

IAC 38 NEWSLETTER

March 2011

Dave Watson and Martin Price doing, well, I don't know what they are doing...



photo submitted by Dean Hickman-Smith

Prez Post

A new year and now a new President. As Tom mentioned in the last newsletter Cory wanted to step back from the role of IAC 38 President and I'm stepping in. It would appear I have plenty to learn and plenty to do so, as discussed at the last Chapter Meeting, we're actively seeking volunteers from all corners of the Chapter to help with meetings, events, Paso and anything else we'd like to do. Dave Watson has kindly agreed to take on the role of Vice President and several other "pillars" of our Chapter, including Darren, Howard and Tom, will be around to help me out.

(continued next page)



Martin Price
President, Ch 38

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Speaking of volunteers the Paso countdown is on and we're still looking for folks to help, including box setup (Wednesday 8th), practice box manager (Thursday 9th), techs, an Assistant Registrar and an Assistant VC. In addition, if anybody has some graphic design skills and feels like trying their hand at T-shirt design then I'd love to hear from you.

The next meeting is scheduled for Sunday March 13th at 4pm (at Attitude Aviation, as usual). I know this date clashes with the memorial for Tyler Orsow, a friend to many members who sadly died recently, but we couldn't find another date in March that worked. My apologies in advance to those who

cannot attend the meeting but we will continue to schedule them regularly so we should all catch up again in April.

One of the key things we need to attend to at this meeting is holding an election, since we're changing a number of officials right now and we need to ensure that our members have a say, and that anybody else who'd like to contribute as a chapter official gets the chance. If you'd like to step up and help your chapter then now's your chance! Similarly, for those of you that cannot attend please let us know and we can make arrangements for you to vote by proxy or by email and your voice will be heard.

Finally, as the weather improves - and more and more airplanes are emerging from winter annuals and poking their dusty spinners out of hangar doors into the bright sunshine - we're continuing to work on renewing the aerobatic box at Tracy. We'll keep you posted and hopefully we'll be in a position to hold a couple of pre-Apple Valley critique days in April. In the meantime, please *do not* fly acro at Tracy until we give you the all-clear. You'll be unwaivered, uninsured and rather unpopular. Thanks for bearing with us on this.

Happy Flying, and I hope to see a number of you on the 13th.

-Martin

WESTERN 2011 CONTEST SCHEDULE

March 18-19	Redlands Minifest
April 14-16	Borrego (5 category contest)
May 5-7	Apple Valley
June 9-11	Paso (of course)
June 23-25	Ephrata, WA
July 22-23	Cut Bank, MT
Aug 11-13	Pendleton, OR
Sept 2-4	Delano
Aug 25-27	Ephrata, WA (Nor-Am Team Championship)
Oct 13-15	Borrego
Nov 3-5	Marana, AZ

ROCKFORD 1966

By Dave Williams

Before it moved to Oshkosh in 1970, EAA's Airventure was held at Rockford Illinois. In 1966 I had just moved to Chicago, newly hired by United Airlines as a DC-6/7 flight engineer. My aerobatic experience at that time consisted of loops, rolls and hammerheads in my 1946 Taylorcraft BC-12D and my friend's J3 Cub. My

friend and I had spent hours sitting in a kitchen chair with Duane Cole's "Roll Around A Point" practicing the control inputs to do the maneuvers. I had seen the Blue Angels but at Rockford I saw my first real airshow and I anxiously awaited the appearance of my hero, Duane Cole. All the other performers took off on the main runway directly

in front of the crowd but when Duane Cole was introduced he was nowhere in sight. Behind and to the crowd's left I heard what sounded like a Cessna 150 engine come up to speed, sounding pitifully inadequate after the roar of the big radials that had preceded it. I was enthralled (and still am) with the smoke and noise of the big biplanes that had already flown, and was totally unprepared for the sight and

sound of the clipped-wing Taylorcraft that lifted off from the cross runway and immediately executed a 90 degree turn to the right with a half roll to fly the show line inverted. The smoke system put out little puffs that were almost comical compared to the previous performers' great clouds of smoke. He then proceeded to

fly a sequence that amazes me even today. He flew almost the entire performance from inverted to inverted, flying the approach upside down until the last moment when he half-rolled and landed. He taxied in front of the crowd and shut down. As he climbed out I was astounded to see what appeared to be a very average-looking grandfather pushing his



The Taylorcraft BF-50 was built in 1938. In 1950 it was modified by airshow performer John Vasey by clipping and strengthening the wings and replacing the dual control wheels with a single stick. All 4 rudder pedals were still installed but the pilot, sitting in the middle of the

wide seat, simply used the outside 2 pedals. Duane Cole bought the aircraft in 1952, allegedly for \$995. He replaced the Continental 85 with a Lycoming O-320 150 HP engine. The EAA now owns the aircraft. It is displayed in the Airventure museum at Oshkosh.

glasses up on his nose and grinning. My image of the handsome, dashing air-god in a fire-breathing machine was forever shattered, but I had an idea that this performance would rank among the most impressive I would ever see. Modern airshow aerobatics are without a doubt more impressive in flash and smoke, but to see what can be done with so little is something I'll not forget.

Ask Allen



Allen Silver, master rigger and owner of Silver Parachute Sales, has been serving aerobatic and glider pilots worldwide since 1972. Questions regarding your parachute should be sent to: Allen@SilverParachutes.com.

Q: I'm interested in purchasing a used parachute. What should I look for?

A: This is a good question. This year alone I've seen two or three good deals be worthless. First and foremost, do not buy anything from someone you know or from someplace online unless the seller will consent to a parachute rigger (of your choice) looking at it as a condition of purchase. The rigger will be able to tell you within a minute if it's airworthy, and the rigger should not charge you for this service. If the parachute is approaching 20 years of age, I would reconsider. (For information on how I price a used parachute, read my article "All Parachutes Are Not Created Equal.") Be aware the canopy inside the container may be a lot older than the container that holds the parachute. Most of the manufacturers recommend their parachutes be removed from service after 20 years. Is it legal in the United States to pack it after 20 years? Technically yes, but it becomes a liability issue if something goes wrong. Most professionals who rig full time agree with the 20-year limit. Twenty years is a long time to be exposed to UV damage and other contaminants regardless of how good your parachute looks from the outside.



Q: Can a jump center (drop zone rigger) pack my parachute?

A: Of course it can, but you need to ask some questions. You need to make sure it has adequate facilities to pack your parachute (FAR 65.127). Many drop zone riggers are familiar only with the rectangular parachutes sky divers use, and some have never seen a round parachute that almost all pilots use, but legally they can pack it. All an FAA certificated rigger needs to pack your parachute is the proper certification (FAR 65.121), a back rating for all back chutes, and a seat rating for your seat pack. Don't hesitate to ask to see the rigger's FAA certificate. And make sure the person packing your chute has the current packing manual, service bulletins, or airworthiness directives (most are online). Also check that the jump center has a clean surface big enough to properly stretch out your parachute for proper inspection and packing. I find this is sometimes a problem with a jump center that does not routinely pack round parachutes. Most important, you need to be comfortable with the person who packs your parachute.

Ed. note: For the article referred to in the first question, and other excellent articles, go to Allen's website:

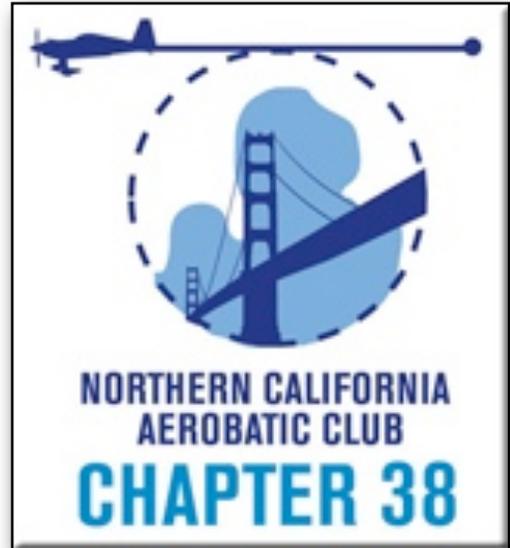
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IAC Chapter 38 Membership Application/Renewal Form

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