

# The Acrobat

The Newsletter of the Northern California Aerobatic Club

November 2001

www.iac38.org

## President's Post

Graham Bird

As we try to return to a more normal frame of mind – both in our day-to-day lives and in our flying I'm reminded once more how personal commitment and drive make the difference in so many things we do.

In our chapter it is often the same few individuals who show up, drive the activities and really make the Chapter work. It was then the greatest of pleasures to get an email – completely unsolicited – offering to be Contest Director at Paso next year. The board and I accepted the offer – from Jacquie Warda (with support from husband Dave) with alacrity.

Why is he going on about volunteers again you ask? Well, the November meeting (see elsewhere for meeting details) is the time for election of officers and (half the) board. We need YOU to get involved and help make the chapter work. If you don't have the time to step up to being a board director, then please think about volunteering to help with one of the supporting roles. We are trying to build a team around each of the key roles so that the load can be shared – all of us have very busy lives and aerobatics is not at the top of the list for many of us. I know that only too well – I am once again writing this in the airport lounge at Heathrow – as work has been demanding for me this year. So hectic that I have decided that I should support someone else in being Chapter President next year. I have had my arm twisted to stand as Vice President – if any of you are prepared to vote for me of course – on the basis that we should keep the learning and experience gained and pass it on. Someone on the board has worked out that a logical argument usually wins me over.

I sit here writing this with an ear to ear grin as, after six months of abysmal weather, aircraft un-serviceability, etc, etc. I soloed one of the jets twice this weekend. Boy is that fun!

The conversion pilot is Tony Haigh Thomas, ex RAF fast jet pilot, director of the Shuttleworth Trust (vintage aircraft in England), where he flies such everyday aircraft as Spitfires and Mustangs and owns the only flying Avenger in the UK and was a competitor in the precursor to the WAC in Moscow in 1963. He is the nicest of men, very laid back and with a rich (read posh) British accent. After the solo, we progress to jet aerobatics (try a lazy Derry in a Pitts anyone?). Should be OK? Mr Haig Thomas greeted my attempts with 'You are the first acro pilot we have had through the jet conversion. I have to say that was &\*&\*98 awful, you will be delighted to know you are no better than the other guys we have had'. I now feel even smaller than normal. Suffice to say, jet aerobatics are different. A lot of fun, but different!

I still have my grin, though!!!!

So, we wind down to the quiet season, do put on your schedule the meetings in November and the party in December. The board is still looking at the right mix for meetings – both location and style. If you have views (why DON'T you go to them?) please let us know.

Good flying.

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## November Meeting

**Date:** Sunday November 11

**Time:** 4pm

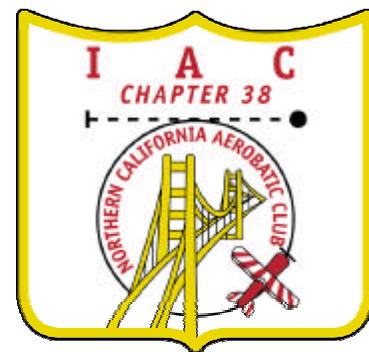
**Location:** 20511 Skywest Drive  
Hayward, CA

### Chapter Elections

**Guest Speaker**

**Alan Silver**

**Emergency Bailout  
Procedures**



**IAC Chapter 38**

**President: Graham Bird**  
**Vice President: Michael Flynn**  
**Secretary: Alex Drobshoff**  
**Treasurer: Brad Oliver**

**Editor: Brad Oliver**

## From the Editor's Cockpit

Bradley Oliver

So, you are probably asking "What gives Brad...why does the newsletter look different this month?"

Well...I am invoking my privilege as newsletter editor to take a month off. Ok, not really a month off, but an easier month! Actually, there are two reasons for the difference in the newsletters format. First, I am moving this month, and it is taking much of my time to coordinate and pack everything. You're coming over to help me move right? ;-). The second reason is...I had a hard drive failure this week and my main computer is out of commission. Unfortunately for me, everything I need to rebuild my computer is packed for the move, so it is going to have to wait a few weeks.

Don't worry, the newsletter should be back to normal for the December issue.

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## Aviation News

### FAA CREATES GA NO-FLY ZONE AROUND NUCLEAR SITES - AOPA

Taking action on Attorney General John Ashcroft's statement that there are "credible reports" of the possibility of another major terrorist attack within the week, the FAA Tuesday issued a notam prohibiting general aviation operations around 86 nuclear sites—mostly power plants—in 36 states. Although severe, the temporary flight restrictions (TFRs) are scheduled to be in place for only one week, until 0500Z November 7 (midnight Eastern time on November 6). The TFRs extend horizontally to a 10-nautical-mile radius below 18,000 feet msl around designated nuclear sites and effectively prohibit GA operations at 465 landing facilities, public and private,



nationwide. AOPA is posting a complete list of affected airports on AOPA Online.

"Are we happy with this at AOPA? Absolutely not! However it could have been much worse," said AOPA President Phil Boyer. "This morning I spoke at length on this situation with FAA Administrator Jane Garvey and Deputy Administrator Monte Belger, and both indicated that FAA spent all day yesterday being briefed on the aviation component of the national security alert issued yesterday by the FBI. Some of the proposed solutions involved grounding all general aviation

traffic everywhere. Pilots must make every effort to get the latest notams and to avoid these sensitive areas."

For weeks, the FAA has been under pressure to issue TFRs for nuclear sites. "We believe this threat to be credible, and for that reason it should be taken seriously."

AOPA has sent this special message to you because of the broad coverage of the notam restrictions. For the latest developments, see [www.aopa.org](http://www.aopa.org).

### NOTAM

FDC 1/1763 FDC TEMPORARY FLIGHT RESTRICTIONS OVER NUCLEAR SITES. FOR REASONS OF NATIONAL SECURITY. EFFECTIVE IMMEDIATELY UNTIL NOVEMBER 07, 2001 0500 UTC. PURSUANT TO TITLE 14 CFR SECTIONS 91.139, EMERGENCY AIR TRAFFIC RULES AND 99.7 SPECIAL SECURITY INSTRUCTIONS. ALL GENERAL AVIATION FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 10 NAUTICAL MILES RADIUS OF AND BELOW 18000 FEET MSL OVER THE BELOW LISTED NUCLEAR SITES EXCEPT FOR MEDEVAC, LAW ENFORCEMENT, RESCUE/RECOVERY, EMERGENCY EVACUATION AND FIRE FIGHTING OPERATIONS WHEN AUTHORIZED BY ATC:

For the complete notam, see [www.aopa.org](http://www.aopa.org)

### Public-Sue Airports Affected by the Nuclear-site TFR

**California** — C83, Byron, Byron; LVK, Livermore Municipal, Livermore; TCY, Tracy Municipal, Tracy



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## IAC 38 Holiday Party

**When:** Saturday December 8<sup>th</sup>

**Time:** 4pm

**Where:** The home of Angie Niles and Alex Drobshoff  
2032 Helsinki Way  
Livermore, CA 94550  
(925) 373-8786

We will be having a gift exchange. If you would like to participate, bring a wrapped gift...\$5.00 limit. NO SPAM...Unless it for Tom Myers!

## Tom Wade Killed in Crash

Aerobatic competitor and airshow performer Tom Wade passed away from a crash while practicing in Southern California.

The following is an excerpt from Chapter 36's newsletter, written by Michael Church.

*The impact of Tom's crash on Wednesday, October 10, 2001 on the aerobatic community was stunning, partially because the cause remains unexplained, partially because even the fact of his death took so long to surface. He departed John Wayne sometime after 5 in the afternoon, apparently in-tending to practice for a weekend airshow. He didn't return. It has become clear there was a mechanical failure - in-flight loss of the left aileron, but we may never know the full story: the impact damage to his airplane was severe.*

*It is a sad consequence of Tom's solitary approach to aerobatic practice that he wasn't missed until Friday. By the time airshow promoters called around to find why he hadn't showed, a horseman had randomly come across the wreck and reported the accident. With most of his aerobatic friends and colleagues in Borrego at the Akrofest, the news media searched in vain for someone—anyone—to fill in the blanks.*

The members and board of Chapter 38 wish to extend our condolences to Tom's family and friends. He will be missed.

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## IAC38 Amazon.com Referrals

<http://www.iac38.org/amazon.htm>

Use this link to do your holiday shopping, and IAC 38 gets a small referral fee...and it doesn't cost you anything extra.



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## IAC 38 Judges School

February 23-24, 2002

Mark your calendars now!

Please contact Angie Niles for more information  
[niles4@llnl.gov](mailto:niles4@llnl.gov) or (925) 373-8786.

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## AOPA announces General Aviation Restoration Fund

Member-supported fund established to better inform the American public about general aviation

Oct. 28 — The General Aviation Restoration Fund was announced to an enthusiastic audience of 500 people during a Wing's Weekend Banquet speech given by AOPA President Phil Boyer at the Greenville Downtown Airport. AOPA is launching this sweeping education program to inform the public and government officials about general aviation's positive contributions and significant economic impact that stretches across America. Following the tragic events of September 11, the dissemination of misinformation caused many Americans and high-level government officials to needlessly fear and restrict general aviation. As a result, general aviation faces a major backlash that not only threatens the freedom of flight, but also is harmful to our national economy.

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## Map to Meeting Location





**IAC Chapter 38**  
**664 Moraga Dr**  
**Livermore, CA 95014**