



Northern California
Aerobatic Club
CHAPTER 38

THE ACRONAUT

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Cory Lovell's SU-26 (Delano 2008)
Photo: Courtesy Kate Debaun (www.kwdphotography.com)

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Prez' Post

Darren Pleasance

Fall has arrived...

...and as I write this Prez Post I'm watching the leaves blow off the trees in front of my house, and I can occasionally see the top of Mt. Bachelor with fresh snow that creates a striking contrast with the colorful patchwork of pine and aspen trees covering the surrounding hills. Quite spectacular, I must say.

The weather has also made for some interesting flying lately. I flew 30 hours in September, with my commute between Sunriver and San Carlos accounting for most of that, but also a few trips to Seattle and Las Vegas thrown in for variety. The Express is an amazing machine for getting back and forth, with a 185 kt cruise speed on 12 gph and 92 gallons of useable. The only downside is that the plane doesn't do well in ice so on days when we've had storms coming through, I've had to grab the C340 and put the deicing equipment to the test.

It's been fun to get back into the weather flying after having been away from it for a while. Landing last night back in Sunriver around 10:00 p.m. felt just a bit like what landing on a carrier must be like (except runway is 5x the length and doesn't move). I came through the clouds and saw the airport through the mist. There are no other lights around the airport for miles, so it just looks like two strips of lights floating in black nothingness with a small red and white VASI on the side. Otherwise, no other visual cues to work from. I use my GPS which as a Vertical-Speed-to-Touchdown feature, as well as the VASI, to set myself up for about a 500 FPM descent to the runway. It's definitely a strange feeling seeing nothing but those runway lights hovering in front of me until the landing lights finally illuminate the runway centerline at about 50 feet. Overall, though, lots of fun.

The other interesting Sunriver / Aviation story is the first ever Eclipse fly-in that my neighbor hosted two weeks ago. He had about 25 Eclipse jets fly in for a 4 day program on how to fly them well. It was quite a site with so many planes scattered around the ramp here. There were lots of who's-who as well, including Don Taylor, one of the early leaders of IAC, and current EAA Board member (he flies an MU-2, and asked to borrow the bathroom in my hanger before he and his wife departed, so we're practically best friends now), and Brian Schull, ex SR-71 pilot and speaker was also there. In fact, I helped Brian get the Eclipse he was flying in ready to go one morning since there was ice all over the wings. For those who haven't seen the Eclipse, it looks like the perfect 4-seater plane. It has as many as six seats, but to me it looks a bit tight if you put that many people in there. The take-off and climb performance looked quite impressive from the ground and everyone I spoke to who owned one seemed quite happy with them. So, if you've got a couple of million bucks burning a hole in your pocket, perhaps the Eclipse would be a good way to spend it.

On the aerobatic front, things are also going well. Chapter member and IAC President Vicki Cruse earned a place on the U.S. Unlimited Aerobatic Team, as did former IAC 38 member, Allyson Parker-Lauck. Congrats to both of them, and to all the other pilots who made the team.

On the home front, we've had a lot of aerobatic activity going on as well. We had multiple practice days out at Tracy, and a multi-day training camp at New J. coordinated by Cory. Cory had an RV positioned on the field which I think is a brilliant idea for keeping cool and having a comfortable place to prep and debrief for every flight. I'm really glad we've been able to get a lot of use out of New J. this year.

As many of you may have also heard, my Laser will soon have two new pilots. Mike Eggen and Dave Watson will soon



start flying the plane and showing us all what the Laser is capable of. The plane lands a lot like a Decathlon, and has a mid-wing like a Yak, so both of them should be right at home scoring at the top of their respective categories. And for Howard, the Laser has a four cylinder engine, so is just like the Great Lakes (that's the only similarity I could come up with) and he too should have not problem distancing himself from the competition this next season (let's hope the distance is above, and not below, the other competitors). Good luck to all of you this coming season. The Laser's an amazing plane and I'm sure it'll treat you all well.

For this month's Chapter meeting, we'll be having Jessy Panzer share her amazing journey through aviation. Jessy was a member of the Stars of Tomorrow aerobatic team, under the guidance of Sean Tucker, Mike Guilian, and Bill Stein. She's also flown a ton of airplanes ranging from cassut racers, to P-51s, to Gulfstreams. Her presentation is a lot of fun so please come a join us

The next Chapter meeting will be Sunday, October 12th at 4:00 p.m. at Attitude Aviation in Livermore.

Hope to see you all there.

Blue Skies...

Darren

New Member - Dan Hansen

I live in Palo Alto with my wife and two daughters ages 11 and 5. I'm originally from Salt Lake City and studied mechanical engineering with plans to be an aeronautical engineer. Instead, I stayed in school and ended up with mba and law degrees and found my way to silicon valley in 1993. For the first ten years I worked at a large law firm in Palo Alto called Brobeck. For the last five years I've been at a law firm I co-founded called Montgomery & Hansen, LLP, in Menlo Park. We represent start up companies and investors in corporate transactions, such as formations, mergers and financings. We call it happy law.

I've been interested in airplanes since I was kid and spent the better part of my youth gluing balsa wood models together. I started flying full scale in 2004. After getting my license, I took an aerobatics course at Amelia Reid's and have been hooked since. I have about 500 hours, most of them in tail-draggers. I've had a Pitts S2B (42TW) for about a year and really enjoy the airplane. Previously, I had a super decathlon named "Tweety," which is still in the area. 2008 is my first year of competing with IAC and I'm having a blast. Thanks to everyone for the warm welcome and encouragement!



A Snap Roll Is No Snap

Contributing Editor: Sam Burgess

Editors Note: This is a reprint of an article that appeared in the June 1987 issue of SportsAerobatics...

The quickest figure in Aresti is the snap and you can get a zero on it sooner than any other maneuver, too.

Look on page 45 of the IAC OFFICIAL CONTEST RULES and you will find a whole page on how you can go from a ten to a five in less than two seconds. "Correct plane, part line, critical angle of attack, attitude change, yaw around axis, angular velocity, flicking characteristics, identical attitudes, figure geometry" are just some of the judging criteria listed. However, it can also be a quick and easy ten if you add a certain technique.

Our sport should not contain secret formulas known only to aerobatic gurus to add to the anxiousness of the grass roots pilot. And the following is intended to serve as a guide to that elusive ten. Hence, the aspiring acrobat should first attend a contest or two as an observer, enroll in a judges school, and thoroughly digest the rule book where the description of what the judges are looking for almost tells you what control inputs are necessary to perform the graphical presentation of the Aresti figures almost.

When Jose Aresti described aerobatics as "the most spectacular branch of aviation," he was most likely thinking of the snap roll when writing his manual of "aerocryptographico" (a Greek word meaning aerial, concentrated and written).

"The nose must definitely break or the figure earns a zero" seems like a fair enough judging criteria but what about the recovery? The rule book does not expound much on this phase of the maneuver but here is where most of the comments are heard and points are lost "bobbled, overshot, under-shot, used aileron" ("when the aircraft will break but not stay in the stalled condition all the way around and the contestant will finish the maneuver with the use of aileron," page 45), etc. Ah, but you CAN use aileron and not be in violation of this rule - by using aileron to STOP the maneuver.

"The attitude before starting the flick roll and in the instant of stopping it must be identical" so say the rules. Basic methods taught to recover from a snap roll is to release the stick and rudder. This alone will not insure an identical attitude recovery and has been the prime point loser for snap rolls. So, add a flick of the ailerons to help stop the snap right on the plane intended. Fly around the axis like you were going to overshoot, and then with precision stop it in the desired flight attitude with a snap of the wrist.

Consider a four-point slow roll. Are not the ailerons used in this exact same manner to precisely stop on a point? Then why not use it to stop a snap roll? Several advantages are obvious in this trick of the trade suggestion: extending the rotation of the snap to its ultimate degree of roll rather than anticipating recovery at the 3/4 position (type of aircraft a factor), eliminating any guess work on a flat recovery by the use of elevator and rudder alone, and a more precise culmination of a figure that is really quite easy to judge.

For the past few months I have been critiquing an up and coming young, world class aerobatic pilot who demonstrated such a high degree of potential that he flew in Intermediate in his very first contest at Edna, Texas, and took first place. He did a Nadia Comaneci and got a TEN from all five judges on his snap roll some kind of record - using the above recovery technique.

Take heed grass rooters and old codgers alike. It works!

Exploder News

September 2008

Peter Jensen

The Acro Exploder, maintained by Guenther Eichhorn, is an e-mail list for exchange of acro related information. A lot of useful information is exchanged. The entries can be read via this web-site:

http://acro.aerobaticsweb.org/iac_email_archive.html

If you wish to post, you'll need to sign up. Everybody have read access via the above link though. Here's the topics from September 2008:

- 2008 Tequila Cup, November 6, 7, 8, Marana, AZ
- Acro is healthy!
- Beggs spin recovery
- Camera mount and controls
- Couple of lycoming questions
- Erica Simpson funeral
- Eye Issues/negative Gs
- Feedback on 2009 proposed Knowns and Rules
- For Sale - Original Prototype One Design DR-107
- Hartzell "Claw" aerobatic prop for sale
- Howard Hughes XF-11
- Jet-man English Channel crossing attempt
- KCMA Hangar For Rent
- Lycoming Engine Troubleshooting help needed
- More upbeat - Go Melissa
- National Champions and U.S. Unlimited Team Selection
- Need A Prop
- New way to capture inflight video
- Oil tank
- OLAN 6.0 Beta version
- Olan 6.0 the \$500 challenge
- Pitts Acro/Racer for sale
- Pitts S1-T parts needed
- Pitts S1-T vs. S1-S landing gear
- Pitts S-2 Inspection Sheet
- Prop Surge
- Rob Holland/ Nationals Protest
- S-1T Needed
- S2B Open cockpit Kit
- SU-26M
- Sukhoi SU26 For Sale
- T-34 Aerobatics
- Things I've always wanted to do!
- U.S. National Championships Sept. 21-26
- UPDATE: 2008 East Coast Aerobatics Contest
- Videos shot with new helmet cam
- YAK55M for sale
- Zivko aircraft sales

Contest Results

Peter Jensen

Happiness is Delano August 30, 2008

Delano Airport, CA
Contest Director: Tim Just

Primary

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 George Johnson	49	529.50	527.80	539.00	1,596.30	84.46%
2 Bruno Martin	38	511.75	508.90	539.00	1,559.65	82.52%
3 Kathleen Howell	26	509.75	473.50	529.00	1,512.25	80.01%
4 John Haag	38	475.50	496.40	498.88	1,470.78	77.82%
5 Kevin Condron		472.00	456.10	519.75	1,447.85	76.61%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Mike Eggen	38	1,185.10	1,224.60	1,210.50	3,620.20	87.44%
2 Steve Packer	38	1,184.50	1,237.40	1,183.20	3,605.10	87.08%
3 Stephen De La Cruz	26	1,218.00	1,181.60	1,196.70	3,596.30	86.87%
4 Daniel Hansen	38	1,151.70	1,166.80	1,212.00	3,530.50	85.28%
5 Margo Chase	49	1,150.50	1,158.50	1,181.00	3,490.00	84.30%
6 Martin Price	38	1,156.90	1,152.40	1,162.40	3,471.70	83.86%
7 Brian Stout	38	1,141.50	1,158.20	1,141.70	3,441.40	83.13%
8 Chris Olmsted	49	1,137.70	1,171.20	1,131.10	3,440.00	83.09%
9 Layne Lisser	38	1,157.40	1,143.50	1,135.30	3,436.20	83.00%
10 Dan Francioni	26	1,145.90	1,137.50	1,150.30	3,433.70	82.94%
11 Edward Doerr	38	1,138.10	1,149.20	1,122.00	3,409.30	82.35%
12 Michael Walker	49	1,123.90	1,139.30	1,134.00	3,397.20	82.06%
13 Andrew Slatkin	49	1,029.60	1,133.70	1,177.70	3,341.00	80.70%
14 Chelsea Engberg	38	1,146.20	1,099.40	1,094.30	3,339.90	80.67%
15 Mitchell Robinson	26	1,088.90	1,108.60	1,095.70	3,293.20	79.55%
16 Conrad Nordquist	36	1,095.20	1,091.60	927.00	3,113.80	75.21%
17 Roger Miller	38	1,076.50	396.50	959.30	2,432.30	58.75%
18 Perry Barlow	49	1,096.10	1,104.20	0.00	2,200.30	53.15%
19 Scott Malherbe	49	1,001.20	0.00	1,169.40	2,170.60	52.43%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Thomas Francioni	38	1,698.90	1,636.40	1,398.40	4,733.70	82.18%
2 Michael Montgomery	49	1,685.50	1,633.80	1,350.40	4,669.70	81.07%
3 Michael Hartenstine	36	1,652.70	1,554.30	1,386.10	4,593.10	79.74%
4 Norman Manary	36	1,585.70	1,596.30	1,388.90	4,570.90	79.36%
5 Yuichi Takagi	38	1,582.40	1,515.20	1,364.80	4,462.40	77.47%
6 Justin Stout	38	1,605.80	1,488.00	1,309.80	4,403.60	76.45%
7 Nicolai Murphy	36	1,564.60	1,349.70	1,367.60	4,281.90	74.34%
8 Andrew Connolly	38	1,584.40	1,386.40	417.80	3,388.60	58.83%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Benjamin Freelove	38	2,119.20	2,644.90	2,383.60	7,147.70	84.59%
2 Reinaldo Beyer	36	2,064.20	2,649.70	2,357.00	7,070.90	83.68%
3 Malcolm Pond		2,100.40	2,700.40	2,267.90	7,068.70	83.65%
4 Rory Moore	36	2,058.90	2,526.40	2,250.80	6,836.10	80.90%
5 Howard Kirker	38	1,960.10	2,550.20	1,954.00	6,464.30	76.50%
6 Tom Myers	38	1,953.90	2,343.10	2,063.50	6,360.50	75.27%
7 Eric Chasanoff	38	1,981.70	2,448.60	1,900.40	6,330.70	74.92%
8 Dave Watson	38	1,928.20	2,449.00	1,884.00	6,261.20	74.10%
9 Cory Lovell	38	2,061.90	2,488.10	1,695.90	6,245.90	73.92%
10 Hans Bok	35	1,839.50	2,355.60	1,928.10	6,123.20	72.46%
11 Patrick Dugan	49	1,853.10	2,389.70	1,773.40	6,016.20	71.20%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Vicki Cruse	49	2,948.30	3,799.20	3,100.50	9,848.00	82.20%
2 Todd Whitmer	38	2,627.10	3,528.40	3,035.80	9,191.30	76.72%
3 Doug Jardine	36	2,591.80	2,861.30	3,042.80	8,495.90	70.92%
4 Martin Kennedy	36	2,029.70	2,455.60	2,170.30	6,655.60	55.56%

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



Peter Jensen
 Editor, IAC 38



Chapter Meeting:
Sunday October 12th, 2008, 4pm
Attitude Aviation
Livermore Airport (LVK)



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