



The ACronaut

Volume 6 - Number 1

Prez' Post

Darren Pleasance



Happy New Year fellow Chapter 38ers:

I hope you all had a relaxing and fun holiday break and perhaps even got a few hours in upside down between rain showers... I'm in the middle

of annualing my new Laser, after getting a whopping ~2 hours in it before the annual was due, so I've not pulled any g's at all in December. Quite a shame, really...

Looking forward, though, I see a great 2005 ahead of us. As we did last year, I'd like us to develop a set of collective aspirations to strive for over the coming year, all in keeping with our chapter mission of safety, education, and fun. Rather than just asserting what these aspirations should be, let me suggest a few and then I'd like to open it up to additional input from the membership at our January meeting to refine these and

lock on a set of aspirations that we can all work towards. So here's a start. In 2005, I'd like to see the Chapter achieve the following:

- Attract 15 new members
- Add one additional aerobatic box (beyond New J)
- Maintain average monthly meeting attendance of greater than 15 people
- Win the team trophy at Paso Robles

I'm sure you may have others that we should refine this with. The nice thing about these is for us to achieve them, we'd have to do a number of positive things including maintaining an exciting and compelling slate of topics for each month's chapter meeting, conducting regular critique sessions to build the skills of our members, participating in contests throughout the year, and spreading the word about the benefits of belonging to Chapter 38. At our next Chapter meeting (Sunday, January 9th), I'd like to spend a portion of the meeting getting all of you to help refine and commit to these...

Speaking of the next meeting, we're planning to

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2005 Membership Dues

Just a gentle reminder. Please use the form on the last page to renew or start your membership for 2005 to enjoy the many benefits membership provides - Chapter event participation, New J box usage, newsletter notification, just to mention a few. \$25/year and \$30/year for a family membership.

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Editor's Column

Peter Jensen



Happy New Year!

This will be a good one. In 2004 we saw a significant increase in our membership, along with more airplane ownerships and partnerships. Also a great participation in chapter events. I hope this trend will continue in 2005.

of sharing stories, experiences, and tips & tricks. I'll encourage all of you to share all that collective wealth of knowledge, by contributing small (or large) articles with things airplane and flying relevant. This makes the newsletter fun to write!

I spiced up the color scheme on the front page a bit. Guess what inspired me!

Enjoy this newsletter!

-Peter

Our newsletter is a great way

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).

- 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

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

NO ONE. Waiver is expired. Awaiting renewal.

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

- Greg Pettit
- Peter Jensen
- Peter Gillcrist
- Ben Freelove
- Allyson Parker-Lauck
- Howard Kirker

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

Usually in December there are very few things happening. Therefore, there are few things for me to write about in my Ramp Article for January's Newsletter. Woe is me.

Chapter 38's Gala

The Holiday Gala at Allen Silver's house was SPAM FREE, as advertised. It was, instead, a poultry fest. Allen made a Turkey and Tom and Rich brought Chicken. How very Atkins friendly!

The Highlights of the Gala are always the ICAS Video, which Allen brings home from the conference each year AND the Secret Santa Gift Exchange. Oh MY!

For several years, SPAM and the many versions of SPAM were the highlight gifts. The Cans of SPAM, then the SPAM Active wear and most recently, the SPAM Cookbook (2003) were all Gala Favorites. This year, the NO SPAM rule was maintained and the gifts were – no less creative.

I am still trying to track down who gave Mike Davis a pair of used Golf Shoes – but some things are best left shrouded in mystery.

What a group!

Because of Allen's hospitality, I chose to select Allen and his son, Darrin as our Co-Members of the Month. Darrin is an accomplished flyer himself. Well, I'll let you read about that later.

Other Events

At other Holiday Galas around the state, Jim Nahom married Judy McDermott at Roger and Roann's Gala. As many may know – Roger Rourke, Rob Harrison, Spencer Suderman and I (stop laughing) are all ordained Ministers of the ULC and are available to perform weddings.

Let's think back to the Delano contest of 2002 or was it 2003? Does anyone remember the "Truck Sleeper Story"? Jim and Judy had an ENORMOUS fight after the BBQ at DLO that year and Jim never showed up for Day 2 of the contest. He apparently slept in his truck that night and was too tired to fly (good call, Jimbo!)

My point in telling this is – **and now they are married.** Who would have think it!?

Roger and Roann were married by Wayne Handley. Mike Penketh was married by Wayne or Roger – I can't remember which. But – everyone is doing it! So, please feel free to contact me if you and yours would like me to perform your wed-

ding ceremony!

Schedule of Events

In our constant pursuit to keep the information at our meetings fresh and interesting, we are looking for INPUT from our MEMBERS (YOU!) to find out what you would like to hear about, learn about, do, etc... for our Monthly Meetings. Please feel free to contact anyone on the Board or even email the group.

Judges' School

We have decided to not hold a Judges' School in Chapter 38 this year. Some of us discussed it and we feel a Bi-Annual Judges' School would be adequate. So, be on the lookout for our next one in Early Spring 2006.

Happy New Year to ALL!

Let's hope this one is a SAFE and HAPPY one for all of us!

Marilyn Dash
Chixfly2

(Continued from page 1) - Prez' Post

kick off 2005 with a review of this year's Sportsman Known and a discussion of how to fly the sequence well and some tips and tricks to score as high as possible. This should be a must-see for anyone planning to compete in Sportsman this year. Time permitting, we'll also talk about the other known sequences. We'll also preview the calendar for the rest of the year and get everyone's input so we can lock it in and plan for some great events. We have a great slate of ideas (see the list later in this newsletter) to build on. For sure we'll have a session on designing an Intermediate Free, a flyout to a fun airport, a presentation from Allyson following her trip to Spain for the WAC, and many other events that should be a ton of fun. Please come to this month's Chapter meeting to help us make the slate of activities as appealing as we can.

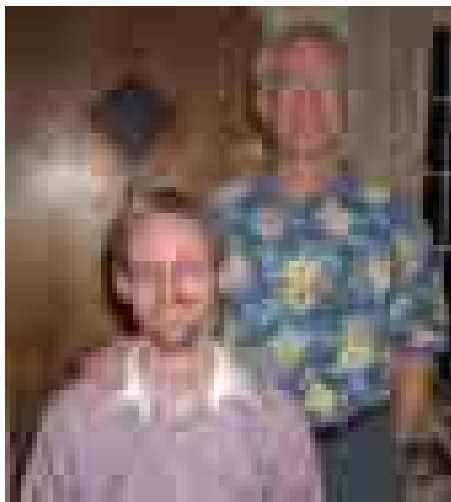
In closing, let me thank Alan Silver, once again, for hosting a great Chapter 38 Holiday Party and welcome our new Officers and Directors (Howard Kirker, Anil Kumar, Andrew Connolly, and Angie Niles) for what I know will be an exciting and productive year... Without all the great volunteers we've got, we wouldn't have had such a great 2004 and so much potential in front of us for 2005...

Blue skies,

Darren

Members Of The Month - Allen and Darrin Silver

Marilyn Dash



Everyone knows Allen Silver. He is our Master Rigger and the host of the annual Chapter 38 Holiday Gala. Most of you also know his son, Darrin. Darrin is the cartoonist who is featured monthly in our fabulous (though not award winning) Newsletter!

But, how well do we really know them?! Allen and Darrin – the Silvers, are our Members of the Month!

When did you become a pilot and why?

AS - The first time was March of 1975. I flew for about one year and had a little over 100 hours. Then I discovered that flying cost money and with Darrin coming along etc. etc. I started flying the second time in November of 2000. This time I did it right and received my tail dragger endorsement first. Since Nov. of 2000 I've flown just under 700 hours.

DS - I soloed in a Taylorcraft L-2 in January of 1992 when I was 16 years old. My instructor was the venerable Amelia Reid. Having tagged along with my dad to airshows for as long as I can remember, I was always around airplanes. I was fortunate to go for rides with some of the great airshow pilots and fell in love with aerobatics...that's why I wanted to become a pilot.

What was your first experience with aerobatics?

AS - On purpose? I guess I would have to say pissing off the jump pilot by moving to the front and back of the aircraft and watching him retrimming the aircraft over and over was not a good idea. He proceeded to do a slow roll with the C-206. Since that experience doing aerobatics with Eddie Andreini both on the inside and outside of his aircraft when I was his wingwalker from 1988 through 1992.

DS - The late Jim Nissen was a family friend and I had the opportunity to fly in his 1918 Curtis Jenny a few times. In fact, the first flight I really

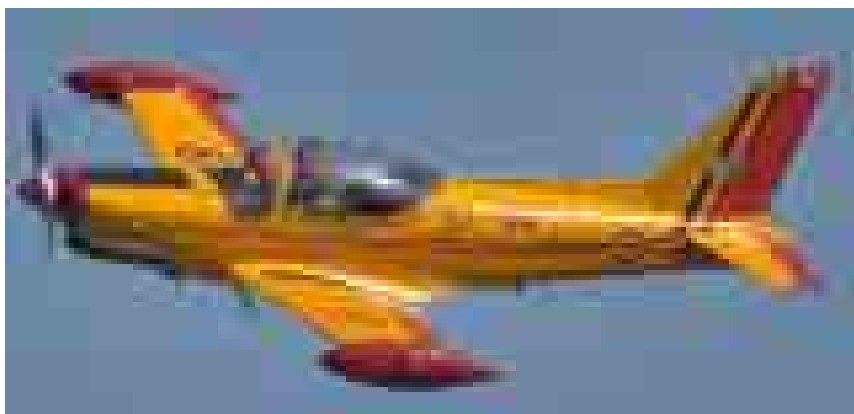
remember was in the Jenny when I was eight years old. Not long after that was my first aerobatic flight. Jim took me for a ride in the Jenny and I was really nervous about doing aerobatics. Jim said that we'd start out slow with some wingovers, maybe a spin, and then a loop if I felt up to it. Since it was an open cockpit aircraft with no radio, we communicated with hand signals. If I felt up to the loop, I was to make a looping motion with my finger.

The wingovers were fun. Then I remember hearing the engine get really quiet as Jim slowed the Jenny to enter a spin. All of a sudden the left wing dropped and the ground was whirling around in a blur! After the spin, I was feeling pretty good and raised my little hand as high as I could and drew a couple big loops for Jim to see. He gave me the thumbs up from the rear cockpit and put the Jenny into, what my eight-year-old mind perceived, as a steep dive. I hung on for dear life as Jim pulled the nose up and all I could see over the OX-5 engine was blue sky. Then the earth came into view and I realized we really were upside down! From what my dad tells me, I was grinning from ear to ear after that flight!

What other aspects of aviation are you interested in?

AS - Of course jumping out of perfectly good aircraft for over 43 years. I also enjoy flying most every week with Kenn. Starting to learn some basic aerobatics and I've also just started my instrument training.

DS - I really like aviation history, in particular, cold war era jets. I also liked learning how airplanes were designed so I studied aerospace engineering for two and a half years at San Jose State University. It was interesting, but not what I wanted to do long term. I switched to the Aviation Department and finished my degree in Aviation Operations. I flew traffic reporters for KGO radio and then went on to fly Metroliners for a small freight airline. All of that instrument flying was challenging and really gave me a sense of accomplishment, but some of the conditions I flew in got downright scary!



What aircraft do you fly, and why?

AS - I enjoy the Marchetti F-260 the most, but I'm also checked out in Citabrias, Decathlons, C-150, C-152, C-172, Grumman Yankee. I also have a few hours in the Cub and Extra 300L.

DS - *Mostly a Marchetti F-260 because I don't have to pay for it! (Thanks, Kenn!)*

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

AS - Many people didn't know I spent 25 years with the Air Force (ours). I was in charge of (guess what?) a survival equipment shop for the 129th Aerospace Rescue and Recovery Wing of the California Air National Guard. I also finally turned old enough (60 but with low mileage) to start collecting my retirement about six months ago. Now I can afford two six packs of quality beer or one bottle of good wine each month courtesy of the U.S. Government.

DS - *Before I started flying, I used to collect model trains. When I was still living with my parents, one whole bedroom was filled with a model railroad layout!*

What other hobbies do you have besides flying?

AS - I ride bicycles, hike and enjoy reading. I use to run a lot, but my back says that's not a good idea anymore so I prefer lower impact activities, like drinking wine and keeping Nancy out of trouble and my vodka.

DS - *I love drawing cartoons. It's a fun, creative outlet.*

What do you do for a living?

AS - You guess? I maintain all **your** expensive equipment so I can maintain the lifestyle I so richly deserve.

DS - *I'm a Realtor with Keller Williams Realty. (wanna buy a house - md)*

What is your favorite aircraft?

AS - So far I would have to say the Marchetti.

DS - *That's like asking a parent which child is their favorite!*

What was your most memorable flight?

AS - I've had so many over the years. Flying with the late Jim Nissen in the 1918 Jenny brings back fond memories. That's where I started my wingwalking career (or mid-life crisis) on the Jenny. Flying in the B-25 at 100', chasing another B-25, over the Fallon NV desert with Darrin was exciting. I've had so many wonderful flights with Amelia Reid. I can't for-

get flying inside and outside of Eddie's aircraft. These flights were with other people, but very memorable. Taking Darrin for a ride in the Citabria after I got my tail dragger sign off the first time was great. Later we would go up together and trade off landing and takeoffs to see who could do them better. I would always win if Darrin would keep the blindfold on. Early this year I took the Marchetti to the Arlington Fly-In and enjoyed my longest cross country flight.

DS - *In March of 2000, I won a contest where the grand prize was a trip to Russia to fly in an L-39 and a MiG-29. Since I was a little kid, I'd dreamed of flying a fighter jet. That has definitely been the highlight of my aviation adventures so far.*

Look for more information on Darrin's trip to Russia in another section of this newsletter!

The end...



New Arrival Colby Worthington

Congratulations to Cindy and Sean Worthington on the birth of their son Colby. Here's what Sean had to say...

Cindy delivered Colby Clark Worthington on 12/9 at 10:25 PM. he decided to come a day early. He weighed in at 6 pounds, 7 ounces and is 19 inches long. Colby and Cindy came home on Saturday and both have been doing fine since. Here is a picture of the little guy on his second day home.



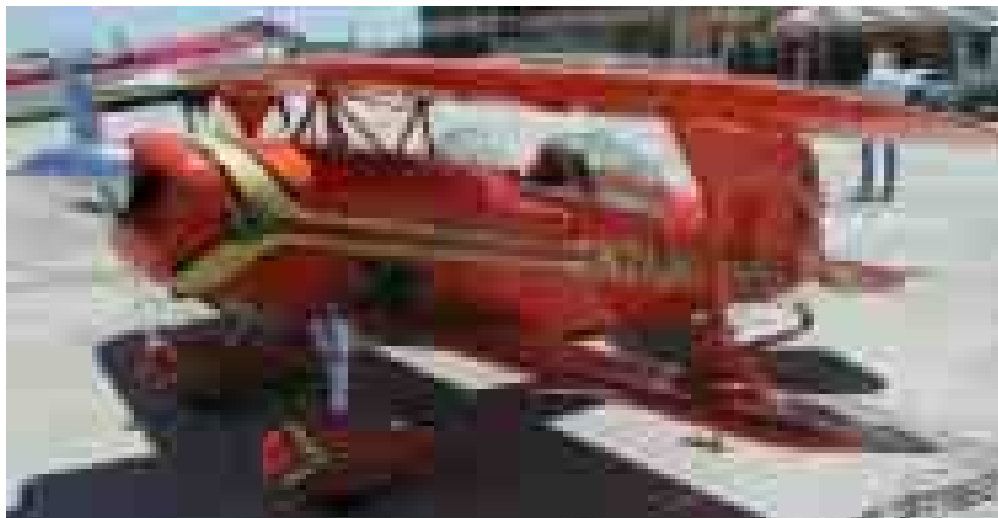
Various Pitts Models

Drew Detsch/Marilyn Dash

This is an excerpt of an article written back in 1492 or something.

Drew Detsch at that time was a Contributing Editor to Sport Aerobatic magazine. Yes, our own Drew Detsch. This was some of his work....

S-1C – This is the original Pitts special made available as plans for homebuilders in the early sixties by Curtis Pitts. The S-1C used an M-6 airfoil, known as the flat wing, with two ailerons and powerplants ranging from 85 HP Continentals to 180 HP Lycomings, depending on the version of the plans. Lycoming 125 HP and 150 HP engines are most common.



Drew Detsch immaculate Pitts S-1S

S-1S – In 1996, the Pitts was modified by enlarging the cockpit and most importantly the introduction of a symmetrical airfoil with four ailerons. This greatly increased the roll rate and inverted performance. The 180 HP Lycoming engine became the standard.

This airplane, flown by members of the US Aerobatic Team (in 1986?) finally broke the domination of the Soviet block in world competition. The S-1S won its FAA type certificate in 1973 with no aerobatic restrictions and began being produced as a complete production aircraft. (Note: Darren Pleasance's Pitts S-1S was built in 1973 – the first year the S-1S was production built)

S-1T – First introduced in 1976, the S-1T went into product in 1981. The T-model differs from the S-model by coming equipped with a 200 HP Lycoming and swinging a Hartzell constant speed prop. Other changes included the use of symmetrical ailerons and servo spades to increase the roll rate. The rudder was enlarged and canopies became standard equipment.

S-2A – The S-2A, when introduced into production in 1971, became the first open cockpit biplane certificated in the US since the 1930s – a testament to the tenacity of Curtis Pitts. The S-2A is a two seat version of the Pitts Special. Developed from the S-1, the S-2A is considerably larger with a 20 foot wingspan (vs. 17'4"), a length of 17'9" (vs. 15'6"), and an empty weight of 1025 lbs. (vs. 750 lbs.). It is powered a 200 HP Lycoming with a constant speed prop.

S-2S – The S-2S was based on the airframe of the S-2A with a single seat configuration and a 260 HP, six cylinder, Lycoming and constant speed prop.

S-2B – the S-2B is a two-place aircraft with a 260 HP Lycoming and a constant speed prop.

Now, you are saying to yourselves, I knew that... but did you know this part...

The Designated Models

S-1D-EW (aka S-1D) – Plan built S-1, similar to the S-1S but using the original M06, non-symmetrical airfoil with four ailerons. (Slower roll rate and more docile handling characteristics than the S-1S)

S-1S-E (aka S-1E) –Kit built S-1S.

S-1S-EW – Plans built S-1S.

S-1T-E – Kit built S-1T.

S-2S-E – Kit built S-2S.

S-2 – Two place with 180 HP engine and fixed pitch prop.

S-2E – Kit built S-2

S-2A-E – Kit built S-2A.

The Modified Models

The S-1 is one of the most modified of aircraft, factory or

(Continued on page 7)

(Continued from page 6) - Various Pitts Models

homebuilt. It seems that few can resist the temptation to add their personal performance touches to their aircraft – though it has been said they'd probably be better off putting their money into avgas and practice (...and critiquing!-md)

Since many components are interchangeable, the nomenclature of the Pitts quickly becomes blurred. What do you call an S-1C with T-model wings or a Plans built S-1S with a 200 HP engine and a constant speed prop.

If you are considering purchasing a Pitts Special, spend some time educating yourself before you plunk down your hard earned cash. Talk to the dealers, owners and mechanics who know Pitts aircraft well. Find out all the subtle differences between planes. Read the IAC publications like the TECH TIPS MANUALS and SPORT AEROBATICS magazine.

Remember, all Pitts were not created (or maintained) equal.

Thanks, Drew!!!

2005 Events

The Board is thinking hard about what interesting events and topics the membership will find interesting for the monthly chapter meetings in 2005. In order to have timely notification and line-up speakers we'll try to wrap it up as part of the Jan 9th chapter meeting. Here's some of the ideas that's currently on the table. We're interested in other novel ideas from the membership, in order not to have too much duplication from last year.

- Chanute visit (they sent me an email saying it was still in being painted so now looks like Feb or March I suspect)
- SR-71 talk by Bob and Marta Meyers
- Designing a Free (Intermediate) (Dick Rihn?)
- Flying the maneuvers (probably worth doing this a couple of times this Spring prior to the season, focusing on different maneuvers each time including new 1/4 cloverleaf) (Cecilia?)
- Maintaining an aerobatic airplane (Alan Gerring)
- Day in the life of a contest (Peter)
- Fly-out meeting (e.g. Petaluma, etc.)
- Report from WAC in Spain (Allyson)
- Advanced spins / recovery with video (??)
- Paso Contest (Dave Watson)
- Sacramento Barometric Chamber (have to drive though, I believe) (???)
- Alan Silver parachute talk (Alan)
- Holiday party (Alan?)
- Alaska presentation (Darren as backup)

Where Not To Land

Alex Drobshoff

Hopefully none of us will ever have a total engine failure but it happens (just ask Norm DeWitt). What's that old joke about the fan at the front of the airplane is there to keep the pilot cool and if you don't believe me just watch them sweat then it stops. Should the unthinkable occur you will have to make some quick decisions and a little advanced planning will go a long way. As the number of vineyards in Livermore increase it adds to the number that we have to fly over. While they may look all green and leafy on from the air, I can't imagine a more hazardous place for an off field landing.

The ends of the vineyard have angled steel poles that are driven deep into the ground with wires tensioned between these poles spaced about every 6 to 8 feet across the length of the vineyard. About every 10 feet along these wires is another steel pole that is driven deep into the ground and protrudes up about 6 feet. Your odds of being impaled by one of these steel poles and having your aircraft ripped to shreds are very good landing in a vineyard.

The next time that you are driving around Livermore get out and take a look and it shouldn't take long to identify the hazards in the vineyards. Then think about going through these hazards at 80 to 100 miles per hour. There is usually a better alternative close by and when I fly I am always looking for an alternate landing spot that isn't a vineyard.

-Alex



Chapter 38 Holiday Gala - @ The Silvers

Pictures from Allen's Digital Camera



Dick Rihn Renews His Master CFI-Aerobatic Designation

Peter Jensen

The following press release was released recently from The National Association of Flight Instructors (NAFI)...

FOR IMMEDIATE RELEASE

Richard John "Dick" RIHN, Master CFI-Aerobatic (Renew: 31Oct04)
Walnut Creek CA

E-mail: RihnAirCo@aol.com

Richard Rihn recently renewed his Master CFI-Aerobatic designation. Dick is an aerobatic flight instructor with Attitude Aviation (www.AttitudeAviation.com) at Livermore Airport (LVK). He is active in EAA's Young Eagles program and serves as president emeritus of the International Aerobatic Club (IAC).

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Richard J Rihn, an aerobatic flight instructor and a resident of Walnut Creek, CA. Recently, Dick's designation as a Master CFI-Aerobatic (Certificated Flight Instructor) was renewed by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 85,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last nine national Flight Instructors of the Year were Master CFIs while Dick is one of only 39 California aviation educators who has earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Dick will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lake-land. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and

maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to 303-485-8136 or NAFIMasters@aol.com or visit NAFI's website at www.NAFInet.org

G Alexander "Sandy" Hill, MCFI

Phone: 303-485-8136

Vice President, Dir of Education

Nat'l Association of Flight Instructors

MiG-29 Adventure

Darrin Silver

Upon first reading of an essay contest where the grand prize was a ride in a MiG-29 jet fighter, I knew, absolutely knew that I had it won. I was certain my writing abilities were competitive and I knew without a doubt that no other contestant had the burning desire to fly one of those jets like I had.

All I had to do was purchase GNC's latest product, Turbo ATP, use it for a month and write about how great it was and how much I benefited from it. Of course, even if it made me sick and I spent the month just trying to gag it down, I would talk it up big time! Anything to fly in that MiG! I sat down in front of my computer and started concocting a contest winning essay that I could tap out in 75 words or less.

After several days of tweaking and proofing and giving it to family and friends to read, I sent it off along with a few prayers. I felt confident and tried to put it out of my mind. No more "I should have said this, or I should have included that." It was done.

The contest had completely slipped my mind two months later as I casually, yet curiously tore open an express mail package. The letterhead did not ring a bell with me either, *Initiative Media/Promotion House*. My eyes darted through the first paragraph before an "oh sh*t!" escaped my lips. Not an the-IRS-is-auditing-you "oh sh*t," but an oh-my-gawd-this-can't-be-true "oh sh*t." My Mom happened to be in the room and thought a cartoon syndicate finally decided to pick up my comic strip. No such luck, but I did win a trip to Russia!

Read the full article on:

<http://www.flyinghighcomics.com/russia.htm>

AZ State Championship - 2004

Maryilnn Holland

The following article is from the Dec-2004 Chapter 62 (Tucson, AZ) Newsletter...

Contest Director Len Rulason had a CD's nightmare almost come true - no one comes. The 2004 Arizona State Championships held December 2-4 at Casa Grande was the smallest Arizona contest in a long time. Only 15 competitors came plus a group of die-hard non-flying volunteers. With most of the volunteers staying on the line, two judging lines were set-up: one for Unlimited and Sportsman and one for Intermediate and Advanced. With so few people, it was decided that Volunteer Coordinator Bob Peters and Assistant Registrar George Norris would be of more value on the line as judges. Registrar Maryilnn Holland stayed behind to do clipboards and to round up the volunteers for the judging line changes. No big deal since there were few changes! Unfortunately the pilots had to go from the judging line directly to the flight line and vice versa.

John Walkup, who hadn't planned to compete, was talked into flying Sportsman so that there would be a Sportsman category. He borrowed George Ross's free style so that he wouldn't fly the Known three times. It's hard to believe that there were more Unlimited pilots than Sportsman or Intermediate.

Chief Judge Brian Howard and Starter Dave Kujawa kept the contest flowing and by mid-afternoon everyone had flown two flights and were studying their Unknowns. Food Coordinator Linda Huey moved the pizza party up and everyone was out of the terminal before 6:00 pm. The Saturday morning briefing was scheduled for 8:00 am and the banquet was rescheduled for 1:00 pm. The late briefing almost cost some of the pilots a third flight. Rain clouds with strong winds at altitude were moving in and the last category had a few sprinkles at the starting line. Several of the pilots landed and then gassed up to take their airplanes home before the banquet and before the clouds really opened up. (The same scenario happened at the Tequila Cup one month before. Rain at two Arizona contests in the same year is hard to believe, especially since we are in the midst of a drought.)

Scorekeeper Jan Norris had no problem keeping up with the scoring or doing it by herself. Between the last flight and banquet, there was time to spare to figure out the special awards.

John Walkup was the winner of the Aviat Pitts Trophy and George Ross took the IAC Grassroots Medal. If there had been a team trophy, Chapter 69 would have won it.

The 2004 State Champions were announced. The criteria for the yearly award is to have the highest combined percentage and compete in at least two of the three Arizona contests. The

winners were:

Unlimited: Elena Klimovich
 Advanced: Chris Huey
 Intermediate: Chris Nehls
 Sportsman: Jason Resop

The most prestigious yearly award, the Walt Tubbs Trophy was won by Chris Nehls. This award has the same criteria as the State champions but the pilot must be from Arizona.

Congratulations to the winners!

Maryilnn Holland

Contest Results

Arizona State Championship 2004 December 3-4, 2004

Casa Grande Airport, Arizona
 Contest Director: Len Rulason

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Walkup, John	69	1017.40	1061.60	1014.20	3093.20	81.83%
2 Ross, George	69	1025.00	645.70	972.60	2643.30	69.93%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Beyer, Reinaldo	36	1575.95	1637.34	1231.28	4444.57	80.37%
2 Futch, Shelby	69	1548.29	1610.05	1220.06	4378.40	79.18%
3 Pierson, John	62	1520.18	1377.67	1026.26	3924.11	70.96%
4 Rulason, Leonard	69	509.23	1311.96	1223.38	3044.57	55.06%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Huey, Chris	69	1981.96	2709.17	1785.01	6476.14	77.19%
2 Gibbs, Robbie	69	1928.66	2625.34	1720.27	6274.27	74.78%
3 Dawson, Gary	62	1818.63	2516.03	1874.26	6208.92	74.00%
4 Kutschka, Joe	62	1346.56	2166.65	1771.05	5284.26	62.98%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Klimovich, Elena	62	2568.01	3948.16	2950.54	9466.71	81.89%
2 Racy, Michael	62	2522.66	3907.91	2616.37	9046.94	78.26%
3 Boerboon, Jeff	69	2388.27	3809.46	2784.85	8982.58	77.70%
4 Dewitt, Norm	38	2230.61	3906.02	2338.49	8475.12	73.31%
5 Smith, Ann Marie	62	2203.67	3107.25	627.47	5938.39	51.37%



Calendar of Events

January 9 Chapter Meeting - 4pm
Attitude Aviation, LVK

Composite Prop For Sale

Spare your engine, composite aerobatic prop by Twisted Composites of Reno racing fame, similar to 76-62 Sensenich, seventeen lbs, used less than five hours. Best match about 180 hp. \$2100 o.b.o. Buck Cobb (209) 245-3922 (CA), Buckcobbfish@aol.com

Pitts S1S For Sale

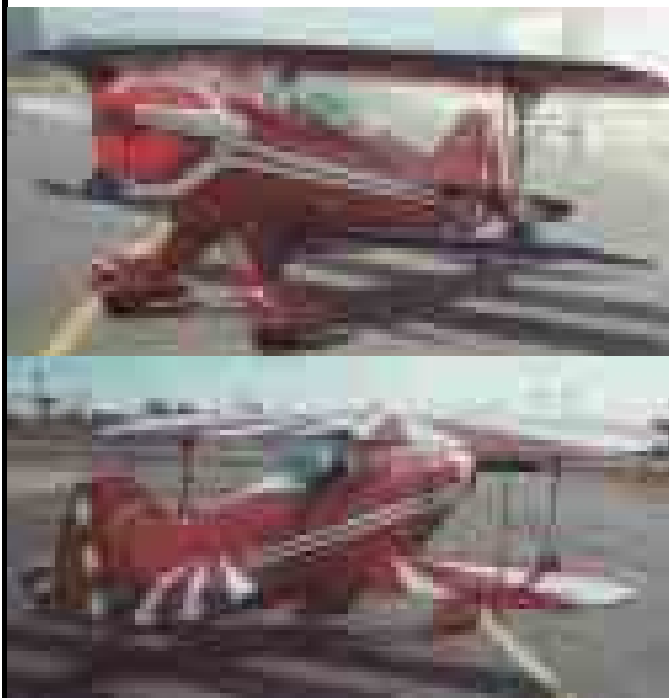
My Pitts S1S is FOR SALE.

I'm looking to replace it with a 2 place something. It has 340 hrs AF, 10 hrs SMOH by Lycon. Great airplane, see builders comments at:


<http://musclebiplane.org/htmlfile/shelton.htm>

\$45,000. Email or call me if interested. Michael Gilmore @ 916-802-0574. Airplane is at the University Airport (sharing with Kurt Haukohl)

Pitts S1S For Sale



1973 Pitts S1S - Factory Built
530 TTAFE
Hooker Harness
Aviation Products tailwheel
King KY97A Comm
Homsley Smoke System
Sight guage
Paint and fabric are in excellent condition
Both mags overhauled in past year
Engine compression all in mid-70s
Current annual as of 3/04
Asking \$33,000 OBO
Call Darren at 650-245-2405
or email at darren_pleasance@mckinsey.com



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Chapter Mouse Mat	\$12 Each	
FAI Printed Catalog	\$10 Donation	

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
Total	_____

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

Mail to:
**Howard Kirker,
IAC38 Treasurer
2279 Ocaso Camino
Fremont, CA 94539**

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

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)

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 January 9th, 2005, 4pm
Attitude Aviation
Livermore Airport