



Northern California
Aerobatic Club

CHAPTER 38

CHAPTER OFFICERS

Darren Pleasance
President
650.212.1806 H
415.318.5145 W
president@iac38.org

Andrew Connolly
Vice-President
vicepres@iac38.org

Don Guthridge
Secretary
secretary@iac38.org

Howard Kirker
Treasurer
treasurer@iac38.org

DIRECTORS

Dave Watson
Daw@MicrusCorp.com

Corey Lovell
clovell@adobe.com

Che Barnes
Chebarnes@yahoo.com

Gordon Sorensen
twotterdriver@hotmail.com

Mike Eggen
Mike@a1rent.com

Peter Jensen
pitts2b@hotmail.com

DIRECTORS EMERITUS

Dr. Richard Rihn
rihnairco@aol.com

Jeanette Goodman

Tom Myers
tom.myers@stanfordalumni.org

WEBMASTER
Brett Goldsmith
brett.e.goldsmith@gmail.com

YOUNG EAGLES
Graham Bird

NEWSLETTER EDITOR
Peter Jensen
editor@iac38.org

THE ACRONAUT

Volume 9 - Number 12

Thank You - Darren

It's been FIVE (not four) years with you at the helm at IAC38. I used to find an appropriate picture of you for the monthly Prez' Post, and I thought it would be fitting to create a collage with some of the more memorable ones. I eventually ran out of pictures, so I stopped doing it, but here's a collection of some past ones, which should remind you of some fun moments.



On behalf of the membership, I would like to thank you for your tireless work towards creating a smoothly running chapter. You have succeeded in a spectacular fashion.

Not only do we have a smoothly running chapter, our membership has also increased during your tenure to 100+ strong people, with ~20 new faces each year. You've been instrumental in creating the largest chapter in the country without losing sight of the club's primary purpose (promote safe aerobatic flying and camaraderie along with a sense of community perspective).



Had it not been for you and Don's perseverance, in attending countless meetings and providing all the necessary forms and documentation, I don't think our club would have any aerobatic boxes.

Also, by being instrumental in arranging the monthly chapter meeting with interesting speakers and topics each and every month, you have given all members reason to get together for a good chat with likeminded gals and guys.

You can be proud of what you have accomplished during the past FIVE years as IAC38 president. I know I've been very proud of being an IAC38 member during this period.

In This Issue	
President's Post	2
Yeager USCG Air Station Sacramento ..	4

Peter

Prez' Post

Darren Pleasance



And so it is, with a heavy heart, I write my last Prez Post for Chapter 38.

The past four (or is it five?) years as President of IAC38 has been a tremendous experience. The journey has been marked with a number of successes and challenges, all of which have brought us together as a Chapter in ways I couldn't be more proud of. Some of the highlights:

Aerobatic Boxes: Early in my tenure as President, all of our aerobatic boxes "expired" and were not renewed. Through the tireless work of a few key people like Don Gutridge and Angie Niles, we managed to battle the FAA all the way to Washington to finally not only get our boxes reinstated, but in the process we also managed to add a third box in Calaveras. This whole journey reinforced my belief that persistence, passion, and logic will eventually rule the day.

Membership: Over the past four years, our membership has continued to grow and the participation rates have steadily increased. We have strong turnout at our monthly Chapter meetings, and we consistently send a large contingent of members to all of the West Coast contests. We've had many new members join in the past few years, some of whom have become very active, including our own President-elect, Cory Lovell, who has become an important catalyst for our Chapter through his leadership of critique sessions, training camps, Chapter meeting events and others.

Community Involvement: Our Chapter has done a great job of building a strong community with our members, as well as connecting with several of the key external communities that we all depend on. From pool parties at the Watsons, to fly-outs to Petaluma and Half Moon Bay, to fund raising for our WAC and AWAC team members at Nut Tree and Pine Mountain Lake, to our Aerobatic Outreach Day in Tracy, and to our support of multiple Airport Days in Livermore, Tracy, and Calaveras, it's exciting to see the level of commitment and comradery that we've built.

Of course, none of this would have been possible without the commitment and passion of our members. In particular, there are a core group of our members that I'd like to personally

thank for their ongoing support of the Chapter, and personal help to me in my role as President. Specifically:

Peter Jensen and Che Barnes: Both Peter and Che have done a tremendous job over many years in delivering the best newsletter in the country. I consistently get emails from other Chapters complementing our Chapter on the quality and consistency we deliver every month. It's no small feat to pull this off, and it's completely "out-of-hide" so huge kudos to these guys for being the glue that keeps us together every month.

Andrew Connolly: Andrew has been the catalyst for so many of our Chapter activities over the past several years, from fly-outs to critique sessions, to contest attendance. He's also been a huge asset in helping us to manage our various aerobatic boxes in a way that keeps the City of Tracy, and the FAA happy with what we're doing. Many thanks to Andrew for his leadership.

Howard Kirker: Howard has not only been our Treasurer in my years as President, but has also been a terrific sounding board and source of objective advice to me and our Chapter. During Howard's many years as Treasurer, our financial condition has continued to strengthen and we've built a very systematic approach to helping to manage and grow our membership. Howard has also been an inspiration to many of us as we watched what he could do with his Great Lakes, and as he contributed at the National IAC level by flying all of the Sportsman and Intermediate Known proposals to provide the Board with an objective and informed view on what Knowns should be selected for the following contest season. I'm thrilled Howard has been willing to step up each and every year to continue to play his role as Treasurer and voice of reason for the Chapter and the IAC more broadly.

Don Gutridge: As I described above, Don has been a huge asset to the Chapter and to me. His tireless work on securing and preserving our aerobatic boxes is something we should all be thankful for. Don has also shown a lot of passion for helping to further strengthen our Community Outreach, as well as his current activities focused on resurrecting the Aerobatic Safety Seminar that used to be such an important event every year. All of this commitment and contribution from someone who's not even a competitor is quite inspiring and is something I've appreciated immensely.

Cory Lovell: Cory has really stepped up his involvement in the Chapter over the past couple of years and is a huge source of energy and inspiration. He's not only been the catalyst for several of our more interesting Chapter meetings (e.g., Virgin Galactic, Sergie Boriak), he's also hosted multiple critique sessions and training camps that have served as important events for bringing us together as a Chapter. As Cory takes the helm as President, I couldn't be more enthusiastic about the future of the Chapter.

Of course, there are many others in the Chapter who have



contributed significantly to our success. **Tom Myers** with his ongoing CD-ship of Paso Robles and of course the **Watson Clan** and their Evil Empire of planes and ability to staff an entire contest with family members. Without either of these members our Chapter would be noticeably worse off. Many thanks to all of you for making my role as President quite easy.

Looking forward, I plan to remain active and involved in IAC38, as well as in my

role as a Board member at the National level. I've enjoyed my time working with Vicki and the rest of the IAC Board, as well as my opportunities to interact with Tom Poberezny, a childhood hero of mine as I grew up watching the Eagle Team and getting to visit Frank Christensen's ranch in Hollister every Spring where Tom, Charlie, and Gene would make appearances to demonstrate important aspects of aerobatic safety.

I've missed the competition flying over the past few years due to work constraints so I'm hoping to ramp that up again in the coming year. I may buy a 2-seater aerobatic plane so I can start taking my 9 year old son up with me when I play. And I'd also like to spend some of my time helping to get more people to join the IAC, perhaps those who aren't as interested in competition, but who are excited about the thrill of aerobatics, and the skills and confidence aerobatic flight could build in them.

Thanks to all the members for your ongoing commitment to the Chapter and to the sport of aerobatics. I hope you'll join me in continuing to help strengthen and grow Chapter 38 and the aerobatic community more broadly.

Blue skies...



Chuck Yeager Visits USCG Air Station Sacramento

Che Barnes

I was at work the other day at USCG Air Station Sacramento busily working as cog in the Coast Guard system when one of the guys who work with me in the Supply shop said, "Hey, Chuck Yeager is in maintenance control."

I remember reading his autobiography, "Yeager", as well as Tom Wolfe's "The Right Stuff" when I was young - those books helped to stoke my fascination with all things related to flying. Now, Chuck Yeager was apparently hanging out across the hangar deck.

I immediately grabbed my flight logbook and headed over - wanting to be ready if I had an opportunity for him to sign it. Chuck Yeager, who currently lives in Grass Valley, had flown to McClellan Air Park in what looked like a two-seat Diamond. Normally, any aircraft that parks on the Coast Guard ramp here calls ahead to get a PPR (Prior Permission Required). Not Chuck Yeager, he just showed up. Let me tell you, nobody said a thing. Instead, by the time I got out there a small crowd had started to form and he was strolling towards a parked car that was waiting for him. I did not have the courage (or would it be audacity?) to intercept him and stick my logbook in his face for a signature. I just walked slowly by, glancing over to him, and I must admit I was a little star-struck.

The Aerospace Museum of California is located across the way from the gate to the Coast Guard base, and Chuck Yeager was scheduled to speak there the upcoming Saturday. I assume he was visiting to check out the situation - although I was not sure. But I was sure that I would go to the speaking event and maybe get another shot at him signing my logbook.

Two days later the event drew a sizable crowd at the museum - perhaps 200 to 300 people. I was there, ready with my logbook. They started off the introduction by describing him as a fighter pilot and a true aviation legend. That was backed that up with a large-screen video describing his career spanning his entrance to the Army as a Private to his retirement 35 years later as a Brigadier General and his years beyond that as a test pilot and consultant.

Without reviewing his career - which I am sure you all know about anyway, I did takeaway some impressions from the speech. First, at 85 years old (or so), he is doing pretty well. He started off

by saying that his success was to be in the right place at the right time. Obviously, he was able to take advantage of what was offered to him and, by the end of the video presentation and his speech, it was clear that his high degree of technical knowledge, skill, and ability to react under pressure had no small part in his career. He spoke about his experience with the X-1 and breaking the sound barrier saying that, prior to that, military pilots were not allowed to be used in research flights and that NASA guarded this territory jealously. It was only after the civilian Bell test pilot demanded \$150K to continue with the X-1 program was the decision made to use military pilots due to budget constraints. He also mentioned that as he flew the X-1 closer to the sound barrier, a shock-wave that developed on the horizontal stabilizer moved aft. When it was at the elevator hinge point it rendered the elevator control ineffective. The solution was to utilize a jackscrew and air motors to move the entire horizontal stabilizer to provide for pitch control - a plan that worked. He joked that the X-1's airspeed indicator pegged out at 1.0 Mach, so he did not think they had a lot of confidence in him. He said that, at the time, this little trick of trimming with the entire horizontal stabilizer surface was top secret and that it took other countries 5 years to figure it out.

He spoke about the fact that during his time at Muroc (now Edwards) AFB, there was a huge amount of testing going on. When on the X-1 project, it was one out of 10 programs that he was involved in. Also, at one time he flew 26 aircraft asso-



Yeager giving a presentation at the Aerospace Museum of California

ciated with various programs in one month.

Some other insights I came away with was that he attributed his success as a test pilot to the ability to compartmentalize his thoughts - something that he learned in combat. Basically, when flying in combat, there was a possibility that you could be killed - and if you get killed then you don't know what is going to happen anyway - so don't think about it. Just focus on the job. This was the attitude he took towards flying. To him, a lot of what he did was just that - his job. He said a lot of people asked him how he felt when he first broke the sound barrier, and he said his primary thought was, "Well, this program is done, time to move to the next one."



Yeager with USCG Air Station Sacramento aircrew members

He also spoke a bit about his view that what makes a good pilot is experience and that he was lucky, and referred to the 51 streets at Edwards AFB all named after dead test pilots. He also discussed his WWII experiences evading Germans in France, saying, "There is not a German anywhere that can find a West Virginian in the woods." He also spoke of the

great courage of the French underground in transporting downed pilots to Spain - saying at one point there were 1500 airmen in Spain.

There was a question and answer period. Mostly kids asked him some questions like, "How many airplanes did you crash." He replied, "I don't crash (*italics*) airplanes!" He did bailout 3 times in his career. One kid asked him if it was scary falling from 40,000, to which he replied in a friendly manner, "Well it's not the fall that is scary, it's the abrupt ending." He was jovial through it all, and at the end he said, "And I am not signing a darn thing, so get that through your heads!" So much for my logbook!



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



Peter Jensen
 Editor, IAC 38



Chapter Meeting:
Sunday December 14th, 2008, 4pm
Attitude Aviation
Livermore Airport



Aragon Aviation, Inc.

- Aerobatic Courses/Spin Training/Tailwheel Endorsements
- Instructor Cecilia Aragon has 5,000+ hours, 2,000+ as CFI
- Former member of U.S. Aerobatic Team

Tailwheel & Aerobatic Flight Training

Beautiful 1996 180 hp Super Decathlon
 Available at the Tracy and Livermore Airports
<http://dcai.com/flight> (510) 527-4466



DEFINITELY NOT YOUR AVERAGE FLIGHT SCHOOL!

WACO! EXTRA CUB CIRRUS SR22 g2 PITTS S-2C GARMIN G1000 GLASS PANEL!

*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
 LIVERMORE CA WWW.ATTITUDEAVIATION.COM ph 925-456-2276