

June 2014

# IAC38

# NEWSLETTER



## President's report

Our second annual Coalinga Western Showdown was a smashing success for IAC38, from both logistical and flying performance standards. 16 of the 26 pilots were IAC38 members. And, boy did we represent in the winner's circle!

We got feedback from every person that the contest was run professionally and seamlessly. One pilot even told me that this was his favorite contest that he had ever been to. This does not happen by chance! It takes a tremendous amount of effort and planning

from many people over months. That said, I would like to give a special shout-out to these guys:

Tom Myers: Contest Co-Director, Chief Judge. Tom is the go-to guy for all the non-glamorous behind-the-scenes grunt work that is the majority of contest planning.

Martin Price: Contest Co-Director, registration, scoring, Safety Director, safety pilot. He wore so many hats I lost count.

*(continued)*

John Haag: Starter. Critical role for safety and the smooth flow of flights.

Dave Watson: pre-registration paperwork, safety pilot, and mentor to 4 contestants.

Lionel Figueroa: volunteer extraordinaire, general heavy lifting and doing whatever was needed.

Andrew Slatkin: always on hand to deal with whatever unforeseen task popped up unexpectedly.

Howard Kirker: Chief Judge.

There was also a great turnout of new IAC38 members for whom this was their first contest attended. They got first-hand experience on the judges' line as well as the logistics behind hosting a contest. We can't wait to see you flying in your first contest soon!

---

# COALINGA RESULTS

by Douglas Lovell

Legend has it that Coalinga was originally a railroad coaling station. The identifier for the station was, "Coaling A". When a town grew around it they simply called the town, "Coalinga". It is a small place in Fresno county, in the Central Valley east of San Francisco. It hosts a state hospital and the "Pleasant Valley State Prison". How would you like a trip to Pleasant Valley?

Last weekend, Coalinga was host to what used to be Paso Robles now the Coalinga Western Showdown, an IAC Southwest regional contest hosted by Chapter 38 and directed by Martin Price.

First time competitors Jake Carter and Mark Guerrero faced off in Primary for three flights with Jake winning, by a fairly narrow margin, all three. Mark became a brand new member

of IAC as of last weekend and made a great showing. Welcome! Malcolm Pond, Andrew Slatkin, and Miyako Kanao judged Primary.

Beth Stanton placed first in a field of eight Sportsman competitors flying Dave Watson's Super Decathlon.

She won both the second and third flights flying her own free program. She placed second on the Known to Kevin Elizondo. Kevin somehow got spun around flying his Free program on the second flight of Sportsman. It happens. Kevin came back for second place on the

third flight. Doug Sowder, Mike Eggen, Norman Manary, and Barrett Hines judged Sportsman.

Christopher Combs beat the field of six Intermediate flying an Edge 540. He won the



*Josh Horowitz in the Attitude Pitts*

*(continued)*



***It takes a village. A Yak Village***



***A.J. Wilder mentally prepares***

Unknown flight. Rimas Viselga won the Known flying a Yak 55. A.J. Wilder won the Free flying a Pitts S2C. First time Intermediate competitor Jim Bourke took second place overall. Malcom Pond, Andrew Slatkin, and Miyako Kanao judged Intermediate.

The Advanced category also had six competitors. Advanced competitor Hiroyasu Endo lives and works in Japan, commutes to California to fly his Extra 300. And fly it well he does. He took top scores on every flight. You might bet on Hiroyasu Endo if he flies at Delano. Or you might bet on Doug Sowder. Or Randy Owens. But very possibly the IAC Open West Advanced Champion title could go to Japan this year. Malcolm Pond, Andrew Slatkin, and Miyako Kanao judged Advanced.

Unlimited was a face off of four. Malcolm Pond won every flight flying an Edge 540. Is that name getting familiar? It is the fourth time you have read it in this post. Malcolm judged Primary, Intermediate, and Advanced AND

won Unlimited. There are other competitors judging multiple categories while competing, including all of the Unlimited judges-- Doug Sowder, Mike Eggen, Norman Manary, and Barrett Hines.

Unlimited competitor Yuichi Takagi gave a show by flying a Four Minute Free program.

We mentioned Dave Watson's Decathlon, but we haven't talked about Dave's Lazer. Three competitors shared the Lazer: Dave, and Howard Kirker in Unlimited, and Mike Eggen in Advanced. The Lazer was hand made by Hans Bok, who was flying a Sukhoi on the East coast, at the Acrobast last weekend. Dave stole the Lazer from Hans and flew it across the country a few years back. Hans

hasn't tried a repo, but might sometimes wish so. But really, Hans and Dave are friends who sometimes take an airline across the country to join together at a contest.

*(continued)*



***Judges' line***



***Doug Sowder***



***Yuichi's Four Minute Free***

Beth Stanton contributed a story about Dave and the Lazer. She writes, "Dave was last to fly it of the three, and he could not get it started. As he kept getting pushed down the order of flight, with a dozen guys trying various combinations of voodoo to no avail, he jumps out and runs over to his Super Decathlon to fly it in the UNLIMITED UNKNOWN. He yelled over his shoulder to Howard to try to start her one more time. He is now the last flight of the contest, since Yuichi just flew the 4 minute free and the whole judges line is on the edges of their seats with glee to watch the spectacle of the Decathlon fly the Unlimited Unknown. He taxied out, did the run up and made his radio call. He did a 180 hoping against hope that the Lazer had started. Just at that second, Howard fired her up! Dave zooms back, jumps out of the Decathlon, runs to the Lazer, jumps in and takes off. And came in second on the flight!! We gave him an Achievement Through Adversity award at the banquet."



***Thomas and Dave***

36 did not make the line-up at Coalinga. It is speculated this is because he is intimidated by the Lazer's powerful four-banger engine and might be disgraced, and have to sell his Extra, and beg Hans to build him an airplane like the Lazer. I don't know about this. It sounds like chapter rivalry. Perhaps they'll all make it to the IAC Open West and we'll find out.

Chapter 38 sends out thanks to Ron Johnson of KVA Aerospace who is a generous sponsor of all five California contests this year.

Winner recap at Coalinga:  
 Primary, Jake Carter  
 Sportsman, Beth Stanton  
 Intermediate, Christopher Combs  
 Advanced, Hiroyasu Endo  
 Unlimited, Malcolm Pond

Find full results and details posted at <https://iaccdb.iac.org/contests/427>

***(Thanks to Beth Stanton for contributions to this post.)***

To further add to the legend of the Hans Bok Lazer, Unlimited pilot Tim Just from Chapter



***IAC President Doug Sowder at the Harris Ranch Awards banquet***



***Apres-flying pool debriefing***



***Achievement through Adversity Award***

# The Exhilaration of Silence

*Dave Watson*

Hanging momentarily in space, the hush of dead silence was breathtaking as we approached the top of the “helicopter”, his name for a series of upward positive snap rolls that was elegantly transitioning into a inverted accelerated spin before me. The world spinning around my nose, the exhilaration of speed then the momentary expression of freedom from gravity, are customary for me, but the silence ... that was the a new experience, registering an overload for my senses. Perhaps my sense of sound was somewhat heightened in that two of my three tailslides in last weekend’s contest ended up dead-prop, so under normal circumstance in this silence I would have been scrambling to restart the engine, but no need for that here. Instead, I internally asked for someone to pinch me, this must be a dream. I was instantly hooked!

Let me back up 27 hours.

The email for help came to Beth Stanton our chapter president, who just happened to be sitting across the table from me. We were enjoying lunch and listening to the aircraft taking off nearby, having just finished an aerobatic practice session together. The email from Drew Pearce, that had been

forwarded to her by a local flight school, indicated that the Williams Soaring Center (two hours north of us) was frantic to find an aerobatic practice box that they could use for getting one of their students an ACE check out – they were hoping to find something for the

next day! Since I am the waiver holder for both our practice boxes, she called Drew introduced us and then handed the phone to me. “Of course we could let them use our box”, after all how many noise complaints could we expect from a glider!

We determined

that the pilot was already an IAC member and we got him activated as new member to our chapter, paid via his Visa. Then I made the necessary arrangements to open our box. Lockheed was good enough to let me activate the box with less than the customary 48 hours notice, so they were in business, the legal stuff taken care of in less than 30 minutes. I let Drew know the good news and then he told me Sean D. Tucker would be the ACE evaluator and I should call him with the details. OK! Now, then, an hour ago, I was having a burger and fries and decompressing from an aerobatic flight and now I needed to call Sean Tucker to give him details on use of our chapter box? What’s wrong with this picture, I’m dreaming right? Since one of the



*The author Dave Watson with Luca in the elegant MDM-1 Fox*

conditions of our waiver is to have a chapter officer on site, I volunteered to 'take one for the team' and I would join them to watch some glider aerobatics and hang out with a legend.

What an inconvenience - NOT!

It all came together in less than a day. The Williams support team with their pilot and his coach, pulling the MDM-1 FOX glider in its trailer, the Pawnee tow-plane, Sean in the Oracle Challenge and I, all converged within minutes of each other at New Jerusalem airstrip in the middle of

the California central valley. After introductions all around, Sean began with his oral examination and he allowed us to listen in. What an experience this is, here I am sitting next to legendary Sean D. Tucker and none other than an Advanced world glider champion Luca Bertossio. This is not how my Thursdays usually unfold!

Listening in to this conversation was refreshing and a great learning experience, every one of Sean's questions was intended to assure him that Luca understood all details of safety that must be ingrained in the performers' minds and actions. From the nature of the questions, it was clear that to Sean, SAFETY was job one, two and three, showmanship a distant requirement. But when Sean did offer him advice on showmanship, Luca listened, and listened intently – as did I!

Then after his 'interrogation' of Luca, they 'hand-walked' through Luca's program talking about every detail of the maneuvers. Sean watched and questioned Luca as he 'hand

walked' his performance on the tarmac. Sean followed every one of Luca's moves and asked many questions as they went through the program. I listened and watched and I was amazed to hear Luca provided the details of how many G's that he would be pulling in his maneuvers.

Plus 6 to 7g's here and there, minus 4 to 5g's here and

there. As a 10 year veteran of Advanced and Unlimited power competition, I experience these load factors routinely, but I never imagined that without all those screaming ponies on the nose, that gliders would need, nor want, to pull so hard, thereby scrubbing so much energy with induced drag, when the potential energy of your altitude must be sacrificed to get it back!

After the walk through, Sean seemed content and it was time for Luca to fly. Winds on the ground were 16 gusting to 21 knots. Luca asked for a 'warm-up' flight at half his normal altitude so he could 'feel out the winds'. I think this actually scored him bonus points, showing Sean that Safety was important to him too. His practice and his following performance flights were spectacular. Sean was having

*(continued)*



***From the Author's view point of the ACE interview of Luca (Left) and Sean D. Tucker (right).***

difficulty following Luca's hand written Aresti program while watching his flight, so I volunteered to 'call' it for him so he could concentrate on watching the flying. A moment or so later, Luca's figures were now being flown right-to-left instead of left-to-right as shown; I instinctively wanted to Zero him, but then no, shame on me that's a Hard Zero (HZ) isn't it? But then it registered, Dave, Relax – it's an airshow – and as Sean assured me, 'It doesn't Matter!' Sean and I continued to watch in awe from center box as Luca gracefully danced the Fox before us. Sean uttered to me a few times, 'this man has talent'. Indeed, at only 24 years of age this man is a master of this machine. I cannot put to words any better than Luca did himself how beautiful it was to watch. I found this quote of his that encompasses his spirit and is manifested in his graceful yet powerful flying.

***“For me, the glider is a symbol of freedom and flight...the pure lines remind me of a white marble sculpture, but its elegance recalls the softness and precision of a ballerina. The glider used in aerobatics is a means for dreaming of absolute freedom, the union between me and absolute perfection. Each line or angle or arc painted in the sky should be without inaccuracies or errors. It is then and only then that we don't see the glider flying, but rather painting the sky with its sharp white wings.”***

**Luca Bertossio**

**reprinted from Snap&Roll.com August 23, 2012**



**Sean mirrors Luca's motions as he hand walks his program**

After his flights, he and Sean de-briefed and Drew came over to me and said that he would love to give me ride in the glider for 'all my help' but if Luca weren't too tired perhaps I'd like to fly with him. Can you say Christmas in May! Luca cheerfully agreed and he and I talked about what I wanted to do in the flight

as well as what I wanted him to do. This would be my first flight in a glider and I was going to be content if I could do some elementary figures like rolls, loops and of course I wanted to fly the graceful hammerhead, which they briefed me, in glider is not as easy as it would seem. Without the thrust of the engine, the sailplanes' tail generally cannot sling itself up and over. I needed to

'cheat' with a slip on the way up so that when I unloaded for the hammerhead the released side pressure would help to snap the tail up and over. I thought to myself that would be hard to do cleanly. With my little Laser, I cheat a lot but it is easy to hide that with only 24 feet of wing, with 46 feet of wing span, any error in that cheat would be seen by everyone in the whole area code. We agreed that after I would fly these few figures he would show me what 400 hours of experience in acro-glidern could do for you. I was ALL IN!

Just the rollout, take off and climb was worth the price of admission, Luca masterfully shadowing the Pawnee at every move, a perfect dance of unity as the two pilots without

*(continued)*

communication anticipated and moved with each other, the view ever widening, and without a headset deadening your hearing you can hear everything. The only sounds were that of my heartbeat and the low sound of the air on the skin of the sailplane whistling as it was coming in the vent next to me. I momentarily closed the vent to quiet the air noise but temperature in this little green house immediately went up; the low whistle of the air was a constant reminder that I was in an airplane, otherwise the serenity was unlike any other flight I had taken, I felt more like I was in a simulator. Luca and I spoke little as we climbed, I was just enjoying the ride, a spectator to his graceful maneuvers; he, I assumed, was focused on the tow plane. As we approached 6000 feet, he readied me to take the controls, we were ready for drop off.

Not previously briefed, the first thing he asked me to do was to “pitch to stall”, my first inclination was to Spin. After all, is not a Stall just the first element in a Spin? But then, silently within, I recalled my primary flight lessons and I had a flash back of stall recovery techniques that did not involve violent rotations onto heading and then straight down lines. The stall break was crisp and anticipatable; I thought to myself this is a very nice airfoil. To save valuable altitude, I opted not to Spin and I just pushed the nose over; my left hand feeling useless with nothing to do in this throttle-less machine. I then did



some rolls, point rolls, a loop and then a hammerhead. The difference in powered and non-powered flight becoming evident in just a few minutes of flight, my feet somewhat bored not having to react to P-factor or gyroscopic precession. But in that roll, the adverse yaw woke my feet. The flat bottom wing and long lever arm of drag inducing ailerons way out there of a glider requires attention to detail, forward stick in the second knife-edge and lots of top rudder during the roll out or it will severely dish out – like the ones I flew - Ugly,

very ugly, I was embarrassed. My hammerhead came out pretty good, Luca had to tell me when to kick because I was just really enjoying that view down the long wing standing vertical against the horizon, the pivot seems to take forever, but that too was beautiful to watch in the deepening silence as air speed (and the subtle sounds) decayed but did not drop to zero. Then it was time to cash in my E-ticket. Luca took over the controls to ‘show me a good time’. With his first Snap on a vertical up, he said to me “you can hear a good Snap”. And yes indeed, without the screaming engine, you indeed can hear the abrupt separation of the air from the airfoil. A distinctive Pop or Snap, perhaps this is the origin of the name of the maneuver. I always thought ‘snap’ referred to the consequence to the nose ribs or longerons from doing this violent roll. He then proceeded to demonstrate to me the grace and power of some of ‘tumbling’ maneuvers. Outside snapping then transitioning into an inverted

*(continued)*

flat spin, at the peak height of the maneuver our airspeed was zero and rush to my senses of the absolute silence was indeed breathtaking. He showed me several other beautiful maneuvers including a fantastic tailslide (also dead silent at the top), but altitude was lost too soon, I wanted this to last for hours! But eventually gravity and drag win out over the exquisitely slippery Fox, time was running out. A downwind, then base to final, some spoilers to kill our speed and we were down smoothly with grace.

After the flight, Luca said to me, "I enjoyed that flight so much more than the previous one." Without the encumbrance of being critiqued under the microscope of an ACE evaluator, he was able to just enjoy the grace and serenity of flying; I was thrilled to have been along for his 'release'. It was a beautiful moment, now deeply ingrained in my memory. We disassembled and packed up the plane (My god! I am sure glad that I didn't know that only 3 pins hold this whole thing together 30 minutes ago!) and said our goodbyes, with

promises all around to continue to fly with each other, powered and non-powered. Six months ago when I volunteered to take the responsibility for the renewal and 'ownership' of our chapter's practice boxes, I thought to myself, "What am I getting into here?" But we were without these boxes during a lapse a few years ago and it hurt our chapter and the quality of my flying for the 15 months we were without a place to critique each other. So I went into the renewal process thinking "no risks, no rewards" and I was happy to carry that responsibility and work with the FAA for the renewals over the past three months; it was a very positive and good learning experience for me. In fact, this New J box had just been renewed two weeks prior to this day; timing is everything! The experiences of this day were the greatest reward that I could imagine for such a simple task. I'd like to thank Sean D. Tucker, Drew and his team from the Williams Soaring Center and of course Luca Bertossio for a wonderful day and the new friendships and experiences it garnered.

---

## Tracy Young Eagles/Cub Scout event

**Saturday, June 21, 9 a.m.-1 p.m., KTCY**

IAC38 has been invited to help inspire our community's youth. They would like our aerobatic airplanes on display and pilots to answer questions and show off their planes. EAA Young Eagles will be conducting flights and the Cub Scouts will be working on their aviation badges.

They also requested an aerobatic flight display or few.

Please RSVP to [bethestanton@gmail.com](mailto:btheastanton@gmail.com) if you would like to participate in this event to help give back to the Tracy community.

**Next meeting: Sunday, June 22 at 4pm, Attitude Aviation, KLVK.**

Featuring Allen Silver, owner of Silver Parachute Sales, FAA Master Parachute Rigger and former FAA Designated Rigger Examiner.

***You have just experienced a mid-air collision, a wing is gone and you are spinning towards the ground! You have just seconds to react...what is the first thing you need to do?***

If you had to think about your answer, then you can't afford to miss this informative and entertaining presentation by Allen Silver, one of the world's recognized experts in getting you out of your aircraft quickly and safely.

Allen will offer us an energetic, interactive seminar on all aspects of a bailout including mental attitude, preflight preparation, how to get out of your aircraft, deploying your parachute, and landing safely back on earth. We will also learn other steps to take to increase chances of surviving a bailout and even how to choose the right parachute.

*Allen has over 3200 jumps, is a retired wing walker and is an instrument rated private pilot.*



---

## Calendar

- June 21-** Tracy Young Eagles/Cub Scout event, 9 a.m.-1 p.m., KTCY
- June 22-** IAC38 meeting, Sunday, 4pm, Attitude Aviation, KLVK, Guest speaker Allen Silver
- June 28-** FFAST Safety Seminar, KTCY
- July 27-** IAC38 meeting, Sunday, 4pm, Attitude Aviation, KLVK, Guest speaker Ben Freelove

The national contest calendar for 2014 is quite lengthy, so the following link is provided to take you to the IAC website calendar page.

[ContestListing.asp](#)

# **FAAST SAFETY SEMINAR: SHARING THE SKY; "CAUTION CONVERGING TRAFFIC".**

As IAC38 becomes more active, our impact on the TCY airport during our practice days must be carefully managed for both safety and good relations with our fellow pilots sharing the airspace.

It has come to our attention that we need to address some concerns and clarify some confusion regarding communication, NOTAMs and procedures. If you use the TCY box or plan to in the future, please attend this important seminar as we work together with fellow pilots to find working solutions as we share this mixed-use airspace.

**Saturday, June 28, 2014**  
**Sky View Aviation, KTCY**  
**10 a.m. - 2 p.m.**

**SHARING THE SKY; "CAUTION CONVERGING TRAFFIC":**

Safety and Communication at Tracy Airport and the surrounding areas for Tenants, Transient Traffic, Traffic Patterns (is there an active runway?) Noise abatement procedures and complaints, Aerobatics Boxes, Para Gliders, Balloons, Skydiving, "circle to land" Instrument Approaches and Obstacle departure procedures (ODP) .

Presented by:

Harlow Voorhees, FAA FAAST Team Program Manager

Vince Nastro, CFI

Dave Watson, IAC38 Vice President

Beth Stanton, IAC38 President

**We are a very diverse group of people with a lot of interesting stories to be told, and I solicit your input. Submissions are welcomed. We're not trying to win a Pulitzer Prize here, so don't be intimidated by a perceived lack of writing skills. If you have a story, or an idea for one, please submit it!**

**Dave Williams, [dw370@comcast.net](mailto:dw370@comcast.net)**

# PARTY WITH THE PATRIOTS

*The Patriots Jet Team Foundation is dedicated to inspiring the youth of America with a love of aviation and aerospace. Students today need every encouragement to learn and apply sciences and math to their educational path. The Foundation is developing innovative educational programs with hands-on curricula to provide students with the skills and experience of a lifetime.*

Come Soar Away with Us!

## THE PATRIOTS JET TEAM FOUNDATION CORDIALLY INVITES YOU TO OUR ANNUAL BENEFIT GALA

Get Ready for a Night of High Energy Fun and Inspiration

- Our MiG-17 will dazzle you
- NASA astronaut Jose Hernandez will inspire you
- Our Aerospace Academy exhibits will amaze you

Cocktails & Unique Dining Experience ~  
Live and Silent Auction ~ Smart Casual Attire

**\$100 per Guest      Tables of 10 - \$900**

To pay via PayPal or credit card and receive more event details, please visit:

[www.pjtf.org](http://www.pjtf.org) or mail check to PJTF at  
PO Box 640, Byron, CA 94514

Please provide email address for your receipt.

ARRIVAL: 5:00 PM

DEPARTURE: 10:00 PM

AUGUST  
9  
2014

DESTINATION: Patriots Jet Center  
Byron Airport  
760 Osprey Court  
Byron CA 94514

Kindly respond by August 1, 2014

This is an adults only event.  
Reservations only.  
No ticket sales at the door.

## RSVP link:

<http://campaign.r20.constantcontact.com/render?ca=316b15ab-c961-43c1-bd50-526cfcec08c6&c=949480e0-e0f0-11e3-92f7-d4ae529a848a&ch=949a2630-e0f0-11e3-92f7-d4ae529a848a>

**Check out these videos to learn all about the PJTF:**

<http://youtu.be/el2dRC79DJk>

[www.youtube.com/watch?v=YRJecxU2pTU](http://www.youtube.com/watch?v=YRJecxU2pTU)



## ***IAC38 John Mattos T-Shirt Artwork***

The artwork on the back of our Coalinga t-shirts for 2014 was generously donated by artist John Mattos.

John has over 100 awards for graphic excellence from various graphic magazines and design organizations including a Gold Medal from the New York Society of Illustrators, Gold from the New York Art Director's Club and Silver from the Los Angeles Society of Illustrators.

Corporate clients include Apple, Adobe, Microsoft, Oracle, H.P., G.E., Citibank and hundreds more.

John has lectured at UC Berkeley, Stanford, C.C.A.C., S.V.A. New York. Taught seminars at Chico State and UC Santa Cruz. He has taught Illustration & drawing at De Anza College, Academy of Art University, California College of Arts and Crafts and holds a vocational teaching certificate from the State of California.

T-shirts will be available for purchase at our next chapter meetings. For a mere \$10 you can own (and wear!) a great work of art.



***KVA was a proud sponsor for the IAC38  
Coalinga Western Showdown***

**2014 IAC Chapter 38 team**

Beth Stanton, president

Martin Price, past president

Dave Watson, vice president

Howard Kirker, treasurer

Tom Myers, secretary

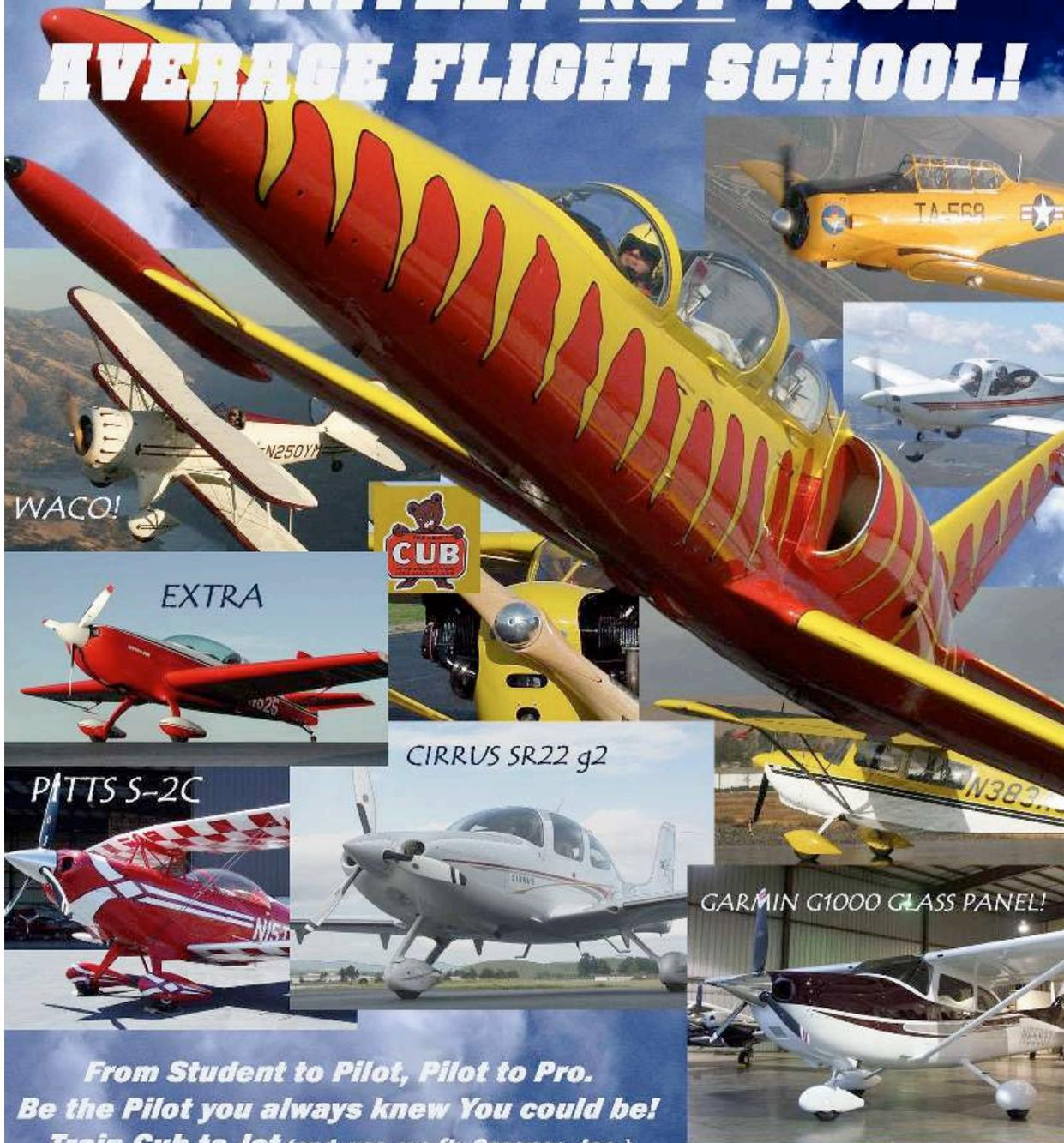
Directors: Chris Combs, Mike Eggen, Marian Harris

Webmaster/email list: Brett Goldsmith

Newsletter editor, Dave Williams

David Manuel, membership

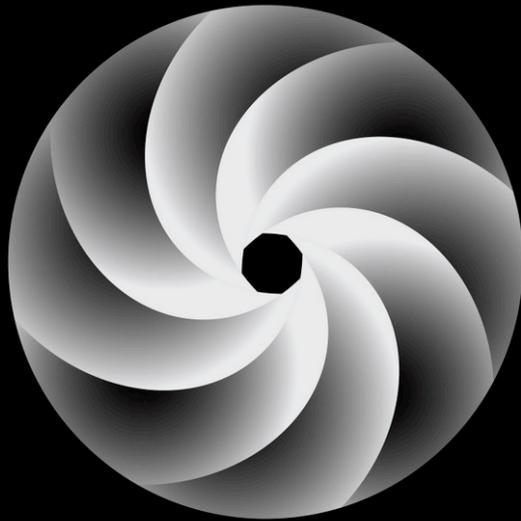
# DEFINITELY NOT YOUR AVERAGE FLIGHT SCHOOL!



*From Student to Pilot, Pilot to Pro.  
Be the Pilot you always knew You could be!  
Train Cub to Jet (and, yes, we fly Cessnas, too.)*

# ATTITUDE AVIATION

LIVERMORE CA [WWW.ATTITUDEAVIATION.COM](http://WWW.ATTITUDEAVIATION.COM) ph 925-456-2276



airspacemedia.com

**AIR  
SPACE  
M E D I A**

*Evan Peers of  
Airspace Media is  
the winner of the  
National  
Geographic  
Energizer 2011  
Ultimate Photo  
Contest.*

*We are pleased and  
proud to have him  
as the official  
photographer of IAC  
Chapter 38.*

# JOIN / RENEW

In addition to helping support all the activities of our chapter, IAC Chapter 38 membership is an insurance requirement if you want to fly in the box at Tracy for critique days. If you are receiving this newsletter and you know you need to get your membership updated, here are several ways to do it:

- sign up here for the International Aerobatic Club: <https://www.iac.org/roll-us-join-or-renew>
- sign up here IAC38 (using PayPal): <http://www.iac38.org>
- sign up at our next chapter meeting, we accept cash, check and credit card
- Fill out this form and mail it to Howard with your check:

### 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**

