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THE ACRONAUT

Volume 1

September 2000

President's Post Graham Bird



I am writing this month's page at 35000' somewhere over Canada, still basking in the glow of victory at Delano.

It's reflected glory as I wasn't among the people who actually won! We did however, have an excellent turn out from Chapter 38 and some of our new members brought us honors – Shane Harden won Basic with Jacquie Warda in third. In Sportsman, Darren Pleasance won with Terry Ridgeway in third.

Others who were there – with varying luck – included Fred Abramson, Cris Flint, Dick Rihn, Dave Walkup and myself. Cris invented another new maneuver to go with his seven point rolls – the rolling S turn!

It was great to see our members doing well, but for me the coup of the day was winning the Chapter Trophy – something of which we can all be proud – congratulations to those who made it possible.

We had our first meeting in Hayward last month and the change of location and time has sparked many questions. First of all, we moved location to make the meeting attractive to the largest group of members – Hayward is the most central location when the homes of our members are taken into account. Secondly we wanted to make the meeting time such that it is possible to practice and attend the meeting – hence the move to 4pm. It seems to work, we saw people that hadn't been to meetings for a long while, but I also understand that the new location and time will make it more difficult for others! The board has talked about evening meetings (on Friday, Saturday or Sunday) either instead of or as well as the

current meetings. With such a wide range of views, this is a hard one to call. For now, we'll try the new location and time and see how things progress. As always, feedback helps us get it right!

We've also been thinking about how the board of the chapter operates and my preference is to move to each director having a specific role in the chapter something along the lines of : 1 Outreach, 2 Chapter Events & Programs, 3 Competition, 4 Membership and Recruitment, 5 Young Eagles, 6 Flying Club/Instructor Liaison. Plus the formal officers; President, Vice President, Secretary, and Treasurer. The aim is to have a small team working in each of these areas to help spread the load and make the job manageable.

As we move to election time (November) please give some thought to who you could see being the director in each area (and talk to them!!!!) and also think about which area YOU would like to help in.

Finally, it is both Livermore and Kingdon Airpark appreciation days on September 30th. We are going to support each event with one or more aircraft and some member recruiters. Please help us by bringing yourself and / or your aircraft to the event and talking to spectators about what we love and what we do. ✈



**Livermore Airport
Appreciation Day**
September 30, 10am–4pm

IAC Chapter 38 will have a booth and display aircraft. We are looking for volunteers to assist in designing and staffing the booth.

Please Contact:
Angie Niles 925.373.8786 (H)
brickett@home.com (H) or nils4@llnl.gov (W)

In This Issue

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Competition Corner

Cris Flint



Before beginning this month's article, I must congratulate my comrades for **WINNING THE CHAPTER TROPHY AT THE DELANO CONTEST!!!** Way to go guys!!! This may be the first time ever, but it certainly won't be the last! Three cheers for Chapter 38! Next time you see these folks, give them a high-five:

Darren Pleasance, 86.7%

Terry Ridgway, 84.8%

Graham Bird, 83.3%

Unknowns

We have touched on many aspects of practice, specifically duration, frequency, and timing. Hopefully, before attending a contest, you have also paid attention to Unknown practice. The Sportsman category does not currently have an Unknown, so this really only applies to Intermediate, Advanced, and Unlimited. The Unknown often re-shuffles the standings significantly, and he (or she) who practices the most should benefit the most! The Unknown is designed to test a different set of skills from the Known and Freestyle, specifically your ability to think through a sequence and fly it without any practice of that exact sequence. Of all three contest sequences, the Unknowns are hardest to prepare for. There are a few ways to prepare:

1) Begin developing a bank of previous Unknown sequences from contests. I have started this online at <http://www.freebird-aerobatics.net/iac/unknowns/>, subdivided by category. IAC Headquarters mails an Unknown sequence for each category when the contest is approved, and there is a finite supply - theoretically, one could accumulate ALL the Unknown sequences and eventually will see one repeated. There are enough in the ever-growing supply, however, to make this angle of little more value than the purpose it is intended to get you accustomed to figuring out Unknowns quickly.

2) Take the entire list of allowable Unknown figures, found on the IAC National's website at http://acro.harvard.edu/IAC/unknown_figures.html, and construct your own series of sequences. This is a little more difficult, as you must pay careful attention to design the sequence so that it's flyable and safe. But, if you systematically go through and use every figure listed for your category, you will not have any surprises at the contest. The IAC Rule Book (a.k.a. "Red Book") also lists all

the allowable Unknown figures for each category.

3) Accumulate other competitor's Freestyle sequences at contests, take them home, and practice them as Unknowns. The danger there is that most Freestyles are designed to be as easy as possible, so you will not see all the possible Unknown figures even in 100 different Frees. There are certain figures that no competitor in their right mind would put in their Free, but you'd better believe those are the ones you'll see in an Unknown.

As you may guess, I recommend a combination of the above three - no one by itself is adequate.

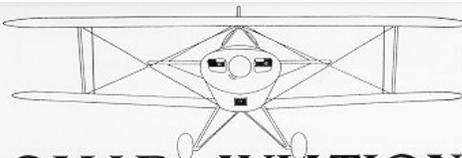
If you have a regular critique partner or partners, practice swapping off flying Unknown sequences on a regular basis, and alternate who goes first. Believe it or not, watching someone else fly the sequence first will help you in dealing with the sequence. You may think a particular figure should be placed high in the box, or on the downwind side of center, or something like that, but after you see it flown you realize it should be different. You will also have to go first at a contest someday, so you should get used to doing that as well.

Personally, I always re-draw the Unknown sequence in the style that I like. Everyone has their own way of drawing these sequences, and the IAC Headquarters way may not be your way. The danger in doing this is re-drawing it incorrectly! I always have at least one other person look and compare the new card to the one that was distributed, and I also check it at least 3 times. There would be nothing worse than flying what was on your card beautifully, but being given a zero because you copied it wrong!

Experience and exposure are the two best ways to guarantee high scores in the Unknown. So, go to lots of contests, and practice lots of Unknowns! Next month, we'll actually go to a contest! Stay tuned.

See you in the box! ✈

K



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From the Editor's Cockpit

Brad Oliver



Greetings! My name is Brad Oliver, and I am Chapter 38's new Newsletter Editor. I recently relocated to the Bay area from Colorado (and Florida 6 months before that), and have been a member of the Chapter since the beginning of the year. I have met many of you at chapter meetings, Tracy days, New Jerusalem, or Paso Robles, and I look forward to meeting those of you I have not yet met.

I would like to take a moment and personally thank my predecessor, Bryan Monroe, for his 4+ years of dedication to the newsletter. That's right...4+ years as Newsletter Editor!!! Bryan will continue to show his dedication to chapter 38 by continuing to serve as Treasurer. Now that Bryan has turned the Newsletter over to me, he should have much more time to practice in that beautiful new Pitts of his (right Bryan?). Thanks for all the hard work!

As I am sure you have noticed, "The Acronaut" has a new look, and some new features. I hope that you find the new format pleasing and informative. For the first month of the new format, I have added several new features to the Newsletter, Web Site of the Month, Plane of the Month, and Picture of the Month. In the coming months several additional features such as, Tech Tips, "I Learned From..." articles, and Member Bios will be added, so you have lots more to look forward to.

This brings me to two issues with the newsletter I hope to address in the coming months, content and cost.

I would like to ask you, the members, for your assistance in producing and gathering content for the Newsletter. Anything from aerobatic/aviation web sites that you like, News Articles, Flying Stories/Lessons, Upcoming Events; Classified Adds, virtually anything you come across will be accepted. Remember, this is your newsletter. Please submit your content to me directly, at brad@bradoliver.com (or call 408.446.9421).

Which leaves us with COST! Do you have any idea how much it costs to produce, copy, and mail, a newsletter to every member, every month? Well, I don't know either, (since I just started), but I from what I can tell, a lot. Think about it, expenses for paper, photocopies, labels, and postage, are incurred every month. It quickly adds up. In the coming months the board will be working to reduce the cost of producing the newsletter. How you ask? By reducing cost and increasing revenues.

In the next few weeks we will be offering members the option to

receive their copy digitally via e-mail in Adobe PDF format. As I said, this will be optional, and you can still receive your copy via postal mail.

Secondly, to increase our advertising revenue, I will be on the hunt the next several months to sell advertising space in the newsletter to almost anyone who wants to buy it. So please, ask your friends, associates, boss's, flight schools, flying clubs, mechanics, etc., if they would be interested in buying advertising space. We can make the newsletter pay for itself.

Thank you, and please feel free to contact me (brad@bradoliver.com) with your suggestions or comments. ✈



New Meeting Location

Chapter meetings are now being held at a new (old) location in Hayward!

When: Sunday, September 10, 4pm

Address: 20511 Skywest Drive
Hayward, California

How to Get there:

From the West/North:

From I-880 take A Street West. Follow A Street, past Hesperian Blvd, and when the road splits take the left fork (Skywest Dr.). Follow Skywest Drive past the tower (on your right) until you come to a gate on your right. You should see building #20511 by the gate.

From the Peninsula (West Bay):

Take 92 East (San Mateo Bridge) to Hesperian Blvd. Take Hesperian North to West A Street. Take a Left on West A Street. When the road splits take the left fork (Skywest Dr.). Follow Skywest Drive past the tower (on your right) until you come to a gate on your right. You should see building #20511 by the gate.

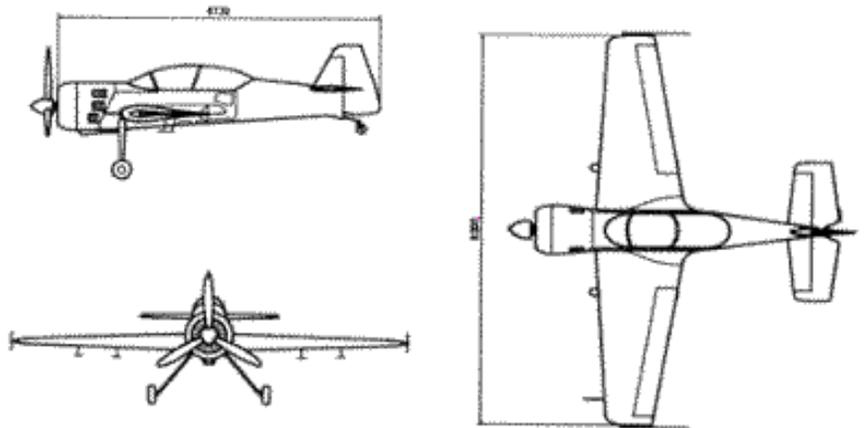
Map:



Plane of the Month

Sukhoi Su-29

Length:	24.0 ft.
Height:	9.5 ft.
Wingspan:	27 ft.
Engine (Radial):	360+ hp
Empty Weight:	1,738 lbs
Max Load:	946 lbs
Gross Weight:	2,684 lbs
Fuel, Fuselage:	99.5 lbs, 15.8 Gal
Fuel, Wings:	351.5 lbs, 55.8 Gal
Fuel, Total:	451 lbs, 71.6 Gal
Oil:	11 Liters
Smoke:	8.4 Gal, 57 lbs
G Limits:	+11/ -9
Spar Test:	+23
Roll Rate:	360° Sec
Rate of Climb:	3,150 fpm
Cruise Speed	
High Speed:	183 mph
Long Range:	130 mph
Stall Speed:	71 mph
Vne:	273 mph
Vmo:	236 mph
Va:	223 mph
Takeoff Roll:	495 ft



For more information on the Sukhoi's visit:
<http://www.snaproll-sukhoi.com>



Show Your Chapter 38 Pride - Buy Logo Wear

		Quantity	Total
Chapter Patch	\$12 Each	_____	_____
Chapter 38 T-Shirts	\$20 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
Chapter 38 Sweatshirts	\$35 Each <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	_____	_____
Chapter Mouse Mat	\$12 Each	_____	_____
FAI Printed Catalog	\$10 Donation	_____	_____
		Total	_____

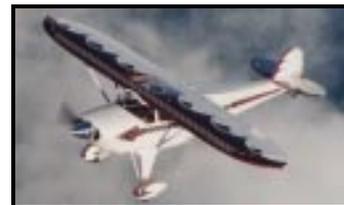
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 Mountain View, CA. 94041**

Aviation News

Aviat puts Monocoupe on Back Burner - AOPA

Aviat Aircraft, located in Afton, Wyoming, has put the Monocoupe 110 project, known as the Aviat 110 Special, on the back burner and turned off the heat. The former pylon racer, a powerful tailwheel two-seater that won the World Aerobatic Championships in the late 1940s, ran afoul of Aviat's dealers who wanted changes made. Apparently the changes weren't enough to attract orders. Aviat got lots of attention and interest from nostalgic pilots but no sales. The Monocoupe was featured in the April edition of AOPA Pilot. Aviat will now turn its attention to the Millennium Swift, a redo of the original Globe Swift with all the latest modifications. Aviat also manufactures the popular Husky tailwheel tandem two-seat aircraft and the Pitts aerobatic aircraft.



20th World Aerobatic Championship - CIVA

The French Team got nearly all World titles during the 20th World Aerobatic Championship which took place in Muret : Eric Vazeille and Catherine Maunoury are the New World Aerobatic Champions, Eric for both Overall and Men and Catherine for Women. France also finished at the first place in the Men Team Ranking, with Russia in the second place. But Russia won the Women Team Ranking.

IAC Names Beggs to Aerobatic Hall of Fame - EAA

The IAC office reports that Gene Beggs will be this year's inductee to the Aerobatics Hall of Fame. Gene has been active in aerobatics since 1975 and has been an active flight instructor and FAA designated examiner. His spin-recovery training methods have become standard instruction throughout the aerobatic world. He has also been a regular contributor to *Sport Aerobatics* magazine. Gene and all other Hall of Fame honorees will be recognized during the November Board meetings at Oshkosh.

AOPA launches AFSS survey - AOPA

AOPA is currently surveying pilots about their experiences with automated flight service stations (AFSSs). "FAA is in the process of modernizing the AFSS information delivery system," said Dennis Roberts, AOPA executive director of government and technical affairs. "AOPA wants to ensure that the FAA understands how pilots use the system and how they might improve services for general aviation pilots." AOPA will be contacting many pilots by telephone. Pilots can also participate in the survey online at www.aopa.org/survey/fss_survey.cfm. AOPA is querying pilots about what FSS services they use, the quality of service they receive, and what problems they have encountered. "We're particularly interested in pilots' comments," said Roberts. "What services are most valuable, least valuable, and what suggestions pilots have for changes."

Web Site of the Month

www.airbum.com



Description:

AirBum.Com is first a living magazine, which covers new, exciting aspects of sport and recreational aviation. Secondly, it archives many of the more interesting articles, photos and columns we've produced in the past and organizes them so that the information they contain can be easily accessed. These articles include everything from pireps on Mustangs and Cubs to the fine art of welding steel and banging aluminum. Also, neat pictures of airplanes are timeless and the photo archive section features some real goodies.

- Reprinted from www.airbum.com

Review:

Airbum.com is Budd Davisson's online home. Budd is the author of many books, including the much sought after *Pitt's Specials*, and has been a regular contributor to many aviation publications like *Plane & Pilot* and *Sport Aviation*.

The web site features many of Budd's articles that will interest aerobatic pilots with topics such as "Flying Wires & Stuff" and "Getting out of a Canopy", all written in Budd's unique style. While you're there, be sure to check out the "Pitts Special Corner", where Budd passes on some of his 29+ years of Pitts experience to his visitors.

Calendar of Events

September

- 4-9 US National Aerobatic Championship, Grayson County Airport, TX, 305-858-2539
 8-10 Golden West EAA Regional Fly-In, Sacramento, CA, 530-642-8063, www.gwfly-in.org
 9 4th Annual Wings & Wheels, Quincy, CA, 530-283-2500
10 IAC Chapter 38 Meeting, 4pm Hayward (See Page 3)
 14-17 Reno Air Races, Reno, NV, 775-972-6663, www.airrace.org
24 IAC Chapter 38 Tracy Day
30 Livermore Airport Appreciation Day (See Page 1)

October

- 6-7 EAA Chapter 52 Young Eagles Rally, Stockton, CA, 916-422-8287
 7 EAA Chapter 119 Young Eagles Rally, Watsonville, CA 831-466-9016
8 IAC Chapter 38 Meeting
 12-14 Borrego Akrofest, IAC Chapter 36 (See Below)
 12-15 Copperstate Regional EAA Fly-In, Mesa, AZ, 520-400-8887, www.copperstate.org
 17 EAA President Tom Poberezny to speak at Hillard Air Museum, San Carlos, CA
29 IAC Chapter 38 Tracy Day

November

- 2-5 Tequilla Cup Regional Aerobatic Competition, IAC Chapter 62, Tuscon, AZ,
 Maryilnn Holland 520-887-9399
12 IAC Chapter 38 Meeting
26 IAC Chapter 38 Tracy Day
 30-1 Arizona State Championships, IAC Chapter 69 and 62



Regional Aerobatic Contest - Borrego Akrofest 2000

October 12-14, 2000 | Borrego Springs (L08), California

San Diego Aerobatic Club — IAC Chapter 36

FULL FIVE CATEGORY CONTEST AND FOUR MINUTE FREE FLIGHT

Registration & Practice:

Thursday, October 12 - 0900 till 1800
 BRING copies of your Free - 6A's and 16 B's & C's.

Contest:

Friday and Saturday, October 13 and 14 - 0700 Briefings @ Crosswinds
 Breakfast Available at Crosswinds (airport) at 0630 Friday and Saturday
 Awards Banquet Saturday Evening
 Potential Weather Day - Sunday, October 15

A Chapter Team Trophy will be awarded to the Chapter whose top three members achieve the highest average score.

Accommodations:

La Casa Del Zorro Resort: (800)824-1884 & (760)767- 5323, \$\$\$
 Borrego Springs Resort: (888)826-7734 & (760)767-5700, \$\$
 The Palms at Indian Head: (760) 767-7788, \$\$
 Palm Canyon Resort: (800) 242-0044 & (760) 767-5341, \$\$
 Hacienda Del Sol: (760) 767-5442, \$
 Oasis Motel: (760) 767-5409, \$
 Stanlunds: (760) 767-5501, \$

Airport Manager: Vicki Cole (760) 767-7415; Frequency = 122.80
 Car Rental: Desert Car Rental (Airport Manager) (760)767-7415
 Additional IAC Chapter 36 Information: <http://www.iac36.org>
 Additional Borrego Springs Visitors Information: <http://www.borregosprings.com>

For more Information, contact:

Contest Director (CD): Jim Peebles | Evenings (909)677-8081 | jbpeebles@compuserve.com
 or
 Assistant CD: Bill Bancroft | Evenings (714)535-8707 | n77tw@aol.com

Picture of the Month



Dr. Rihn on the way back from the judges line at Paso Robles 2000.

Classifieds

Hangar Space Wanted

Art DeGrazia, phone 510-886-0515, is looking for hangar space at Hayward or Oakland airports.

1975 Bellanca 8KCAB

Must sell to make room in Hangar!! \$27,000 or BO, all reasonable offers will be considered. 2040TT airframe and engine, Apollo GPS, Narco 810 Comm, Transponder w/ Mode C, Nav lights w/ Strobes, spades, wings recovered approx four years ago when nail AD was complied with. New fabric on belly about three years ago. Wood spar, no damage history. The airplane is currently out of annual (3/2000), however, it can be ferried. For more info, contact James at 510-377-1853 or 510-864-2301 or soaringeyore@aol.com

1975 Cessna 150M Texas Taildragger

Must sell!! \$17,000 or BO, all reasonable offers will be considered. TT 9800 hours, 735 SMOJH, RT328T NavCom, Narco AT150 xpdr, intercom (currently disconnected), exterior white/blue-7, interior blue-7. For more info, contact James at 510-377-1853 or 510-864-2301 or soaringeyore@aol.com

Send your submissions to, brad@bradoliver.com (or call 408.446.9421). Chapter 38 members get free listings!



Bradley Oliver
Editor, IAC 38
19851 Lindenbrook Ln
Cupertino, CA 95014

MEETING:
Sunday, September 10th, 4:00 PM
Hayward (See Page 3)

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: Yes No Newsletter: E-mail (Adobe PDF) Postal Mail

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 "Northern California Aerobatic Club", to:
Bryan Monroe, Treasurer 750 Sylvan Avenue, #36 Mountain View, CA. 94041