The Newsletter of the Northern California Aerobatic Club, IAC Chapter 38 www.iac38.org

THE ACRONAUT

Volume 5 - Number 1

Northern California Aerobatic Club
CHAPTER 38

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Prez' Post

Darren Pleasance

Well, here we are coming into the second month of the year already and I haven't had a chance to practice the 2004 sequence even once. I took my airplane down to Alan Gerringer's to have it rerigged so spent my January flying allotment trying to stay out of the fog on the way down and back from Alan's. It was well worth it and the airplane now flies straight as an arrow.

For those of you who missed last month's membership meeting, you missed a great session. Dick Rihn gave a terrific presentation on designing a sequence and the group then designed a sequence that we can use as a Sportsman Free for the Chapter and also submit it to the National IAC for next year's known. The session was a lot of fun and we ended up with a very interesting sequence. The plan is have as many of us as possible fly the sequence and then we'll talk about it at our February meeting (next Sunday, February 8th) and revise the sequence based on pilot feedback.

(Continued on page 5)

2004 Membership Dues

Just a gentle reminder. Please use the form on the last page to renew or start your membership for 2004 to enjoy the many benefits membership provides - Chapter event participation, Tracy and New J box usage, newsletter hardcopy, just to mention a few.

Paso 2004 CD Found:

Allyson Parker-Lauck

has volunteered!!!. Allyson has many years of flying and organizational experience, and is perfect for the job. She's the current Vice President of IAC. If you run into her, please give her a big THANK YOU for volunteering. You can make her job easier, by offering your help with some of the many tasks required to make a successful contest.

New 2004 IAC38 Treasurer

Stephane Nguyen

has stepped up to the plate and volunteered for the open Treasurer position. Many Thanks to Stephane for doing this. Also, many thanks to our departing treasurer Brad Oliver for doing an outstanding job over the past many years.

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Editor's Column

Peter Jensen

It's been a lousy month - weather-wise. The TCY training days have been cancelled twice this month. Suck! It's been a good month for polishing off the landings doing rounds in the pattern, and reading up on all the latest IAC rule changes.

I've included a quick summary of some of the more interesting changes later in this newsletter.

Another thing bad weather is good for is to write a submission for the newsletter. Submissions from our members will only make this newsletter more interesting to read, so keep (start) them coming.

Marilyn came through again with an interview of Cecilia Aragon, whom many of you know through her flightschool, so don't miss it.

Last chapter meeting kicked off the new year with an interesting talk by Dick Rihn. I've included a summary in case you missed the meeting.

-Peter

Pilots Currently on the Waivers

As of 1/31/2004 the following pilots are authorized to activate and fly in the boxes at TCY and NewJ. If you're not on the list, and you wish to practice in one of the boxes, please contact one of the designated briefers listed.

Pilots on the TCY Waiver (1/31/2004)

Angela Niles
Dale Roberts
Pete Eslick
Benjamin Freelove
Ralph Briggs Wood
Greg Pettit
Dave Walkup
Kurt Haukohl
Doug Burr
William Halverson
Stephane Nguyen
Alexander Drobshoff
Norm Dewitt
Vicki Cruse
Dick Rihn
Peter Jensen
Cecilia Aragon
Allyson Parker-Lauck
Sean Worthington
Michael Gilmore
Anthony James

Pilots on the New J Waiver (1/31/2004)

Angela Niles
Sean D. Tucker
Volodymyr Chetverous
Cecilia Aragon
Michael Gilmore
Sean Worthington
Alexander Drobshoff
Randy Howell
John Posson
Douglas Burr
William Halverson

Designated Briefers

Angela Niles
Dick Rihn
Cecilia Aragon
Dave Walkup

Flying High

Darrin Silver - www.FlyingHighComics.com

Heard It On The Ramp

Marilyn Dash

Nothing exciting has happened this month. Well, nothing about flying! I did have a birthday – 29 again! Awesome!

The weather has been so horrible; there are so few days for us to fly! Is it Spring yet? We have been planning for so many things for this year and the weather is making it seem so far away!

We had our Chapter Meeting at Attitude Aviation. Dick Rihn helped us put together a Sportsman Sequence that we can use as a free and/or we can turn in as a Sportsman Known for next year. I am looking forward to what the members have to say after they have flown it! Looked good on paper, let's see how it flies!

Our Member of the Month is Cecilia Aragon. Boy, she has had some career. Take a moment to read a little bit about her.

Judges' School is coming! We will be holding Intro to Aerobatic Judging on March 20&21st. If you are trying to stay current, you need to attend the second day of the Intro class. We are also holding a Class called Aerobatic Judging for Pilots. This is meant to help the pilots score better. It should be a good class and will be held on Saturday, March 20th. So, you can attend the Aerobatic Judging class on Saturday and go to the Intro class on Sunday. This will make you a better pilot and keep you current as a judge!

The school will again be held at Hiller Aviation Museum at the San Carlos Airport. The museum is strategically located near hotels and restaurants. Plus, you can taxi your airplane behind the museum and walk a short distance to the classroom. How much more convenient can I make it for you!?

To sign up for the Judges' School, please go to the website and use the on-line form to register.

I hope to see you all there!

Marilyn Dash
ChixFly2

Mountain Home, ID - Thunderbird Ejection - September 2003

Member Of The Month - Cecilia Aragon

Marilyn Dash

This month, we will get to meet Cecilia Aragon. Many of you know her as the instructor with the Decathalon at Tracy. But many of us don't know about her illustrious career in Aerobatics.

When did you become a pilot and why?
No one in my family was a pilot – in fact, they were not interested in flying at all and thought it was dangerous. I didn't even given flying a thought until one day a co-worker asked if I wanted to go for a flight in his Piper Archer. . We went for a bay tour, up the coast, etc. It was so beautiful; I couldn't get over it. When I was allowed to handle controls – I was sold! The next thing I knew I signed up for flying lessons.

What was your first experience with aerobatics?
A few years later, I was working as a CFI but I had this fear of stalls/spins. I decided to take a course in unusual attitudes at Lou Field's Flight School in Oakland. My instructor was Bill Berggren and he took me up in a 7ECA. It took about 30 minutes to get to the practice area around Mount Diablo – we did a loop and I loved it. Then a roll – and my stomach started to feel queasy. So, now 30 minutes back to OAK. He probably thought he'd never see me again. Instead, I signed up for the ten-hour program. After I finished that, Bill asked me if I wanted to compete. I entered my first contest in 1987 and flew Basic.

Do you compete now or in the past? Tell us about your experience in competition.
Many people don't know this but I would fly 5-8 contests per year. I started in Basic and hit every category on my way up. My second contest, I flew – Sportsman and WON! There were about 20 competitors.

After I won Sportsman, I decided to move up to Intermediate. I was flying an S2A and was renting it out to others for training. Unfortunately for me, the S2A is configured assuming a 140# pilot – I weight 100#s. To make it work, I added 20#s of dive weghts to each side of my seat. The S2A was certificated – so, I couldn't make major changes. I need to have the rudder pedals moved – but instead, I used these elevator shoes. The shoes had built up soles – about 2.5 inches extra so I could reach the pedals.

I wanted to advance through the categories and while practicing an outside maneuver, the lead weights moved. In that moment, I realized I needed to figure out how to get an airplane that fit me because of my weight and size.

On my first try for the U.S. Aerobatic Team in 1991, less than six years after my first solo, I won one of the coveted slots. I believe this is still a record on the books today. No other aerobatic pilot has equalled that pace.

What got you into competition?
Actually, the instructor I flew with at Lou Field's, Bill Berggren was the one who got me to the first contest. After that, I enjoyed it so much. Especially after winning my second contest, I knew this was something I wanted to do. We had a group of us that would practice every weekend at New J or Tracy. It was a lot of work – but worth it.

What is your most memorable contest experience?
At one point, at the Nationals, I was on the podium with Patty Wagstaff and Linda Meyers and there were three of us up there in first, second and third. That was amazing!

What is your favorite part of a contest?
When you first get to a contest and you start reconnecting with all of your friends again. That is my favorite part. The camaraderie in this sport is really terrific. And even though we don't see these people all year long, we so much enjoy each other's company. It's great going to the contests to reconnect.

Where do you see yourself going in the sport?
I really am enjoying teaching aerobatics and have some great students I'm currently working with at Tracy. I very much enjoy getting people involved in Aerobatics. I know there were people who helped me get started and I'm happy to be able to get people excited about flying.

What other aspects of aviation are you interested in?
All! I just love flying and have actually considered taking a professional flying job. I have at ATP. It just doesn't seem to fit my lifestyle and commitments currently. We'll see what

(Continued on page 5)

(Continued from page 4) - Member Of The Month

the future holds.

What aircraft do you fly, and why?
I own two airplanes currently. The Decathalon which I use for teaching and the custom-built Sabre 320. Equipped with an all-composite EDGE wing by Zivko Aeronautics of Guthrie, Oklahoma. The Sabre has a roll rate of 420 degrees per second and climbs at 4,500 fpm. It was designed by Dan Rihn and built by Alan Geringer.

Tell us something about yourself that most people don't know?
I don't think anyone knows that my father is from Chile and my mother is from the Phillipines.

What other hobbies do you have besides flying?
Other hobbies?! I guess that would be my husband Dave my daughter, Diana, and my son, Kenneth. They are my only other hobbies right now!

What do you do for a living?
I am a Computer Programmer and am currently working at NASA. I love it here – it's a dream job. I get to fly the Shuttle Simulator.

What is your favorite aircraft?
Easy question, I love the Sabre!

What was your most memorable flight?
Probably flying the F16 down at Miramar. That was amazing. I had to go through all of the medical tests, etc. The minute we started down the runway, I could feel the acceleration pinning me to my seat. My pilot eased the stick back and in seconds we were at 10,000 feet. I also was lucky enough to fly with the Blue Angels in the F18. But – I'd have to say winning my second contest was right up there.

(Continued from page 1) - Prez Post

Speaking of our next Chapter meeting, you should all make a effort to attend the next meeting at Attitude Aviation this coming Sunday at 4:00 to hear feedback on the sequence and to learn how to use Alan Cassidy's Aresti program to create the sequence on your computer. We're fortunate to have Cris Flint at the meeting to teach us how to use the Aresti program and we'll create a refined version of our Sportsman Free so we can all take the updated sequence out and fly it between now and the next meeting.

As a reminder, our Paso Robles contest is now slated for June 10-13 so make sure to begin taking advantage of the critique sessions that Ben, Peter, and others are hosting at Tracy almost every weekend (weather permitting). Also, we have judges school coming up in March so be sure to get signed up for that if you're interested in judging, or in just learning a lot more about what judges look for.

Well, I'm in charge of the kids this week as Lisa's out of town at a horse show so it's time for me to "put them in the hanger for the night". I hope to see you at our upcoming meetings as well as out on the flight line at Tracy one of these weekends. The Board and I are pushing hard to make this a fun and educational year for all the members to please let us know if you have ideas above and beyond what we already have planned to make Chapter 38 the "must join" place we want it to be.

Happy flying, all...

-Darren

IAC 38 Is Sponsoring A Judge's School

Marilyn Dash

Become a judge!

Chapter 38 is proud to announce we are hosting Judges' School again this year!

Here is your chance to start earning that coveted position of IAC Contest Judge. Would you like to learn more about what happens at Aerobatic Contests? Would you like to critique your friends' flying? Would you like to know what the Judges are looking for? This class is GREAT for new Aerobatic Pilots or their spouses or significant others!

A contest without Judges is - well...a critiquing event with food. So, we really need more JUDGES!!!

IAC membership is not required.

INTRODUCTION TO AEROBATIC JUDGING

This course presents the basic concepts of aerobatic judging. In this 2-day class you will learn:

1. What are the roles and responsibilities for the contests?
2. What is the Aerobatic Zone?
3. How do your read a competition sequence?
4. What the judging criteria are for each figure?

Upon completion of this course you will be qualified to volunteer as an assistant judge at any regional IAC competition, and will have completed the first requirement towards becoming an aerobatic judge.

Who should attend this course:

- IAC members who would like to become Regional Judges
- Companions/spouse of competition pilots who would like to learn to critique
- Newcomers to the IAC who would like to learn the basic rules behind judging aerobatics
- Competition pilots seeking a better understanding of what judges are looking for
- Judges who would like to brush up their skills or who need to satisfy recurrency requirements for attending a judges school (only need to attend 2nd day).

For the first time on the WEST COAST!!!
We are also sponsoring:

JUDGING CRITERIA FOR AEROBATIC PILOTS

This 1-day (Saturday only) seminar is designed to give competition pilots a chance to learn what judges are looking for. It is taught by instructors who are familiar with both the judge's view and the cockpit controls required. Students attending this class are expected to already understand the basics of competition. To insure this, a prerequisite of the Introduction to Aerobatic Judging class or at least one year of competition experience is required.

Dates: Saturday, 20-March and Sunday, 21-March 2004
Times: 8:00 AM - 6:00 PM on Saturday, 8:00 AM - 5:00 PM on Sunday
Location: TBD - but probably will be the same as last year San Carlos Airport (SQL), at the Hiller Aviation Museum.
Cost: TBD
Instructors: Alan Geringer and TBD

Please contact Marilyn Dash (650-344-6320) for more information.
You may also pre-register with our online signup form (prices subject to change).
See you there!

-Marilyn

2004 Rule Changes

Peter Jensen

The list of 2004 rule changes can be found at:

http://members.iac.org/contests/2004_approved_rule_changes.pdf

These are changes to the IAC Official Contest Rules - aka the Red book. It's a pretty comprehensive list of changes, so I've summarized a few of the more interesting ones below. If you're interested in the complete set please download the pdf file listed above.

Wing Rock Techniques

You know about the three wing rocks to indicate that you're ready to start the sequence, and you have probably witnessed several discussions about how to do it if the first maneuver starts inverted. Normally, competitors are given the option to do the wing rock upright… Not anymore. The new rule clearly states if the first maneuver starts inverted the wing rocks must be done inverted as well. If you don't you'll get a penalty corresponding to a program interruption. Better start practicing!

Lines Between Loops and Rolls

A new paragraph is added to clarify the rule about drawing a line between a loop and a roll, such as in an Immelman. The new rule still specifies that drawing a line requires at least a one point deduction, however it is clarified that a brief hesitation between the looping portion and the roll element should not be downgraded. The hesitation should be similar to the hesitation between similar or opposites rolls.

Safety Pilot Allowed In Intermediate

It used to be that only Primary and Sportsman could use a safety pilot. Intermediate can now do the same. This is good news for the flight schools that have students, which must use a safety pilot to satisfy insurance requirements.

Presentation Score Clarified

The old rule said the sequence should be balanced around the center of the X-axis and an optimal distance from the judges. The new rule leaves the exact method for scoring up to the individual judge, but gives a bunch of guidelines such as:

Placement
Balance around the left and right side of the Y-axis
Do not give allowances for difficult sequences
Is the sequence flown at the optimum viewing distance (including altitude)

-Peter

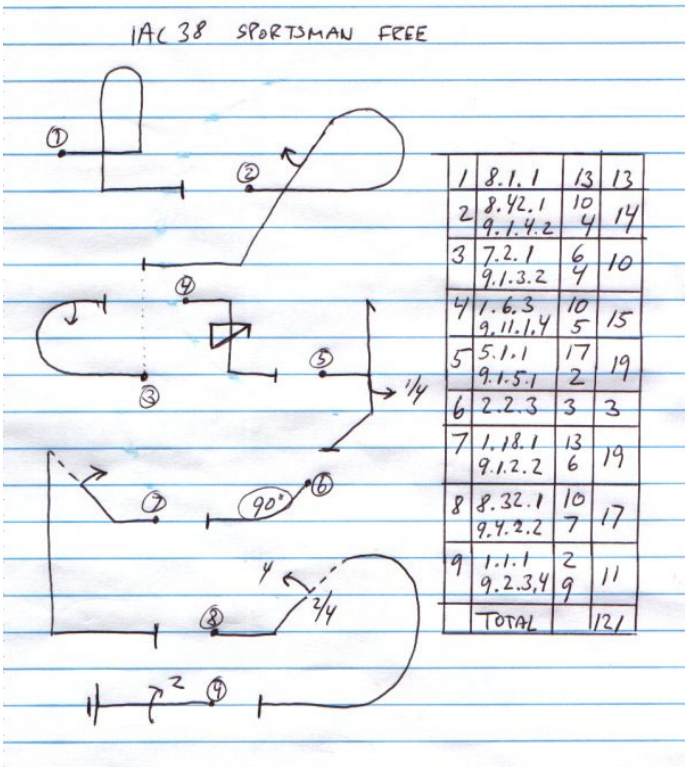
IAC38 Sportsman Free

Peter Jensen

At the January Chapter Meeting, Dick Rihn gave an excellent presentation on design of a free style. He emphasized some of Cris' old tricks and added some of his own. The ones I remember were:

1. Start with an impressive maneuver that has a vertical or 45 downline. That will allow a good view of the box markers and enables you to be in perfect position for the second maneuver and the ones that follows.
2. Don't let the plane get behind the power curve. It can easily happen when you cap off a vertical and find yourself dragging the airplane into the next maneuver. It is better to cap off earlier and preserve energy.
3. Doing extra turns in the spin - beyond one - doesn't really cost that much altitude. The first turn might cost you a 1000 feet, but the next one only 400-500.
4. When you practice, pay attention to starting and ending altitude for each maneuver. If you know the altitude loss (or gain) it will enable you to make the right decision if you're low towards the end. Taking a break is better than getting called low and zero'ing the maneuver.

After the presentation, we all participated in construction of a sportsman free sequence for the 2004 season. One of the many requirements of the free for Sportsman is that it must have the same combined K factor. It can go over by one if the floating point rule is applied. So the absolute maximum for 2004 is 121. Here's what we came up with. Try to fly it and let people know how it felt at the next chapter meeting.

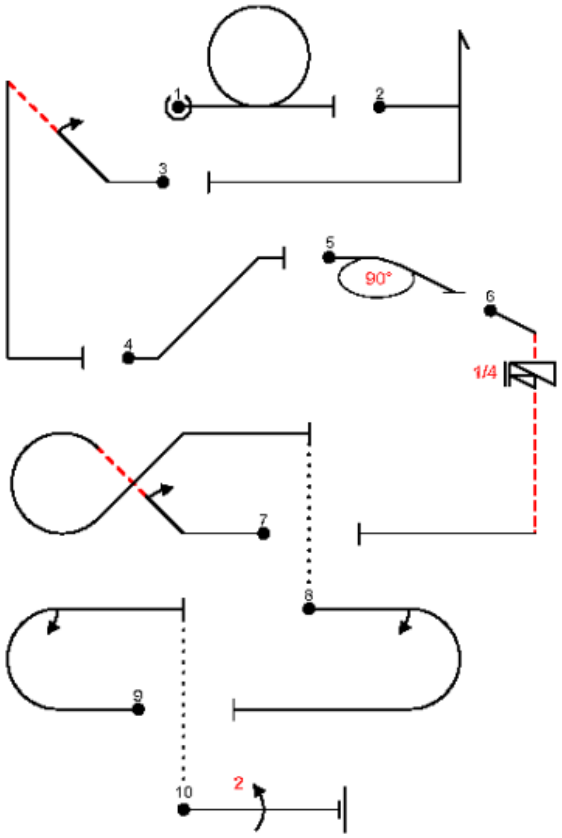


1	8.1.1	13	13
2	8.42.1 9.1.4.2	10 4	14
3	7.2.1 9.1.3.2	6 4	10
4	1.6.3 9.11.1.4	10 5	15
5	5.1.1 9.1.5.1	17 2	19
6	2.2.3	3	3
7	1.18.1 9.1.2.2	13 6	19
8	8.32.1 9.4.2.2	10 7	17
9	1.1.1 9.2.3,4	2 9	11
	TOTAL		121

New 2004 Sportsman Known

Peter Jensen

Below is the memo from Gerry Molidor, which confirms the change to the 2004 Sportsman Known. The change replaces the original figure 3 with a reverse shark tooth followed by a 45 up line. The original figure 3 looked like this:



11 January 2004

TO: IAC Chapter Presidents
FROM: Gerry Molidor, IAC
RE: 2004 Sportsman Compulsory sequence

CC: Aerobatic Flight Schools
Brian Howard, Rules Committee Chair
David Kujawa, Editor Sport Aerobatics

Dear Chapter Presidents,

Happy New Year to you and your families!

Your Board of Directors and I have been closely following the debate regarding the 2004 Sportsman Compulsory sequence. Over the Holidays, I pulled every Sportsman Compulsory since the beginning of the IAC. Half of the Board and I went up and flew the approved sequence.

I have been doing a fair bit of instruction lately and have been reacquainted with progression rates of students. Although the notorious "N" figure is very flyable in target aircraft, I felt that it would ask for an unrealistic amount of finesse for the target category. Also, because the figure is worth 25K, I felt that it would disproportionately penalize the lower end aircraft.

With this in mind your directors have approved a change to the sequence removing the "N" figure and replacing it with 2 figures, a half reverse sharks tooth and a climbing 45 degree line. The rest of the sequence remains unchanged. I will attach a pdf file of the modified sequence. I believe this change preserves the institution's target proficiency level for Sportsman and responds to the concerns of our valued members.

Also attached is my President's Page for the February magazine discussing a growing need to analyze our category structure. Thanks for all you do and we hope this change will help us to continue to move forward with aerobatic education for all.

Sincere Regards,

Gerry Molidor
IAC

January 2004 - Chapter Meeting

Greg Pettit

January 11, 2004, 4:00 PM
IAC Chapter 38

Dick Rhin gave a great talk on sequence design. Many good points were discussed such as: If you stagger of the top of a vertical maneuver your drag is higher than if you flew off with some speed and avoiding flying level since entry level speeds are higher than cruise.

After the discussion a freestyle was designed using input from everyone at the meeting. The freestyle meets this years sportsman requirements and can also be submitted for next years known, if done so by April 1st.

1. pull pull humpty
2. half Cuban
3. immelmann
4. 1 turn spin
5. hammer 1/4 roll on down line
6. ninety degree turn
7. reverse sharks tooth
8. reverse half Cuban with 2/4 on the 45 up
9. 2/2 roll

January 2004 - Board Of Directors Meeting

Greg Pettit

January 11, 2004, 3:00 PM
Attendees: Darren Pleasance, Ben Freelove, Stephane Nguyen, Greg Pettit, Marilyn Dash, Rich Perkins, Gordon Sorensen, Peter Jensen.

Logo

Rich Perkins has agreed to see the new chapter logo to completion. Rich is also planning on contacting the company that makes shirts for Attitude Aviation to investigate getting Polos made with our new logo. It was suggested that we find someone to take ownership for merchandizing the new IAC 38 wear.

Paso

Paso will now be the 2nd weekend in June. This weekend has been cleared with the chamber of commerce. Allison has agreed to be the contest director. Dick noted that the museum is interested in having us back for our awards banquet.

Schedule

The following points were discussed about the yearly schedule: In April, we could hold the chapter meeting in Tracy and combine it with a critique session. The critique session would compliment the April meeting topic, a day in the life of a contest. In May, we should try to get Alan Geringer or Sean DeRosier to discuss aerobatic aircraft maintenance. Due to the Reno Air Races, the September meeting should be pushed to the 19th. For the November meeting, Rich volunteered to discuss formation flying and he mentioned that possibly Harry would join him.

January 11th	Sequence Design … Dick Rhin
Febraury 8th	Aeresti Software … Chris Flint
March 14th	Flying the Maneuvers … Dick Rhin
March 20th – 21st	Judges School
April 1st	Deadline for Known Submission
April 11th	A Day in the Life of a Contest … Tracy
May 9th	Aerobatic Aircraft Maintenance
June 10th – 14th	**PASO ROBLES CONTEST**
July 11th	Post Paso Party
August 8th	Aerobatic Movies
September 19th	Warbird Hanger Tour
October 10th	Flying the U2 .. Rich Perkins
November 14th	Elections / Formation Flying. Rich and Harry
December ?	Holiday Party

Treasurer Report

$4709 in account and we have extra shirts and caps.

Aerobatic Boxes

The boxes are up for renewal.

2004 Aspirations

Darren brought up three areas in which he would like to see our club grow. Here is what he had to say:

Attract new aerobatic pilots. I'd personally like to see our Chapter do more to attract new pilots into the world of aerobatics. I believe we should be a "must join" organization whether someone's looking to compete or simply looking for the opportunity to learn how to fly aerobatics safely and to hang out with fun people with like-minded interests. This implies structuring our meetings and events in a way that appeals to the less experienced aerobatic pilot and I propose we do just that. I think a goal of 10 new active members this year would be a great aspiration.

Improve our flying capabilities. I believe one key benefit our Chapter can provide is a means for our members to consistently improve their flying capabilities at all levels, either through the classroom, or with an instructor in the air, or a critiquer on the ground. I think we can do this by ensuring our monthly chapter meetings help to teach us something, by working to maintain our aerobatic boxes and regular critique sessions and by teaming with flight schools such as Attitude Aviation and others to ensure our members have access to quality aircraft and training.

Provide entertainment. I'd like to see our Chapter meetings well attended and perceived as educational and fun. I think we've fallen down in the past on this (I can say this since I was in charge of it last year) but I'm confident that with the upfront planning we're doing right now, we can have an agenda every month that members will find exciting, interesting, and fun.

It was then suggested to add a flyer to the newsletter that members could post at their local airport.

Other Notes

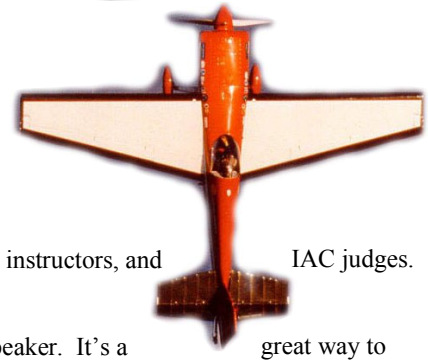
Membership meetings should be kept to 90 minutes. Stephane Nguyen was nominated for Treasurer by Marilyn Dash seconded by Ben Freelove and the motion carried.

Meeting Adjourned at 3:50 PM

-Greg

YOU are invited to join:
THE NORTHERN CALIFORNIA AEROBATIC CLUB

Who We Are



We're a group of aerobatic enthusiasts. A diverse group that all share the love of airplanes and the art of flying them, preferably upside down.

What We Offer

Coaching and Training: Many club members are seasoned veterans, flight instructors, and IAC judges. They offer coaching and education on flying aerobatics safely.

Monthly Chapter Meetings: We'll typically have a specific topic and a speaker. It's a great way to meet the other members. The chapter meetings are held at Attitude Aviation on Livermore Airport the second Sunday of the month at 4pm.

Two FAA waivered aerobatic boxes: One by Tracy Airport and one by New Jerusalem. This is a great way to get critiqued by IAC Judges to fine tune your aerobatic sequence. We normally meet every other weekend at the TCY airport for coaching and critiquing sessions.

Judges School: The chapter organizes a judges school every year, for members that wish to become IAC judges. Aerobatic judges are used in aerobatic contests, and gives scores for maneuvers flown by competing pilots.

Northern California Aerobatic Championship: Every year the chapter organizes the contest at the Paso Robles Airport. The contest is held in the beginning of June on a Friday and a Saturday.

Monthly Newsletter: All members are invited to write about what they think is worth sharing with the membership. The newsletter contains submissions from members, minutes from chapter meetings, calendar of events, and a bunch of useful information. Members can have free ads in the newsletter.

Web-site: Our web-site, **www.iac38.org**, is constantly updated with the latest information. You'll find an online calendar of events, current and past newsletters, tons of photos, flight school information, merchandise, etc. Take a look for yourself on **www.iac38.org**

Why You Should Join

The Northern California Aerobatic Club is for **YOU**, if you would like to:

- Fly more safely
- Enjoy the exhilaration of three dimensional flight
- Get comfortable with flying across the entire flight envelope
- Experience the comaraderie of flying with a group of talented pilots
- Be exposed to the thrill of competition, for those with the competitive spirit
- Meet interesting and enthusiastic people that willingly share their wealth of experience

How to join

Come and join us at the next chapter meeting, to check us out. The annual membership dues are $25. A signup form can be found on the **www.iac38.org** web-site.

Aerobatics Freestyle Tips

Cris Flint

The Freestyle should highlight what you and your airplane do best. Personally, I change my Free constantly, I view it as perpetually a "work in progress" - there is always room for improvement or optimization.

I think all Sportsman pilots should do a Free. In fact, I don't understand why more don't. It's different from everyone else (currently), and it makes the jump to Intermediate easier because you only have one new thing to worry about - the Unknown, and that's enough!

Here are a couple of cardinal rules to follow when designing a Freestyle, starting with Sportsman level rules and progressing through Unlimited:

- **Always use the maximum allowable points for your category**
  If you don't, you're giving away points! Use the Floating Point rule if you have to.
- **Always use the maximum number of figures**
  Until the CIVA bonus program is adopted for IAC. This reduces risk of point loss by spreading out the max points such that a single zero won't have as large of an impact. The exception to this rule is pilots trying for the U.S. Unlimited Team are required to fly a 10 figure Free, to align with CIVA.
- **For the first figure, blast into the box at Mach 2**
  *WAKE UP those judges! Make your first figure exciting, and let them know that you are here to **fly**.*
- **Choose the right figures for your airplane**
  If you have a blindingly fast roll rate, put in lots of rolls. If you have tons of power, put in lots of vertical stuff. If you have everything, well, you're lucky!
- **NO downwind spins**
  You're almost guaranteed an out, especially if there is a wind.
- **Place spins early in the sequence**
  You will probably be struggling for altitude at the end of the sequence - get the spin over with.
- **Use the minimum turn spin required for your category**
  More turns = more altitude loss, but not more energy - once you give that altitude away, it's gone.
- **Avoid recovering from spins on the "Y" axis**
  Spin recoveries are ugly, and there's almost always a wing low. While technically this is OK as long as you fix it, don't show the judges that.
- **Avoid cross box looping figures and 45 deg lines**
  While it's tempting to try and get away with something using the "if they don't see anything wrong it's a 10" philosophy, if the judges can't judge your figure (i.e. determine if a 45 is steep or shallow), they can't do their jobs, and probably won't give you a 10. Let them do their jobs - judge you.
- **NO center box loops**
  In fact, if at all possible, avoid vanilla loops altogether - they are very hard to score 10s on.
- **Cross box figures should always be on the upwind side of the box**
  The wind will blow you into the box, whereas if you are on the downwind end, it will blow you out!
- **Try to place a cross box "wind corrector" every 5 or so figures**
  Works whether there is a wind or not - if there is a strong wind, you'll be glad you did.
- **NO down-wind 45 degree lines**
  Hard to keep in the box.
- **NO back-to-back 45 degree lines**
  You're almost guaranteed an out.
- **NO half snaps**
  Very hard to stop accurately & on heading.
- **Don't beat yourself up by putting a lot of pushing in your Free**
  Remember you have to practice this Free all the time - give yourself a break.
- **Choose the minimum K rolling turn**
  Rollers are very difficult to score well on, so try to pick the minimum required - give the judges fewer reasons to downgrade.
- **Choose the minimum K on tailslides**
  Slides are risky and very easy to zero. Use the minimum K possible.
- **Place the slide portion of the tailslide on the "Y" axis**
  It's much easier to get away with cheat if the judges are looking at the top of the airplane.

A popular style that is emerging has been dubbed the "California Freestyle" - placing most or all the figures at the ends of the box - no center box figures. While this works well for fast airplanes that accelerate on horizontal lines, it must be flown properly so as not to be boring for the judges to watch. Even for fast airplanes, the ends must be centered in the middle 2/3s of the box.

-Cris

Chapter 38 Judges

Below are the local judges, which might be able to approve a free style for you. Check the www.iac38.org web-site for contact information

National	Regional
Norm DeWitt	Cecilia Aragon
Tom Myers	Vicki Cruse
Dick Rihn	Peter Jensen
Dennis Yugo	Angie Niles
	Bill Stein

Bill Briski Acrofest - Casa Grande, AZ

February 21-22, 2004

Sponsored by IAC Chapter 69.

The competition will be held at Casa Grande Municipal Airport - locator CGZ.

Categories
Primary and Sportsman power categories will be flown.

Registration
Practice and registration will be Saturday, February 21.

Rental Cars
Enterprise Rental Car (520) 836-9050

Motels
1. Holiday Inn Casa Grande (520) 426-3500
4 miles south -- Downtown
2. Days Inn of Casa Grande (520) 426-9240
13 miles southeast -- AZ 84 & I-10
3. Comfort Inn Casa Grande (520) 421-9878
8 miles southeast -- Florence Blvd. and I-10
4. Francisco Grande Resort (520) 836-6444
12 miles south and west -- AZ 84
5. Casa Grande Super 8 Motel (520) 836-8800
8 miles southeast -- Florence Blvd. and I-10

Contest Director
Chuck Graves
(602) 852-0227
cgraves@secor.com

Copperstate Aerobatic Championship - Casa Grande, AZ

March 25-27, 2004

Sponsored by IAC Chapter 69.

The competition will be held at Casa Grande Municipal Airport - locator CGZ.

Catagories
Primary - Unlimited power categories will be flown.

Registration
Practice and registration will be Thursday, March 25.

Rental Cars and Motels
See above

Contest Director
George Norris
(480) 759-5795
webmaster@gndloop.org or norris@primenet.com.

YAK Attack At Hiller - Check www.hiller.org

The Russians are coming:
March 6, 2004 10am-2pm

Eddie Andreini & YAK 9 "Barbarossa"
Examples of YAK's, Sukhoi's and other Russian aircraft will be on display

Calendar of Events

February	7	TCY Training Day*
	8	Chapter Meeting - 4pm *Aresti Software - Cris Flint*
	21-22	**Bill Briski Acrofest, Casa Grande, AZ** *cgraves@secor.com*
March	6	Yak Attack @ Hiller, San Carlos, CA *www.hiller.org*
	7	Chapter Meeting - 4pm *Flying the Maneuvers - Dick Rihn*
	13	TCY Training Day*
	20-21	Judge's School *marilyndash@comcast.net*
	25-27	**Copperstate - Casa Grande, AZ** *norris@primenet.com*
April	1	Deadline for Known submissions
	3	TCY Traning Day*
	10-11	Chapter Meeting - 10am *Flying and Judging Practice @ TCY*
	16-17	**Borrego Minifest - Borrego CA** *rdowens_public@sbcglobal.net*
May	9	Chapter Meeting - 4pm *Aerobatic Aircraft Maintenance*
	14-15	**LA Gold Cup - Apple Valley, CA** *rstonehouse@greenhart.com*
	21-22	**Apple Cup - Ephrata, WA** *zlinman.woody@verizon.net*
June	10-14	**Norcal Championship - Paso Robles** *princess70@earthlink.net*
July	11	Chapter Meeting *Post Paso party*
August	8	Chapter Meeting *Aerobatic Movies*
Sept.	19	Chapter Meeting *Warbird Hangar Tour*
October	10	Chapter Meeting - 4pm *Flying the U2 - Rich Perkins*
November	14	Chapter Meeting - 4pm *Elections/Formation Flying*

Classified Ads

Cherokee PA28-140 Partnership

How would you like to buy a SHARE in a nearly PERFECT 1967 Cherokee PA28-140/160hp?

I'm considering selling 1/8 or 1/4 or 1/2 shares in Daisy (see pictures). 1/8 shares = $5K ! You can own part of an airplane for as low as $5000!

So many of us fly single seat aerobatic planes that aren't very good at cross-country trips or to take friends for a ride. Wouldn't it be great to be able to take two adults and luggage, or two adults and 2 kids, dogs, golf clubs, etc. away for a weekend? Maybe give your boss or a neighbor a ride?

Daisy has a BRAND NEW ENGINE! She has average radios, and is in VERY good shape, clean, good paint and interior. She will live at either KSQL or KHWD and would love to fly more often than I can fly her.

If you are interested in owning part of a "go places" airplane, let me know!

Marilyn Dash
650-344-6320
marilyndash@comcast.net

Show Your Chapter 38 Pride - Buy Logo Wear

			Quantity	Total
Chapter Patch	$12 Each			
Chapter 38 T-Shirts	$20 Each	☐ M ☐ L ☐ XL		
Chapter 38 Sweatshirts	$35 Each	☐ M ☐ L ☐ XL		
Chapter Mouse Mat	$12 Each			
FAI Printed Catalog	$10 Donation			
			Total	

Make Check Payable to:
Northern California Aerobatic Club

Mail to:
Stephane Nguyen, IAC38 Treasurer
3655 Pruneridge Avenue
Apt #86
Santa Clara, CA 95051

IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "**International Aerobatic Club Chapter 38**", to:

Name: _____ **Spouse:** _____

Address: _____

_____

City: _____ **State:** _____ **Zip:** _____

Home Phone: _____ **Work Phone:** _____

E-mail 1: _____ **E-mail 2:** _____

IAC #: _____ **EAA #:** _____

Certificate #: _____

Judge: ☐ Regional ☐ National **Newsletter:** ☐ E-mail (Adobe PDF) ☐ Postal Mail

Competition: ☐ None ☐ Basic ☐ Sportsman ☐ Intermediate ☐ Advanced ☐ Unlimited

Aircraft: _____ **N #:** _____

Referred By: _____

Dues: ☐ Single Membership ($25/year) ☐ Family Membership ($30/year)

Stephane Nguyen, IAC38 Treasurer - 3655 Pruneridge Avenue - Apt #86 - Santa Clara, CA 95051

Northern California Aerobatic Club
CHAPTER 38

Peter Jensen
Editor, IAC 38
310 Ellmar Oaks Loop
San Jose, CA 95136

IAC INTERNATIONAL AEROBATIC CLUB EAA

Chapter Meeting:

Sunday, February 8th, 4:00pm
Attitude Aviation - Livermore Airport
Using the Aresti Software - Cris Flint