



Northern California
Aerobatic Club

CHAPTER 38

THE ACRONAUT

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Afton, Wyoming - Home of the factory built Pitts (OK, and the Husky too)

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President's Post

Darren Pleasance



Greetings, IAC38ers,

I'm on my way home from Oshkosh as I write this, having just attended our semi-annual IAC Board Meeting and Hall of Fame Dinner. Both events are something I look forward to every year and this year was no exception.

On the IAC front, you may all recall that EAA has been searching for a new and improved model for working with the various Divisions, including IAC, Warbirds, Hombuils, Vintage, Ultralights, and NAFI. This process has been going for about 18 months now and Tom Poberezny has finally gotten to a point where he wants to pilot some of the ideas with one of the Divisions to test out how things could be improved going forward. Vicki and I have been having discussions with Tom over the past several months about the possibility of IAC being this test case and at the Board meeting this week, after much discussion the IAC Board was largely on board with signing up to do this.

However, Tom P. had also spoken with Vintage about having them be the test Division and apparently they also decided they wanted to take advantage of this and, given they had been provided the offer first, the EAA selected Vintage as the Division with which to move forward. What does this mean? For us, not that much in the near term. Vintage has made a commitment to partner with EAA to develop a working model that is better for the members and better for the organization. This will likely include having the Executive Director of Vintage report into EAA, modification of the dues structure to simplify and align it with the broader EAA dues structure, a transfer of revenue accountability to EAA, with Vintage focusing solely on running its programs and managing to a budget, etc. As learnings come out of this initiative, the IAC will watch closely and look to adopt those practices that seem to be

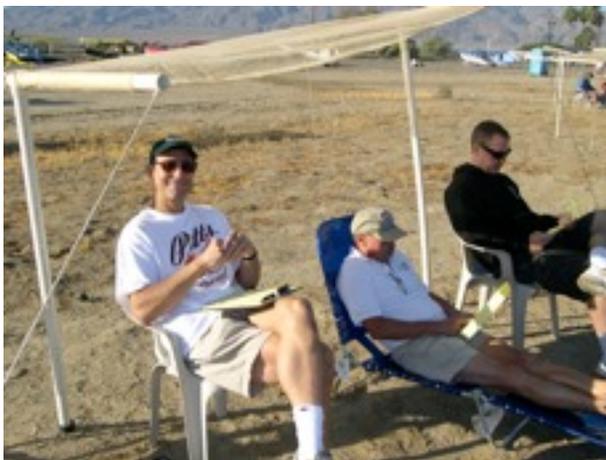
working, and will also continue to show leadership by trying to help make the combination of EAA and IAC better for all of our members.



One particular place this will likely occur is in the area of technology. The IAC Technology Committee, which includes our very own Tom Myers and Peter Jensen, along with several other volunteers, have developed a very compelling roadmap for what they'd like to see done with the web and some of the tools we provide to our members. It turns out, the EAA has also just recently committed to spending ~\$500K this year to upgrade their web capabilities and they were extremely impressed with the vision of what our IAC Technology Committee has put together. As such, they're going to look to IAC to be a lead partner in helping to develop the future of the EAA website, in support of EAA and all of its Divisions.

One exciting example of what will likely come out of this is the creation of a National Contest Registry. Imagine a future where you could go to a website, put in your pilot information, select all the contests you plan to compete in for the year, and then have all of your paperwork automatically forwarded to the CD of each contest in advance of your arrival. One application and you're done for the whole year (and likely multiple years). Under Randy Owen's and the rest of the Committee's leadership, this will likely happen.

All-in-all, the Board meeting was a great success. The Knowns for next year were selected, with Option A of the Intermediate sequence being the one selected. I don't recall what option for Sportsman was selected, though it was a 30 second debate and unanimous approval so perhaps there was only one. Overall it was a good meeting and a chance to catch up with old friends that I only see a few times a year.



Borrego - On the judge's line.

Closer to home, Chapter elections are coming up this month. We have four Director slots that are up for election, as well as all the Officer slots (Pres, VP, Secretary, and Treasurer). After many years

of being the President of IAC38, I've decided to encourage others to take the role for a while to help breath some new excitement and energy into the Chapter. To this end, Cory Lovell has raised his hand to run for the position of President. As many of you know, Cory has been an active member of our Chapter for several years, and has been the catalyst for a lot of

the activities of the Chapter including monthly Chapter meetings and many Practice Days and Training Camps. I'm sure he'll make a great President and I can't imagine a better person for me to step aside for.

The other candidates as of this time are as follows:

President: Cory Lovell
VP: Andrew Connolly
Treasurer: Howard Kirker
Secretary: Don Guttridge
Director #1: Dave Watson
Director #2:
Director #3:
Director #4:

This slate will join our existing Directors, Mike Eggen, and Peter Jensen who were elected last year for a two year term.

I'd also like to see us fill a couple of other key roles, including:

Membership Chair:

Responsible for coordinating with IAC in Oshkosh to execute local membership recruitment activities (e.g., putting posters up at West Valley and other flight schools, finding opportunities for current members to speak at pilot association meetings, develop ideas for attracting RV owners, warbird pilots and others to join IAC...)

Community Liaison:

Responsible for outreach to the communities we operate in to help educate and build goodwill with the key leaders. Would include coordinating our participation in Airport Days, Aerobatic Outreach sessions, public relations through the media, etc.

Please come to our next Chapter meeting and offer up your time and energy to help keep our Chapter a vibrant and growing group of aerobatic enthusiasts.

Last, but certainly not least, we'll have Jessy Panzer as our entertainment for the November Chapter meeting. Jessy has had an amazing adventure in aviation, having seen and done more in the past 10 years than most pilots will accomplish in their lifetime. Jessy has agreed to share with us her stories, which are many including being on the Stars of Tomorrow aerobatic team, racing at Reno, flying Gulfstream jets, soloing a P-51, and other great aviation adventures. I've seen Jessy's presentation in the past and it's really fun and inspiring. I hope all of you can make it.

Next Chapter meeting is Sunday, November 9th at 4:00 p.m., Attitude Aviation, in Livermore.

See you all there.

Blue skies....

Darren

The Super Decathlon

Not Your Ordinary Unlimited Aircraft

Dave Watson

Ok, so you just read this title and now you are thinking, what a major typo, right? Isn't Dave the one who wrote the article in SA that highly discouraged flying Intermediate and doing Snap rolls in the Super Decathlon? So how can the Decathlon compete in Unlimited?

Well it's true and here's how.

A funny thing happened on my way to Borrego last week. My partner in my Pitts got ill and couldn't make the contest, so I chose to share the cross country expenses of my newly acquired Laser with Howard rather than schlogging the Pitts all the way down there and bare the costs alone. Knowing that I was going to be 'unpolished' in the new craft and was likely to finish last in Advanced anyway (polished or not, that seems to be my bidding anyway), I was easily persuaded to move up to Unlimited for the weekend so that Martin Kennedy would have someone to beat-up on (he was the only registered Unlimited pilot at close of registration on Thursday). So over the weekend I explored the aerobatic limits of my new toy in front of the judges and got second in that too, but that is another story.

As one of the then three registered Unlimited competitors (a late registration was added after flying began) I was given the opportunity to fly the demonstration flight, a.k.a. Unlimited 4 Minute Free on Friday night for a crowd of locals. I decidedly did not want to be tumbling around in an unknown plane at low altitude, so I opted to take my beloved Super D out for an evening adventure.

Knowing that the rules reward balance and grace as well as power, and 'exploring the full aerobatic envelop of the aircraft', I thought that although this isn't going to be a thrilling "tumble fest", perhaps I could lull the judges into appreciating the docile grace of the mighty Super D! So off I went. At just under Vne and 3,000 feet AGL, I wagged in, started my stop watch and pulled to a vertical with 2 of 4 one way and a ¼ roll back to present with my wings to the judges. Then I kicked into and held a 270 degree hammerhead into a knife edge spin which I transitioned to a inverted flat spin and which came out on the X axis and then went into and completed the first 4 figures of the Advanced Known. (Substituting a 4 of 8 for the ½ snap in the 45 up line of the reverse half Cuban, and an inverted falling leaf instead of the inverted one turn spin).

With plenty of altitude left to convert to airspeed, I performed a center box outside/outside, Cuban eight and then somehow (can't really remember, I was improvising now) I pointed my nose right at the judges and rolled a few things one way then the other. At center-front box I pushed into a hammer with some more rolling like things up and down. Time was flying by and I was having a ball, but eventually I saw my watch

Continued on page 6

Borrego Contest Results

Primary									
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Daniel Wisehart	36	American Champion Super Decathlon	N161SA	556.40	525.60	549.20	1,631.20	86.31%
2	Eric Bushouse	36	American Champion Super Decathlon	N161SA	522.00	544.60	561.80	1,628.40	86.16%
3	Michael Newman	36	Pitts S2C	N977R	533.80	542.70	544.70	1,621.20	85.78%
4	Kathleen Howell	26	Extra 300	N300XA	530.50	534.30	548.70	1,613.50	85.37%
5	George Johnson	49	Bellanca Super Decathlon	N5503H	531.10	529.80	513.40	1,574.30	83.30%
6	Shigeto Obata		Bellanca Super Decathlon	N5503H	548.90	500.60	491.40	1,540.90	81.53%
7	Long Claudio		Bellanca Super Decathlon	N5503H	488.80	468.30	509.60	1,466.70	77.60%
8	Mike Haynes		Christen Eagle	N92RK	485.70	413.40	500.40	1,399.50	74.05%

Sportsman									
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Steve Packer	38	Stauacher 600	N27KJ	1,225.70	1,228.90	1,244.70	3,699.30	89.36%
2	Stephen De La Cruz	26	Extra 300	N410WB	1,224.70	1,180.50	1,205.00	3,610.20	87.20%
3	Daniel Hansen	38	Pitts S2B	N42TW	1,188.90	1,181.90	1,197.60	3,568.40	86.19%
4	Casey Erickson	36			1,170.00	1,175.90	1,160.00	3,505.90	84.68%
5	John Howell	26	Extra 300L	N300XA	1,123.30	1,200.60	1,180.50	3,504.40	84.65%
6	Chris Olmsted	49	Pitts S1E	N83TX	1,177.50	1,153.10	1,170.10	3,500.70	84.56%
7	Margo Chase	26	Extra 300	N319PH	1,147.50	1,161.50	1,185.20	3,494.20	84.40%
8	Mike Eggen	38	Decathlon	N444PF	1,149.80	1,160.80	1,172.20	3,482.80	84.13%
9	Jason McDermott	26	Extra 300	N410WB	1,116.30	1,172.80	1,180.90	3,470.00	83.82%
10	Martin Price	38	American Champion Super Decathlon	N59AC	1,150.40	1,137.90	1,176.10	3,464.40	83.68%
11	Dale Roberts	38	Decathlon	N511DW	1,136.60	1,162.40	1,144.80	3,443.80	83.18%
12	Scott Malherbe	49	Pitts S2B	N80AS	1,104.40	1,143.30	1,122.40	3,370.10	81.40%
13	Dan Franscioni	26	Giles 202	N352S	1,057.90	1,173.60	1,135.30	3,366.80	81.32%
14	Joshua Muncie	36	American Champion Super Decathlon	N161SA	1,142.60	1,095.50	1,109.90	3,348.00	80.87%
15	Barrett Hines	49	American Champion Super Decathlon	N723CL	866.50	1,071.60	1,149.10	3,087.20	74.57%
16	Perry Barlow	49	Bellanca Super Decathlon	N5503H	920.30	1,038.50	1,078.80	3,037.60	73.37%

Intermediate

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Thomas Franscioni	26	Giles 202	N352S	1,742.40	1,737.60	1,534.20	5,014.20	85.86%
2	Michael Montgomery	36	Extra 300L	N7XT	1,789.70	1,731.50	1,365.90	4,887.10	83.68%
3	Michael Hartenstine	36	Extra 300	N300XA	1,685.80	1,674.10	1,495.30	4,855.20	83.14%
4	Jason Wondolleck	49	Staudacher	N4SH	1,646.80	1,689.60	1,490.70	4,827.10	82.66%
5	Bruce McGinnis	36	Pitts S2C	N531EB	1,624.20	1,449.10	1,427.60	4,500.90	77.07%
6	Hiroyasu Endo	36	Extra EA300	N300UY	1,653.60	1,671.70	1,046.80	4,372.10	74.86%
7	Niccolai Murphy	36	DR 107	N107DJ	1,543.70	1,552.60	1,167.30	4,263.60	73.01%
8	Judy Phelps	49	Pitts S2B	N80AS	1,479.00	1,199.10	1,088.30	3,766.40	64.49%

Advanced

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Malcolm Pond	36	Edge 540	N540SA	2,207.80	2,696.90	2,353.00	7,257.70	85.08%
2	Dennis Foster	36	Pitts S2B	N1191	2,093.30	2,612.70	2,340.70	7,046.70	82.61%
3	Reinaldo Beyer	36	Extra 300L	N779R	2,210.90	2,721.30	2,112.40	7,044.60	82.59%
4	Patrick Dugan	26	Extra 300L	N319PH	2,029.10	2,634.40	2,266.00	6,929.50	81.24%
5	Eric Chasanoff	38	Pitts S2B	N140M	2,089.30	2,608.70	2,101.20	6,799.20	79.71%
6	Howard Kirker	38	Lazer	N230DP	2,124.20	2,518.60	2,092.10	6,734.90	78.96%
7	Tom Myers	38	Stephens Akro	N100SE	1,984.60	2,503.30	2,003.60	6,491.50	76.10%
8	Randy Owens	36	Extra 300L	N30EX	2,025.60	2,598.40	1,769.80	6,393.80	74.96%
9	Rory Moore	36	Pitts S2C	N68PS	2,146.80	2,566.00	1,567.80	6,280.60	73.63%

Unlimited

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Martin Kennedy	36	Staudacher S	N993DD	2,016.10	2,581.00	2,665.20	7,262.30	59.62%
2	Dave Watson	38	Lazer	N230DP	2,152.80	2,189.40	2,088.70	6,430.90	52.80%
3	Rory Moore	36	Pitts S2C	N68PS	2,366.60	2,442.50	1,167.50	5,976.60	49.07%

Four Minute Free

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Martin Kennedy	36	Staudacher S	N993DD	3,700.00	0.00	0.00	3,700.00	92.50%
2	Dave Watson	38	Lazer	N230DP	3,600.00	0.00	0.00	3,600.00	90.00%
3	Rory Moore	36	Pitts S2C	N68PS	2,740.00	0.00	0.00	2,740.00	68.50%



Sportsman 3rd Place - Dan Hansen

Martin Kennedy, 2008, Unlimited 4-minute freestyle, Borrego



Check out Martin Kennedy's 4 Min Free on YouTube

<http://www.youtube.com/watch?v=IA2mtAsltys>

winding down to 4 minutes. Knowing I did not have time to do the outside rolling circle I had planned, I did a quick roll and half into a hard push up into an outside Immelman and wagged out.

Gasping for breath and wringing the sweat from my shirt, I landed and checked the g meter which indicated +5.75, -3.75, well within structural limits. Not a spectacular performance but well within the rules (by my watch I was exactly at 4 minutes, plus or minus one or two seconds – thus avoiding the 10 points per second time overage penalties). Also please note that although I did some pseudo gyroscopic maneuvers, I never snapped the plane!

The next morning the results were posted and I finished 2nd, only 100 points behind the leader (who also had no time penalty points) and several hundred points over 3rd (mostly due to 720 points of time penalties assessed that pilot). So, I was thrilled, regardless of my placement, I was thrilled. I kept the Super D in the box, mostly outside and rolling and doing aerobatic-like stuff for 4 minutes and still had altitude to spare.

It is too bad the IAC is insistent on keeping Snaps as mandatory maneuvers in Intermediate. It would be so cool to see these graceful planes competing in that category! By the way, the first place flight was video recorded and posted on YouTube the following week. You can watch the 4 min and 22 second excerpt from the flight at

<http://www.youtube.com/watch?v=IA2mtAsltys>.

Congrats to Martin for an exceptional tumble fest that kept the attention of everyone, apparently even the time keeper!

Safe flying, Super D's Rule!



Pitts S1 wing repair. Note the nails in the leading edge aluminum. These often are the first to work out when over G-ed.

From the Editor

Che Barnes

Greetings fellow acro enthusiasts!



Enroute

Special thanks to Dan Hansen for sending in some pictures from Borrego. Its always good to get some documentation of competitions. Also, thanks to Dave Watson for being a steadfast contributor and his write-up about getting the most out of his Super D!

Around the Borrego timeframe I ferried my Pitts to Afton Wyoming to repair a delaminated lower wing. A chunk of paint had come off of the lower right wing and it was time to get it fixed. In Dave-Watson style I taped over the fabric (using packing tape instead of Dave's duct tape technique) and headed to Afton. It is always an adventure flying a single engine airplane across the mountains.

I departed a day early due to incoming weather - the first rains of the season were coming from the north. The morning of my trip, all the TAF forecast were calling for VFR, although there were some predicted shower activity in Nevada. I decided to go for it and told myself that I would not hesitate to turn back for any marginal weather.

My first stop was Reno-Stead and I left there benefitting from a 25+ kt tailwind across Nevada. I checked in with FSS over Derby and the guy at the other end went on and on about weather up ahead - it was tough to hear in that S-IT. A little while later I saw what he was talking about, a grey mass of rain dead ahead. I considered my options and navigated to the right (south) of it. I kept looking back to ensure I had an out - as flying into a grey low vis situation in the mountains in a Pitts would have been bad news! Around the corner of the rain shower was a 6,000 ft broken ceiling with 6 SM vis and rain coming down on Battle Mountain (BAM) airport. As I flew over BAM the tail wind kept treating me pretty well and the weather up ahead looked better so I pressed on to Elko. Elko was sporting a good ceiling and visibility, although the winds were 20 kts gusting to 30 and not lined up with any runway.



Pitts wing undergoing repairs



Fiberglass Shop

After a go-around on the narrow 50 ft runway, I elected for the higher crosswind component on the 150 wide runway and got her down OK. This was the most eventful leg of the trip.

Next stop was Twin Falls, Idaho, then I was off to Afton. It was fall there and the Aspen trees were bright yellow against the green pines and blue skies. Made me want to move there and get a job at Aviat!

All the best.

- Che

Right: An Aviat final product - brand new S2C. Right Bottom: Forming a S2 canopy - they do a lot of these! Bottom: Shot from a scenic spot a mile or so from the factory.



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)

IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "International Aerobatic Club Chapter 38", to:
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Che Barnes
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Next Chapter Meeting:

Attitude Aviation
Livermore Airport
Sunday, November 9th, 4 PM