



Northern California  
Aerobatic Club

CHAPTER 38

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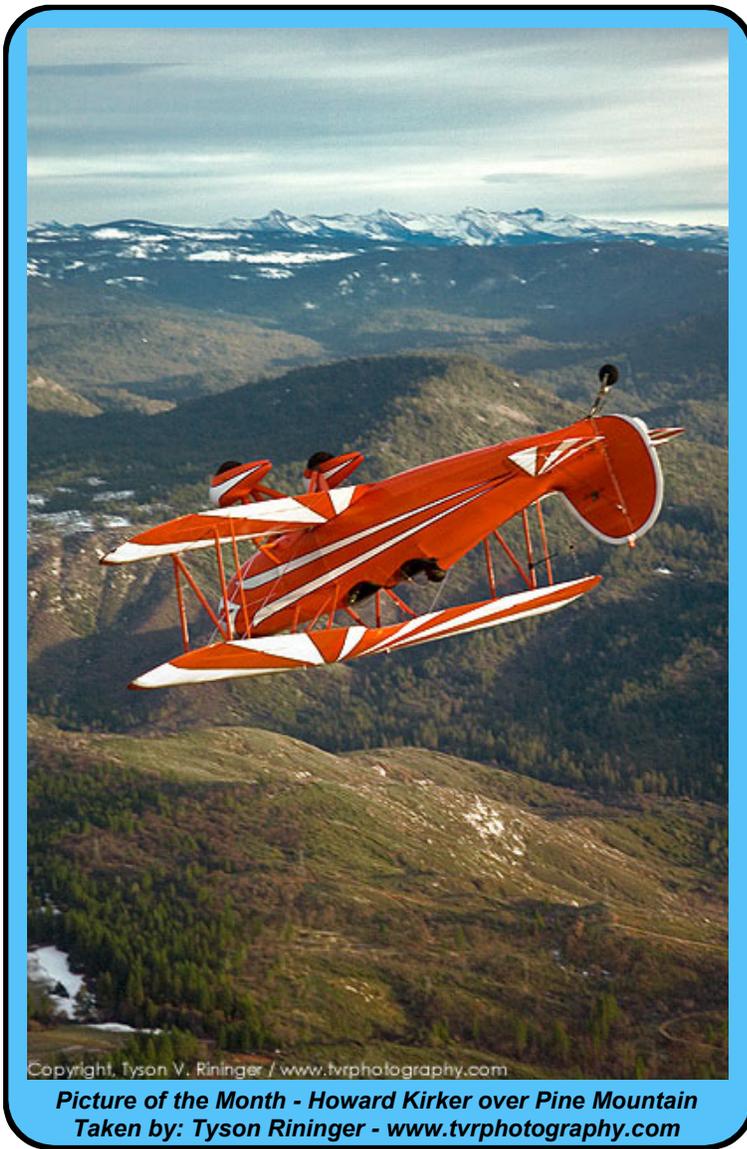
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# THE ACRONAUT

Volume 9 - Number 2



Copyright, Tyson V. Rininger / www.tvrphotography.com

**Picture of the Month - Howard Kirker over Pine Mountain  
Taken by: Tyson Rininger - www.tvrphotography.com**

## Chapter Membership Dues

Just a reminder that your Chapter 38 dues for 2008 are NOW PAYABLE.

To simplify bookkeeping, we levy Chapter dues on a calendar year basis (Jan 1 – Dec 31). Use the form on the last page of the Newsletter, or go to the Website and you can link to PayPal. Please provide/update all the requested information. Just \$25/year, or \$30 for a family, to renew (or join) – and continue to enjoy the many benefits of Chapter membership (including practice box usage).

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## Prez' Post

Darren Pleasance



**G**reetings  
Chapter  
38ers:

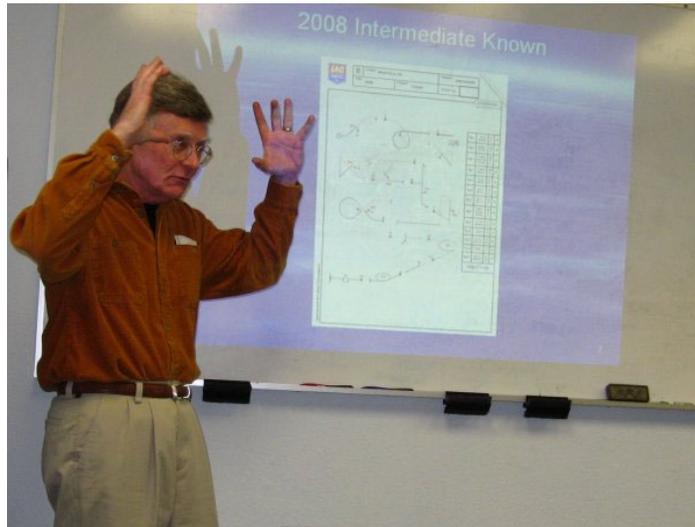
Our year is off to a great start with a fun party two weeks ago, a great session on flying the Intermediate sequence at last month's Chapter meeting, a three year re-

newal of our Tracy waiver, and a bunch of fun activities planned for the coming year.

First, the Post Holiday, Holiday party was held at my house about two weeks ago with a great turnout of many of our Chapter "regulars". We had the usual collection of pot-luck foods, our traditional gift swap, and the NFL was kind enough to host a playoff football game for all of us to watch. Everyone had a great time, and the kids were all self-entertained, so all-in-all a great time.



Howard Kirker did a terrific job last month walking us all through the nuances of flying this year's Intermediate sequence, and giving us a preview to the article he'll publish in next month's Sport Aerobatics talking about the same topic. For those of you planning to fly this year's sequence, I think you'll find it a ton of fun. It's got some nice introductions to inverted flight, in keeping with the IAC's overall efforts to reduce the magnitude of the jump when going from Intermediate to Advanced, while also adding in some fun variations of familiar maneuvers. There's also a number of good places to get yourself mixed up in terms of which direction to roll, which should help make for some contest fun with people flying perfect sequences, just on the wrong axis. I'm looking for-



ward to flying the sequence this year myself and going up against Master Kirker, the Yoda of Intermediate.

Many of you may also have seen my email announcing the renewal of our Tracy Waiver, this time for three years. This is great news, given all the difficulties we've had in earning back the waiver two years ago. I think this renewal went so well due to our ongoing efforts to be "good neighbors" in Tracy by flying safely, quietly, infrequently, and by supporting Tracy airport events whenever we can. We'll want to keep this approach going and do our best to preserve the aerobatic box for years to come.

On related fronts in Tracy, a new FBO operator has taken over Tracy Flight Center and is very excited about promoting the airport and hosting activities every month. I stopped by their open house a few weeks ago (along with Don and Che) and had a chance to talk with the new owner (Richard, I believe). He was very excited about the IAC and talked about hosting open houses and other events over the coming months and was hoping for our participation. I think we should definitely support him as much as we can, though we should be cautious about any event that has the appearance of inviting people out to watch us flying aerobatics. The FAA has a clear distinction between "aerobatic practices" and "aerobatic events", and any advertising that invites the public out to watch us fly turns our practice into an "event", with all the additional regulation and insurance implications that go along with that. It doesn't mean we can't practice if there are people out there, it just means that we can't have our aerobatic flying being used as a means to attract people to the airport. Let's just watch this as we enter our contest season and make sure we're managing this appropriately so we don't lose our Tracy privileges.

Lastly, as you know, Andrew Connolly has become our illus-

trious Vice President this year. Along with the immense responsibilities this bears in terms of having to take over the Presidency in the event I'm impeached, his role also carries the distinction of coming up with the Chapter calendar for the year. Andrew has done a great job of putting together a full year's calendar, with a fun mix of fly-outs, parties, critique sessions, and monthly speakers for our Chapter meetings. We've got a few final tweaks to make to it and will get it out to all the members shortly so we can all block our calendars and participate in as many fun activities as possible.

Speaking of fun, our next Chapter meeting is coming up on Sunday, February 10th at Attitude Aviation. We'll have a fun program for the group and another chance to hear what we're all up to, since many of our members have purchased new planes, traveled to interesting places, and overall been having a good ol' time.

See you all on the 10th!

Blue Skies,

Darren

## From The Editor

Peter Jensen



**D**o you have a sense of deja-vu? Well, so do I. I'm back as the editor every other month. Che and myself are alternating the editor job going forward. That's a good thing, I think. It'll provide a little variation and

maybe even improve the newsletter a little.

So far I've only made a few cosmetic changes with the layout. Note the rounded corners. Very Web 2.0'ish!

This is my first month, and Chelsea Engberg provided a great article and pictures detailing her first one-holer solo. It makes my job easier when there are member contributions. Chelsea's story is a very good read, and I'm sure many of you can recognize the emotions she went through.

I would like to encourage more members to contribute with stories like that.

Enjoy this newsletter!

Peter Jensen



Che and Darren @ TCY Fly-In/Airport Day in front of Che's S-1T

## The “Ballistic Butterfly” & Chelsea Take Flight

July 14<sup>th</sup>, 2007 - King City, CA - Chelsea Engberg

**M**y husband, John and I made yet another trip down to King City yesterday morning bright and early. We invited my student, Darrick, to join us as he’s shown an interest in aerobatics and he was my first student that I soloed. We met bright and early at Auburn Airport in the hopes of arriving in King City around 8am. John and Darrick did the flying...I curled up in the backseat with a bunch of pillows and enjoyed the VIP treatment. ☺

Of course we did arrive right on time, only to find that for the first time in days the entire valley was socked in by fog. Off to Harris Ranch to wait out the weather. But, with our live King City Weather Service (i.e. one of my instructors, Ken Erickson), we finally made it in around 10am.

Ken, being the wonderful guy that he is, already had the Pitts S2B warmed up and full of fuel. So, should we brief? Naw... lets just go fly! So we pushed out, climbed in, fired up and headed out to the run-up area. It was time for more take-off’s and landings. The Pitts has a somewhat ominous reputation for its takeoffs and landings. Because it is so powerful, small, light, short-coupled and a tail wheel, it can get away from you if you don’t stay focused. We flew a bunch of patterns on Tuesday and so this was just more landing practice.

Of course when it’s time to takeoff there is a little Cessna 150 in the pattern which gave me the good experience of having to manage the airplane in the pattern behind a much slower airplane. When he departed the pattern he keyed-up on the mic and said, “King City Traffic, Cessna departing the pattern, thanks for the dance”.

We did all different types of landings and after about a half



hour we taxied off the runway and Ken said, “Well, I guess it’s time to fly your airplane.”

Yikes. Smiling. Knot in my stomach. Starting to get nervous. But we taxied to fuel and then spent some time getting me fitted in the plane, looking at the systems, carefully preflighting, etc. It took about an hour of prep as well as conjuring up the confidence to go do this. I knew I could, I knew I was capable, but still...it’s like test flying an airplane. A totally new airplane, single-seat, I just wasn’t sure what to expect. Yet, it was time.

Ken said, just climb in, go taxi around and then if you’re ready, go run-up and go. If you want to come back after you taxi around, and then go for it you can do that, too. Trust me, I look excited above, and I was, but my hands were shaking at the same time! Then I discovered, once I’d ratcheted myself in with the seatbelts, I wasn’t going to get far, because the key was safely tucked away deep in my pants pocket underneath all the seatbelts. Back to square one. Eventually I put on the helmet, closed the canopy and it was time to start up.

I started taxiing around the ramp getting a feel for the rudder pedals and the brakes. I went towards the end of the runway, made a circle and it just felt like the next thing to do was head to the run-up area. I expected to taxi for an hour or more before I decided to go...but there was just something calling me. So I swung the nose around into the wind for the run-up. Okay...can’t have anything floating around in the airplane so this run-up is from memory (i.e. no checklist). CIGAR. Instruments look good, engine is warm, seatbelts are tight, canopy is latched. Someone’s on downwind...plenty





of time.

“King City Traffic, Pitts 222 Echo Charlie departing runway 29 for the aerobatic box which is directly north and east of the airport, King City.”

Taxi on to the runway; make sure our nose is pointing straight down it. Full throttle, push the stick forward and the tail picks up. Whoa, those rudder pedals are light! And in the blink of an eye I'm flying!

I can't even explain the feeling. I went from a nervous wreck as I climbed into the plane to wearing the biggest grin from ear to ear as I looked below me and watched the ground rush away. I turned right into the aerobatic box, and all by myself enjoyed the feeling of being part of a small, quick, amazing little airplane.

Now it was time to get a feel for this bird. I did some slow flight, stalls, competition turns. Feeling out where to place the stick, where is exactly neutral on the controls? I'm flying back and forth, pulling vertical and 45 lines to see what it looks like. It's not long before I key-up the mic and announce to the boys who are watching and listening below that, “This airplane is a blast to fly!”

Should I roll it? I don't know! I've never flown this plane before...I've never flown solo aerobatics before! But I'm itching to see so 4,000ft, 140 on the air-speed indicator...pull the stick back and slam the stick full left. Boy does it roll nicely! So now I'm going back and forth, rolling and cranking and banking. Too much fun! But I guess I should try to land, huh? I pulled the power back and started to come down, setting up to enter the pattern.

I cleared my head, thinking to myself, this is just like I've been practicing. Just

fly this airplane (I can hear Ken and Ben Freelove's words in my head). I'm abeam the numbers and pulling the power back. It's looking good.

“King City Traffic, Pitts 222 Echo Charlie Final, 29, Full Stop, King City”

Down I came and somehow I landed. 3-point. No bounce... good luck...sweet! There are those rudder pedals again! But I kept on it and slowed down and taxied off.

”King City Traffic, Pitts 222 Echo Charlie, Clear 29, King City”.

Boy did I want to scream over the radio. How much fun was that?! I taxied back, turned around and stopped in front of the fuel pumps. With a smile and deep breath I slid the canopy back. John came running over with a big hug and a kiss... and of course a smile! Darrick was whistling and video taping the whole thing and Ken came out to see how it went. It was so wonderful to have them there for the support and to share the big day and excitement with a few friends (Mom, of course, I wish you and Dad had been there!)

So we fueled her up, pushed her back into the hangar and went out for lunch. We came back but the winds were howling (as always around 3pm in King City) and I decided to wait for the next flight sometime the next week. But we hung out with Ken enjoying the aerobatic world a little longer before heading home.

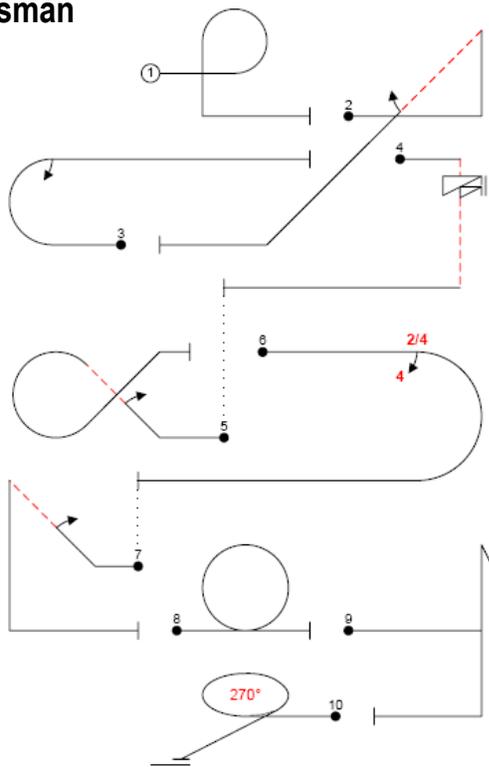
So now it's more flying and practice for competition! Now she's tucked away in a nice warm hangar in Auburn. Next person on the list...time to get John ready to fly her!

*Chelsea Engberg*

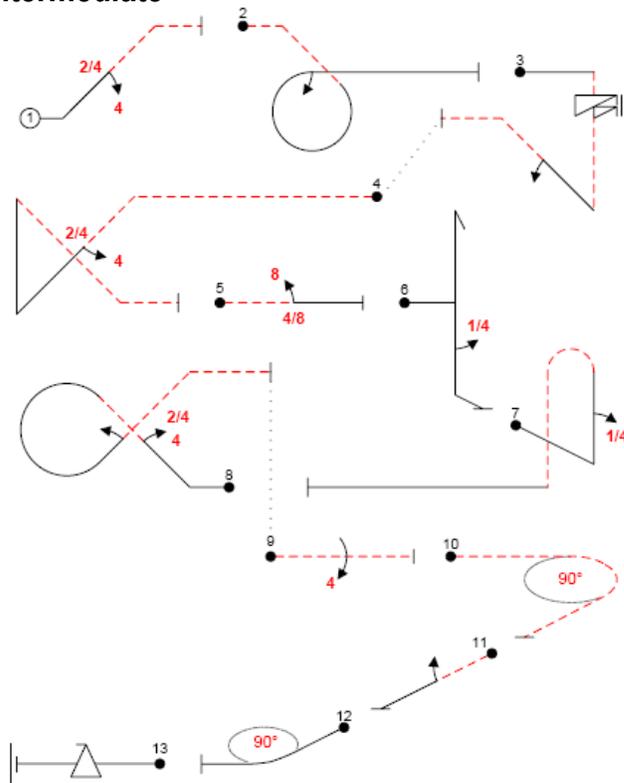


# 2008 Knowns

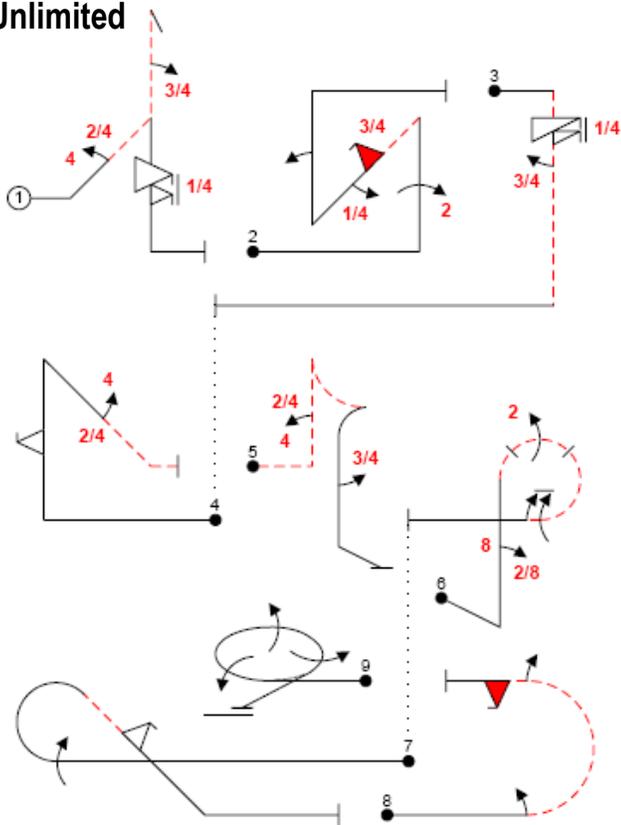
## Sportsman



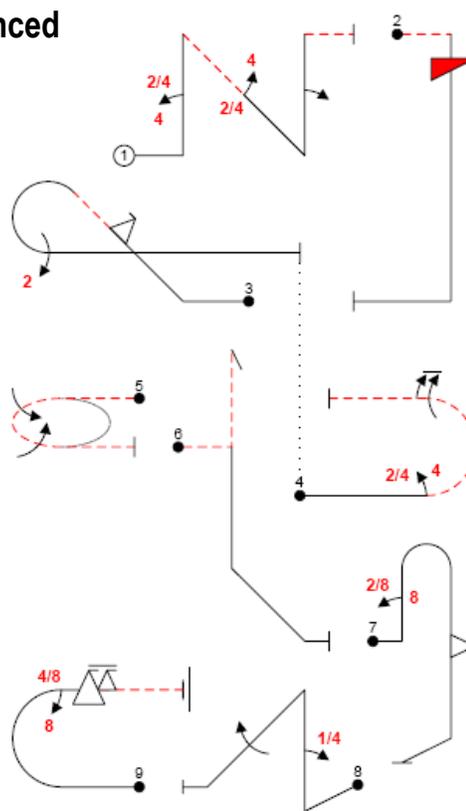
## Intermediate



## Unlimited



## Advanced



## Exploder News - January

The Acro Exploder, maintained by Guenther Eichhorn, is an e-mail list for exchange of acro related information. A lot of useful information is exchanged. The entries can be read via this web-site:

[http://acro.aerobaticsweb.org/iac\\_email\\_archive.html](http://acro.aerobaticsweb.org/iac_email_archive.html)

If you wish to post, you'll need to sign up. Everybody have read access via the above link though.

Here's a summary of the main entries from January:

### S1T Covers

These web-sites were suggested for customized covers:

- <http://aircraftcovers.com/index.html>
- <http://cunninghamcovers.com/location.html>
- <http://planecover.com/>

### Meteor Pitts

Lots of humorous comments on naming of your airplane

### Pitts S2B For Sale

RKOAviation@aol.com

### New Olan Software version

The Olan software, version 5.8, has been updated for the new 2008 rules and catalog changes. Olan is free software for the display and design of aerobatics sequences, available here: <http://www.aerobatics.org.il/olan>

### Which Parachute

Lots of discussion about various models (Softie, Strong, National, Butler), what to look for (diameter, fabric, harness, length of lines, shape, weight, speed), how to make them fit, etc. There's a long informative post from a Master Rigger. Definitely worth a read. Did you know that parachutes come with diapers?

### FAI Card

No longer needed for flying in US contests (unlimited)

## For Sale: Experimental Pitts S1S

Total time on airframe 1242 hrs. Engine 553 hours.

Engine is Monty Barrett IO360 that makes about 240hp. Total rebuild of airframe 50 hours ago, including all new modern S1-11 Pitts wings scaled to fit an S1. They are symmetrical with many improvements to make them tougher and long-lasting. The wings were built by Scheumeman and finished, improved, covered and painted by Steve Wolf. Steve Wolf rebuilt and rigged the plane. At the rebuild, many parts were replaced and everything was painted. Has S1T tail and rudder. The aircraft flies beautifully. It is very responsive, but will fly hands off for longer than many Cessnas. King panel-mounted GPS/Com and Garmin Mode-C. Always hangedared. Still looks new. I only fly sportsman level maneuvers plus upright and inverted flat spins. Has two sets of rudder pedal bushings so rudder pedals can be moved to suit shorter or taller pilots.

Michael S. Flynn  
408.768.6400  
[MichaelSFlynn@gmail.com](mailto:MichaelSFlynn@gmail.com)

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## Contest Calendar

### Copperstate (Southwest): 3/27 - 3/29/2008

Glider: Sportsman through Unlimited  
Power: Primary through Unlimited  
Location: Marana NW Regional (AVQ): Marana, AZ  
Contest Director: John Van Houten  
E-Mail: [acronuts@aol.com](mailto:acronuts@aol.com)  
Website: [www.iac69.org](http://www.iac69.org)

### Borrego Minifest (Southwest): 4/12/2008

Power: Primary Sportsman  
Location: Borrego Springs (L08): Borrego Springs, CA  
Contest Director: Gray Brandt / Randy Owens  
E-Mail: [webmaster@iac36.org](mailto:webmaster@iac36.org)  
Website: [www.iac36.org](http://www.iac36.org)

### Los Angeles Gold Cup (Southwest): 5/2 - 5/3/2008

Power: Primary through Unlimited  
Location: Apple Valley (APV): Apple Valley, CA  
Contest Director: Patrick Dugan  
E-Mail: [patrick.dugan@yahoo.com](mailto:patrick.dugan@yahoo.com)  
Website: [groups.google.com/group/laac](http://groups.google.com/group/laac)

### Apple Cup (Northwest): 5/23 - 5/24/2008

Power: Primary through Unlimited  
Location: Ephrata (EPH): Ephrata, WA  
Contest Director: Ann Marie Ward and Carol Burch  
E-Mail: [amward@relparts.com](mailto:amward@relparts.com)  
Website: [www.iac67.org](http://www.iac67.org)

## 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 February 10th, 2008, 4pm**  
**Attitude Aviation**  
**Livermore Airport (LVK)**

**DEFINITELY NOT YOUR AVERAGE FLIGHT SCHOOL!**

WACO! EXTRA CUB PITTS S-2C CIRRUS SR22 g2 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.)*

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