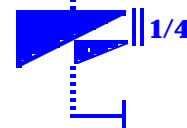


THE ACRONAUT

Chapter 38 Elections

November 10, 2002



The Faces of Chapter 38
Your Chapter—Your Way
VOTE NOV. 10
USS HORNET

VOTE

VOTE

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Chapter 38

Statement of Purpose

The purpose of Chapter 38 is to:

- Promote safety and education in sport aerobatics
- Promote and encourage individual proficiency and competition in sport aerobatics
- Promote and encourage aviation safety in the design, construction, and operation of all types of aircraft
- Foster and promote aviation education to the local community, particularly to school-age children
- Encourage research for the improvement and better understanding of aviation and the science of aeronautics.



IAC—Statement of Purpose

- The core purpose of the International Aerobatic Club is to promote and enhance the safety and enjoyment of sport aerobatics through the following core values:
- Openness and inclusiveness
- A passion and responsibility to educate and share our knowledge both inside and outside the IAC
- A commitment and responsibility to safety and excellence in every aspect of our sport
- Fair play and sportsmanship.



November Chapter Meeting and Election of Chapter 38 Board

Where:

Aboard the aircraft carrier USS Hornet
Pier 3, Alameda Point
Alameda, CA 94501
<http://www.uss-hornet.org/>



See Driving Directions on Page 5

When: 2 PM November 10th

Learn about carrier aviation first hand and some of the rich history of one of America's most famous Aircraft Carriers.

We will have a private "Walking Tour" of the ship's spaces and aircraft (including their new F-14) conducted by Harry Hirschman and Dave Walkup, both former US Navy carrier pilots and members of Chapter 38! Meet on the Hangar Deck near the Ship's Store promptly at 2 PM.

Admission is \$12. (Free on that date to all Veterans - Veterans Week!) The ship closes at 5 pm. We will have our regular chapter meeting on board at 2 pm on the Hangar Deck before the "tour".

Look for an "evite" in your email In-Box and let us know if you can attend.

ONE HUNDRED YEAR LEGACY OF THE HORNET

1775 The first HORNET christened what would become one of the most distinguished names in American naval history with her performance in the Revolutionary War. The first two ships in the new Continental Navy were HORNET and WASP.

1805 The second HORNET carried Marines to the shores of Tripoli. In a one hour gun battle she silenced the Citadel at Djerna and landed the Marines thus deciding the war with the Barbary Pirates.

1942 The seventh HORNET (CV-8) launched 16 Army B-25s to strike the Japanese home islands in one of the most daring raids in the history of warfare -- the "Doolittle Raid." She went on to fight at the Battle of Midway and was lost to an overwhelming air attack at the Battle of Santa Cruz.

USS HORNET CV-12: THE LEGACY CONTINUES

1943 The eighth HORNET (CV-12) was commissioned just 16 months after her keel was laid.

For 16 continuous months she was in action in the forward areas of the Pacific combat zone, sometimes within 40 miles of the Japanese home islands.

Under air attack 59 times, she was never hit.

Her aircraft destroyed 1410 Japanese aircraft, only ESSEX exceeded this record.

Her air groups destroyed or damaged 1,269,710 tons of enemy shipping.

10 HORNET pilots attained "Ace in a Day" status.

30 of 42 VF-2 Hellcat pilots were aces.

72 enemy aircraft shot down in one day.

255 aircraft shot down in a month.

Supported nearly every Pacific amphibious landing after March 1944.

Scored the critical first hits in sinking the super battleship YAMATO.

In 1945 launched the first strikes against Tokyo since the 1942 Doolittle Raid.

"A HERITAGE OF EXCELLENCE" is the ship's creed:

Earned 9 battle stars for her service in WWII

Awarded the Presidential Unit Citation for her WWII operations (only nine carriers so cited).

Flawlessly recovered the Apollo 11 and Apollo 12 astronauts, the first men on the moon; 1969

USS HORNET (CVS-12) is designated a National Historic Landmark; 1991

HORNET opens to the public as an aircraft carrier museum in Alameda; 1998 California.

USS HORNET is designated a State Historic Landmark; 1999.

The F/A-18 strike fighter carries on the name of HORNET in today's NAVY.

Driving Directions to the USS Hornet

From San Francisco: Cross the Bay Bridge towards Oakland and follow the signs for S-880/San Jose/Alameda. Take Broadway/Alameda exit and turn right on 5th street. After proceeding at least three blocks, merge into left lane and follow signs to Alameda via the Webster Street Tube (tunnel). Upon exiting the tube, follow Webster St to Atlantic Avenue and turn right. Follow Atlantic Avenue through the gate into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet. (See Detour instructions in the event of Tube closure.)

From Sacramento and 80 Westbound: Take 880 south and take the Broadway/Alameda exit. At the end of the ramp turn right on 5th street. After proceeding at least three blocks, merge into left lane and follow signs to Alameda via the Webster Street Tube (tunnel). Upon exiting the tube, follow Webster Street to Atlantic Avenue and turn right. Follow Atlantic Avenue through the gate into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet. (See Detour instructions in the event of Tube closure.)

From Walnut Creek and 24 Westbound: Take Highway 24 to 980 to downtown Oakland. Take the 11th/12th Street exit onto Brush Street. Proceed to 7th street and turn left onto 7th Street. Turn right on Webster Street which will take you into the Webster Street Tube (tunnel) to Alameda. Upon exiting the tube, follow Webster Street to Atlantic Avenue and turn right. Follow Atlantic Avenue through the gate into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet. (See Detour instructions in the event of Tube closure.)

From San Jose and 880 Northbound: Proceed toward downtown Oakland and take Broadway exit. At the end of the ramp follow the signs to Alameda, turning right on Broadway and then immediately turning right on 7th street. Go two blocks to Webster and turn right again, entering the Webster Street Tube (tunnel) to Alameda. Upon exiting the tube, follow Webster Street to Atlantic Avenue and turn right. Follow Atlantic Avenue through the gate into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet. (See Detour instructions in the event of Tube closure.)

From Oakland Airport: Follow Hegenberger out of the Airport and turn left on Doolittle Drive. This will lead over a bridge and become Otis Drive. At the end of the road, turn right on Westline Drive/8th Street. Turn left on Central Avenue and follow the road approx. 1 mile and through the bend. After the traffic light, stay to the left to continue on Main Street. At Atlantic Avenue, turn left through the gate and into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet.

Detour for Tube Closure: Get on 880 South towards San Jose and take the 23rd Street exit. Follow the signs to Alameda and go over the Park Street Bridge. Turn right at Lincoln Avenue and proceed approx. 2 miles. Turn right at Constitution Way and then left on Atlantic Avenue. Follow Atlantic Avenue through the gate into Alameda Point (formerly Naval Air Station Alameda). Turn left on Ferry Point and proceed along the water towards the cluster of large ships. Parking is available across the street from the USS Hornet.

Ten Pilots Named to 2003 Unlimited Team

The Unlimited Team charged with defending home (air) field for the U.S. Aerobatic Team next year in Lakeland, Florida, was announced this week. The 2003 World Aerobatic Championships take place in Lakeland June 25-July 4, 2003. These top pilots were selected at the National Championships held in Denison, Texas, September 21-29:

Steve Andelin, 43, Newport Beach, California - American Airlines, flying a Zivko Edge

Robert Armstrong, 46, Athens, Georgia, professional pilot - flying a CAP 231

Kirby Chambliss, 43, Phoenix, Arizona, Southwest Airlines - flying a Zivko Edge

Chandy Clanton, 29, Lincoln, Nebraska - flying a Zivko Edge

Vicki Cruse, 34, Santa Paula, California - Owner-Berkut Engineering - flying a Zivko Edge

Julie Mangold, 42, Apple Valley, California, U.S. Army (retired) – flying a Zivko Edge.

Mike Mangold, 46, Apple Valley, California, American Airlines – flying a Zivko Edge

David Martin, 43, Possum Kingdom Lake, Texas, Investor – flying a CAP 232

Marta Meyer, 45, Quartz Hill, California, aeronautical engineer and manager for NASA – flying a Giles G 300

Debby Rihn-Harvey, 51, LaPorte, Texas, Southwest Airlines - CAP 232

Corporate USAT sponsors include AeroShell, along with Hartzell Propeller, Textron Lycoming, and Champion sparkplugs. The Unlimited category is the most difficult, featuring complex flying maneuvers that test the precision flying skill and physical endurance of the pilots.

PHOTO IDENTIFICATION REQUIRED FOR PILOTS

October 24, 2002 - Beginning Monday, October 28, 2002, all pilots must carry photo identification along with their FAA pilot certificate during flight operations. In a *Federal Register* release today (October 24), the FAA issued a [final rule \(Docket No. FAA-2002-11666\)](#) that changes Federal Aviation Regulation 61.3, Pilot Identification Requirements. Specific changes are:

FAR 61.3(a): Each person must carry a photo identification acceptable to the Administrator when exercising the privileges of a pilot certificate; and FAR 61.3(l): Each person must present such photo identification when requested to do so by the Administrator, an authorized representative of the NTSB or the TSA, or a law enforcement officer.

The FAA expects the most commonly used photo ID will be a valid driver's license issued by a U.S. state, the District of Columbia, or a U.S. territory or possession. Other suitable forms of identification under the new rules are a valid federal or state ID card, a U.S. armed forces' ID, credentials that authorize access to airport secure areas, or other identification that the FAA accepts.

Finding that the security circumstances warranted immediate action, the FAA issued the final rule without prior notice or public comment. But with publication of the final rule the FAA asks for—and will consider—all comments in a comment period that ends on November 27, 2002. If changes to the rule are necessary to address aviation security more effectively, or in a less burdensome but equally effective manner, FAA will make such changes.

Congress first mandated modification of the airman certification system in the FAA Drug Enforcement Assistance Act of 1988 (Public Law 100-690), and later added to the requirement in The Aviation and Transportation Security Act of 2001 (Public Law 107-71). Both actions sought to assure positive and verifiable identification of each person applying for or holding a pilot certificate.

On February 21, 2002, the Aircraft Owners and Pilot's Association (AOPA) petitioned the FAA to revise FAR 61(a) and (l) to require a pilot to carry, and present for appropriate inspection, a form of photo identification acceptable to the FAA Administrator. The rule published today is a partial adoption of AOPA's request, which FAA says "provides a positive, short-term measure to enhance security throughout the general aviation community" and "is the most expeditious, short-term and cost-effective measure that will provide additional security through enhanced identification of pilots."

While the FAA and TSA have partially adopted and enacted AOPA's request, they stress that these measures do not fully address the concerns reflected in the DEA and TSA acts. They will continue to search for a resolution that will meet their Congressional requirements.

continued on page 8

PHOTO IDENTIFICATION REQUIRED FOR PILOTS—CONT'D FROM PAGE 7

All public comments must reference DOT Docket No. FAA-2002-11666. There are several ways to submit comments:

Comments via U.S. Mail:

Docket Management System
Attn: Docket No. FAA-2002-11666
U.S. Department of Transportation
400 Seventh Street SW (Nassif Building)
Room 401, Plaza Level
Washington, DC 20590-0001

Comments via fax: 202-493-2251 Comments via the DOT website: <http://dms.dot.gov> (EAA advises this site is not user-friendly.) Comments can also be submitted via e-mail through EAA at govt@eaa.org, and EAA will fax all comments received to the DOT Docket office. **e-mail subject line must be “Comments to DOT Docket FAA-2002-11666”.**

EAA members having questions concerning this new FAA and TSA policy contact EAA's Aviation Information Services Mark Forss or Joe Norris at: infoserve@eaa.org or 888-322-4636, extension 4821.





FOR SALE

1990 Christen Eagle II

225hp engine by Demars. 450 TT 25 SPOH 25 since crank case overhaul, replacement of main bearings, oil pump gears etc by Lycon. King KY97A Com, KT76A transponder. Lightweight starter, sight device, new tires and brakes, National 360 parachute. All logs

\$70,000.00

Tom Applegate

805-534-0339 or wildwing@onemain.com

IAC Chapter 38 Membership Application/Renewal Form

New Member

Renewal

Address/Phone Change

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 Primary 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:

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