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THE ACRONAUT

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President's Post Graham Bird



Competition aerobatic pilots are a small – very small – minority in the USA. Of the population of about 250 million people, just fewer than 650,000 hold a US pilot certificate. Around 6,000 people (not all pilots and not all from the USA) are members of IAC. Of the 6,000 members of IAC, something less than 900 of us are competition pilots. I gave up trying to work out the percentage of population we represent – but it IS minute. Like all minorities our point of view will only be understood if we make it consistently, loudly and well.

I have often been frustrated by the press (even the aviation press) coverage and reporting of our sport – often, unfortunately, in relation to an accident or incident. A sure way to elevate my blood pressure is to talk of – or read about - our sport being called 'stunt flying'. I'm interested to know if I'm the only one who suffers from this affliction and if so, I need to 'get real'!

What brings this to a head is the sad incident of the Eagle crash in Texas last week. I follow a couple of email aviation related newsletters including Aero-Network News (www.aero-news.net) which reported this incident as (in part):
"The wreckage was in a field, just east of Hwy 69 South, near Cumberland Road, in south Tyler, according to witnesses. According to local witness reports, the Eagle was in an Immelmann, and ran out of altitude on the bottom. It is unknown who was flying the plane."

I emailed ANN thus:

"The sport of aerobatic flying gets very poor

coverage and whilst you article is better than most it has a glaring inaccuracy.

An Immelmann is an altitude-gaining maneuver (initiated in erect level flight by pulling through a half loop and the half rolling to erect flight). You will see that it's impossible to 'run out of altitude'. The only maneuver that fits the bill is the Split-S (effectively the reverse of an Immelmann, roll inverted and pull to a half loop down).

At least you didn't say they were doing stunts!"

I'm not sure what I expected, but was surprised to get a reply that said:

"Sir....

Your criticism is aimed at the wrong parties. There are NO glaring inaccuracies. Please note that we were QUOTING witnesses... ("According to local witness reports...") we don't make up quotes, we REPORT them."

It seems to me that any responsible medium should seek to educate and inform as well as report facts accurately. In my opinion that wasn't happening here and running a quote that is inaccurate was a choice of the journalist. There are, again in my opinion, reasonable choices that can be made in such circumstances; for example use an alternative quote, include other quotes in addition, seek an expert comment, etc. What I take from the reply is that any quote is OK even if it contains obvious errors or inconsistencies. I think that is wrong! I replied:

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Competition Corner

Cris Flint



No Competition Corner this month. Cris has been busy preparing for the holidays and caring for the new addition to his family...his new puppy Darby. He has promised to return soon cracking his competition whip. ✈

(Presidents Post—Continued from page 1)

“There IS a glaring inaccuracy and hiding behind the quote argument is disappointing when it is clearly factually wrong. An informed and educated journal could a) point out such a glaring inaccuracy or b) add editorial comment to clarify. Would you run a quote about a four-engined Cessna 172 or a Jimmie Garvey the FAA Administrator? C’mon, you are a specialist publication.”

And got back:

“I can NOT manufacture quotes. I will NOT manufacture quotes. We ran an authenticated quote... the factual implications are plain to see to those who know the subject matter (as I do... having taught acro for many years). Further; this is a BRIEF report based on news and NTSB reports (which...”

I was clearly not persuading my audience! I let it drop – you may be wishing that I’d do the same!

Why do I care? Well here we have an informed reporter – indeed who tells us that he is an aerobatic instructor, and that an expert audience will spot that there is an inconsistency in the witness report. My view is that the expert audience is NOT the people that matter here. It is the UNINFORMED audience that will take the information as presented. **The majority of the world – including the vast majority of GA pilots and people in the aviation industry – are part of that uninformed audience.**

When we (the aerobatic community) come to discuss with the wider aviation and non-aviation community what we need to continue our sport – for example negotiating a waived box – it is NOT the ‘expert audience’ that we will be asking to sup-

(continued next column)

port us. We face renewal – or not – of the Tracy box again in May, the way we act, what we say, how we say it and what others say about our sport matter. Particularly as WE say so little about what we do, the majority of the messages and information that DO go out are from the uninformed to the informed – but about US.

If you have the confidence that others will make our case for us and that we can rest on our laurels then we have nothing left to do. If you think as I do, we need to make our case loudly, consistently and coherently. The board has made great progress this year and the new board will continue. As we move to directors having specific roles this will be a critical topic for us. Work out what YOU can do. Watch this space. ✈



Overheard during a recent fly-by...

I wonder if he can see me from up there...or is he lost again?

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From the Editor’s Cockpit

Brad Oliver



Have you gotten over your turkey overdose yet? With Thanksgiving behind us and more holidays on the way, our attention becomes less on flying and more on family, friends and festivities. This is also the time of year when we start to think about our accomplishments for the past year, our goals for the coming year, and pay thanks to those who have helped us along the way.

Aviation Quote

When asked by [dom5719757@teby](#)

We have recently held chapter elections and I am personally pleased to announce that our president, Graham Bird, and our vice president, Chris Flinn, have both been re-elected to another term in their respective positions (and we didn't even need a recount).

REPOST 901 49009

Chapter Meeting Minutes - November 12, 2000

Present: Angie Niles
Chris Flint
Brad Oliver
Dick Rihn
Art Digrazia
Mimi Steele
Michael Flynn

1. The minutes of the last meeting were approved.
2. Borrego reviewed: deferred due to absence of Graham Bird.
3. Tracy & New Jerusalem Boxes: There was a discussion on boxes and the Tracy airport committee.
4. Treasurer's report: deferred due to absence of B. Monroe.
5. Team training: Chris Flint spoke on team training & discussion ensued.
6. Young eagles: deferred due to absence of Graham Bird.

7. Election of directors.

Directors Aragon, Flint, & Myers will remain and their seats will be reelected next year. Three director positions were to be filled. Angie Niles, Fred Abrahamson, Sean Worthington were nominated then unanimously elected. Abrahamson & Worthington had indicated to Michael Flynn prior to the meeting that they would accept if nominated & elected.

8. Election of officers for 2000.

- 8.1 Graham Bird nominated & unanimously reelected as president.
- 8.2 Michael Flynn nominated & unanimously reelected as vice-president.
- 8.3 Brad Oliver nominated & unanimously elected as treasurer.
- 8.4 Alex Drobshoff nominated & unanimously elected as secretary.

9. New Bylaws

The changes to the chapter bylaws were unanimously approved by those present.

10. Any other business.

- 10.1 Christmas Party.
 - 10.1.1 It was unanimously agreed that no chapter funds be used for the party.
 - 10.1.2 Angie Niles volunteered to host the party at her house.
 - 10.1.3 Angie agreed to arrange the party.
- 10.2 Casa Grande competition change of venue announced.
- 10.3 News of a hangar kit that's for sale was released.
- 10.4 Judge's School - It was decided that the chapter should run one again in early 2000.

11. Dr. Rihn gave a presentation on spins.

Minutes prepared by Michael Flynn
20th November 2000

Plane of the Month

American Champion Aircraft

Super Decathlon

Length:	22' 11"
Height:	7' 8"
Wingspan:	32'
Engine (4 cyl):	180 hp
Wing Area:	169.1 ft2
Wing Loading:	10.64 lb/ft2
Empty Weight:	1340 lbs
Useful Load:	460 lbs
Gross Weight:	1,800 lbs
Fuel:	40 Gal
Power Loading:	10 lb./HP
Ceiling:	15,800 ft
Vne:	200 mph
Cruise Speed:	147 mph
Vno:	160 mph
Va:	132 mph
Vs:	53 mph



For more info visit:
<http://www.amerchampionaircraft.com/>



Show Your Chapter 38 Pride - Buy Logo Wear

		Quantity	Total
Chapter Patch	\$12 Each	_____	_____
Chapter 38 T-Shirts	\$20 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
Chapter 38 Sweatshirts	\$35 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
Chapter Mouse Mat	\$12 Each	_____	_____
FAI Printed Catalog	\$10 Donation	_____	_____
		Total	_____

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

Mail to:
**Brad Oliver, Treasurer
 19851 Lindenbrook Ln
 Cupertino, CA 95014**

Aviation News

World aerobatic team readies for second year of competition — AOPA

Nov. 15 — Normally, world aerobatic competition occurs only once every two years, but this isn't a normal year. To synchronize the World Aerobatic Championship with the World Air Games, the WAC will take place two years in a row. It took place last August in Muret, France, and will be held again at the World Air Games in southern Spain from June 14, 2001, through July 1. More than 5,000 air athletes and officials from 80 countries will compete in the Olympics-style event. In addition to the WAC and World Aerobatic Glider Championship, the World Air Games will host competition in sports ranging from paragliding to ballooning and aerobatics. The U.S. Unlimited Team, the top level of competition, won Bronze medals (men's and women's teams) at the World Aerobatic Championship in France and will return as an experienced team to compete in Spain. The team is practicing intensively under the supervision of team trainer Sergei Boriak.

Paul Poberezny retires from EAA Aviation Foundation Board of Directors — EAA

Nov. 16 — EAA Founder Paul Poberezny, who has served on the EAA Aviation Foundation Board of Directors since the foundation's inception, has announced his retirement from that governing body.

Holiday TV campaign will educate public about local airports — AOPA

Nov. 30 — AOPA will again underwrite national cable TV messages promoting the value of community airports this holiday season. The 30-second commercials will air from Friday, December 22, through Wednesday, January 3, on The Weather Channel, just as congestion and passenger disgruntlement at major airline hub airports reach a peak.

Picture of the Month



Steve Stavrakakis' Zlin Z-50LS at the 2000 Watsonville Fly-in

Calendar of Events

December

- 10 IAC Chapter 38 Holiday Party (See page 3)
- 31 IAC Chapter 38 Tracy Day

January

- 14 IAC Chapter 38 Monthly Meeting

February

- 11 IAC Chapter 38 Monthly Meeting

Coming Soon

Winter/Spring — Judges School



Classifieds

Pitts S1C For Sale

1974 Pitts S1C, 820TT, 370 SMOH, LYC 0320E3D, 150+ HP, PS5C Carb, Inverted Fuel/Oil, Ceconite with Black Imron and Blue Delstar. \$25K Or Best Offer. Call for more details, Jeff Montgomery, Kent, WA (253) 630-4331 or (800) 990-3597 (See Photo)



Send your submissions to, brad@bradoliver.com (or call 408.446.9421). Chapter 38 members get free listings!

Web Site of the Month

<http://www.worldaerobaticfed.com>



Description (taken from the web site):

The World Aerobatic Federation (WAF) has been formed for the purpose of sanctioning and conducting a new series of professional aerobatic competitions which will be held in concert with established air show events throughout the United States. This series will feature some of the finest aerobatic pilots from around the globe in head-to-head competition for prize money and the ultimate title of "World Professional Aerobatic Champion".

- Submitted by Kurt Haukohl

- Please send your favorite web sites, telling me why you like it, to brad@bradoliver.com (or call). All submissions receive a free copy of the *Norcal Acronaut*. ©

Brad Oliver
Editor, IAC 38
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HOLIDAY PARTY:
Sunday, December 10th, 4:00 PM
Livermore (See Page 3)

IAC Chapter 38 Membership Application/Renewal Form

New Member

Renewal

Address/Phone Change

Name:

Spouse:

Address:

City:

State:

Zip:

Home Phone:

Work Phone:

E-mail 1:

E-mail 2:

IAC #:

EAA #:

Certificate #:

Judge: Yes No

Newsletter:

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft:

Send with check, made payable to "Northern California Aerobatic Club", to:
Lindenbrook Ln
Cupertino, CA 95014