



The ACronaut

Volume 6 - Number 11



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Prez' Post

Darren Pleasance

Greetings Chapter 38ers:

Well, here we are rounding the corner into the home stretch of the year. The contest season is largely behind us, with the exception of the Tequila Cup coming up in a couple of weeks and the Arizona State Championships in December, and many of us are beginning to strategize around exactly when to pull the airplane apart this winter for the Annual so as not to miss too many good days of flying. When I was on the East Coast, this was never an issue since most of the flying just came to a grinding halt all winter long so this timing debate never occurred. Gotta love living in California.

There are a lot of things going on that I'll touch on in this month's Prez Post including an update from the National IAC Board Meeting earlier this month, upcoming Chapter 38 elections, and other random stuff.

Let's start at the National level. I had the privilege to attend my second National IAC Board meeting at the EAA headquarters in mid-October. At that meeting I saw fellow Chapter 38ers including Vicki Cruse, Norm DeWitt, Graham Bird, and Allyson Parker-Lauck, along with the other Board members. The event was quite a treat and quite motivating as we began to chart out the IAC vision for the next few years. In a nut shell, there's a

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IAC38 Welcomes

Michael Flynn - Los Gatos

November Meeting Elections & Bush Flying In Alaska

Attitude Aviation
Livermore Airport
Sunday, November 13th, 4pm

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Editor's Column

Peter Jensen



It's easy to put a newsletter together when members submit interesting stuff. This month both Sal and Andrew took the time to submit great stories from Borrego and Eagle Field. Thanks a ton. As always Marilyn and Darren provides their insights as well.

Andrew also suggested a regular safety column. He starts it out with a piece about loose items in the tail.

Having a section of the newsletter dedicated to safety is a great idea. This is one of the primary things we are about, so if others have suggestions for safety related issues to be published in this newsletter, please speak up. You will be heard!

Enjoy this newsletter!

Peter

Pilots Currently On The Waivers

As of 5/1/2004 our TCY waiver has expired. No one are allowed to fly in the TCY box until the waiver gets renewed. Please observe this temporary restriction. The New J waiver has been renewed. Please contact one of the designated briefers, if you wish to fly in the box (below 1,500 feet).

Pilots on the TCY Waiver (11/1/2005)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (11/1/2005)

Greg Pettit
Peter Jensen
Peter Gillcrist

Ben Freelove
Allyson Parker-Lauck
Howard Kirker

Marilyn Dash
Stephane Nguyen
Darren Pleasance
Jacquie Warda
Mike Davis
Angie Niles
Brett Goldsmith
Todd Whitmer

Cecilia Aragon
Anil Kumar
Rich Perkins
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Alex Drobshoff
Che Barnes
Sean Worthington
Dave Watson

Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

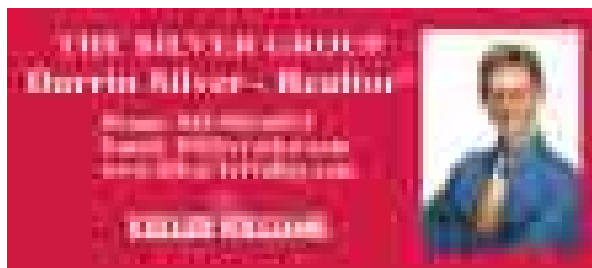
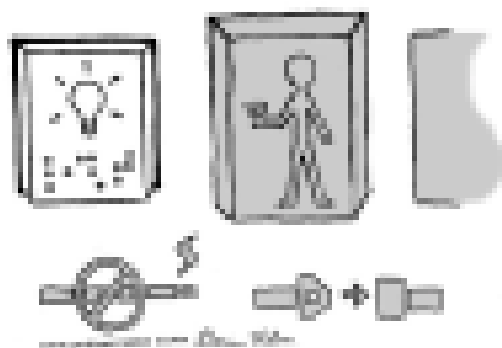
Ben Freelove
Peter Jensen

Flying High

Darrin Silver - www.FlyingHighComics.com

FUNNY THINGS SEEN ON AIRLINERS:

A reading light switch marked in braille



Heard It On The Ramp

Marilyn Dash

October was again a month of highs and lows.

Bear Smith

Gary "Bear" Smith was a member of Chapter 38. He was even one of the lucky ones to be spotlighted in my now-on-hold Member Profiles. (The reason it is on hold because no one responds to my constant begging for material). He was a Blue Angel back in the 70s and had been living up in the Grass Valley area teaching EMT.

On Monday, October 10th, he was giving a lesson in his Super Decath. Something went wrong - exactly what we'll just leave to the NTSB. His wife, Karen, has been in touch with me. And if she receives this, I hope she knows that our thoughts are with her.

Art Vance

Art wasn't an aerobatic pilot, per se. He was a warbird guy and an ATP with tons of experience. He had been the President and Check Pilot for the Unlimited Class at for Air Racing for as long as I can remember. He was also probably one of the funniest people I ever met. His dry sense of humor was classic and made him quite memorable.

He was lost to us while flying a Hellcat from one airshow to another in Tennessee. His leadership, diplomacy and humor will be sorely missed.

Okay - let's get to the good news!

BEN FREESTYLE!!

Did you hear? Ben Freestyle just got the BEST JOB IN THE WORLD (for him!).

Ben is now working in King City at the Sean D. Tucker School of Aerobatic Flight. Last I heard, he was ferrying an S2C through the USA. And, I keep thinking how unbelievably happy he must be! That's why we haven't seen him and haven't heard from him in quite a while.

As happy as he must be, Ken Erickson (Captain Ballast), is even happier! He may even get a chance to see his kids during daylight hours again. Maybe around March or April.

Rocket Racing?

In other bizarre news, there seems to be some interest in a Red Bull Style Racing of Rockets. Yes, Rockets.



The Inaugural Race is scheduled for October 2006 in Las Cruces. But - since I don't think there are many flying yet - let's hold off on buying our tickets just yet.

Their advisory board has some very familiar names - like Sean Tucker - and their Chief Pilot is Col. Rick Searfoss (ex-NASA). For more information, <http://www.rocketracingleague.com/index.html>.

Red Bulls and Fleet Week

Red Bull Racing came to SF in October. The place was packed and the quality viewing was minimal. Why isn't this on Wide World of Sports? Why doesn't Aviation get a fraction of the press that NASCAR does? I'll never know.

The Fleet Week events were really terrific. I spent Saturday watching from the shoreline and Sunday out in the middle of the SF Bay on a friend's boat watching the Blue Angels fly over my head. The boat was the best seat in the house - for everything - except the Red Bulls.

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Borrego Contest Trip Report

Sal Webber

Chapter 38 was well represented in Borrego for sure! Norm Dewitt, David Watson, Todd Whitmer, Yuichi Takagi, Vicky Benzing, Andrew Connolly, Sal Webber, and Howard Kirker all were in attendance meaning that Chapter 38ers made up ~20% of the field.

When you land at Borrego the first thing you notice is it's hot, I mean like Biloxi hot. With the high density altitude, it meant you had to compensate a bit in your figures and it took a little getting used to for me. The second thing you notice is that you're surrounded by these cool mountains. You say "Wow, those are some cool mountains, man, ...it's hot...doesn't this place know it's fall every where else in North America?" That afternoon it cooled off to about 97 and the place where Andrew and I went to have a sandwich actually had a fireplace going inside...a little strange but I guess the snow- birds like it that way. Bill Bancroft loaned Andrew and I the airport Suzuki Samurai and as we were driving to the hotel that night Andrew named our classy ride "The Samurai, Sword of the Desert!" It was perfect.

In Sportsman, Howard Kirker showed up big in this competition as usual. His first place showings in the first two flights quickly reduced the rest of the field to mere pack fodder. In the third flight, we had the winds pick up to 25-30 kt gusts. It made for a bumpy flight but at least everyone had to contend with it. Jenner Knight didn't let the conditions bother him and flew a great third flight it was actually the highest scoring flight of the entire weekend for Sportsman; he ended up third overall for the contest. In Intermediate, it was a horse race. Gray Brandt won by five points total over Bob Blackwood, with Malcolm Pond taking third but that's not the whole story. Each flight had a different winner with only Bob Blackwood placing in all three flights. Our own Yuichi Takagi got into the action with a second place in the Known. There was only 2.55% delta from first to last; last place had a score of 81.81%! This was the closest competition I've seen in my brief career and it was fun to watch. Congratulations are in order for every Intermediate pilot no matter what place they came in...they all kicked butt! In Advanced, Dennis Foster and Ty Frisby were able to squeak past our own Todd Whitmer. That's ok though as Todd is fresh off his First place selection on our National Advanced team! In Unlimited, Jon Nash went from worst in the first flight to first in the last flight to capture the Unlimited category. He barely beat out Norm Dewitt who was only .31% behind in second.

At the banquet, they had it in a really nice setting at the Borrego Springs resort where most of the competitors were staying. Chapter 36 had a buffet set up with Steak and Chicken, and a lot of great food. When Andrew and I walked in I turned to him and said "jeezz, this is a nice place, I'm glad you wore your good flip-flops" and he responded "yeah, If I knew it was going to be this nice I would have put in my

tooth" Too funny! We all laughed and had drinks for the next couple of hours. It was a great ending to a great weekend.

Since it is a bit of a haul down to Borrego for us I think I'd be remiss not to mention at least part of the adventure of getting down there and back. Andrew Connolly and I flew down in the Super D together as Dave Watson flew formation with us in his Yak-55. Yuichi flew down the week before and did the training camp with Chapter 36. On the way back Yuichi flew with me and we had a nice eclectic flight of three back...a Super D, a Yak 55 and a Pitts S2-B. For those of you who don't know the route, there are three cool mountain passes and some interesting scenery the whole way down there. On the way back, we had an awesome tailwind that had our ground-speed up to 192mph at times...pretty cool! With that great tailwind we did get a bit of turbulence through the passes though...nothing's free!

All in all it was another great learning experience for me (my third contest) and a great time!

Sal



Dave Watson - YAK-55

Eagle Field Trip Report

Andrew Connolly

Fellow Pilot's,

Being some what skeptical of Spencer's claims to have discovered an aerobatic Nirvana a reasonable distance from the Bay Area it would have been rude not to make the trip and find out what all the fuss was about and attend the Grand Opening. A great turn out of 10+ pilots made the made the pilgrimage and were not disappointed by a great friendly welcome, amazing airport and the fantastic potential of the field as a mecca for aerobatic practice and training.

Eagle Field (CL01) <http://www.airnav.com/airport/CL01> is located on the San Francisco sectional at: **N36°54'00" W120°40'00"**. From the Bay Area it's an easy 1/2 hr hop heading south following I-5 for ~ 50 miles until directly due West of Los Banos. The CTAF for the field is **122.9**. A slight left turn and now follow the 3rd water canal West of I-5 for ~ 20 miles to the field. It's easy to find and the first thing that

comes into view is the large main hanger followed by the runway. A swing out to the East and enter on the 45 right downwind for runway 30. The general weather conditions were very Delano-esque for those that can't get enough of that experience.

The runway **12-30** is **2300' x 60'** wide asphalt in good condition with a 800' dirt over run at each end. The runway edges are a little crumbly and it has a slight crown to it but for those used to New J it's in better condition with no potholes and swept clean. It's best to land close to the start of 30 as that section is the smoothest. The single taxi way to the run-up area is mid-field and directly bisects the runway. It's best not come in to close together, in case the plane ahead roll's past the taxiway intersection and has to taxi back along the runway to get off.

As you taxi off the runway you get a feeling of traveling back in time There is very little visible reminder of the modern world that normally surrounds us and you tend to forget where you are. If you think New J is in the middle of nowhere this place will blow you away. You expect to see the hanger door's pull back with a line of Stearman's and PT-26's ready to be pushed out onto the ramp for the days flying. The field is home to a host of old Jeep's, a few old derelict war bird's, the odd howitzer and other military gear. The howitzer is apparently serviceable can be used to chase out anyone who's been hogging the box for too long.



The box is marked thanks to David and Spencer and lines up with the runway, just off to the East of the field. The location is perfect with the ideal critiquing location being right on the ramp in the shade of one of the many buildings. Fuel is available ~ cash or cheque only ~ at the prevailing rate. The arrangement of the field, critiquing location, availability of fuel, and the atmosphere make this a fantastic location for a great days flying. It has a great small museum and even has functioning bathroom's !.

While the location is a long way to fly for a lot of people ~ it's 70 sm from LVK ~ it's the perfect place for a small group to get together and to head out for a day's flying and be able to easily coach and critique each other. It's much like we had with New J last year only 10 times better. Many many thanks to both Spencer and David in finding the field and putting in all the effort to get things set up.

If this has piqued anyone's interest in the "Babylon" of Akro flying locations then let's get organized and set up the next trip.

Andrew

Pitt's S2 Seat Back Problems

"Always check you tail before you fly!"

Andrew Connolly

While pre-flying my Pitts S2B for a Sportsman flight at the Delano contest I found a piece of wood ~ 2" x 1/2" x 3" back in the tail of the plane laying on tail wheel seat post. After digging it out it looked like a short section of wing spar – panic ! . After a bit of head scratching and looking around the piece had come from the pilot's seat back. The Pitt's has a removable plywood seat back, with 4 corner blocks to help locate in the fuselage frame and a central stiffener glued on to the plywood.

The 4 corner blocks and the central stiffener are just glued to the seat back ... looking at the glue pattern from the block that came off it's clear the same attention to detail in getting a good glue bond and making sure excess glue squeezes out from the joint, that is commonly done in wing parts was not done here. Over time and the forces the seat back take's, the glue bond had failed and the corner piece was free to come off and starting flying around in the tail of the plane.

We re-glued the block and added screws from the plywood side into all 4 blocks and the central stiffener of the seat back to prevent future problems. A small pilot hole's were drilled for each screw in the seat back and block(s) and the screw coated with glue and screwed in. By doing this , if the glue bond between the block and the plywood fails the screw's will prevent the block falling off into the rear of the plane.

Always inspect the tail of your plane before you fly, even if it's just you that fly's the plane You never know where things can come loose from and it's often the most un-expected places !

(Continued from page 3) - Heard It On The Ramp

Mike Mangold won again. In fact, you could tell when he and Kirby were flying compared to all of the others. Those two were 10X more aggressive than the other competitors.

Sean D. Tucker was performing - as well as The Patriots. It was a terrific weekend and I'm glad I was able to see all of it!

Unfortunately, that meant I missed the inaugural gathering at Eagle Field. Can't be in two places at one time - that's what I found out.

Spamless Holiday Party?

Any ideas for our Holiday Party this year? Do we still want to have one? Does anyone want to volunteer?

Even if we do it after the Holidays - I think we should have an end of 2005/start of 2006 gathering to relive the fun and plan the future.

Next meeting....

Well, I'll see you at the next meeting - we get to heckle, I mean hear Darren tell us about his Alaskan Adventures! The pictures are worth the price of admission!

We also have elections coming up - so, if you want to get more involved - let us know!

See you on November 13th!

Marilyn Dash
Chixfly2
Ruby Red Racing



The Less Than Great Borrego Return !

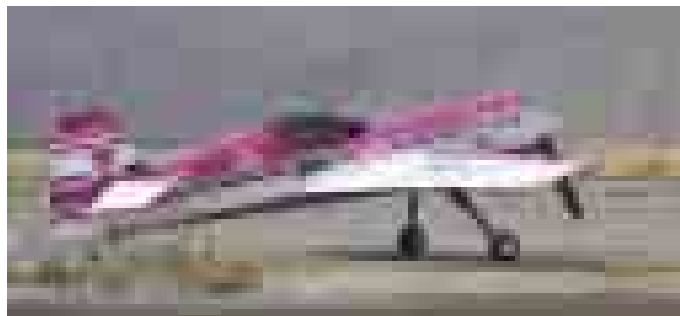
Andrew Connolly

Several of Chapter 38's crack and not-so-crack aces returned to Borrego Springs for the last California contest of the season. We had a great start to the year, back in April with Chapter 38 doing very well at the Borrego Sportsman AkroFest. This time Chapter 36 bounced back off the ropes with a vengeance and took the top honor's in every category except Sportsman, in which of course they got pummeled into submission by our own "King" Kirker and the Mighty Great Lake's.

Myself, Dave Watson and Sal Webber flew down together on Thursday (am) taking advantage of cheap fuel at Delano (there has to be something going for the place!!) to get in on Thursdays practice. Howard followed behind later in the day. This was the only time for the rest of the weekend he was left trailing behind anyone. ! Yuichi had flown down earlier in the week for the 2 day "camp" before the contest. I am sure if you talk to him he would say this is a really worth while thing to do if you have the time. The amount of information and coaching is almost more than can be taken in, in the two days ... but the results it brings are immediately visible to the judges. Training and coaching like this is a must if you want to improve and hopefully with Eagle Field now available to us we can get this going ourselves this winter.

There was a good turnout of pilots, having at least 4-6 pilots in each category except for Sportsman which was by far the dominant category with 20 pilots. The top few positions in all the categories were highly fought with very, very tight scores and the final winner in each category was not clear until all the flights were complete and the final scores totaled.

Borrego Springs is a great location out in the desert with the airport surrounded by the imposing hills on all sides. The box is really well marked, making it painfully obvious when you are out of bounds, which is very easy to do when the after-



noon wind picks up. All in all a great contest and end to the California contest season.

The banquet added further insult to injury to for Chapter 38, with Dave Watson our PASO CD, belatedly handing over the Overall 1st place Chapter Plaque for the Paso Contest to Chapter 36 The shame of it was almost too much to bear.

Head's hung low we skulked out of the desert Sunday morning to head home, our pride barely hovering above stall speed, only held aloft on the wings of Howard and his Great Lakes.

*Andrew L Connolly
National Enquirer
Aerobatic Correspondent*



(Continued from page 1) - Prez' Post

strong aspiration on the Board to expand the focus of the club to appeal not only to competitors, but to aerobatic enthusiasts as well. There was also a recognition that the Sport Aerobatics magazine had to get better with more content with a wider appeal to aerobatic enthusiasts and delivered on time. We also acknowledged the need to help Chapters such as ours attract new members and do a better job of educating, entertaining, and involving the Chapter members.

We had a number of other ideas, all linked to broadening the appeal and value of your IAC membership, that we'll continue to drive to greater detail along with a specific agenda that we intend to drive over the coming months. I hope you'll find this to be a positive step in the right direction of helping to make the investment you make every year in your IAC membership one that you feel is well worth the cost. As an aside, during our strategy working session shortly after I'd arrived, Tom Poberezny stopped in to see Vicki, Norm, Lisa Popp, and me to assess how we were doing at framing up the vision and priorities for the coming year. It was quite fun to meet Tom in person as I used to watch Tom when he was on the Eagle team and I used to watch in amazement at how good that civilian aerobatic team really was. Tom has been an icon in aerobatics for a lot of years and it was great to meet him in person.

One other "nice" outcome from the National IAC Board meeting was the reference to Chapter 38 as being one of, if not the top Chapters in the country in terms of membership, growth rate, member involvement, quality contest, world-class newsletter, etc. I've been asked to write an article for Sport Aerobatics on what it is that we've done to make our Chapter so successful. If there are things each of you in particular believe are the keys to our success, then I'd love to hear it so I can call it out in the article. Clearly, having a bunch of really involved, energetic volunteers who make the Chapter run is a big part of it but there are other aspects too that I'll write about as well. We should all feel great about being part of a great Chapter.

Speaking of great Chapter, we're coming up on our annual Chapter elections. Every year we get to elect the President, Vice President, Treasurer, and Secretary as well as fill three outgoing Board of Director seats. If you have any interest in getting more involved in our Chapter, this is a great way to contribute and it doesn't consume much time at all. Many of our Officers and Board members may be willing to run for another term, but it's also great to get new energy and ideas into the group so if you're interested in running, please let me know, or call any other Officer or Director and ask them about the role you're interested. In addition to my presentation on Alaska flying at our November 13th meeting, we'll also be holding our annual elections. Please be there to show

your support and get involved.

On a more somber note, most of you have probably already learned of the passing of Bear Smith in an unfortunate accident in his Decathlon last month. While Bear was only a member of our Chapter for a short time, his infectious enthusiasm for the sport and his role as an ambassador for aerobatics to the folks he touched was truly remarkable. Bear had an amazing life, including time as a pilot in the Navy, and as a pilot and announcer for the Blue Angels. I'll certainly miss Bear and the energy he brought to the Chapter and I would like to extend my deepest sympathies to Bear's wife, Karen, and his broader family.

The only other news I have is about our great adventure to Eagle Field in mid-October. There's a write up on this later in the newsletter, so I'll just say for now that we had a great time, the field has a tremendous amount of nostalgia, and there are no neighbors around to complain about airport noise so all around, it's a great find and we owe a big thanks to Spencer and Dave. We're planning a practice session there later this month so hopefully you can join.

In the mean time, I hope to see you at our Chapter Meeting on November 13th, 4:00 p.m. at Attitude Aviation.

Blue skies.

Darren



2005 AZ State Championship

December 1-3, 2005

Sponsored by IAC 69 / 62. The competition will be held at Coolidge Municipal Airport - locator P08. Primary through Unlimited Power categories will be flown.

Schedule

12/1 Thursday	registration and practice
12/2 Friday	competition and awards
12/3 Saturday	competition and awards

Fees

\$120 for registration, Friday cookout, Saturday banquet, and contest T-Shirt

Pre-registration

<http://contest.gndloop.org/prereg.htm>

As usual, no paperwork to be filled out at the contest -- *print, sign, and fly!*

Hotels

Blue Mist Motel	(520) 868-5875
Rancho Sonora	(800) 205-6817
Holiday Inn Casa Grande	(520) 426-3500
Days Inn of Casa Grande	(520) 426-9240
Comfort Inn Casa Grande	(520) 421-9878
Casa Grande Super 8 Motel	(520) 836-8800

Contest Directors

Chuck & Irene Graves

Phone: 602-852-0227

e-mail: charlesgraves1@cox.net

Miscellaneous

New Airport, New box location! *NOTE: Please do not practice aerobatics in the box until Dec. 1st and you have signed the waiver, unless you have previously contacted Mike Stevenson!*

Flight Medals awarded for every contest flight and yes, we have hangars!

More Info

<http://contest.gndloop.org/>

Tequila Cup

November 3-6, 2005

Tequila Cup Regional Aerobatic Contest sponsored by IAC 62. The competition will be held at Marana Northwest Regional Airport, Tucson, AZ. Sportsman through Unlimited Power categories and Sportsman through Unlimited Glider categories will be flown. Practice and registration will be Thursday, November 3. Rain date will be Monday, November 7.

Contest Director

Mic Williams

Phone: (520) 603-8501

e-mail: mic@MicroImportService.com



Irene & Chuck Graves

Contest Results

Peter Jensen

Borrego Akrofest September 14-15, 2005

Borrego Springs Airport, Borrego CA
Contest Director: Bill Bancroft / Michael Church

Primary

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Dan Singleton	0	376.90	380.70	404.20	1,161.80	86.06%
2 Judy Phelps	0	364.60	367.30	351.10	1,083.00	80.22%
3 Matthew J. Brill	116	345.90	335.90	378.70	1,060.50	78.56%
4 Austin Priestler	0	214.90	344.10	325.30	884.30	65.50%

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Howard Kirker	38	1,221.30	1,227.80	1,225.70	3,674.80	84.48%
2 Endo Hiroyasu	36	1,220.50	1,210.20	1,216.60	3,647.30	83.85%
3 Jenner Knight	36	1,205.30	1,200.50	1,237.20	3,643.00	83.75%
4 Ron Rapp	36	1,181.00	1,194.80	1,169.60	3,545.40	81.50%
5 Bill Hill	36	1,195.30	1,196.70	1,142.20	3,534.20	81.25%
6 Bruce McGinnis	0	1,163.70	1,170.30	1,197.60	3,531.60	81.19%
7 James Pratt	36	1,169.60	1,160.50	1,182.40	3,512.50	80.75%
8 Koji Miyazaki	36	1,158.50	1,168.70	1,183.50	3,510.70	80.71%
9 Clark Foster	36	1,165.30	1,155.80	1,188.10	3,509.20	80.67%
10 Jason Wondolleck	49	1,159.20	1,172.40	1,170.90	3,502.50	80.52%
11 Jeff Yeskin	36	1,138.20	1,201.50	1,162.30	3,502.00	80.51%
12 Chuck McCormick	36	1,160.10	1,177.20	1,148.10	3,485.40	80.12%
13 Norman Manary	36	1,169.70	1,188.90	1,122.90	3,481.50	80.03%
14 Michael Montgomery	0	1,156.30	1,147.90	1,106.10	3,410.30	78.40%
15 Steve Madorsky	0	1,161.40	1,149.70	1,003.00	3,314.10	76.19%
16 Shaun Lunt	36	1,061.30	1,086.80	1,034.00	3,182.10	73.15%
17 Joshua Muncie	36	995.00	1,077.10	1,015.60	3,087.70	70.98%
18 Sal Webber	38	921.40	1,101.20	1,061.70	3,084.30	70.90%
19 Timothy Brill	118	922.70	1,036.40	997.20	2,956.30	67.96%
20 Andrew Connolly	38	1,130.00	1,096.60	0.00	2,226.60	51.19%

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Gray Brandt	36	1,759.80	1,696.10	1,310.30	4,766.20	84.36%
2 Bob Blackwood	26	1,756.80	1,671.30	1,333.30	4,761.40	84.27%
3 Malcomb Pond	36	1,713.40	1,709.70	1,312.60	4,735.70	83.82%
4 Jeff Jewel	36	1,738.70	1,625.40	1,311.60	4,675.70	82.76%
5 Vicky Benzing	38	1,671.90	1,642.70	1,315.10	4,629.70	81.94%
6 Yuichi Takaai	38	1,758.10	1,613.50	1,250.50	4,622.10	81.81%

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dennis Foster	36	2,032.80	2,692.40	2,263.80	6,989.00	82.61%
2 Ty Frisby	36	2,105.80	2,567.50	2,214.10	6,887.40	81.41%
3 Todd Whitmer	38	1,952.50	2,682.80	2,244.90	6,880.20	81.33%
4 Jim Peeples	36	1,800.00	2,507.90	1,719.60	6,027.50	71.25%
5 David Watson	38	1,601.80	2,272.50	1,759.60	5,633.90	66.59%

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jon Nash	36	2,065.50	4,005.12	3,405.90	9,476.52	81.69%
2 Norm Dewitt	38	2,152.60	4,054.36	3,233.10	9,440.06	81.38%
3 Vicki Cruse	49	2,508.90	3,642.47	3,192.00	9,343.37	80.55%
4 Doug Jardine	36	2,242.70	3,782.58	3,004.20	9,029.48	77.84%

BUSH FLYING IN ALASKA

PRESENTED BY DARREN PLEASANCE



IAC CHAPTER 38 MONTHLY MEETING

4:00P.M.

NOVEMBER, 13TH, 2005

ATTITUDE AVIATION

LIVERMORE AIRPORT

At over 500,000 square miles, Alaska is the largest state in the union and is one-fifth the size of the entire "Lower 48". With only one major highway, the primary mode of transportation is the airplane so if you like to fly, Alaska is definitely the place to be. From landing ski planes on the glaciers of Mount McKinley, to mapping tundra fires in Central Alaska, to hauling oil refinery parts to Barrow on the North Slope, the flying in Alaska provides an unparalleled flying experience.

At the next IAC 38 Chapter Meeting, come hear Darren Pleasance narrate an hour-long slide show describing his days as an Alaskan bush pilot.



Calendar of Events

- November 3-6 **Tequila Cup Contest, Tucson, CA**
mic@MicroImportService.com
- 13 Chapter Meeting - 4pm
Alaska Bush Flying - Darren
- December 1-3 **AZ State Championship Contes**
charlesgraves1@cox.net
- ?? X-Mas Party



Aragon Aviation, Inc.

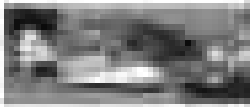
- Aircraft Maintenance Training/Inspection/Overhaul
- Airframe Repairs/Overhaul/Repaint/Structural
- Flight Instructor/CFII/ATP/MEI/CFE

Tailwheel & Aerobatic Flight Training

Available 1800, 900 hrs. Single-Engine

Available at the Tracy and Livermore Airports

http://www.aragonaviation.com 916-337-1446



**DEFINITELY NOT YOUR
 AVERAGE FLIGHT SCHOOL!**

ATTITUDE AVIATION

FOR SALE

Share in Unlimited Aerobatic Monoplane



Looking for partner(s) in the Sabre, a high-performance monoplane designed by Dan Rihn, built by Alan Geringer, and modified by Zivko Aeronautics with advice from Leo Loudenslager. Has Edge wing and Lycoming AEIO-540 built by Dick DeMars and top-overhauled by Lycon. Airplane has won medals at World and National Aerobatic Championships.

Prefer to base it at Tracy or Livermore, but will consider anywhere in the Bay Area.

- Built in 1990 by Remle Aviation (Alan Geringer)
- 960 TT, 219 STOH
- Annual done 3/05
- MT 3-bladed composite prop, MTV-9-B-C/C200
- King radio & transponder
- Impeccably maintained
- Always hangared
- NDH

Will sell either 1/2 share or two 1/3 shares:
 \$50,000 for 1/2 share, \$33,333 for each 1/3 share

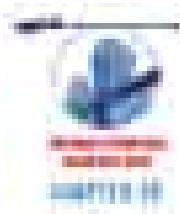
Cecilia Aragon - aragon@dcai.com - 510-527-4466
<http://dcai.com/sabre>

IAC Chapter 38 Membership Application/Renewal Form

Name: _____ Spouse: _____
 Address: _____

 City: _____ State: _____ Zip: _____
 Home Phone: _____ Work Phone: _____
 E-mail 1: _____ E-mail 2: _____
 IAC #: _____ EAA #: _____
 Certificate #: _____ EAA Expiration Date: _____
 Judge: Regional National
 Competition: None Basic Sportsman Intermediate Advanced Unlimited
 Aircraft: _____ N #: _____
 Referred By: _____
 Dues: Single Membership (\$25/year) Family Membership (\$30/year)

Send with check, made payable to "International Aerobatic Club Chapter 38", to:
Howard Kirker, IAC38 Treasurer - 2279 Ocaso Camino - Fremont, CA 94539



Peter Jensen
Editor, IAC 38
310 Ellmar Oaks Loop
San Jose, CA 95136



Chapter Meeting:

Sunday November 13th, 2005, 4pm
Attitude Aviation - Livermore Airport
Bush Flying In Alaska - Darren