airport.  
Contest flights, Sun, Sept 02. Briefing, 07:00, terminal building. Dinner, awards banquet at the airport.  
Make-up flights, Mon, Sept 03. Only if weather is a factor.

#### Costs:

Sportsman through Unlimited, \$85  
Primary, \$35  
Banquet, probably about \$30 (TBD)  
Pizza party and BBQ, no more than \$10 (TBD)

#### Contest Director:

Bob Meyer  
661-822-0894  
[rmeyer0844@aol.com](mailto:rmeyer0844@aol.com)

#### Delano Airport (KDLO):

<http://www.aimav.com/airport/KDLO>  
Winds normally favor Runway 32 left traffic.

#### Airport Office:

Romeo Cayne  
661-720-2228



#### Hangaring and ramp parking:

Hangaring is very limited and should be prearranged with hangar owners.  
Sunshade tie-downs are free, but are very limited, and are first come, first served.  
Ramp tie-downs are free and plentiful.

#### Car Rental:

Enterprise, 722 11<sup>th</sup> Ave, Delano, CA, 93215-1760, 661-721-0700  
Group #32AIAC, Pin #IAC  
[www.enterprise.com](http://www.enterprise.com)

#### Hotels, Motels, & Inns:

You are **HIGHLY** encouraged to make your reservations now, as the contest is during their busy season.

Best Western Liberty Inn, 14394 County Line Rd, Delano, 661-725-0976  
Coachman's Inn, 2222 Girard St, Delano, 661-725-7551  
Hal-Mar Inn, 320 High St, Delano, 661-725-3321  
Holiday Inn Express, 2222 Girard St, Delano, 661-725-7272  
Rodeway Inn, 2211 Girard St, Delano, 661-725-1022  
Travel Inn, 405 Cecil Ave, Delano, 661-725-3205

Erlimart Motel, 1210 N Front Rd, McFarland, 661-849-8000  
Kern Motel, 230 Hail Ln, McFarland, 661-792-2493  
National 9 Inn, 855 2<sup>nd</sup> St, McFarland, 661-792-2151

## 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

**Next Meeting:**

Pool Party, 2:00 to around 7:00.  
Sunday, August 5th

The Watson's place  
2191 Nola Dr. San Jose  
Phone: 408 445-1289.



**Che Barnes**  
Editor, IAC 38  
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