



The ACronaut

Volume 6 - Number 2

Prez' Post

Darren Pleasance



Greetings everyone! January sure flew by. Unfortunately for me it was while sitting in the back of an airliner rather than in the cockpit of my Laser. Fortunately, that'll be remedied here this weekend when I finally get the Laser back together after it's annual. Given the deluge of rain we've had, I suppose I should be glad I've gotten the annual out of the way and I'm good to go now for another year.

Speaking of "another year", we had a great Chapter meeting in early January where we mapped out the plans for the coming year. I think we have a terrific calendar of events for each month, a handful of "fly-outs" planned, we're on our way to a

very successful Paso contest, and our membership continues to grow. We're also back in the game again with trying to get our Tracy Box renewed. If someone wants to chip in to help make that happen, please don't hesitate to step up and volunteer. As you'll see later in the newsletter, we're also in search of a "merchandising czar" to help us get our t-shirts once and for all and to proactively drive the creation and selling of other Chapter goodies (e.g., sweatshirts, caps, patches, ...). If you're interested in helping with that, please raise your hand.

As we look forward over the next few months, we have a great lineup of activities, all largely geared around preparing for the upcoming contest season. For instance, this month Dick Rihn will be leading a session on designing a "free", and we'll then create one for the Intermediate category for those in the Chapter who plan to fly at that level. This will provide us a fun way to compete against each other over the course of the year and award the highest scoring "free" pilot something fun at the end of the year. Although the free we develop will be for the Intermediate category, the princi-

(Continued on page 6)

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IAC38 Welcomes

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Membership Dues DON'T FORGET!

As of this writing only 17 people have renewed. Make sure to use the form on the last page with your current information. It's important we get your current address and e-mail, so we can keep you in the loop about chapter issues and activities. \$25/year and \$30/year for a family membership.

Editor's Column

Peter Jensen



Marilyn polled the membership about having a judges school, and enough people was interested, so she quickly made arrangements with Alan Geringer to come and teach one. Organizing a judges school is no small feat, so please thank her for doing it again this year (three years in a row).

There was an article in the latest AOPA magazine on how a so-called "multicomunity airport commission" is recommending a \$100,000 environmental impact study before deciding on the lengthening of the small runway at Liv-

ermore airport. There was a meeting Monday (1/31) night, and I would love to hear from someone that were there about what transpired. Without a headwind, the small runway is barely long enough for landing a Pitts. Lengthening it to 4,000 feet would be a welcomed improvement.

I've included the 'IAC38 promotional flyer', please print it out and post it at your local airport.

One good way to use some weather down-time would be to fiddle with a new freestyle. I've included Allyson's comprehensive list of tips and tricks.

Enjoy the newsletter.

Peter

Pilots Currently On The Waivers

As of 5/1/2004 our TCY waiver has expired. No one are allowed to fly in the TCY box until the waiver gets renewed. Please observe this temporary restriction. The New J waiver has been renewed. Please contact one of the designated briefers, if you wish to fly in the box (below 1,500 feet).

Pilots on the TCY Waiver (2/1/2005)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (2/1/2005)

Greg Pettit
Peter Jensen
Peter Gillcrist

Ben Freelove
Allyson Parker-Lauck
Howard Kirker

Marilyn Dash
Stephane Nguyen
Darren Pleasance
Jacquie Warda
Mike Davis
Angie Niles
Brett Goldsmith
Todd Whitmer

Cecilia Aragon
Anil Kumar
Rich Perkins
Doug Burr
Alex Drobshoff
Che Barnes
Sean Worthington
Dave Watson

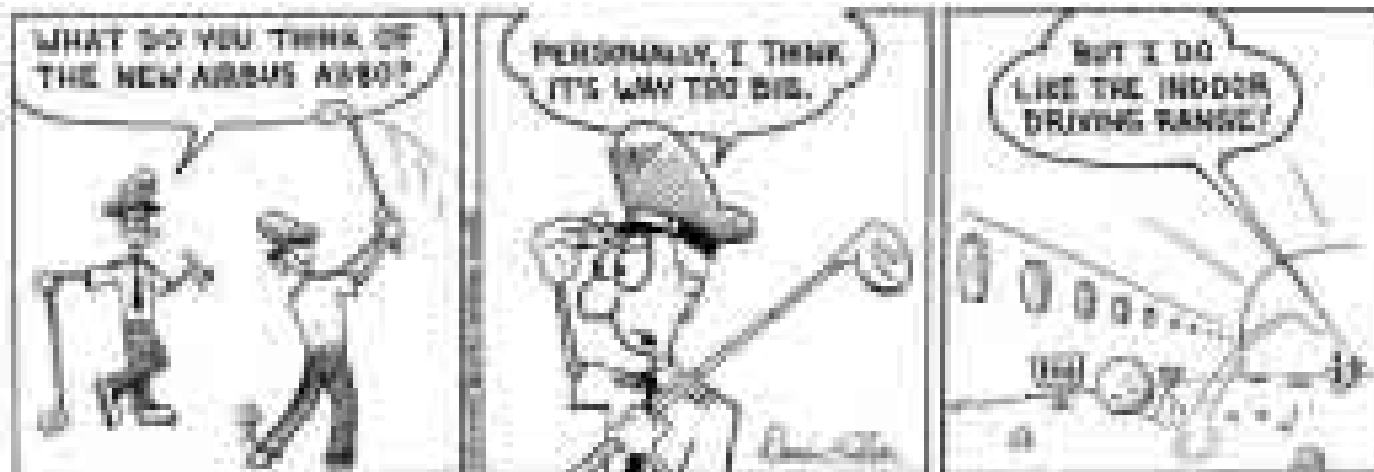
Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

Ben Freelove
Peter Jensen

Flying High

Darrin Silver - www.FlyingHighComics.com



Heard It On The Ramp

Marilyn Dash

Another rainy month in the Bay Area and I was wondering if we can have our drought back! I moved to California during the drought and I miss it!

We have had a few weekends of sunshine! Last weekend, I swapped Daisy (my Cherokee) for Ruby (my Pitts) now that Ruby's Annual has been completed. Daisy is up next. I wonder how people do it with more than two planes!!

My airplanes are based at Hayward and each year the local Prop Shop (Sullivan Propeller) has a "Crab Feed" for the local airport folks. It starts on Friday and goes until Sunday. People from as far away as Seattle, Denver, LA and Reno gather here every year to get their fill of fun. I joined the fray Saturday night for a few hours and then Sunday all day. We were lucky enough to have two beautiful days of sunshine and lots of fly-overs to watch. 250 people and about 500 pounds of crab, plus all sorts of appetizers, pool tables, six television sets (just in case you cared about the NFL Playoffs) kept everyone busy. It is a GREAT way for the locals to get the flying season up and running again.

I understand Mother Nature hasn't been very kind to the New J Box. It seems that even if we have sunshine here on the Bay Side, the Valley is 500' overcast. We'll keep our eyes on it and see when things clear up and when we can start flying in earnest again.

MOTM

This month's Member of the Month is Andrew Connolly. Andrew is a new Board member and one of the owners of N117PS. He should keep an autograph book of all the people who have flown 7PS!

I think you'll find his story compelling. I didn't know about the time he spent in Peru or the fact that he is ... well, just read the column!

Other News

I just noticed that we have more Chapter 38 people on the National Board than any other Chapter! Darren Pleasance has been asked to join as well as Norm DeWitt. Vicki Cruse, Allyson Parker Lauck, Graham Bird, and Tom Myers are all involved with the National Board of the IAC.

It almost makes me feel like it's overkill – but I've decided to run for the Southwest Directorship in May. I will be passing around my petition at the next meeting for all of you to sign! Well, maybe not all of you!

Judges' School

Speaking of upcoming events, we are going to have Judges' School again this year. We have it scheduled for February 19-

20th with Alan Geringer. I have had approximately 20 people contact me with interest in either Intro or Advanced. We will only have the one class and Intro candidates need to come to both days (Saturday and Sunday). While Advanced candidates need only to join us for Sunday.

If you have not met Alan or have not heard him to a Judges' School before, you may want to circle that date on your calendar. Alan has an unbelievable amount of experience judging at the National and International levels. He has been in and around aerobatics and competition for many years. He knows his stuff and is very interesting to listen to and learn from.

I haven't pinned down a location for our event yet – but I'm working on it. Che Barnes has offered to help this time and I'm thrilled to have his assistance. Thanks, Che!

Calendar for 2005

It looks like Peter has gotten the dates for several of the contests coming up this year. Let's get together and figure out which contests we'll be attending and try to fly-out together. If we could get a group together, we could get in some formation flying time. And wouldn't it be cool landing at a contest all in sequence ... like Geese? Ducks? Pitts?

What's the plural of Pitts? Pittses? Pitts's? Pittssess?

By the way ... who wants to take my luggage?

Artwork

While Ruby was in King City for her Annual...some funny someone took it upon himself to add some artwork to my Beloved Pitts. For those of you who have seen her new look – thanks for not telling me! The dilemma is – do I keep this artwork... since Wayne Handley actually added it himself. Or, do I take it off and act like a pouting baby.

Time will tell what my decision will be. Let's just say that if I had any sense at all, well if I had any sense at all, I wouldn't be hanging around with you guys and flying a tiny little airplane upside down on purpose, so – never mind.

Hope to see everyone soon – out a New J or at LVK for the next meeting!

Marilyn Dash
Chixfly2
Ruby Red Racing 4

Member Of The Month - Andrew Connolly

Marilyn Dash



When did you become a pilot and why?

It started when I was a kid building and crashing model airplanes. Then, I had a glider flight when I was 12. I then tried to get into the Royal Air Force, but they didn't want me ... something about being the wrong shape and size for their planes. Back in the UK, flying was so expensive that it was something I never thought I would be able to do and didn't think about it much more until about 3 years ago.

I gave up kayaking after paddling for about 18 years and was looking for something new to do. I had always wanted to fly and thought why not. At the time I was also looking for a reason to work less and my office was right next to Concord Airport, so I wandered over one lunchtime, said I wanted to learn to fly and it started there and then. For the next few months 3 times a week I would sneak out for a "long lunch" and learned to fly.

I just love flying around. It doesn't matter what plane, how fast, or where I'm going (if anywhere at all), it's the fun of just scooting around in the air making holes in the sky. I have no real desire for an Instrument rating and prefer to navigate by looking out the window and working out where I am.

What was your first experience with aerobatics?

Via the nameless FBO at Concord I had a few problems during my student training and thought some EMT training would be a good idea, plus I was looking for alternative place to rent planes. I found Attitude and decided that the idea of the Tailwheel transition and EMT course was the plan.

My first aerobatic maneuver, other than my first take off in a tailwheel plane, was a spin demonstrated by Rich. I remember

yelping like a puppy whose tail got trodden on as soon as we left straight and level flight and pitched up and over.

From then on I realized how much I wanted to fly and what I wanted out of being a pilot - It's the freedom to fly freely anyway I want.

What other aspects of aviation are you interested in?

What makes planes fly and the mechanic's of planes. It's the engineer in me and I would like to at one point build a plane from a kit. A float plane would be fun as well.

What aircraft do you fly, and why?

I am currently a partner in the infamous ex-Attitude Pitts S2B, N117PS along with Yuichi Takaga and Peter Williams. It's a great plane to fly, has more performance than I will ever have and with the partnership is reasonably affordable. I'm also checked out in Citabrias and C172's, which now post-Pitts feel like total chubby slugs.

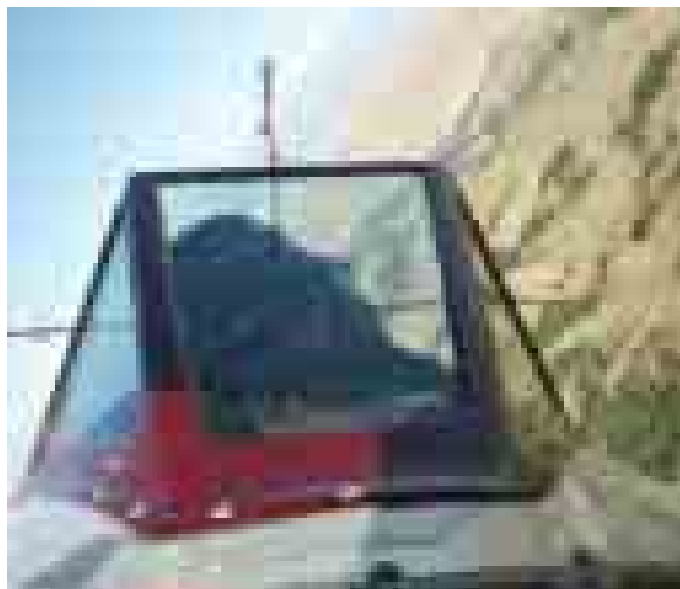
When I first started to fly and saw my first Pitts, I never ever dreamed that I would be able to fly one, let alone own part of one. I still pinch myself when ever I get in it. Initially, I didn't want to own a Pitts because of the horror stories about landing one, but I am now hooked and the focus and challenge required in landing has become part of the attraction.

A lot of Chapter 38 members have cut their teeth in N117PS and it would be fun to get a list together of everyone who has ever done there first Pitts solo in it.

Tell us something about yourself that most people don't know?

I once spent a year and half in Peru working as a raft guide on

(Continued on page 6)



Freestyle Tips

Allyson Parker-Lauck

This is a 'reprint' of Allyson's tips from last year. Since, the contest season is about to get going, it's time to tweak that freestyle or maybe start from scratch and try something new (Tom!). In any case... Allyson's tips are excellent pointers and always worth a reprint. Also don't miss the February chapter meeting. Dick Rihn will share his massive amounts of experience on the subject.

I got some EXCELLENT information from Warren Anderson, Alan Cassidy, Bob Stark, and Clyde Cable. There were a couple of others who offered information too, but it wasn't in electronic form. Since Clyde, Warren, Alan, and Bob's info was so complete, I called it quits with those three, plus a couple of tips of my own.

I've constructed many Freestyles in the 10 or so years I've been competing, and I thought I knew all the tricks. But I learned a lot from the info Clyde, Warren, Alan, and Bob sent me. Alan Cassidy in particular had some really interesting, unique approaches and some real life examples of how they work.

On to the tips. If I post them all in the full detail form, it will be the longest article of all time, so I'll paraphrase. Also note that some of the tips are conflicting. One idea works for one person, but not for another. General tips are: Make the choice whether you want to impress yourself, your friends, or the judges. The same sequence won't necessarily do all three. Secondly, to start out with, borrow a sequence from another competitor, then change the figures you don't fly well. Once you've got the hang of flying a freestyle, you should then definitely construct your own.

1. Keep it simple: 1/2 loops, 90 degree rollers, 1/2 square loops.
2. Keep "hangers" at upwind side of box (hammers, spins, etc)
3. Cross wind correctors always upwind.
4. Center box figures always upwind.
5. Half Cubans, Sharktooths, turns, half loops downwind.
6. Use a template to draw pretty form B's and C's. Don't be sloppy.
7. Start sequence with a BANG! Center box figure that scores well and looks good.
8. Put snaps (often an unreliable outcome) at end of sequence in back corner of box.
9. Keep the K for each figure not too far from the average for the sequence (Subtract the value of the roller and spin from the total sequence K, then divide the remaining K by the remaining number of figures. Try to keep each figure's value close to that K factor.)
10. Make sure the airplane shows the figure well. For example, a Decathlon will do a 1/2 roll up, but it won't always look really good. You may prove something, but it is unlikely to score as well as a 1/4 roll up or a straight vertical line.
11. Fulfill roll requirements on the vertical downline or 45 degree downline. Snap rolls are especially much easier on the 45 down than on the horizontal or on uplines.
12. 2 point rolls show better than 4 or 8 points. If you need to add K when you finish sequence construction to meet the minimum requirements, start out by adding 2 point rolls first.
13. Avoid 45 lines as much as possible, especially in a Pitts. The round fuselage makes it difficult to judge.
14. Keep figures you don't score well on to a minimum K. Do a 90 degree roller whenever possible rather than a 180, 270, or 360.
15. Put in a wind corrector every 5 figures.
16. Make sure you ALWAYS meet the maximum K requirements for a sequence.
17. Use all the figures you're allowed to minimize the cost of a blown figure.
18. If you're pushing to the vertical, try to keep the line without rolls.
19. If you only need 2 snap rolls, then only use 2 snaps. Snap rolls are harder to stop, are less reliable, and get you no extra points.
20. Don't start with a hammerhead. The day may come when the ceiling is low and the optional break will be needed. The first figure is usually the highest altitude figure, and it's easiest to push/pull around a humpty than punch a cloud waiting to slow down enough to kick on the hammerhead.
21. Choose a figure 1 that has the least complex judging criteria so that the judges have to score you well at the start. They'll get a good first impression, and may subconsciously give you better scores later in the sequence.
22. Enter spins after a figure ending with a 45 line or vertical line. You won't have to slow down for spin entry causing you to lose altitude or fly out of the box waiting to slow down.
23. Always spin 1 1/2 turns. One turn stops flat and requires a big push. 1 1/4 spins stop with a wing low that you have to correct. 1 1/2 spins stop relatively vertical and require less corrective input from the pilot.
24. Exploit low speed, accelerating flight, and avoid high speed downward excursions. Any time you are at low speed at full power, you are gaining energy. Anytime you are flying faster than the speed you can sustain level at full power, then you are losing energy fast. Drag is greater than thrust and you must consequently slow down even if flying level.
25. Never place a full loop in a freestyle.
26. Do Humpties into the wind.
27. Place more difficult figures early in the sequence so you can get them done while you are fresh and strong and can

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(Continued from page 5) - Freestyle Tips

- ease through the rest of the sequence.
28. Never place a big altitude loser late in the sequence. Don't get caught low at the end.
 29. Either use a template or a computer to draw your sequences. Give the judges a good impression right from the start. Speaking of good impressions. WING WAG LIKE YOU MEAN IT! Three fast dips of the wing facing the judges. It looks good, and makes the judges think they're going to see a great flight.
 30. Begin Immellmanns downwind, and Split S's upwind. Reason? The roll should be INTO the wind to help avoid the costly 2 point deduction of drawing a line between the loop and the roll.

Thanks again to Warren Anderson, Alan Cassidy, Bob Stark, and Clyde Cable for sharing their wisdom!!!!

*Take care and Fly Safe!
Allyson Parker-Lauck*

Other Freestyle Resources

Cris Flint has some tips and tricks our web-site:

<http://www.iac38.org>

Check under 'Competition | Freestyle Tips'

2005 Regional Series

If you plan on participating in 3 or more contests in your region and want a chance to win some extra trophies, then the regional series is the way to do it. The regions that matters for California pilots are the Southwest (California and Arizona) and the Northwest (Washington and Oregon). For the Northwest region you'll only have to fly in 2 contests.

The sign-up fee is \$50 and the deadline for signing up is May 1st 2005.

Signup forms can be found on the IAC web-site (www.iac.org)

-Peter

(Continued from page 4) - Member Of The Month - Andrew Connolly

the Apirumac and Urubamba Rivers. It is a great life style, really hard work, somewhat erratic pay, but one of the best times of my life. No money, no worries and more adventure than I knew what to do with. It's also how I lost my front tooth hitting a rock underwater. I keep meaning to get it fixed but my dentist is on the way to Livermore and having skipped work it's far more tempting to go fly than visit the dentist.

What other hobbies do you have besides flying?

My other hobbies include skiing, snowboarding and motor-bikes. I am also currently training for a Triathlon.

What do you do for a living?

By profession, I am a Mechanical Engineer and work as the Western US Maintenance Manager for a large PetroChemical Company in the refinery industry. I frequently get the blame for the high cost of gas in the Bay Area.

What is your favorite aircraft?

The Hurricane While the Spitfire was the glamour queen and the trophy plane, it was the Hurricane that did the dirty work and got the job done.

The plane I would most like to have a ride in would be a Harrier.

What was your most memorable flight?

There are a few, for different reasons. As a student pilot the control yoke slipping over Lake Berryessa such that I could only really make right turns was quite exciting when I returned to KCCR.

My first aerobatic solo out over Discovery Bay was also very exciting, especially when I had to force myself to do that first loop.

My first contest flight at Paso Robles, where for all I remember I flew straight through the box without doing a single figure. But for sheer fun and enjoyment without the "fright" factor it has to be flying the Attitude WACO over Mt Diablo and doing simple loops and rolls in an open cockpit plane on a beautiful California day.

(Continued from page 1) - Prez' Post

ples behind designing the free will apply to all categories and should be fun for anyone looking to design something fun for themselves to fly during this year's contest season.

With that, let me close by encouraging everyone to attend our next Chapter meeting on Sunday, February 13th at 4:00 p.m. at Attitude Aviation in Livermore. In addition, get out there and start warming up for the coming season. We'll begin having critiquing days again over at New J quite soon here so there should be lots of opportunities for you to get involved.

Blue skies,

Darren

Introduction to Aerobic Judging

Sponsored by
Northern California Aerobic Club
IAC Chapter 38

February 19-20, 2005

Instructor:

Alan Geringer (YEAH!)

Location: tbd

Probably Hiller @ KSQL or WVFC @ KPAO

Time:

Registration: 8:00 - 8:30a

Class: 8:30a - 5:00p

Estimated Costs:

Two Day - Introduction to Aerobic Judging \$80.00
One Day Only - (Sunday) - Judges Re-Currency \$50.00
(Lunch extra - each day)

Contact Info:

For more details contact: Marilyn Dash
(marilyndash@comcast.net)

Please register by emailing me with details about which class
you will be attending.

Please NOTE:

The IAC no longer sells the IAC Contest Rule book and/or
the FAI Catalogue.

Attendees MUST download and print their own FREE
copies before they attend the school.

IAC Contest Rule Book: <http://www.iac.org/>
FAI Aresti Catalog: <http://www.fai.org/aerobatics/catalog/>

PS... yes, I can print one out for you - for a price!

IAC Rule Book - No More Paper

This year the IAC contest rule book (aka. The Red Book) will no longer be available in hardcopy format. The www.iac.org web-site currently says it should be available for download mid to late February.

2005 Judges Revalidation Exam

If you're already a regional judge and wish to be active in the 2005 season, you must fulfill the following requirements:

1. Pass the 2005 Judges Revalidation and Currency Examination.

And any one of these:

1. Have been a grading judge for thirty (30) flights during 2004. Equally acceptable will be judging 25 flights provided at least 5 flights were Advanced or Unlimited Free Programs.
2. Have attended an Advanced Judging Criteria Seminar or the recurrency portion of an Introduction to Aerobic Judging class in the past 2 calendar years.
3. If you haven't attended a class within the past 2 years, you'll need to attend an approved IAC Judges School (no verbal exam necessary).

National Judges must attend a Judges' Recurrency or Advanced Judging Criteria Seminar at least once every 3 calendar years. If a National Judge does not meet this recurrency requirement, they will revert back to a Regional Judge until the requirements of this paragraph are met.

A minimum score of 80% is required to successfully pass the current IAC Judges Revalidation and Currency Examination.

As something new this year the Revalidation and Currency Examination will be available online, with immediate feedback! Greg Duncan reports that it will be available on the www.iac.org web-site shortly after the online version of the 2005 rule book is made available.

Peter

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
- Monthly Chapter Meetings
- FAA waived aerobatic box
- Judges School
- Northern California Aerobatic Championship
- Monthly Newsletter
- Web-site

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 camaraderie with a group of talented pilots
- Be exposed to the thrill of competition
- Meet interesting and enthusiastic people that willingly share their wealth of experience

How To Join - More Info

www.iac38.org

Calendar of Events

- | | | |
|-----------|-------|---|
| February | 5 | New J Critiquing - ~noon
<i>bfreelove@yahoo.com</i> |
| | 13 | Chapter Meeting - 4pm
Intermediate Freestyle Design |
| | 19-20 | IAC38 Judges School
<i>marilyndash@comcast.net</i> |
| March | 13 | Chapter Meeting - 4pm
<i>Chanute Visit</i> |
| | 18-19 | Copperstate Contest - AZ
<i>Casa Grande, AZ</i> |
| April | 10 | Chapter Meeting - 4pm
<i>Flying The SR-71</i> |
| | 16 | Borrego Mini-Akrofest
<i>highsaftey@cox.net</i> |
| May | 8 | Chapter Meeting - 4pm
<i>Chapter Fly-out/skydiving</i> |
| | 13-14 | LA Gold Cup - Apple Valley, CA
<i>bubba26m@bellsouth.net</i> |
| June | 3-4 | Northern California Aerobatic Championship, Paso Robles, CA
<i>daw@micruscorp.com</i> |
| | 17-18 | Apple Cup - Ephrata, WA
<i>john.coffey@cingular.co</i> |
| July | 10 | Post Paso Party |
| August | 14 | Chapter Meeting - 4pm
<i>WAC Review - Allyson</i> |
| | 26-27 | Beaver State, Pendleton, OR |
| September | ?? | Delano Contest, CA |
| | 11 | Chapter Meeting - 4pm
<i>Advanced Spin Recovery</i> |
| | 14-18 | Reno Air Races, NV |
| | 25-30 | 2005 Nationals - Grayson Co., TX
<i>CWHurley@aol.com</i> |
| October | 9 | Chapter Meeting - 4pm |
| | 14-15 | Borrego Akrofest
<i>N77TW@aol.com</i> |
| November | 13 | Chapter Meeting - 4pm |
| December | ?? | X-Mas Party |

New J Critiquing Days


We're planning for a regular critique day once a month. It will be the first Saturday in every month. If the weather doesn't cooperate or if there's demand for more we'll go whenever a group (2 or more) decides to go. Coordination will be done via the members@iac38.org mailing list.

WANTED: Merchandise Czar

We're looking for someone to handle selling and shipping IAC38 merchandise. We'll soon have nice new Shirts with the IAC38 logo, and expect a lot of demand, so the task would involve receiving payments and shipping the shirts.

If interested contact: Darren (president@iac38.org)

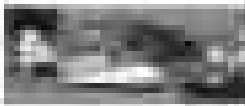




Aragon Aviation, Inc.
 • Aircraft Maintenance/Repair/Overhaul/Construction
 • General Aviation/Corporate/Commercial/Flight School
 • Flight Instructor/CFII/CFRP/CFE/CFI/CFE/CFE/CFE

Tailwheel & Aerobatic Flight Training

Available 1000, 1000+ hp, Super Decathlon
 Approved for the FAA and Transport Category
 High School Graduates: \$179,995 + tax



THE SILVER GROUP
Darwin Silver - Realtor

Phone: 970-866-4874
 Email: darwin@silvergroup.com
 www.silvergroup.com



WILSON REALTY

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
 310 Ellmar Oaks Loop
 San Jose, CA 95136



Chapter Meeting:

Sunday February 13th, 2005, 4pm
Attitude Aviation - Livermore Airport
"Intermediate Freestyle Design - Dick Rihn"