



Northern California
Aerobatic Club

CHAPTER 38

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THE ACRONAUT

Volume 7 - Number 7



Taken by Brett Goldsmith at Pine Mountain Lake Fly-In

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Things Which Do You No Good In Aviation

- Altitude above you
- Runway behind you
- Fuel in the truck
- Half a second ago
- Approach plates in the car
- The airspeed you don't have

-Aviation Cliché

There is no such thing as a natural born pilot.

- General Charles "Chuck" Yeager

Prez's Post

Darren Pleasance



HOME RUN!

This year's Paso Robles contest set the bar on so many dimensions that I can't cover them all. The sheer breadth of prizes, quantity and quality of sponsors, diligence and attention to detail, magnitude of fun, and the temperature itself was overwhelming. Terry Lauck did a truly stellar job as this year's CD.



all three flights in for each category. Everyone I talked to had a tremendous time and the sponsorship money allowed us to provide our competitors with a contest experience that was unparalleled (free posters, free food, ...).

Several interesting incidents worth noting during the contest that will surely become part of our Chapter lore include:

- 1) My little doze as I slept my way across the box (gray, not black) after a ~7 g split S in the Intermediate Known (Note: Listen to Doc Rhin regarding staying hydrated)
- 2) Yuichi's "I don't need no stinkin' tailwheel" landing in his Pitts S2C
- 3) Rich Perkin's "air ambulance" flight from LVK to Paso, with a stop in King City to pick up the "tail wheel transplant" for Yuichi and team
- 4) Sean Worthington's "I haven't had time to practice, and haven't competed in several years, but I think I'll come down and win a metal" performance
- 5) Howard Kirker's continued dominance of the Intermediate category, mightily beating Bob "the unbeatable" Blackwood



Doug with his new Extra at Paso

Paso 2006 Winner's Circle

and graciously

allowing Ben "I'm the Vice President, you're just the Treasurer" Frelove to take the winning trophy home for the Intermediate category - though Ben relied on half the drag, half the weight, and nearly twice the power to overcome Howard's flying capabilities and helium filled Great Lakes.

6) Many other notable events as well that are too many to mention just in the Prez Post. You'll have to look elsewhere for them...

I can't say enough about how exciting it is to be the President of a club where the volunteers step up and deliver the way Terry did, along with all the other volunteers including Tom "I-can-do-it-all" Myers, Allyson "I-can-fly-and-VC-too" Parker-Lauck, Marilyn "start-your-friggin'-engine-or-i'll-smack-you" Dash, the entire Watson "we-can-register-judge-and-score" Clan, and many others who donated their time and energy to helping us pull off a fantastic contest. Thank you all so much!!!

For those of you who weren't able to make it, we had 52 pilots, 40+ aircraft, over 20 Sportsman and we managed to get

June also brought with it another major accomplishment, and

(Continued on page 3)



Paso 2006 Judge's Table

that was the successful launch of our first ever "Tracy Aerobatic Outreach" day. This was the event where we teamed up with the City of Tracy to host a Young Eagles event and Aerobatic Presentation targeted at 4,200 residents living nearby the Tracy airport. The event took place last Saturday, June 24th, and was a resounding success with over 40 kids



Tracy Airport Day

flown, and a standing room only crowd listening to me, Allyson, Cecilia, and Howard describe competition aerobatics, why we got into it, and what we're doing to be great contributors to the Tracy community. The City was thrilled with the event and thanked me and the Chapter for putting on such an outstanding show. They feel this will go



A Hot Day in Tracy - Imagine That!

a long way to building stronger community support for our activities. Don Gutridge was instrumental in making this happen with countless visits to the Tracy Airport Commission, and diligent follow-up with the Stockton EAA for Young Eagles, hot dog vendors, chair rental companies, etc. Thank you Don for making this event possible!



Allyson and Fledgling Acro Pilots

So what's next. Well, for sure, there's the Post Paso Party (PPP). It's the must-attend event of the year so I hope you can all make it. It's intended to be for families so please bring kids and/or significant others and join the fun. The party will be at Hanger 50, on the North East side of the Livermore Airport, on Sunday July 9th. We'll start the grill at 3:00 so try to be there around then. I suspect we'll try to have a critique session before hand for those who want to fly before the BBQ so stay tuned for more details on that. The PPP is an important opportunity for us to celebrate all the work that's gone into the Paso Robles contest, which is our ultimate event ever year, so please come show your support and have some fun with us. There should be quite a few kids there too, so bring yours along and they can all play together.

Well, I think that's about it for now. I'll look forward to seeing you all on the 9th and hopefully at a critique session sometime prior to that.

Thanks everyone for a great first 6 months to the year!

Blue skies,

Darren

Paso Robles 2006 Results

Rank	Pilot	Chapter	Equipment	N-Number	Known	Freestyle	Unknown1	Unknown2	Total	Percentage	Awards
Primary											
1	Kevin Cordes	38	AMER CHAMP SUPER DECATHLON	59AC	480.1	443.4	480.1	0	1403.6	85.07	G
2	Roger Miller		CHRISTEN EAGLE II	17AJ	419.8	420.3	435.2	0	1275.3	77.29	
3	Patrick Dugan		BELLANCA SUPER DECATHLON	5060J	405.7	394.7	0	0	800.4	48.51	P
Rank											
Sportsman											
1	Norman Manary	36	CHRISTEN EAGLE II	22XS	1165.75	1182.75	1156	0	3504.5	87.83	
2	Jenner Knight	36	VELOX	11VX	1143.38	1177.75	1169.25	0	3490.38	87.48	
3	Masahiro Utsumi		AVIAT PITTS S2B	80AS	1162.63	1167.63	1146.63	0	3456.88	86.64	
4	Andrew Connolly	38	AVIAT PITTS S2C	115TA	1109.13	1151	1192.38	0	3452.5	86.53	
5	Cory Lovell	38	AVIAT PITTS S2C	136PS	1108.38	1176.88	1131.5	0	3416.75	85.63	
6	Douglas Burr	38	EXTRA 200	525	1088.38	1148.75	1157.88	0	3395	85.09	
7	Ben Hochman	38	AVIAT PITTS S2C	136PS	1119.75	1101.88	1157.13	0	3378.75	84.68	F
8	Michael Hartenstine	36	AVIAT PITTS S2B	260MM	1115.13	1086.75	1111.5	0	3313.38	83.04	
9	Sal Webber	38	AMER CHAMP SUPER DECATHLON	59AC	1084.5	1073	1146	0	3303.5	82.79	
10	Mike Eggen	38	BELLANCA SUPER DECATHLON	444PF	1089.75	1076.75	1114.75	0	3281.25	82.24	
11	Brian Stout		ACRODUSTER TOO	89RC	1098.63	1068.75	1111	0	3278.38	82.16	
12	Thomas Francioni	38	GILES 202	3525	1026.13	1096.75	1143.13	0	3266	81.85	
13	Michael Freeman	36	AMER CHAMP SUPER DECATHLON	161SA	1088.5	1050.63	1109.25	0	3248.38	81.41	
14	Ben Hodges	38	AVIAT PITTS S2B	50AL	1046.25	1031.75	1104	0	3182	79.75	
15	Eric Lentz-Gauthier		AVIAT PITTS S2B	50AL	1096.75	1016.63	1065.75	0	3179.13	79.68	
16	Dean Hickman-Smith	38	AMER CHAMPION SUPER DECATHLON	59AC	980.88	1049.63	1058.13	0	3068.63	78.91	
17	Timothy Brill	118	AMER CHAMP SUPER DECATHLON	5060J	857.88	1033.63	1065.75	0	2957.25	74.12	
18	Layne Lisser	38	AVIAT PITTS S2B	50AL	988.63	1107	858.88	0	2954.5	74.05	
19	Dan Francioni	38	GILES 202	3525	905.63	1028	1017.38	0	2951	73.96	
20	Patrick Dugan		BELLANCA SUPER DECATHLON	5060J	1027.5	948	939.38	0	2914.88	73.05	
21	Jeff Hirschauer	67	AVIAT PITTS S2B	161JH	795	983.88	946.38	0	2725.25	68.3	
22	Judy Phelps		AVIAT PITTS S2B	80AS	1050.25	600	1046.13	0	2696.38	67.58	
23	Peter Williams	38	AVIAT PITTS S2C	15TA	204.38	885.38	765.25	0	1855	46.49	
24	Rob Marshall	38	Pitts S-1S	N22JF	-3	-14	603.88	0	586.88	14.71	
Rank											
Intermediate											
1	Benjamin Freelove	38	Pitts S-2B	50AL	1619.2	1674.4	1281	0	4574.6	83.33	
2	Howard Kirker	38	Great Lakes 2T-1A-2	3817F	1624.6	1688.4	1234	0	4547	82.82	
3	Bob Blackwood	26	Pitts S-1S	288BB	1648.4	1576.5	1287.9	0	4512.8	82.2	
4	Randy Owens	36	Extra 300L	N30EX	1607.6	1656.9	1232.4	0	4496.9	81.91	
5	Sean Worthington	38	Pitts S-1-1113	111PU	1579.0	1001.9	1220.7	0	4402.2	81.28	
6	Ron Rapp	36	Pitts S-2B	N1191	1553	1611.3	1247.2	0	4411.5	80.36	
7	Yuichi Takagi	38	Pitts S-2C	N15TA	1592.2	1579.9	1219.4	0	4391.5	79.99	
8	Jeff Jewell	36	Yak 55M	155DM	1518.1	1483.2	1262.3	0	4263.6	77.66	
9	Lawrence (Buck) Cobb	38	AVIAT PITTS S2B	101HR	1632.5	1520.1	1004.4	0	4157	75.72	
10	Darren Pleasance	38	LASER	230HB	1108.8	1435.2	1224.4	0	3768.4	68.64	
11	Justin Stout		Pitts S-1	N1766	1121.3	1354.9	1151.2	0	3627.4	66.07	
Advanced											
1	Todd Whitmer	38	Edge 540 T	N540TW	2104.6	2755.9	2331.4	0	7191.9	84.71	
2	Dennis Yugo	38	Pitts S-1S	8074	1984.3	2623.4	1949	0	6556.7	77.23	
3	Tim Just	28	Pitts S-2S	8061J	1879.4	2508.9	2112.6	0	6500.9	76.57	
4	Reinaldo Beyer	36	Extra 300L	N779R	1891.5	2624.6	1717.8	0	6233.9	73.43	
5	Gray Brandt	36	Pitts S-2B	N1191	1701.7	2570.3	1953.4	0	6225.4	73.33	
6	Malcolm Pond	49	Edge 540	540SA	2084.7	1899.2	2241.9	0	6025.8	70.98	
7	Tom Myers	38	Stephen 3039's Aero	N100SE	1422.7	2424.7	1898.6	0	5746	67.68	
8	Douglas Sowder	67	Extra 300L	N25QP	1607	2510.6	1579.1	0	5696.7	67.1	
9	Dean Palmer	69	Rebel 200	N4TU	1771	2424.7	1172.4	0	5368.1	63.23	
Unlimited											
1	Vicki Cruse	38	ZIVKO EDGE 540	111CD	2500.4	3787.83	2511.8	0	8800.03	76.66	
2	Allyson Parker-Lauck	38	PANZL S330	330TA	2636.9	3134.47	2825.2	0	8596.57	74.88	
3	Norman DeWitt	38	EDGE 540	9ND	2426.5	3234.64	2620.8	0	8281.94	72.14	
4	Thomas Applegate	38	PANZL S331	331ST	978.3	1741.48	0	0	2719.78	23.69	

Pine Mountain Lake Fly-In Pictures



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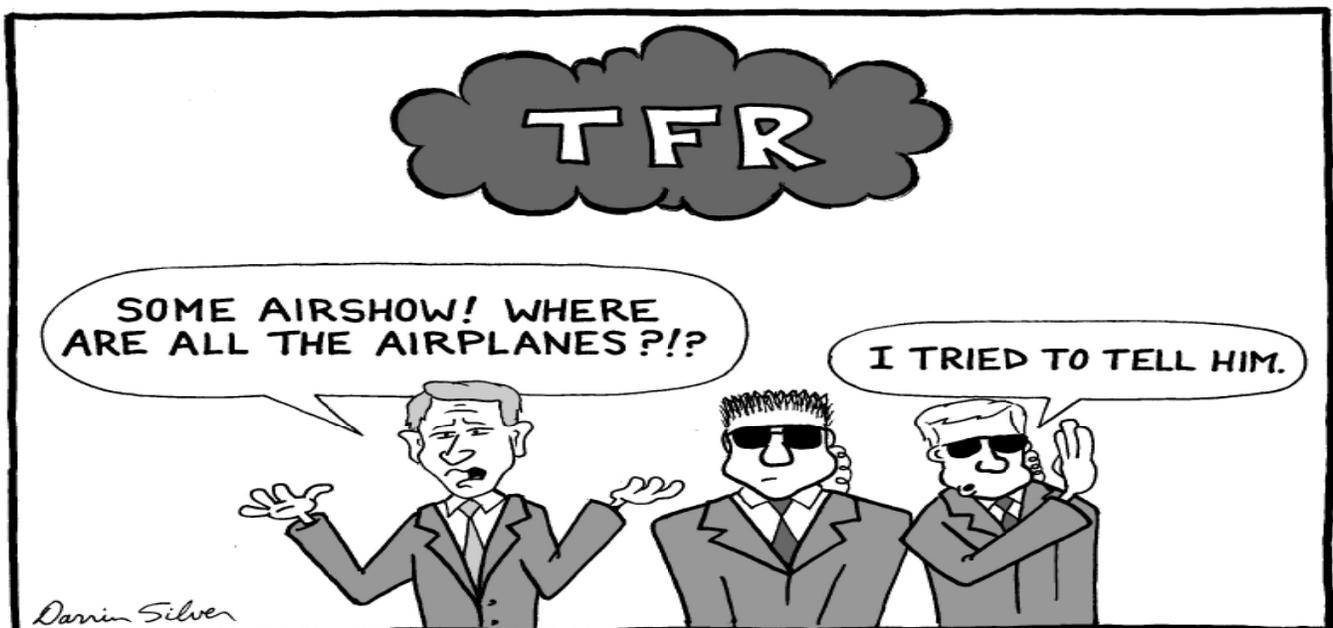


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Flying High

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New Members

Dean Hickman-Smith

Dean is new to Californian having moved to Saratoga from the Boston area about 16 months ago. He did some training at Mike Goulian's club near Boston, and started competing in local competitions on the east coast. It is there that he met Dave Watson at a competition in Springfield Vermont. Dave let him, as he puts it, "periodically abuse his Decathlon."



He was at the recent Paso Robles event - which, he says, completely got him hooked on the sport.

Dean has been flying since he was 16 and got a scholarship from the RAF in the UK. He has flown quite a lot of different fixed wing and rotary aircraft (nice!) and used to own a share in an old Beagle in the UK.

Thanks for input, Dean.

Roger Miller

Roger says that he is excited about getting involved with the chapter. He lives in Pacific Grove and keeps his Christen Eagle in Marina. He has been flying the eagle about a year and doing aerobatics for about 18 months. He was a first time competitor at Paso Robles and can't wait for Delano.

Justin Stout

Justin is of San Martin and flies and S1-S—but that is all I know about him. Maybe I can hit him up for some info for the next newsletter. Welcome to the club!

Griffin McKinney, Mountain View.

Greg Young, Concord.

If the pilot survives the accident, you'll never find out what really happened.
- Doug Jeanes

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Aerobatics

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[Paso Robles 2005](#)
[Borrego Springs M.F. 2006](#)
[LA Gold Cup 2006](#)
[Paso Robles 2006](#)

I have CD's of each contest for sale. They are \$10 a contest plus \$2 s&h per order and contain most of the images I took that weekend. If you see an image that you would like a print from [contact me](#) for details.

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Didn't bring your camera? Katherine DeBaun brought hers. Check it out. \$10 for a CD of the highest quality pictures, including the LA Gold Cup and Paso.

Across the U. S. in an S1-T

Che Barnes

I decided to forgo the editors column and write an article on my recent airplane acquisition. It was one of the most memorable aviation experiences I've had.

The Purchase

I left sunny California with a one-way ticket to New Jersey to pick up an airplane that I had never laid eyes on. As I watched the country smoothly float under the airliner below I knew that the travel back was not going to be as easy.



Sussex airport in the background

The next day I rolled onto Sussex airport (FWN), New Jersey, in a rental car with my windshield wipers on and a low dreary overcast. So much for sunshine. Alex Belov is the other owner, or, as others may put it, the

previous owner. Alex says that you never stop owning an airplane, you just let someone else fly it for a certain sum of money.. When I first saw the craft, my initial thought was, "Dang, that is a small airplane."

The S1-T, N621MS, is a Bay Area native and I was merely bringing it home. One of the other "owners" of the aircraft is Cecilia Aragon—whom I had the privilege of first starting to fly aerobatics with in her Decathlon. Coincidentally, I also co-owned an S2-A that she used to own, N5300V. So, along with this information, a thorough pre-purchase, talking to everyone I knew of who had seen the plane (including Danny Adams of Aviat who did work on it), having Alex send me a ton of pictures, I was confident that my seeing the airplane in person would not affect my decision to buy.

The First Flight

It goes against a pilot's natural inclination to admit mistakes and bring them out in the open, but this is essential to avoid repeated errors in the community. It is in this light that I will tell about my first flight.

I strapped in the airplane, taxied out to the runway, ran her up, and was off. I did about 15 minutes of air-work then returned to see if I could land it. On the first landing, I did a 3 point just fine, but when I was on the ground with the stick full back all hell broke loose. The simple fact was that I was not mentally prepared for the sensitivity of the rudders and I entered into a pilot induced oscillation on the runway. When I saw grass I gunned the 10:1 pistoned engine and got out of

Dodge. I don't even want to think about how close I came to the runway lights. But one thing I know is true: I would rather be lucky than good any day of the week.

It took me 3 more tries before I finally got her down.

At this point, I had to re-evaluate my plan, and I seriously thought about driving my rental car back to Newark and going back to California. After talking with some people, in the end I flew her to a field with a wider runway and did 20 touch and goes.

For the record, prior to this flight I had about 75 hrs S2 time and did multiple touch and goes in the front seat of and S2B a week and a half earlier.

I make no claims to be a good pilot, but for anyone who is going to fly an S1 for the first time, here is my humble advice:



Not a typical corporate customer in St. Louis

• Talk to at least three people who fly S1s and get their take on how the first landing was.
• The front seat of a S2B will prepare you for the approach and visibility of an S1, but the

rudder work and ground handling is different. Mentally, be ready.

- For your first landing experience, go to a wide runway. Don't do it on a 70 ft wide strip—set yourself up for success.
- Let air out of the tires, there should be a significant bulge on each side wall.
- Do some air-work prior to landing. For part of this, fly at 120 MPH and jostle the rudders back and forth. Notice the sensitivity. A half pedal deflection will make you hit your head on the side of the cockpit. Use this to help with initial calibration of your feet.
- On landing, "dance" on the pedals a quarter inch each way. This technique may be controversial, but it does give you immediate control feedback to help get you calibrated. As you get experience, you may not need to do this every landing.
- Don't be in a hurry or stressed.

IAC Chapter 38 Season Event Calendar

Sal Webber

JULY

9 IAC Chapter 38 Monthly meeting, 2-4 pm. Attitude Aviation, Livermore Airport (LVK). Post Paso Party!

AUGUST

13 IAC Chapter 38 Monthly meeting, 2-4 pm. Attitude Aviation, Livermore Airport (LVK) Club updates

24-25 Beaver State Regional. Pendleton Airport (PDT) OR. This contest is sponsored by Chapter 77 All classes flown.

26-27 Aspen Leaf Acro Challenge. Sterling Municipal Airport (STK) CO. This contest is sponsored by Chapter 12 All classes flown

31 Happiness is Delano. Delano Airport (DLO) CA. Set up and practice day 1.

SEPTEMBER

1-2 Happiness is Delano continued. Competition, all classes flown. Practice day 2 on the 1st. 2nd and 3rd are competition days. Monday the 4th is a rain day.

10 IAC Chapter 38 Monthly meeting, 2-4 pm. Attitude Aviation, Livermore Airport (LVK). Club updates

24-29 IAC National Aerobatic Championship. Grayson County Airport (GYI) TX. This contest is sponsored by the IAC All Categories flown

OCTOBER

8 IAC Chapter 38 Monthly meeting, 2-4 pm. Attitude Aviation, Livermore Airport (LVK).

12-14 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)

DECEMBER

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

.....
Day 2, 6 legs: St. Louis to Cheyenne, WY.
 Spirit SUS-Ottawa OWI-Hays HYS-Colby CBK-Greely GXY-Cheyenne CYS.

Two of the legs were pretty short. One was so I could overfly a field with a 15G25 knot crosswind 90 deg to the runway, the other short leg was to Cheyenne. Greely and Cheyenne



Self Portrait

are at the base of the Rockies. Everything before was the high flat plains. I could see a lot of convective activity over the Rockies so I flew North to Cheyenne and spent the night for an early start the next day. Cheyenne is on I-80, a low route through the mountains.

Day 3, 7 legs: Cheyenne to Davis, CA.

Cheyenne CYS-Rawlins RWL-Evanston EVW-Wendover ENV-Battle Mountain BAM-Truckee TRK-Davis 005

I was at the FBO when they opened at 6am ready to go in order to beat the thunderstorms. I flew shorter legs on this portion due to field availability – I was pretty conservative with fuel. 30NM W of Cheyenne was the highest I went – 12.5K, although I could have made it at 10.5K. The rest of the route was either at 8.5K or 10.5K. The terrain was not as rugged as I had expected, with numerous roads to make a



The Mississippi River

The Trip

Day 1, 6 legs: New Jersey to St. Louis. Sussex FWN - Somerset 2G9 - Lancaster LHG Grissom BFR - Centralia ENL-Spirit of St Louis SUS

Most of the terrain was forest or flatlands that lacked the usual landmarks of the West. I would consider a GPS mandatory equipment unless you want to spend hours planning a pilotage route, not flying direct, and probably being a little more stressed out. The longest leg was 210NM or so. I had a sectional with the route marked. My typical routine was to take off, climb up, lean her out, then burn off the top tank for 15 minutes then switch back to the main. (The top tank does not drain into the main one.) The plane has a fuel flow/total burn meter that gave me a piece of mind. I followed the GPS and backed myself up with the chart. I was lucky with weather, as thunderstorms were West of St. Louis. I departed Sussex around 9:30 and was in St. Louis around 6:30 pm or so.

Airshow Report

First Day	Last	Airshow	City	
8/19/2006	8/20/2006	Wings Over Wine Country Air Show	Santa Rosa	CA
8/26/2006	8/27/2006	Thunder Over the Valley	Santa Maria	CA
9/30/2006	10/1/2006	California International Airshow	Salinas	CA
9/30/2006	10/1/2006	Redding Air Show	Redding	CA
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



Over the Rockies

landing. There were only a few times at which I would have bailed out rather than try to dead stick it if I lost the engine. Density altitudes at airfields were high – around 8K, and required a significantly longer run on takeoff, but she climbed out great. Not

sure if I would take a C172 or equivalent unless I was really watching the performance data.

As I flew over the Rockies thunderstorms started to develop to the South, and were moving my way. I made it to Battle Mountain with about 40 minutes to spare before the weather moved in on the route. After that, I felt like I was home free.

When I left Truckee, my impression of the Sierras was that, while not as high, they were much more rugged than the Rockies along my route.



Home in Davis!

Coming down from the mountains into the Sacramento Valley I could smell the green fields below. After all the high, hot windy plains and rugged mountains, California was the promised land. Now I just had to get her on the ground!

- Che

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IAC Chapter 38 Membership Application/Renewal Form

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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



Che Barnes
 Editor, IAC 38
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 San Francisco, CA 94133



Chapter Meeting:
Sunday July 9th, 2006, 3pm
Hanger 50 (NE Part of Field)
Livermore Airport