



Northern California  
Aerobatic Club

CHAPTER 38

# THE TACRONAUT

Volume 9 - Number 4

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*Dave Watson and Dean Hickman-Smith's newly recovered Pitts S-2B*

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## Prez' Post

Darren Pleasance

Greetings IAC38ers:

Lots of stuff to catch up on this month, including:

- 1) All the prolific writers we have in our Chapter (who knew)
- 2) Scrambled engine stories
- 3) Noise and Tracy box
- 4) 3-D Modeling Fun in April
- 5) My new house adventure...

So let's get on with it.

I'm sure by now most of you have seen this month's Sport Aerobatics magazine with the outstanding picture of Howard and his Great Lakes on the cover, with a great article inside on flying this year's Intermediate Known. Malcom Pond also has a very nice follow-up on flying the same Known, but with an airplane with slightly more performance than a Great Lakes has, and Dave Watson does a great job raising our collective awareness on how to listen to your engine for signs of problems. Well done Chapter 38!!!

Speaking of "listening to your engine", Andrew and Yuichi didn't have to listen very much to hear their engine largely destroy itself in a matter of seconds last month. I'm sure they'll write an article for our newsletter once they know more, but for now it looks like a case of detonation in their high compression engine ended up burning a hole in a piston



Front Cover of Sports Aerobatics - March 2008

and filling the crankcase full of metal. Good news is the plane and pilot are still in one piece, but it has caused a rethink around how "pumped up" one really needs to be with our high performing engines. Perhaps a little less horsepower, and a little more reliability is in order for the rebuild it sounds like. More on this in future newsletters, and at our next Chapter meeting I'm sure.

On other fronts, the issue of "noise" continues to rear its ugly head. The local FSDO had me submit our Tracy Aerobatic Logs from last summer's flying in response to what they called a "Congressional Noise Complaint". I still don't have any idea on what this is and am trying to find out, but suffice it to say, the total amount of flying we did in the box last year was extremely low. We flew a total of 9 hours over a 7 months period. In relation to the total hours that passed during this time, our flying accounted for .2%. In other words, way less than 1% of the time were we making any noise whatsoever, and we all know that for a large portion of our flights with Decathlons and Great Lakes, the noise is often imperceptible so the true amount of time we were flying where any "noise" occurred was substantially less than that. I don't anticipate any real issues here since we've been operating in a stellar way at Tracy, but just FYI that the topic has not gone away despite the renewal of our waiver.

On the fun front, Brett Goldsmith is in the process of organizing another RC Modeling demonstration for us. This time, he'll be hosting a 3-D Modeling demo with some topnotch pilots. As many of you may know, this is the type of RC model flying in which the planes hover and do all sorts of amazing aerobatic maneuvers that we can only dream of. This kind of flying is what Sean Tucker has been trying to emulate with his routine in full size planes and is really something to behold. Keep an eye out for the notice of when and where we'll host this demo. Current thinking is to do this at the New J airport in combination with a critique session this month.

And lastly, I've found myself in the middle of a fun adventure as well. I stumbled across a hanger house in Sunriver, Oregon that captivated my attention and should shortly be mine when

*(Continued on page 5)*



February 2008 Chapter Meeting - Darren tells about his trip to Mexico

## New Member - Steve Packer

I began flying aerobatics in gliders in 1986. In the early '90's I worked for a couple of years teaching basic aerobatics, mostly in Decathlons, but also in a Pitts S2-A and a CAP-10. But real life reared it's ugly head, and feeling the need to pursue my career, I had to put my upside-down passions behind me for a while, which turned out to be much longer than I had in mind back then. I fly 737's for a living now, and live in Reno.

I've had many interests and hobbies over the years, including scuba diving, skiing, motorcycling (worked as a test rider for Harley), sailing (spent a year sailing to New Zealand and back), and mountain climbing (lost nine fingers and toes to frostbite on Denali, but 20 is way more than you need, don't you think?).

You have a phenomenal ambassador for the club in Howard Kirker, who I met at my first contest, at Pendleton last August. I was looking for an aerobatic home, and a place to learn. After checking out your newsletter and calendar of events, I found Howard's invitation and membership in Chapter 38 simply irresistible, and I'm very excited about involvement with this chapter. I look forward to meeting all of you, and learning as much as I can, so feel free to tell me I screwed that maneuver up royally when we get to meet and fly together!

I fly a Staudacher 600, which is a two-seater somewhat similar to an Extra 300L. It is way beyond my current capabilities and talents, but is an absolute blast to fly. I couldn't make the March meeting because I was up in Portland for the Introduction to Aerobatic Judging Seminar, but I'm looking forward to meeting all of you real soon!



Steve Packer and his beautiful Staudacher 600

## Emergency AD: 2006-06-51

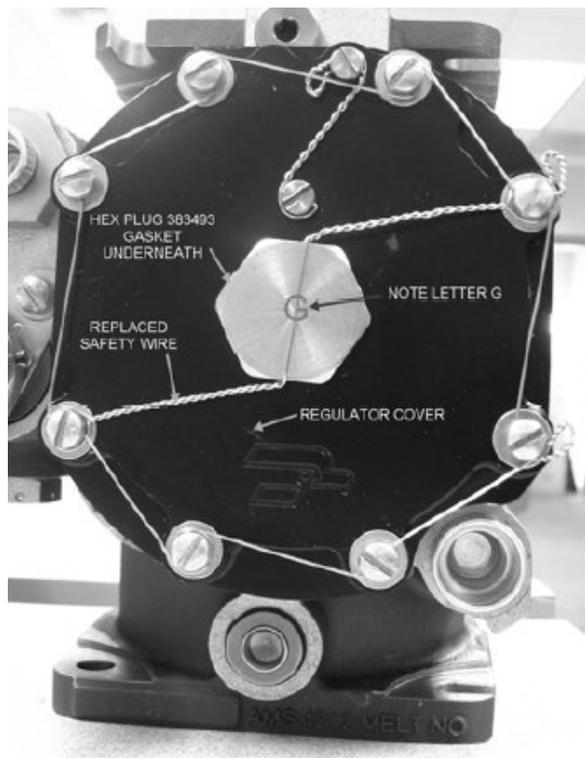
*Disclaimer: This is an unofficial summary of the AD. You should not rely on this description. Refer to the AD itself for a complete description. It's merely provided as a gentle reminder to go read the AD itself.*

### What

Lycoming, Teledyne, and SuperiorAir Parts engines with certain Precision Airmotive LLC RSA-5 and RSA-10 series fuel injection servos. The hex plug has been coming loose due to a shrinking gasket. The AD references a mandatory service bulletin (PRS-107), which describes how to do the inspection and possibly replace the gasket. You're probably only affected if repairs or changes to your fuel servo has been made after August 22, 2006.

### Effective Date

The AD must be adhered to upon the receipt of the AD. In other words you shouldn't fly your airplane (if you're affected) until you have a licensed FAA mechanic do the inspection and possible repairs and making the proper entries in your logbooks.



### References

**AD 2006-06-51:**

<http://download.aopa.org/epilot/2008/20080651ad.pdf>

**Precision Airmotive PRS-107:**

<http://www.precisionairmotive.com/Publications/PRS-107%20Rev2.pdf>

## Visit to the Imperial War Museum - Duxford

*Peter Jensen*

I had a chance to visit the Imperial War Museum at Duxford at the end of February. The Duxford museum is a really extraordinary airplane museum located just south of Cambridge, which is about an hour by train north of central London. The museum is located at the Duxford airport, which served as the base for several RAF fighter squadrons (19, 242, and 310) during the Battle of Britain. Legendary Douglas Bader was commanding those three squadrons as a wing. Later during the war (1943) the field was handed over to the US 8th Air Force. The 8th flew P-47s and P-51s acting as daylight bombing escorts. The field was handed back to the RAF at the end of 1945.

I woke bright and early Monday morning to catch the Underground from Paddington to Liverpool Street from where I took the train towards Cambridge. The transport directions would have me go all the way to Cambridge and then take a bus back to Duxford. I had taken a look at Google Maps and saw that the train stopped at a smaller station, Whittlesford, just a couple of miles from the Museum, so that's where I got off, and after a 45min walk through the British countryside and along freeways, I was there. It was easy to find. The big hangers were pretty much visible after leaving the train station.

The Museum is huge and is constantly working on both restoration and conservation. 4 of the big hangers were set up as a combination of workshops and displays. There were actually people working on airplanes while spectators were walking around. I saw a guy with his head down the engine compartment of a Spitfire. The have 7 airworthy Spitfires! They rolled one out and did a test run-up while I was there. Very cool. It's sounds like a Mustang.

After paying the 16 Pounds entry fee, the first hanger were the AirSpace hanger. It houses a wonderful mix of new and

old airplanes. The most impressive airplane, in my opinion, was a fully restored Avro Lancaster. I had seen a Lancaster at an earlier visit to the RAF Museum @Colindale, but this one was in pristine condition, and painted in the traditional RAF colors. Next to it was a Concorde prototype. The Concorde was set up, so visitors could walk through the fuselage. It's really a pretty small and cramped airplane on the inside, but a fascinating machine.

After the AirSpace hanger there were 4 hangers, which were set up as combined display/workshops. The centerpiece of the hanger dedicated to 'Battle of Britain' was a wrecked Me109. Fittingly symbolic. It turned out that a lot of captured German planes were being tested and flown out of Duxford during the war, so it wasn't at all unusual to see Stukas and Messerschmitts taking off and landing during that time.



*Avro Lancaster*

The last 'hanger' was a futuristic dome looking structure housing the American Air Museum. A very impressive building. Outside the building was a V1 flying bomb sitting on a ramp. First time I've seen a V1 ramp. The inside of the building was even more impressive than the outside. When walking through the front door the visitors are literally within touching distance to the nose of a beautifully restored B-52. It's simply amazing how many American made airplanes they have managed to arrange. The centerpiece is the B-52, under it's wings are other famed airplanes, such as a B-29, a B-24, a B-17, and an SR71 Blackbird. Directly over the B-52, a ghostly looking U2 was hanging from the ceiling. There were many more airplanes, all neatly arranged for dramatic effect.



*American Air Museum Hangar at Duxford*

Had this been the only part of the entire museum it would have been well worth the entrance fee.

I can highly recommend a visit to Duxford, if you're in that neighborhood.



A V1 Flying Bomb sitting on it's launch ramp



B-52 greets visitors after entering the front door



(Continued from page 2) - Prez' Post

we close escrow in about 45 days. The house is located on a private taxiway in Sunriver with a huge hanger that will fit my Cessna 340 (plus another smaller plane) and has an amazing view of the mountains, river, and golf course. It's the perfect house for hosting events and having friends with planes over so we'll have to find something related to the Chapter to do with it. It's only 20 minutes to Mt. Bachelor for skiing, and in the summer is walking distance to the river for rafting, canoeing, and fishing, and it's surrounded by trails that make mountain biking, hiking and other outdoor activities readily accessible. If any of you are looking for a great place to go during any season, let me know.



More immediately, our next Chapter meeting is coming up on Sunday, April 13th. We're toying with the idea of having our Chapter meeting at the New Jerusalem airport in combination with a critique session and 3-D Modeling Demo so watch your email for details in the next few days.

In the mean time, make sure to bring your Sport Aerobatics magazine to this month's Chapter meeting so you can be sure to get your very own autograph from each of our famous authors. Who knew such talent existed in our own little Chapter...

Blue skies...

Darren

## Airplane Movies

*Peter Jensen*

I recently started working my way through a list of classic airplane movies provided by Michael Flynn. If you're interested in aviation history, especially WWII era airplanes, these are gems and well worth watching. I'll start with a review of 'Battle of Britain'. I'll encourage others to send in reviews of airplane related movies you've watched. Here's a starting list for some inspiration:

- Twelve O'clock High - 1949
- The Dam Busters - 1955
- 633 Squadron - 1964
- Blue Max - 1966
- Midway - 1976
- Memphis Belle - 1990

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### Review: Battle of Britain - 1969

*Peter Jensen*



**WARNING:** I reveal most of the action in this movie. I don't think it matters much, since it's mostly history, and is probably well known by our readers.

**Starring: Spitfire, Hurricane, Stuka, Bf/Mc109, Ju88, Heinkel 111, Dornier 17**

This pearl covers the hectic 3 months (July-August-September) period of 1940 when Herman Goering thought he could wipe out the RAF in preparation for a German invasion of Great Britain. The German offensive started by targeting the various fighter airfields (aerodromes) in southern England along with the radar warning stations along the coast. There's some great Stuka (Ju 87) dive bombing scenes of the radar stations. The Luftwaffe thought it was going to be a walk in the park, given that they outnumbered the British forces four to one. RAF had about 650 operational airplanes and Luftwaffe about 2500.

Oddly enough, the main obstacle of the RAF wasn't lack of airplanes, but lack of pilots to fly them, which is why a great many pilots weren't British, but of all kinds of nationalities; Polish, South African, Australian, Czechoslovakia, to name a few. There's some pretty humorous scenes showing the language difficulties with a group of Polish pilots. There's several scenes where new arriving pilots are asked: "How many hours in the Spits?". The typical reply is around 10 hours. To which the reply was: "Just make sure to stay close". Imagine, after 10 hours in a 1600 horsepower airplane, and probably not a whole lot of total hours either, being asked to fly formation and stay close! Of course, that was minor compared to being shot at and flying aggressive aerobatics trying to outfly

the more experienced German pilots. That must've taken an incredible amount of guts. Thinking about it that way; really makes Churchill's famous words ring true: "Never was so much owed by so many to so few".

The main airplanes of the RAF were the Spitfires and the Hawker Hurricanes, and there are many ground scenes and air scenes involving those. As in many of these classic airplane movies the same shots are shown multiple times. Especially, one scene with 4-5 Spitfires with one after one peeling away is repeated countless times.

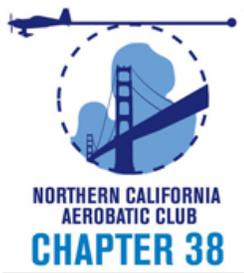
The strict command structure used by RAF reads like a corporate org-chart, and is actually shown as such; with Fighter command controlling groups assigned to geographical sectors. Each group is subdivided into sectors. Each sector operates 2-4 squadrons out of one or more aerodromes. Fighter command is shown in a room with a large map centerpiece and a bunch of people with sticks moving little blocks around showing what was reported by the many visual observation stations.

The main turning point came when the Luftwaffe began to focus on the bombing of London and major cities instead of strategic targets. That turning point is interestingly described as a lone German bomber not being able to find its intended target, and after a brief conversation between the pilot and the co-pilot they decided to drop the bombs on London instead. This, according to the movie, leads to Britain bombing Berlin, which of course pisses off Hermann Goering, who had promised that Berlin would never be touched, so he directs Luftwaffe to concentrate on bombing of London and other main cities. This gives RAF some breathing room and because the German fighter escorts only had enough fuel for 10-15 alongside the bombers, the Spitfires and Hurricanes could just pick the German bombers off one by one. If they were low on fuel they could land and go back up. The Germans couldn't very well do that.

I've read somewhere that the RAF was on the brink of collapse when the Germans shifted to bombing of cities instead of aerodromes. Had the bombing of the airfields continued just a couple of days more, they had had to capitulate. Hmm!

The superiority of the Spitfire is brilliantly portrayed, by Goering asking one of his commanders, what he can do to help. The reply: "Give me a squadron of Spitfires".

There's a somewhat failed attempt to weave a love-story into the action. Even though the love-story part kind of falls flat, it's significant in the sense that a woman stands up to a man and stays true to herself and her own career goals. She doesn't accept that the career of her man should take priority. Probably, pretty controversial at the time.



## 2008 Northern California Conference On Intense G-Force Addiction

June 6<sup>th</sup> - June 7<sup>th</sup>, 2008  
Paso Robles, California

### Information and Pre-registration

You are encouraged to view more detailed information and preregister for the contest here:

<http://www.iac38.org/paso2008.htm>

### Schedule

#### June 4, Wednesday All day

Setup. **VOLUNTEERS NEEDED.**  
Box is CLOSED

#### June 5, Thursday All day

Registration, tech inspection & practice.  
Box open until sundown

#### June 6, Friday

07:00am (SHARP): Briefing  
08:00am - sundown: Contest flights  
07:30pm: Pizza party at the airport

#### June 7, Saturday

07:00am (SHARP): Briefing  
08:00am - sundown: Contest flights  
07:00pm: Awards banquet

#### June 8, Sunday

Make-up flights, if weather is a factor

### Cost

Primary	\$35
Sportsman through Unlimited	\$100
Banquet	\$35
Boxed lunches from Matthew's approx.	\$15
Friday night pizza party free if sponsored. Approx. \$10 if not	

### Contest Director

Tom Myers  
Work: 650-605-2343  
Home: 650-328-2141  
Cell: 650-799-6854  
e-mail: [pasocd@iac38.org](mailto:pasocd@iac38.org)

### Paso Robles Airport

AirNav info:

<http://www.airnav.com/airport/PRB>

AeroPlanner info:

<http://map.aeroplanner.com/mapping/chart/aptrpt.cfm?typ=APT&txt=kprb>

TAF: 123.0 MHz

Airport office:

Roger Oxborrow: (805)-237-3877

e-mail [ROxborrow@prcity.com](mailto:ROxborrow@prcity.com)

Runway 19 uses RIGHT traffic when the box is open. Check NOTAMS before departure.

### Hangaring and ramp parking

- Antique Aero, Chuck Wentworth, 805-239-0749, [antique-aero@tcsn.net](mailto:antique-aero@tcsn.net)
- Paso Robles Jet Center, probably about \$15/night (TBD), limited, first come, first served
- Ramp tie-downs, free, but somewhat limited
- Ramp parking, free and plentiful, but bring chocks

### Car Rental

#### Enterprise

805-239-0628

For discount use: Group #32AIAC, Pin #IAC

[www.enterprise.com](http://www.enterprise.com)

#### Budget Rent-A-Car

805-226-9470

[www.budget.com](http://www.budget.com)

### Hotels

You are HIGHLY encouraged to make your reservations now, as the contest is during their busy season.

For a list of hotels check :

<http://www.iac38.org/paso2008.htm>

<http://www.centralcoastdouble.com/accomodations/AcomModate.html>

## Exploder News - March 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](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 some of the more interesting topics from March 2008:

- Shock Mounts for G200/202
- Meteor Pitts - the humor has no end
- 1993 Sukoi SU-26M for sale
- Tank bracket issue on S2S
- Flop tube length on S2S
- Video camera systems for inflight recording
- Slop in elevator/rudder pin hinges on Pitts S1C
- Checking bungees
- Sighting Devices
- Pitts S2B temperature gauge
- IAC contest proof of currency
- MXS video at the Dominican Republic Airshow

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## 2008 IAC Judge Exams

The 2008 exams for national and regional judges as well as for currency (R&C) are now available on the IAC website here:

<http://members.iac.org/judges/exams.html>

In order to act as a judge for a 2008 contest you must've taken, and passed, the appropriate exam.

## Contest Calendar

### **Borrego Minifest (Southwest): 4/12/2008**

Power: Primary Sportsman

Location: Borrego Springs (L08): Borrego Springs, CA

Contest Director: Gray Brandt / Randy Owens

E-Mail: [webmaster@iac36.org](mailto:webmaster@iac36.org)

Website: [www.iac36.org](http://www.iac36.org)

### **Los Angeles Gold Cup (Southwest): 5/2 - 5/3/2008**

Power: Primary through Unlimited

Location: Apple Valley (APV): Apple Valley, CA

Contest Director: Patrick Dugan

E-Mail: [patrick.dugan@yahoo.com](mailto:patrick.dugan@yahoo.com)

Website: [groups.google.com/group/laac](http://groups.google.com/group/laac)

### **Apple Cup (Northwest): 5/23 - 5/24/2008**

Power: Primary through Unlimited

Location: Ephrata (EPH): Ephrata, WA

Contest Director: Ann Marie Ward and Carol Burch

E-Mail: [amward@relparts.com](mailto:amward@relparts.com)

Website: [www.iac67.org](http://www.iac67.org)

### **Northern California Conference on**

#### **Intense G-Force Addiction: 6/6 - 6/7/2008**

Power: Primary through Unlimited

Location: Paso Robles Municipal (PRB): Paso Robles, CA

Contest Director: Tom Myers

E-Mail: [tom.myers@stanfordalumni.org](mailto:tom.myers@stanfordalumni.org)

Website: [www.iac38.org](http://www.iac38.org)

### **Beaver State Regional Championship: 6/20 - 6/21/2008**

Power: Primary through Unlimited

Location: Pendleton (PDT): Pendleton, OR

Contest Director: Robert Toppel & Robert Harris

E-Mail: [rboydt@comcast.net](mailto:rboydt@comcast.net)

Website: [www.iac77.org](http://www.iac77.org)

## For Sale: Pitts S-1S



It is a Pitts S1S with a S1T tail. It is registered experimental.

It was totally rebuilt about four years ago since when it has only done 50 hours. At the rebuild, it was given entirely new wings. They are modern S1-11 Pitts wings scaled to fit an S1. They are symmetrical with many improvements to make them tougher and long-lasting. The wings were built by Scheumann and finished and improved by Steve Wolf. Steve Wolf rebuilt and rigged the plane.

It will fly hands off. I have been pretty gentle with it since I rebuilt it. Sportsman level maneuvers plus upright and inverted flat spins and just half a dozen snaps.

The Engine has 553 hours on it. It is a Monty Barrett 360 that makes about 240 hp. The aircraft only weighs 900-ish.

The total time on the airframe, since it was built is 1242. When I had it rebuilt by Steve Wolf and Korey Wells, 50 hours ago, many parts were replaced and everything was painted. It has always been hangered.

It has a panel mounted King Com/GPS and a Garmin Mode-C Transponder.

It has been set up with two sets of bushings for the rudder pedals, so the shorter or longer of you can adjust them to where you find them most comfortable.

If anybody is interested, let me know at the number below, or email me. If I get no response from anyone in our chapter within a week or so, I'll start advertising it more widely.

**Contact: Michael Flynn,**  
**Phone: 408.768.6400, e-mail: MichaelSFlynn at gmail.com**

## For Sale: Pitts S-1T



- Recent Tach: 1152
- Engine 200HP Lycoming AEIO-360-A1E, s/n RL-26213-51A, Lycoming factory rebuilt. 212 Tach. time, installed November, 2004 at 940 Tach.
- Propeller Constant Speed Hartzel model HC-C2YK-4CF, s/n AU11802B. Hub s/n A67820B. Blade s/n's J94969, J94971. 212 Tach. time, installed November, 2004 at 940 Tach.
- [Stits PolyFiber](#) fabric finished with Aerothane
- Terra TRT250D mode C transponder s/n 7480028
- Ameri-king AK-350 altitude encoder s/n 3521605.
- [Microair](#) 760 channel VHF air-band communication transceiver.
- B&C lightweight starter s/n 305206-149.
- B&C lightweight L-40 alternator s/n 107527 and LR-3 regulator s/n 08711651.
- Haigh tailwheel
- Silver custom 5pt harness installed at last annual in May, 2007.
- Christen inverted oil system.
- Four and 1/2 gallon Jim Schall smoke convertable to auxiliary fuel in upper wing. (You'll like the smoke.)
- Flown by Gene Beggs in March, 1987. All spins recoverable as expected in make and model. (Current pilot's experience as well.)
- Find this plane [listed on Barnstormers](#) at \$60,000 FOB KPOU

**Contact: Douglas Lovell, e-mail: doug at wbreeze.com**

## 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**  
 Co-Editor, IAC 38



**Chapter Meeting:**  
**Sunday April 13th, 2008, 4pm**  
**Details to follow**



### Aragon Aviation, Inc.

- Aerobatic Courses/Spin Training/Tailwheel Endorsements
- Instructor Cecilia Aragon has 5,000+ hours, 2,000+ as CFI
- Former member of U.S. Aerobatic Team

### Tailwheel & Aerobatic Flight Training

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<http://dcai.com/flight> (510) 527-4466



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 Train Cub to Jet (and, yes, we fly Cessnas, too.)*

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