



# The ACronaut

Volume 5 - Number 1

## Prez' Post

Darren Pleasance



Happy holidays to all as I sit here watching the rain pouring down and wishing I could be out in my little Pitts. Oh well, at least it's above freezing (though not by much) and clear skies can't be too far away.

Since this is my first "Prez Post" as the newly elected President of Chapter 38, I'd like to use this month's newsletter to outline my vision for the Chapter in the hopes that it will spark enthusiasm among the membership as well as provoke additional ideas for what we can do to make Chapter 38 as fun, educational, and supportive an organization as we can be. Let me start by thanking Angie for her work over the past year as President, as well as over the prior years as a Board member and relentless volunteer. Under Angie's leadership, we renewed both of our aerobatic boxes, held a very successful contest, reenergized weekend critique sessions, hosted multiple Young Eagles sessions, and expanded our membership. These accomplishments were, of course, also the result of significant contributions from many of you to whom I express my sincere gratitude. I'd also like to thank our re-

cently exiting Board members and Officers, Dave Walkup, Graham Bird, Brad Oliver, and Alex Drobshoff for their help over the past years and for their continued support going forward.

Now, about that "vision" thing I mentioned. Here are my top 3 aspirations for the year:

- 1) 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

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### WANTED: 2004 IAC38 Treasurer

Is there anyone out there with basic check book discipline that would like to contribute to the club by taking on this role for 2004? The role is essentially responsible for keeping track of which members have paid their dues, for disbursing money as needed for Chapter events (e.g., Paso Robles contest), for keeping the Chapter check book balanced, and for providing updates to the Board at the monthly Board Meetings.

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## 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.

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## Editor's Column

Peter Jensen



I wasn't sure if there would be enough material for a January Newsletter... I couldn't have been more wrong. There turned out to be plenty. I started out with 6 pages that quickly turned into 14. Here's the highlights...

Darren outlines his vision for the club for 2004. Marilyn got Allyson on the hook for Member of the Month. Don't miss this and learn how Panzl #3 came to life.

I fooled around with the cost of ownership spreadsheet on the www.iac38.org web-site. The final 2004 known sequences are approved. Make sure to take a look and tell us what you think at the next chapter meeting.

I hope this year will be a very active year for our chapter. Ben will be setting up and twice monthly training days at TCY and the board will try it's best to have interesting topics for the chapter meetings and outings.

Happy New Year!

-Peter

## Pilots Currently on the Waivers

As of 12/31/2003 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 (12/31/2003)

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

### Pilots on the New J Waiver (12/31/2003)

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

### Designated Briefers

Angela Niles  
Dick Rihn  
Cecilia Aragon  
Dave Walkup

## Flying High

Darrin Silver



## Heard it on the Ramp

Marilyn Dash



Although, there is not much going on outdoors during the month of Rain, I mean December, several newsworthy things have happened.

### Parade of Planes

As many of you heard, saw and even participated in - we actually had a Pa-

rade of Planes taxi down the streets of San Carlos to celebrate the Centennial of Flight this month. Willie Turner, the VP of Marketing at Hiller Aviation Museum contacted me a few months ago with this crazy idea. I, of course, love crazy ideas and jumped right on that bandwagon! I started to gather names of people who I thought were also slightly off plumb and we ended up with 15 lunatics - 3 of which were unable to get there due to weather and daylight issues. So, we had ten airplanes and two fly-bys and more fun and less sleep than we thought possible.

All I know is when Darren Pleasance, who I thought was sane, said "Sure, I'll do it!" I knew we had the makings of a great celebration! We even got his adorable son, Christopher involved! Christopher (call sign Bam Bam) got to "fly" the F117 model in the parade! Who could ask for anything more!

Thank you to all for joining us and making it such a special day! I promise to keep you posted about the next fun-fest!

### Dirt

A bit of dirt, I mean news I have is that the Blue Angels will not be coming to San Francisco for FLEET WEEK this year! Can you believe it! Fleet Week with the Blue Angels have drawn wall-to-wall crowds to San Francisco's Fisherman's Wharf and brought in millions of dollars in revenue to merchants all over SF.

Fleet Week in San Francisco dates back to the entrance of the Navy's Great White Fleet into the bay in 1908, an event seen by thousands of people. The Pacific Fleet made regular ceremonial calls in the bay every year until World War II. In 1981, Fleet Week was revived by then-Mayor Dianne Feinstein, who went up for a ride with the Blue Angels and was reportedly badly frightened by the experience (I bet she puked). However, she remained a firm defender of the event and it has become an enormous popular and commercial success. Sources said the Blue Angels try not to schedule shows at the same location for two years running. However, an exception has been made in the past for San Francisco, where the Angels have performed every year since 1981, with the

single exception of 2001, when Fleet Week was canceled following the terrorist attacks that September.

The real reason is clear - but has not been made public. The reason... whisper ....whisper... is that SF signed a contract with the AirShowNetwork to manage Fleet Week. The Blue Angels, the wise souls that they are, refuse to work with the AirShowNetwork. THAT is why the Blue Angels are not going to be here for Fleet Week. This is amazing, but true. Why is this being hushed up? I have no idea! Will Fleet Week be as exciting in 2004? We'll just have to wait and see. The good news is that the Blues will be at Salinas in October 2004 - so, we can at least see them there instead.

### Holiday Bash

Speaking of festivities... If you were lucky enough to attend the Holiday Party at SPAM-MAN's house... you really got a treat. SPAM quiches were enjoyed by all. Okay, perhaps enjoyed is a bit strong - but there was plenty of SPAM. The Secret Santa gift exchange actually generated TWO SPAM Cookbooks. Witty, aren't we! The food was great, the atmosphere was great, the company was great, and then, Allen told a story.....yawn.....yawn.....yawn... that went on for at least a week and a half. But, because he packs my chute, I loved every hour of it! Really I did!

### Tom Myers

Did you know that our dear Tom Myers was in a bicycle accident in September? We didn't either - until the Holiday Bash. It's good to see Tom is recovering from his injuries and doing well. Now, maybe he can cut his hair!?! ;-)

### Contests

AZ Championships were held and only one of our Chapter members was able to get there - darn rain. Norm DeWitt placed 2nd in the Unlimited Category and continues to fly beautifully and serve as a beacon for all of us SportsPersons hoping to move it in time.

Many other members had planned to attend - however, weather and machines hammered Allyson's and Peter's attempts to join Norm at the fun in AZ.

Is it too early to start planning for the Bill Briski Akrofest in February? This is a Primary and SportPerson only contest that should be a lot of fun! Let's see if we can get a gang together and show AZ how much fun CA can be!

*(Continued on page 7)*

## Member Of The Month - Allyson Parker-Lauck

Marilyn Dash

**G**etting to know you...aka  
Member of the Month!

This month, we are getting to know one of our newest members. Allyson Parker-Lauck recently moved to California with her husband, Terry and joined Chapter 38. She has graciously accepted our invitation to become the CD for

Paso 2004. We are very excited to have her as a new member and her knowledge of competition and flying is really terrific!

Please take a moment to read about one of our newest members! Thanks, Allyson!

### **When did you become a pilot and why?**

I began flying in 1986 when I was a junior in high school. My dad was a pilot, and had a Pitts which he kept at H&R Aviation in La Porte, TX, owned by Debby Rihn Harvey (longest standing member of the US Aerobatic Team).

When I was 16, Debby gave me a job working in the office at her FBO, and I loved being at the airport, loved the airport people, so I decided I wanted to learn to fly. My dad was very supportive of that.

### **What was your first experience with aerobatics?**

Since Dad was an aerobatic pilot, he was very particular about my flight training. He insisted that I learn how to fly in a tail-dragger (I earned my private rating in a Citabria), and he also insisted that I learn loops, spins, and rolls before soloing. So I began doing aerobatics from the very beginning of my flight training.

I loved it, and wanted to get a full-fledged aerobatic course as soon as I got my license. I was very fortunate to discover this sport so early in life. I've been competing almost 15 years now, by some people's standards that makes me an old-timer - and I'm only 33 years old! I think about the people I competed with when I first started, and only a few of them are still in the sport. I'm really glad I've hung around and plan to keep at it. I know people claim they get "burned out", but I can't imagine getting burned out on flying. I can't imagine life without it.

### **Do you compete?**

Yes. I flew my first contest in 1989, when I was 19 years old. I flew Sportsman in a Super Decathlon in Edna, TX. With the exception of a short break from 1999 to 2001, I've flown at

least 2 or 3 contests each and every year.

### **If so, why and what got you into competition?**

Debby's school focused on competition aerobatics, so once I was able to fly the Sportsman sequence, my instructor suggested that I fly in a regional contest. I did, and ended up flying 4 or 5 contests that summer. During the summer, I was checked out in a Pitts S-2A, and flew the '89 US Nationals in the Pitts. Being competitive in nature, I find that competition aerobatics really helps me to fulfill two goals - flying fun little airplanes, and competing while doing it.

### **What is your most memorable contest experience?**

My most memorable experience was flying for my Dad on Father's Day weekend, in 1989. It was the Denton, TX contest. Although dad was very supportive of me learning to fly, it scared him to death for me to be in an airplane by myself at first. He didn't want me or my instructor to tell him I was ready to solo until AFTER I'd soloed. He never watched me fly at all until that contest in 1989. I almost didn't make it.

Another student ferried the Decathlon to the contest, and I was flying there commercially. The contest began Friday morning, but I had classes that day, so I called the Contest Director, and he agreed to allow me to come in Friday night and fly my first and second flights back to back Saturday morning. Houston Hobby Airport was a zoo that night, with very long lines to check in for the Dallas flights. After waiting in line for almost an hour to check my luggage, the airline told me that I would have to run to the gate for a boarding pass, but since I checked in so late I may not get a seat. I ran to the gate, but it was too late. They had already issued the last boarding pass, and this was the last flight of the evening to Dallas.



# Cost of Ownership

Peter Jensen

What does it cost to own an aerobatic airplane? Is it cheaper to rent? What are the benefits and drawbacks?

The benefits of airplane ownership are many; easy access, fewer people fly the airplane, better familiarity of the airplane. If you want to compete in contests more than one hour away it can be difficult and very expensive to rent. The fact that only few people fly the airplane (yourself) means that the airplane doesn't get banged up, and because you're responsible for all maintenance, it probably means you get to know the airplane very well. These benefits are hard to put a dollar amount on.

There are a few drawbacks as well. The big ones are; a bigger drain on your time and more worries. Plan on at least one hour of maintenance work per hour you fly. When the plane is down for repairs, which can be for extended periods of time, you don't have an airplane to fly. It can easily take two months to do an annual for example.

The answer to the cost question typically starts with: "It depends...". In order to compute the cost of ownership there are many variables to take into account, some are known and some are unknown.

Known costs include hangar fees, fuel and oil, insurance, property tax, cost of capital, and major overhauls. Those costs can be fairly accurately estimated. To some extent ongoing maintenance can be fairly accurately estimated as well. Changing tires, rotating and cleaning spark plugs, etc. shouldn't be big surprises.

Unknown costs are typically related to maintenance and repairs, not including the major overhauls and normal wear and tear. Things such as: replacing a cylinder, rebuilding the wings, replacing the prop, etc. are all big ticket items that can all of a sudden be necessary if you want to keep the airplane in the air, and it throws a monkey wrench into the cost computations.

The www.iac38.org web-site once again comes to the rescue. There is an excellent spreadsheet where estimated values can be plugged in for all the variables in the equation. For people new to airplane ownership it might be hard to come up with accurate estimates, so I've tried to come up with two scenarios that span the range and types of ownership representative of the chapter members.

## Scenario 1 - Pitts S1-S

Aircraft value: \$35,000. No loan. Hangar rent: \$122/month. Insurance: \$1,800/year. Annual inspection: \$1,500/year. Overhaul cost: \$16,000. TBO 1200 hours. Misc cleaning

supplies, tools, etc: \$500/year. Ongoing Maintenance (tires, filter change, bungees): \$26/hour. Fuel: 10 gallons/hour. Oil: 1/4 Quart/hour. If these numbers are plugged into the spreadsheet the following results:

Annual Fixed Expenses	1 person	2 persons
Hangar	\$1,464.00	\$732.00
Insurance	\$1,800.00	\$900.00
County Fees/yr	\$330.00	\$165.00
Annual	\$1,500.00	\$750.00
Misc Exp (tools, cleaning supplies)	\$500.00	\$250.00
Cost of Capital (non-cash)	\$1,750.00	\$875.00
<b>Total Fixed Expenses / Yr</b>	<b>\$7,344.00</b>	<b>\$3,672.00</b>
Hourly Operating Expenses		Cost/hour
Fuel		\$28.50
Oil		\$0.69
Engine Reserve (for overhaul)		\$13.33
Ongoing Maintenance (tires, bungees, etc)		\$26.00
<b>Total Operating Exp / Hr</b>		<b>\$68.52</b>
Cost/hour/person	1 person	2 persons
50 Hours/year	\$215.40	\$141.96
100 Hours/year	\$141.96	\$105.24
150 Hours/year	\$117.48	\$93.00
Hourly Comm. Rental	\$179.00	\$179.00

## Scenario 2 - Edge 540

Edge 540. Aircraft value: \$180,000. Loan \$100,000. Hangar rent: \$250/month. Insurance: \$5,000/year. Annual inspection: \$1,500/year. Overhaul cost: \$24,000. TBO: 1200 hours. Misc cleaning supplies, tools, etc: \$500/year. Ongoing maintenance: \$26/hour. Fuel: \$20 gallons/hour. Oil: 1/4 quart/hour:

Annual Fixed Expenses	1 person	2 persons
Hangar	\$3,000.00	\$1,500.00
Insurance	\$5,000.00	\$2,500.00
County Fees/yr	\$1,800.00	\$900.00
Annual	\$1,500.00	\$750.00
Misc Exp	\$500.00	\$250.00
Loan Payments	\$12,895.26	\$6,447.63
Cost of Capital (non-cash)	\$4,000.00	\$2,000.00
<b>Total Fixed Expenses / Yr</b>	<b>\$28,695.26</b>	<b>\$14,347.63</b>
Hourly Operating Expenses		Cost/hour
Fuel		\$57.00
Oil		\$0.69
Engine Reserve (for overhaul)		\$13.33
Ongoing Maintenance (tires, bungees, etc)		\$26.00
<b>Total Operating Exp / Hr</b>		<b>\$97.02</b>
Cost/hour/person	1 person	2 persons
50 Hours	\$670.93	\$383.97
100 Hours	\$383.97	\$240.50
150 Hours	\$288.32	\$192.67
Hourly Comm. Rental	???	???

(Continued on page 9)

# X-Mas Party at Allen Silver's House

Peter Jensen



Allen hosted the chapter X-mas party at his house on Saturday December 13. It was a potluck with lots of scrumptious delectable food items. A fun gift exchange and a looooooong tale of the 'spam' man's adventures and his attempts at having various aviation celebrities wear his well worn (and never washed) SPAM T-shirt. Many thanks to Allen and his co-host, Nancy, for letting us invade his house.

If you're interested in the ICAS DVD Allen showed send Marilyn an e-mail.

More pictures on the [www.iac38.org](http://www.iac38.org) web-site.

-Peter



Oh Boy, that herp tea is a killer



Gordon tries Angie's tasty bacon soup

*(Continued from page 3) - Heard It On The Ramp*

## Paso

Please note that the Member of the Month is Allyson Parker Lauck who will be our CD for Paso in 2004. Please take a few minutes to get to know her a little better - at last through our newsletter story!

## Judges' School

I saw a t-shirt the other day that read, "Stop me before I volunteer again!" and I wish someone had purchased this for me so I would stop volunteering. But, the good news is Chapter 38 is planning to have Judges' School again this year. We will be having Intro and a course for Pilot's which helps us increase our scores. I was talking with a long time akro competitor and he said, "Everyone knows when you fly an upline in a Decath, you do this and if you fly it in a Pitts, you do that." Apparently, not everyone knows this (including me) and that's why we have a CLASS!

It is currently scheduled to be held at Hiller in San Carlos - just like last year. The class will be held March 20-21st for Intro and just on the 20th for the Pilot class. For currency, the second day of the Intro class is all you need - so, you can take the Pilot Class on Saturday and take the second day of Intro on Sunday and being a judging and flying genius by Sunday at 5pm.

I know it's later than usual - but, there are so few instructors available and we know the materials aren't usually read until March anyway - so, I'm doing the best I can. If someone would like to take the yoke for next year - let me know! (get it - yoke, I'm cracking myself up!)

This year, after Judges' School is over, I would like to set up the next Tracy Practice Day to include anyone who has taken Intro and has not turned in their Home Study Test. We need to get more of us certified as judges! So, let's get together and have the New Judging Candidates critique the pilots and do their Home Study Test together. Maybe we can actually get some of the Exams out of the way and increase the number of Judges in Chapter 38!

## Captain Ballast

As I mentioned last month in my column, Ken Erickson is recovering from his injuries and is doing better every day. He, of course, is ready to start flying again. We are considering setting up a winch to lower him into the S2 for flight training.

## 2003 in Review

I would like to close this newsletter by having us remember a few of our larger moments of 2003. We had one wedding this year. Dick Rihn married his new bride, Pat. They seemed very

happy at the Holiday Bash and I would like to extend good wishes to them for the future. Dick, you deserve to be happy!

We lost a dear friend of mine and a member of Chapter 38 in May with the death of Andrea Rice. Most of you didn't know her, unfortunately now, you never will. She was an inspiration to me and to so many others whose lives she touched. Blues Skies, Andrea.

Let's look forward to 2004 and make this our best year yet!

*Marilyn Dash  
Chixfly2*

*(Continued from page 4) - Member Of The Month*

At this point I realized I wouldn't be able to make it to the contest before Sportsman flew their 2nd flight, and that I wasn't going to be able to fly in the contest. I started crying, as I knew it was the first time I was going to fly for my dad, and it was Father's Day weekend.

My friend who gave me a ride to the airport felt so bad for me that he called another buddy of ours, they rented a plane and flew me up there. I'll never forget those guys for doing that. We didn't take off until after midnight, and I think it was close to 3:00 AM when we landed in Denton.

The good news is that my Dad got to see me fly for the first time, and it was the best experience ever.

### *What is your favorite part of a contest?*

The flying. Flying aerobatics is one of the biggest rushes ever. I absolutely love it. I love hearing the Chief Judge clear me into the box. I love diving into the box. I love flying my sequence. And I LOVE the feeling after the flight is over. All that adrenaline, that made me feel sick to my stomach with nervousness before the flight, starts to subside. I finally calm down, and I just get this huge smile on my face that doesn't go away until long after I land. I just love that feeling.

I also love being around other people who actually understand what I just explained. Only acro pilots know that feeling.

Additionally, this year I was able to experience some aerobatic training camps for the first time. I did several of them this year including training with John and Linda Morrissey, Alan Geringer, and Sergei Boriak. I realized that this is another extremely enjoyable aspect of our sport. It's great to fly in front of coaches and trainers who have so much knowledge to share, and with other pilots who want to learn to perfect their flying. It's such a great learning experience, and something that I would highly recommend to people who really want to improve their flying.

### *Where do you see yourself going in the sport?*

*(Continued on page 8)*

*(Continued from page 7) - Member Of The Month*

I've just started flying Unlimited, and plan to tryout for the US Aerobatic Team next summer. Although Unlimited is very challenging, it has been a lot of fun to learn the sequences. But to answer your question, my short-term goal will be to be able to fly some decent Unlimited, and make the US Team next year. There will probably be a few new women in Unlimited next year, so it could be very interesting at Team try-outs. At least I hope so.

My ultimate goal is to someday win the Nationals in Unlimited.

***What other aspects of aviation are you interested in?***

Actually, just aerobatics right now. But I'd also eventually like to get into soaring, maybe even glider aerobatics. It seems like it would be challenging, and great fun. I'd also like to get my seaplane rating someday.

***What aircraft do you fly, and why?***

In late 2001, I was really getting an itch to get a new airplane. Terry and I sold our Pitts in 1999, and 2 years on the ground is no fun. I knew I wanted a monoplane, but I really didn't know which airplane would be right for me. I thought about several different possibilities, one being an Extra 230. I contacted Bubba Vidrine, who used to own an Extra 230, to ask him his opinion. Bubba suggested some modifications I might consider if I ended up going with the Extra 230, and said I should talk to Greg Panzl about doing the work. I called Greg, and he was very helpful, and did not even mention that he was building his own design. My husband Terry was doing a search on the internet looking at different designs and such, and he found Loren Smith's home page. Loren owns Panzl #1. Terry was very impressed with Loren's plane, and suggested that I call Greg back and get some information



*Gary, Rachel, and Greg Panzl*

about the Panzl aircraft.

The Panzl S-330 is based on John Staudacher's design. Greg has worked to improve the original design with an all-carbon fiber cowling and side panels, with improved ailerons and rudder. The airplane rolls extremely fast - so fast it caught me VERY off guard the first time I rolled it. It has enough power to fly the very demanding Unlimited sequences and is an absolute delight to fly.

But back to the story... Terry and I made a trip to Madison, WI to take a look at Panzl #2. Saying that we were blown away was an understatement. Everyone who sees one of Greg's planes is always amazed at his beautiful workmanship. It's more than just a piece of machinery; it's a work of art. We decided right then and there that we wanted Serial #3 to be ours. I called Greg, and he began work on my airplane immediately. We had made our decision to buy at just the right time, as Greg had just finished #2, and since none of the other prospective buyers had committed to #3, I was able to get right in. Eleven months later, we took delivery of the most beautiful blue, black, yellow and white airplane you've ever seen. Greg was wonderful to work with throughout the building process, and he has stood behind his product 100%. Any time I've needed anything, he has been right there to help out. In addition to finding a great builder and mechanic, Terry and I have made a really good friend.



*After first flight*

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

I love to play the piano. I played as a kid and through high school, but got interested in other things and dropped it for a number of years. A couple of years ago, we bought a new piano, and I try to play a little every day.

***What other hobbies do you have besides flying?***

Piano, running, hiking, and skiing.

***What do you do for a living?***

I'm a flight attendant for Southwest Airlines.

*(Continued on page 9)*

*(Continued from page 8) - Member Of The Month*

***What is your favorite aircraft?***

I'd have to say the Panzl S-330. I love it!

***What was your most memorable flight?***

Actually, my most memorable flight wasn't at a contest, but at a funeral. When Terry and I lived in Ponca City, OK, my hangar mate, who had a Pitts, was killed when he crashed at an Airshow in San Marcos, TX. A few months before his crash, we were having dinner one night, and he told me that when he dies, he wanted his ashes scattered over our practice box, and asked me if I'd do it out of my Pitts. I said, sure, not thinking I'd really ever have to do it. But when his wife called me the day he crashed, she asked me if I remembered my promise to Jim, and asked if I would still do it. I agreed. I received permission from the land owners, and practiced it a few times before the funeral. After the funeral, everyone drove out to our practice field, and I gave Jim one last aerobatic flight before scattering his ashes over the place he loved to fly. It was very moving and quite beautiful.



*Sean and Kurt are impressed*

Word of advice... scattering ashes out of a Pitts isn't an easy thing to do. I was able to do it without any problems, but it took some practice and preparation before hand. If anybody is asked to do this honor in the future, call me and I'll let you know how to prepare and what to watch out for.

***What else would you like to tell us?***

This sport is about flying and having fun. Some people seem to think that those of us who do competition aren't enjoying our flying. Nothing could be further from the truth in my case. There aren't many people who are more into competi-

tion than I am, and along those lines, I don't think anybody loves the actual flying much more than I do. But I also love the feeling of practicing really hard and seeing the results in good scores. It's a wonderful feeling of accomplishment.

There are so few people who get the opportunity to do what we acro pilots do, and I try not to take that for granted. I've been very fortunate to have had a supportive Dad who helped me discover this great sport at such a young age, and a supportive husband who doesn't complain when I spend too much time at the airport. I also feel fortunate to live in a country where we are free to pursue these crazy hobbies.

*- submitted by Marilyn Dash*

*(Continued from page 5) - Cost Of Ownership*

The 'cost of capital' is set to 5% of the value of the airplane. This corresponds to the return by investing the money conservatively in something like T-bills. It can be argued whether this should be counted towards the fixed costs or not. For the examples above it is counted.

The yearly miscellaneous expenses cover such things as: cleaning supplies, parachute repacks, minor tools, etc.

It's pretty obvious from the numbers, the best way to bring down the cost, is to form a partnership with either one or two other people. This cuts the fixed costs in half or a third. For the Pitts scenario this cuts the hourly rate to \$141 to \$215.

The fixed cost contribution to the hourly rate goes down proportionally to the number of hours flown in a year. In the Pitts example (2 person partnership) the total cost for the first 50 hours flown in a year is \$7,098 and the cost for the next 50 hours is \$3,426. Keep that in mind... The more you fly the cheaper it gets!. When you own, that is.

## Other Resources

Gordon Sorensen, who suggested this article, pointed me to the [www.planequest.com](http://www.planequest.com) web-site, which has a comprehensive list of operating costs. These are actual costs submitted by plane owners. I couldn't find any aerobatic airplanes though.

*-Peter*

*(Continued from page 1) - President's Post*

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.

2) 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.

3) 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.

As we look forward, I think we have an opportunity to make 2004 a great year for flying aerobatics and for further strengthening the commitment and size of our Chapter membership. We've got a great team of Officers and Directors in place, and a host of volunteers signed up to lead such areas as the newsletter (Peter), judges school (Marilyn), Paso Robles contest (Allyson), and monthly critique sessions (Ben), to name a few. We have all the elements in place to make this a great year so let me thank you all in advance for your participation and contributions. Now get out there and fly...

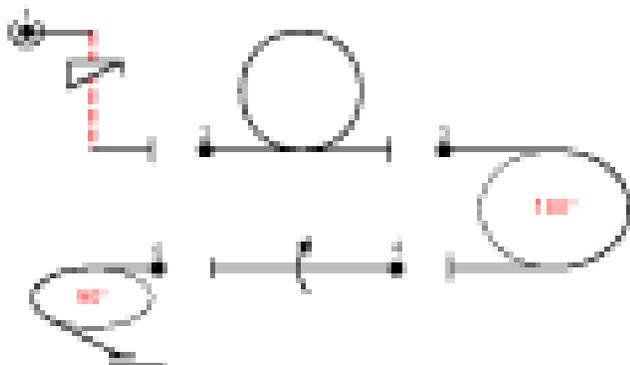
Happy skies...

-Darren

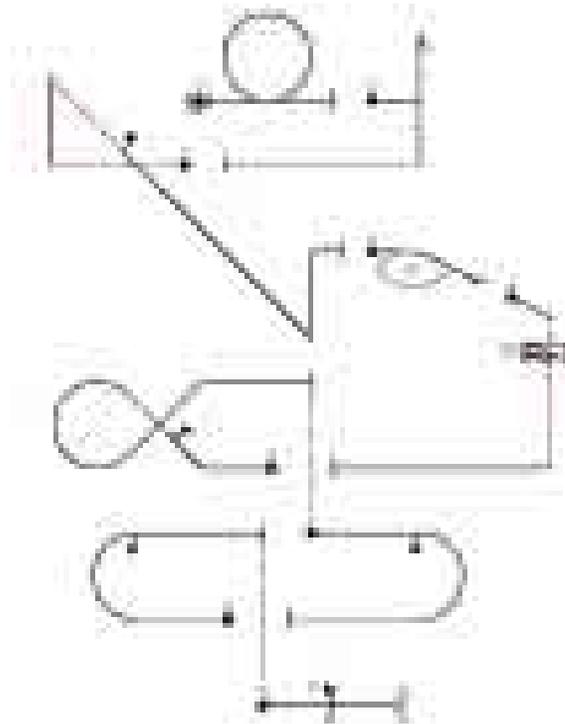
## 2004 Knowns

*Peter Jensen*

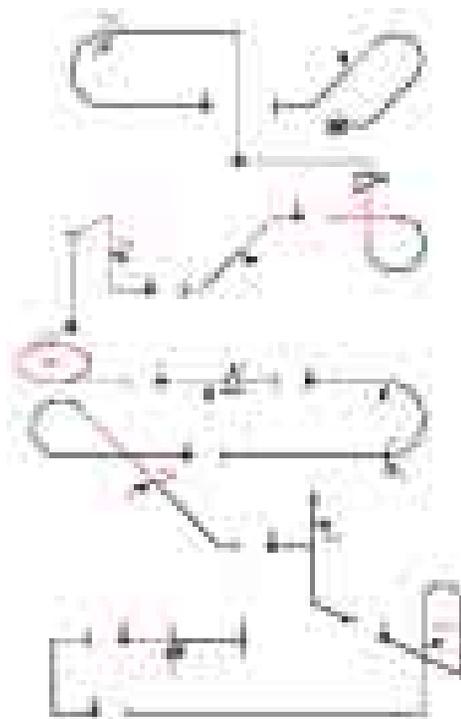
### Primary Power



### Sportsman Power



### Intermediate Power



*(Continued on page 12)*

# X-Mas Party at Allen Silver's House - Continued

Peter Jensen



## Contest Results

Peter Jensen

Our region had one contest this past month - The Arizona State Championship in Casa Grande. Chapter 38 had one competing pilot - Norm DeWitt. Didn't I say the exact same thing last month? Let's get a team together next year, so Norm doesn't have to go all by himself.

29 pilots participated.

-Peter

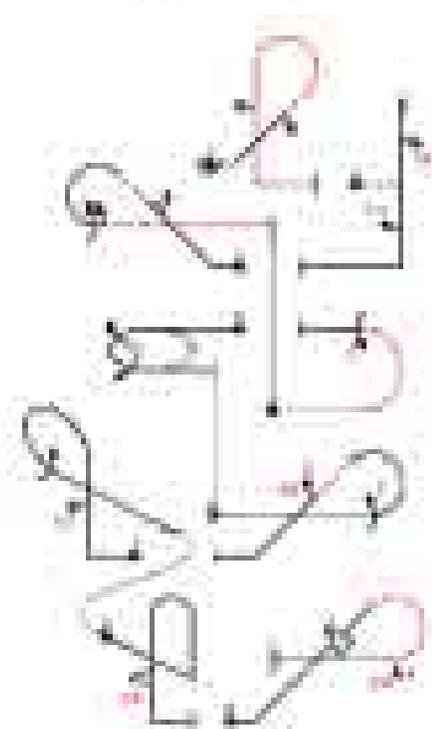
## Training Days

Peter Jensen

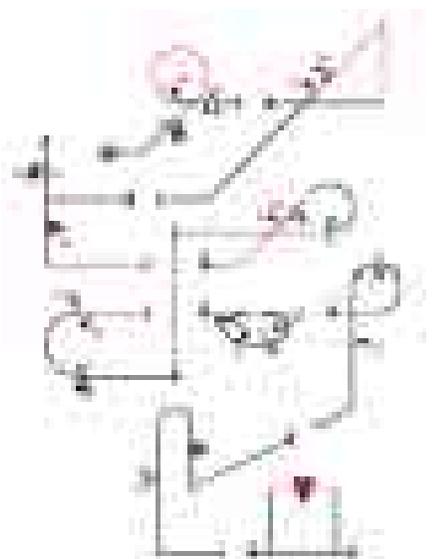
Ben Freelove will organize regular training days at TCY and possibly King City this coming year. For starters we'll have two scheduled days a month, where judging and critiquing will be available. Come out and participate. Ben will send out reminder e-mails to the membership roster a couple of days before each training day.

(Continued from page 10) - 2004 Knowns

### Advanced Power



### Unlimited Power



### 2003 Arizona State Championship December 5-6, 2003

Casa Grande Arizona  
Contest Director: Mike Wolf

#### Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 RUCKER, GARY	777	345.50	362.90	708.40		78.71%
2 SMITH, ANN MARIE* (P)	62	396.90	381.00	777.90		86.43%

#### Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 BEYER, REINALDO	36	1095.09	1096.33	1110.24	3301.66	82.13%
2 MACHOVSKY, ANDY	69	1039.03	1070.95	1094.97	3204.95	79.73%
3 ANDRZEJEWSKI, MELISSA		1047.55	1061.41	1045.67	3154.63	78.47%
4 KUJAWA, DAVID	69	953.11	1013.95	974.44	2941.50	73.17%
5 NICKELS, RAYMOND	88	841.68	1020.55	1009.21	2871.44	71.43%
6 LOVEDAY, CHRIS	69	983.48	0.00	932.61	1916.09	47.66%
7 PREMSELAAR, JOEL	0	280.65	846.51	660.55	1787.71	44.47%

#### Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 CANTERBURY, HANK	69	1642.51	1682.63	1207.60	4532.74	82.71%
2 WEBB, TOM	69	1605.78	1661.91	1182.31	4450.00	81.20%
3 CORRADI, MICHAEL	114	1547.35	1654.08	1170.97	4372.40	79.79%
4 READER, PAUL	12	1380.92	1575.04	379.62	3335.58	60.87%
5 EPPARD, NANCY	62	1157.25	1353.65	564.12	3075.02	56.11%
6 CRAVENS, STEVE	69	500.66	1587.47	851.41	2939.54	53.64%

#### Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 BOERBOON, JEFF	69	1980.07	2716.97	2232.76	6929.80	82.11%
2 HUEY, CHRIS	69	2007.66	2695.96	2208.37	6911.99	81.90%
3 CUMMINGS, STEVE	36	1925.13	2507.09	2248.66	6680.88	79.16%
4 FOSTER, DENNIS	36	2007.23	2613.41	2022.32	6642.96	78.71%
5 KUTSCHKA, JOE	62	1890.16	2539.15	2129.75	6559.06	77.71%
6 SMITH, ANN MARIE	62	2016.07	2641.81	1834.45	6492.33	76.92%
7 WALKUP, JOHN	69	1765.99	2465.24	2122.21	6353.44	75.28%
8 GIBBS, ROBBIE	69	1953.84	2481.91	1875.58	6311.33	74.78%
9 PEEPLES, JIM	36	1890.29	2374.48	1759.79	6024.56	71.38%
10 LANGENHORST, CURT	69	1830.15	2394.88	1796.83	6021.86	71.35%

#### Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 RACY, MICHAEL	62	2958.32	3882.43	2954.65	9795.40	80.16%
2 DEWITT, NORM	38	2811.10	3759.83	1877.41	8448.34	69.14%
3 PARKER, BILL	62	2305.77	2932.57	2080.40	7318.74	59.89%
4 CHESEBRO, BRIAN	62	2092.94	3046.62	1202.70	6342.26	51.90%
5 CLAPPER, JIM	69	2048.81	1843.92	1766.88	5659.61	46.31%

## Calendar of Events

- January 10 TCY Training Day  
**bfree@love@yahoo.com**  
 11 Chapter Meeting - 4pm  
 24 TCY Training Day  
**bfree@love@yahoo.com**
- February 7 TCY Training Day  
**bfree@love@yahoo.com**  
 8 Chapter Meeting - 4pm  
 21-22 Bill Briski Acrofest - Casa Grande, AZ  
**cgraves@secor.com**
- March 7 TCY Training Day  
 8 Chapter Meeting - 4pm  
 21-22 Judge's School  
**marilyndash@comcast.net**  
 28 TCY Training Day

## New Pilot Supply Store in Livermore

It's no longer necessary to drive to Tracy to buy your next case of oil. They have a full selection of sectionals, and much more. Check them out next time you're in Livermore. They are just across the road from the airport in the southeast corner of the airport.



## 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

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

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
<b>Total</b>	_____

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

Mail to:  
**Bradley Oliver  
 664 Moraga Dr  
 Livermore, CA 94550**

# 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)

Darren Pleasance, Interim Treasurer - McKinsey & Company - 555 California Street - San Francisco, CA 94104



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



### Chapter Meeting:

January 11, 2004 - 4pm  
Attitude Aviation, Livermore Airport