



Northern California
Aerobatic Club

CHAPTER 38

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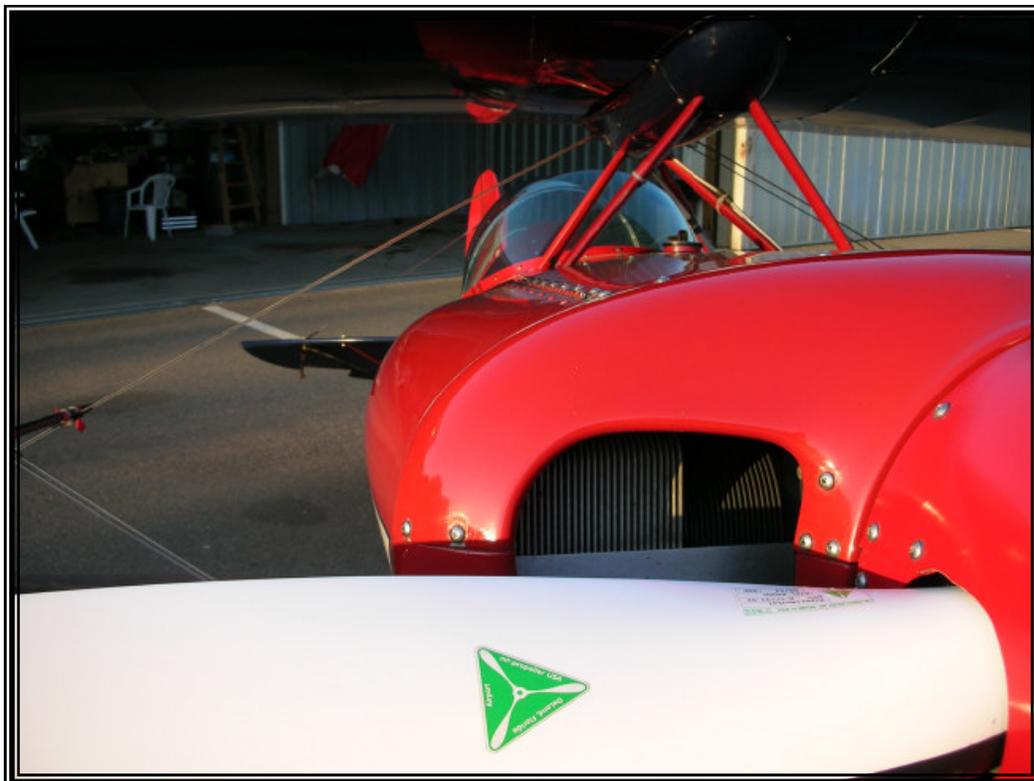
Need a Volunteer

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THE ACRONAUT

Volume 7 - Number 10



Pitts S-1T

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Next Chapter Meeting:

Sunday October 8th
4 pm, Attitude Aviation
Livermore Airport

Aviation is proof, that given the will, we have the capacity to achieve the impossible.

- Captain Edward Rickenbacker

Prez's Post

Darren Pleasance



Greetings Chapter 38ers...

Three trips to Europe in the last four weeks have unfortunately kept me from flying my Laser more than once this month. Definitely something I've got to remedy. However, I had the good fortune of having my plane's builder, Hans Bok, arrive in California in early September and he was gracious enough to give the plane some exercise by flying Advanced in the Delano contest. Not surprisingly, the Laser flies a bit different than Han's current flying machine, a Sukhoi 26, so he was not at risk of taking home a first place trophy, but I understand he did a great job of reminding my Laser what the Advanced category felt like. I met him at Livermore as he was bringing the airplane home that weekend and he had a big grin on his face and clearly missed his old 4-cylinder, fuel-sipping, oil-tight, blue-and white flying machine. I assured him that if I ever sold it, he'd be the first person I'd call.

In other news, our latest Treasurer's report shows that we've had 32 (yes Thirty-Two!) new members so far this year, including our newest member, Layne Lisser of Carmel, who flies an Eagle II in Sportsman. In addition to welcoming Layne, I'd like to also welcome, once again, all of our new 2006 members. This level of growth (~30%) is outstanding and a testament to the health of our sport in Northern California as well as to the great sense of community and fun that our many members bring to the Chapter through our various events, chapter meetings, critique sessions, fly-outs, and more. It's great to see this level of interest and I hope to see many of you this weekend at our next Chapter meeting (this Sunday).

Speaking of this weekend, just a friendly reminder of two important things:

1) Tracy Critique Day; Sunday, October 8th, 10-3:00. Come to fly, critique, or simply hang out...

2) October Chapter Meeting: Sunday, October 8th, 4:00 - 5:30. We will get a DEMO of a radio controlled 35% scale Yak, and electric 3D flying. This stuff is really cool so I hope you can make it. The demos will be held at an RC field near the Livermore airport starting at 4:30 p.m. so look for directions in the newsletter, or meet me at Attitude Aviation by 4:00 p.m. and we can all drive over together (~15 minutes away).

Lastly, let me ask you to all start thinking about what volunteer role you'd like to play next year. Chapter elections will be held at next month's Chapter meeting and we'd love to give as many people as we can a chance to contribute and make our Club even better next year. I'm happy to talk to anyone about where they might want to plug in and help us maintain our momentum through another year.

Unfortunately, Alaska Airlines is telling me to shut down my computer as I write this and we prepare to land in Seattle so I'll use that as an excuse to sign off for this month.

Looking forward to seeing you all this Sunday at our October chapter meeting!

Blue skies,

Darren



Pics from the Livermore Flying Electrons
Which airplane is not RC piloted?

Flying High

Darrin Silver - www.FlyingHighComics.com



A new terrorist plot to bring down an airliner

From the Editor

Much thanks to the contributors this month. Member articles are highly appreciated! We are in need of some good photos as well.

Enclosed is an article obtained from the EAA website pertaining to aerobatics under the confines of airspace designated for an airport. The article was out a few months ago, but is very applicable to the flying around the SFO Class B airspace.

I also did a quick summary of Todd's presentation last week. It was an outstanding presentation with lots of pictures. Hopefully I captured at least some of the interesting parts.

The rainy season seems to have arrived. I am sure there will be plenty of good flying weather between the rains. All the best.

- Che

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The Livermore Flying Electrons airstrip is located at 4455 Raymond Rd, it's a 400x40 foot asphalt runway. From Interstate 580 take Vasco Rd exit and go north to Dalton Ave, turn left onto Dalton which turns into Ames St, which becomes Raymond Rd.

East Coast Flying

Dave Watson



Beautiful flying weather...

Greetings from Springfield, VT.

As many of you may know, I spent the initial years of my Acro life as a New Englander. My two years back in California have certainly spoiled me and I'd like to give you a brief summary of the Green Mountain (VT) contest so you can appreciate how good we have it here.

My weekend Play by play...

I arrived in Providence 22:00 Thursday night and was picked up by my good friend Hans Bok (previous owner and maker of Darren's Laser). The next morning was nice (1200 ft overcast) in New Bedford and allowed me to get 3 refresher T&G's from the front seat of my recently purchased S2B with Hans coaching me from the back (I have only 3 hours in Pitts). One greaser from the rear and we had to blaze out because of threats of worsening weather toward our destination.

My first Pitts solo flight was on the wing of Hans' Sukhoi 29 and started off as a 600-800 AGL scud run. We had to turn back as weather closed in faster than forecasted and went IFR half way there. We decided (as a flight of 2) to buzz 2 towers (including 1 class Delta - at their request) on the way back.

Next, we jumped in Hans' G1000 glass equipped C182 to fly up to pickup my son Ryan (who went out to be scorekeeper) in Manchester NH. Then we were off to Vermont to the contest (Hans was CD so we really needed to get there). We finally arrived at VSF to find they had adequate ceilings so everybody else was practicing - cheaters!

We left Ryan there and went back to attempt the VFR scud approach in the S2B and Sukhoi. However, we managed to

get stuck in New Bedford again with Ryan in the hands of my maniac New England acro friends at the contest - not turning out to be the perfect father/son weekend so far!

Saturday around 13:00, we finally gutted it thru marginal VFR at less than 1000agl for 80 minutes into VSF (including a 2 hr stop at Nashua to wait for VFR conditions at Springfield). Just as the fog lifted we landed at Springfield with my third, fourth, fifth, and finally, thank god, sixth solo Pitts landings. We made it just in time for the delayed brief which was just starting.

Advanced led off the party and because I went more ballistic than I thought the Pitts would, I "poofed" to exactly 500 feet of the ceiling (I wasn't in the clouds

but behind one - so the judges couldn't see me - honest!). Because they couldn't score me on those figures, they ask me to re-fly the whole flight from fig #2. Cool! More time in the box - but where's the box? Here, it was more like a line! This box is so wooded that only the front three box markers are there. No middle or back box markers make vertical rolls and many other maneuvers a challenge (very few eastern boxes are fully marked).

Two zeros (one on a Snap (judges thought I rolled not snapped) put me firmly in DFL but a chief judge error allowed me to re-fly the 270 roller again 1 hr later - more box time. The newly scored roller - which had also been a zero wasn't enough however to move me out of the cellar.

Hans flew Unlimited to accommodate the single Unlimited competitor and despite a great effort and some beautiful figures, he clinched a firm 2nd place! We got in 1 flight each category Saturday and the last two Super D's landed after official sunset with lights on (good thing Primary was last).

Sunday morning great weather (6000 overcast) was forecasted until well after noon. I led off the morning at just before 8:00 with 800 foot low lines and the UNKNOWN - (we lobbied and won to skip the Frees). Except for half rolling instead of half snapping on the biggest K figure (this was pilot error, not a judging misperception this time), I flew pretty cleanly in the B. We got in the Advanced and Unlimited Unknowns, and Primary 2nd flights then god took wrath against the heathen noisemakers (we later found out that we had thoughtlessly ruined a wedding that was held outdoors less than 1/4 mile from the departure end of the runway). At 10:00 we dashed for cover as furious amounts of "liquid sunshine" came dumping on us.

My decent Unknown (and a graciously less decent Unknown

(Continued on page 5)

AWAC Synopsis from Todd Whitmer

Che Barnes

At the last meeting, Todd Whitmer reported on his experiences at the Advanced World Aerobatic Championships (AWAC) held in Radom, Poland, this year. The trip was reported in the IAC's *Sport Aerobatics* September issue. Attendees at last month's meeting got to hear about the experience first hand from Todd. Here are some brief excerpts.

This year the AWAC it was held in Radom, Poland - a small town between Warsaw and Krakow. Todd arrived amidst the mother of all high pressure systems and beautiful weather. However, on the first day of the practice rain moved in. Weather proved to be a challenge throughout the competition.

The contest timeline was 10 days long, with 9 days of flying. This included qualifying flights to form the "queue," or order of flight. Weather proved to cause enough delays that by day 4 they were just through the queue. For this, each of the 64 pilots barely got 2 flights each. In the weather delay interims Todd experienced "how to kill 4 hours by playing bridge." It was the first time he had played bridge in 20 years. He got trounced.



Todd Whitmer

Eventually, Todd turn for the qualifying flight came. However, his aircraft was delayed. Earlier, it was used in Istanbul for the Red Bull air races and had not yet shown up. A con-

(Continued on page 6)



Lots of trees

They do have a nice fall season out there

(Continued from page 4)

by another competitor) moved me up off DFL and into wood territory - I was pretty happy with that since I only have 6 hours in type! Hans held onto 2nd in Unlimited.

The contest was called for weather and another ex-59AC clan buddy tried to make an IFR rescue but he had to turn back due to icing only 30 miles from us. 4 1/2 hours later, Hans' wife

finished her ground assault in continuous pouring rain to get us, getting one newly acquired speeding ticket on the way. Three hours later, we finally dropped Ryan off with his New England friends and the three of us got back to New Bedford (sans planes) and got to bed in time to get a couple of hours sleep before racing off to catch my commercial flight home.

The Pitts is still stuck in Vermont and I'm not sure how to get it back to its temporary home with Hans at New Bedford. I'm sure it will work out somehow. In the four years I did contests in the northeast, I don't recall a contest were we got in 3 flights for all three categories. But of course most of an aerobatic contest weekend is really about camaraderie, and the NE weather provides ample time for that! All in all, it was great to see and visit with all my NE buddies. Isn't that what we do this for anyway?

Dave Watson





tributing factor to this, in addition to weather delays, was because the aircraft (Extra 540T) was experimental and needed specific permission from each country it flew through. It ended up with an unplanned hiatus in Switzerland.

He flew his first qualifying flight in Alan Cassidy's Extra 300. Luckily, Todd said, he spend some time flying Wayne Handley's Extra

and at least had some experience in the aircraft.

An interesting note on the contest is that it was started with



Todd Whitmer and Robbie Gibbs

visual flag signals. Radios were only for emergencies. A certain type of clay substance was put onto the dials to ensure the frequency was not changed. This is to prevent clandestine real-time critiquing during the sequence. The way I understood it, each contestant gets the box for 10 minutes. Also, the scores were filled in by the judges in the form of "scan-tron" sheets with bubbles. This enabled the scores to be published prior to the pilot getting out of his airplane. What a concept!

In the end, Todd's airplane did not show up for



Last month's meeting members during Todd's presentation

subsequent flights. I can imagine this was a pretty big disappointment for him. However, considering his limited ability to practice and the fact that his contest flights were also first time ever flights in various aircraft, he did very well—16th out of 63 overall. As his wife Judy say, life is what happens while you are making plans.

For the last day of the contest, the weather was - well—it was beautiful.

When asked if he would do it again, Todd says yes. He says that out of the whole experience of practicing, fundraising, planning, and meeting aerobatic pilots from all over the world, the contest was really just the punctuation. As he says about the pilots from other countries, "they are just as crazy as we are." *-Che Barnes*



Interpretation of Aerobatics and Airspace

Taken from EAA's website, www.eaa.org

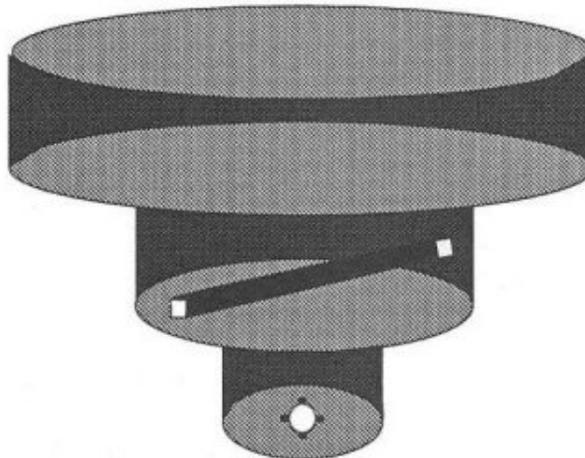
March 16, 2006 - A recent finding by the FAA Office of Chief Counsel affirms an EAA petition filed in 1998 that sought to accurately define "surface areas" for aerobatic flight areas. FAA denied the petition in 1999, stating that aerobatic flight "may not be conducted within the lateral boundaries of the surface areas of a Class B, Class C, Class D, or Class E designated for an airport." However, in response to a more recent petition filed by an EAA member, FAA reversed that earlier decision and agreed with EAA's opinion.

EAA maintained that since the term "surface area," refers only to those components of airspace that come in contact with the surface of the earth, aerobatics could be performed legally within Class B airspace (with proper ATC clearance) and/or underneath the floors of Class B airspace.

The issue "re-surfaced" late last year when Robert Hucker, EAA 443420, Lakeville, Minnesota, filed a petition in advance of the Minneapolis (MSP) Class B airspace expansion slated to go live February 16. That expansion increased MSP's Class B radius from 20 nm to as much as 30 nm in some areas, including over an aerobatic practice area 25 miles southwest of the airport used frequently by many local aereo-

batic pilots. Hucker used EAA's 1998 petition as a basis for filing his petition.

"The (1999 FAA) explanation to EAA's petition didn't seem right to me," Hucker said. "Plus use of the term, 'surface area,' was inconsistent, so I decided to put together some facts and file my own petition." During his fact-finding process,



Hucker discovered EAA's 1998 petition at the MSP Flight Service District Office (FSDO) and used that as the basis of his argument.

In a March 7 letter, Rebecca MacPherson, FAA Assistant Chief Council, Regulations, wrote in a letter to Hucker, "Upon review, we conclude that the EAA was indeed correct in its understanding of 'surface areas.' In responding to your inquiry, we concluded that our 1999 interpretation was inconsistent with the term 'surface area' as used by Air Traffic Organization (ATO) airspace planners to describe only airspace that touches the surface of the earth."

Randy Hansen, EAA government relations director remarked, "EAA is extremely grateful to Mr. Hucker and his steadfast approach in recognizing and acting to correct this issue. EAA's task is to now ensure the aerobatic community receives this corrected definition in a timely manner."

So as long as the operational requirements of Class C airspace, Class B airspace, and other aerobatic flight requirements can be met, pilots may perform aerobatics under the outer areas (the classic "upside down wedding cake") of Class B and Class C airspace. It's also important to note that this is not a rule change, but simply a re-interpretation of the existing rule 14 CFR Part. 91.303(c).



IAC Chapter 38 Season Event Calendar

Sal Webber

OCTOBER

- 8 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK). 3-D Flying Demonstration—Brett Goldsmith.
- 19-21 Borrego Springs Akrofest.** Borrego Springs Airport (L08) CA. Contest is sponsored by Chapter 36 All categories flown.

NOVEMBER

- 3-5 Tequila Cup.** Marana Airport, (AVQ) Tucson, AZ. Contest is sponsored by Chapter 62 All classes flown
- 12 IAC Chapter 38 Monthly meeting, 2-4 pm.** Attitude Aviation, Livermore Airport (LVK). Dogfighting basics—TBD.

DECEMBER

- 1-2 Arizona State Aerobatic Championship.** Coolidge Municipal Airport (P08) AZ. Contest is sponsored by Chapter 69.

Holiday Party—TBD

JANUARY 2007

Brainstorm the design of the new Freestyles

FEBRUARY 2007

Warbird Tours—LVK

MARCH 2007

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APRIL 2007

Flying the Maneuvers: High performance aircraft.

MAY 2007

Flying the Maneuvers: How to get the most out of 180 HP.

Airshow Report

First Day	Last	Airshow	City	
10/4/2006	10/4/2006	Mojave Airshow	Mojave	CA
10/7/2006	10/8/2006	Fleet Week San Francisco	San Francisco	CA
10/7/2006	10/8/2006	NAS P. Mugu Airshow	NAS Pt. Mugu	CA
10/13/2006	10/15/2006	MCAS Miramar Air Show	Miramar	CA
10/14/2006	10/15/2006	Travis Air Expo	Travis AFB	CA
10/28/2006	10/29/2006	Edwards AFB Airshow and Open House	Edwards AFB	CA

All my life, I've never been able to get enough airplanes. This will keep me flying every day.

- Astronaut Robert "Hoot" Gibson, commander of four space shuttle missions, on taking a job as a Southwest Airlines B-737 first officer, 1996.



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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



Che Barnes
Editor, IAC 38
2233 Leavenworth St.
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Chapter Meeting:
Sunday October 8th, 2006, 4pm
Attitude Aviation
Livermore Airport

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