

President's Post

Graham Bird

I am going to start what I hope will become a regular, annual event (me a trend-setter!) – a look at where the chapter is from the President's perspective (I was about to write seat, but decided that giving you a lead in about talking from my seat was not a good idea). g

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(President's Post...Continued from page 1)

in the vanguard of this charge; that is down to YOU! I'm happy to continue if you support the strategy and plans we are implementing; if you do use your vote! If you think we can do better, tell us.

Finally, the board cannot do this alone. We will achieve whatever we do though the efforts of the whole membership. Get involved – even a modest effort makes a tremendous difference. And do think about who you want leading the chapter – that is, on the board. Talk to them, tell them why you want them there and encourage them to go for it.

Good flying!!!!✈

Competition Corner

Cris Flint



At the Contest. We've talked about how to practice, when, how much, "peaking", and Unknowns. Now, after all that practicing, we are ready for the contest! Hopefully.

Most regional contests officially begin on Friday, which features a full day of flying followed by a second full day of flying on Saturday. Of course, if there is a low turnout, or the contest is run very efficiently, Saturday could be a short day, and conversely Sunday could be used if necessary due to bad weather or a large number of competitors. Most competitors show up on Thursday to get a practice flight or two in the box. Some hardcore types show up on Wednesday if they know the box will be open. Personally, for all the contests except Paso, where I help setup, I usually like to leave for the contest as early Thursday morning as I can. The earlier you arrive on Thursday, the better your chances of getting a second flight in the box.

So, you've practiced all month (or months), your airplane is in tip-top condition, you've packed your bags, and you depart for the contest. Once you land, what happens then? Most likely, you'll be greeted by a contest official. The first thing to do is to get signed up, which includes registration and the aircraft technical inspection. There should be one or two tech inspectors wandering around the ramp, or you may find them teching someone else's aircraft. Get on their list, and ask them if you should register first, or get teched first. Registration is usually somewhere inside at a table, where you will fill out the rest of the entry forms and pay the entry fees. After tech inspection and registration, get on the practice list! There is usually someone unofficially coordinating this, in the form of a starter. They will be talking to incoming traffic and generally running the list. Early in the day, you will usually be allowed two sequences or 15 minutes per flight. Later in the day when it starts to get busy, you may only be allowed one sequence if you're lucky enough to get a second flight at all.

A word about the Thursday practice flight: this should not be "practice"! It should merely serve to orient yourself to the box, the surrounding landmarks, and the climate. If you are practicing the sequence for the first time, you are way behind!

So Thursday has come and gone, you are all signed up, got the box figured out, now you're ready for the contest to offi-

(Continued on page 3)

New Meeting Location

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

When: Sunday October 8th, 4pm

Address: 20511 Skywest Drive
Hayward, California

How to Get there:

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

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

Map:

© 1999 MapQuest.com, Inc. © 1999 Navigation Technologies

(Competition Corner...Continued from page 2)

cially begin. Thursday night, find some folks to have dinner with, then turn in early and get some rest. The Friday morning briefing is usually at 7:00 AM, which for me means getting out of bed at 5:30 or so to leave time for breakfast. Don't be late for or miss the briefing! The penalty is either \$50 or a point deduction that varies by category. Either way, not a great way to start a contest. The briefing will have lots of important information, and first time competitors usually have their own special briefing with the Chief Judge. Once the competition flying starts, the fun really begins! Hopefully, you have volunteered for something, hopefully on the Judge's line, where all the action is.

Most of the time, there will be some sort of contest pizza party or barbecue on Friday night. You will learn about this at registration. Go to it - it's great fun! It's also a great way to socialize with the group, catch up with old friends, and make new ones.

During the contest flying days, you will be outside quite a bit. Following is a couple of suggestions, especially if you are flying in the contest:

✈ Stay out of the sun

In California, the temps can get upwards of 100 degrees! Remember, you will be out there for the better part of three days, so try to keep from getting sunburned.

✈ Drink lots of water

With the high temps, you WILL do lots of sweating! It's very important to drink lots of water to keep yourself hydrated. As Doc Rihn puts it, if you aren't putting it out (IE peeing), you probably aren't taking enough IN!

And, if you are thirsty, you are already behind the power curve and it's very important to catch up.

✈ Reserve some time for yourself

Flying these contests requires lots of focus and concentration. Try to find some time to go off by yourself (in the shade) to collect your thoughts, and think about what you are doing. Sometimes this is difficult, especially if you are working more than one contest job, but it's very important. Walk through your sequence, "hand-flying" it. This looks very silly to others, but really helps you visualize the upcoming flight.

You'll find that you will do lots of airplane pushing. The dead prop zone is usually most of the ramp in front of the starter's line, and fuel is probably close by, so you'll probably have to push your airplane from the fuel to wherever you park. With Team IAC38 in your corner, you should never have to push your airplane by yourself! By the same token, if you see one of your teammates pushing their airplane, go help them. They will appreciate it, and they need it after working and flying hard!

After all the taxing, flying, fueling, airplane pushing, and volunteering, there is the banquet. Ah, the banquet. I've been to maybe 30 banquets in my competition career, and they are amazingly alike! But, still very fun and a great way to wrap up

the contest. The food is usually very good, there's probably a bar or coolers full of beer, and most people from the contest are probably there. If you won a trophy, all the better!

Sunday is go home day. It's amazingly quiet, people tend to depart either early in the morning or later in the afternoon. It's pretty scattered and spread out, and it's one last chance to socialize with your old or new-found friends. On rare occasions there has been flying on Sunday, but not very often. Most contest officials like to begin cleanup on Saturday, and often that includes taking up the box markers.

You can find a full set of questions and answers, including a complete contest checklist, on www.iac38.org/compfaq.htm.

See you at the next contest! ✈



Overheard at Paso 2000...

Jake, "Biplane!"

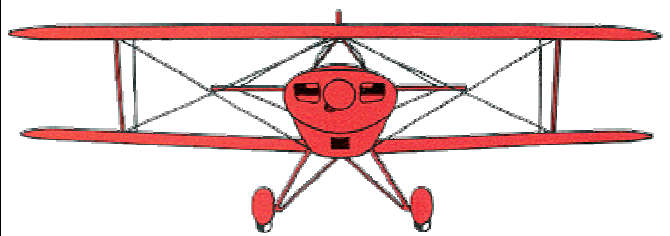
Bricket, "Monoplane!"

Jake, "Biplane!"

Bricket, "Monoplane!"

(The debate continues...)

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<http://www.komar-aviation.com/>

From the Editor's Cockpit

Brad Oliver



Iwould like to thank everyone for the positive feedback I have received on the newsletters new format. Please keep the comments coming!

About a week ago, I sent an e-mail to the chapter members asking if you would like to receive your newsletters via the internet. I am happy to report that with everyone's cooperation, we will now be distributing 30-40% of the newsletters digitally. That is a tremendous cost savings on copies and stamps, and the number keeps growing. Thanks for your help.

For those of you saying, "How come I didn't get an e-mail?" One of two things was the cause; A) We don't have your current and/or correct e-mail address, or B) We don't have your e-mail address period. If you would like to receive the newsletter digitally, please send me an e-mail, to brad@bradoliver.com, with your e-mail address and first and last name.

A few of you have asked questions about the newsletter, so I will attempt to answer everyone's questions -

Q: Exactly how will I receive the newsletter if I choose the digital option?

A: Once a month, you will receive an e-mail notifying you that there is a new issue of the newsletter available. The e-mail will contain a link to a page on the IAC 38 web site, <http://www.iac38.org>, where the newsletter can be downloaded. The e-mail will not contain the newsletter file, you must download it.

Q: What format will the downloadable newsletter be in?

A: The newsletter will be in Adobe Acrobat format (PDF), and will require Adobe Acrobat Reader (no pun intended), a free program, for you to view and print it. Visit Adobe's web site at <http://www.adobe.com/products/acrobat/readermain.html> to download a copy.

Q: How long will it take to download?

A: Using very sophisticated highly classified technologies, I hope to keep the file size to a minimum. Using even the slowest modems the file should only take a few minutes to download at most. It is well worth the wait!

Q: Can I still get my copy mailed to me?

A: Yes, of course! We will continue to distribute newsletters by mail as long as is needed.

Q: I would like to send you a story for the newsletter, when is the deadline?

A: The deadline for the coming months issue is two Wednesdays before the chapter meeting.

Oh yea, almost forgot!...Back copies of the newsletter will be available for download at, <http://www.iac38.org/newsletter.htm>.

Until next month...✈

FAA NOTICE OF PROPOSED RULEMAKING (NPRM)

Part 0, Section 000 (a) 1(c)

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

Submitted by...Graham Bird



Chapter 38 Member and Airshow Pilot Extraordinaire, Jim Leroy's Bulldog Pitts.

Delano Aerobatic Club – Chapter 26

Alma Jeschien Memorial Aerobatic Competition

August 24-27, 2000

Special Trophies**IAC Grass Roots:**

Dean Jones

Pitts Trophy:

Shane Harden, 82.28%

1st Time Sportsman:

William Stein

Last Place Sportsman:

George Mackin

4-Minute Free:

Jon Nash

Team Trophy:

Chapter 38

Aerobatic School:

Tucker Aerobatic School

Basic – Power

Rank	Pilot	Chapter	Known 1	TBLP	Tot %pp
1st	Terry Ridgway	38	419.3315	419.3315	93.18
2nd	Shane Harden	38	397.2689	397.2689	88.28
3rd	C Taylor Walter	85	374.2854	374.2854	83.17
4th	Jacqueline Warda	26	371.2800	371.2800	82.51
5th	Dean Jones		369.0869	369.0869	82.02
6th	Scott Simmons	36	356.5163	356.5163	79.23
7th	Tim Walden		335.0886	335.0886	74.46

Sportsman – Power

Rank	Pilot	Chapter	Known 1	Free	Known 2	TBLP Total	%pp
1st	Darren Pleasance	38	1054.5185	1062.8933	1057.2310	3174.6428	86.74
2nd	Tom Applegate	26	1057.2152	1014.9357	1044.2085	3116.3594	85.15
3rd	Terry Ridgway	38	1007.4626	1072.5087	1025.1897	3105.1610	84.84
4th	Graham Bird	38	999.2960	1015.2139	1036.7639	3051.2738	83.37
5th	William Hill	36	1040.4630	988.2250	1019.5874	3048.2754	83.29
6th	Tom Harris	26	995.4159	1023.2330	1009.6783	3028.3272	82.74
7th	David Walkup	38	1068.5923	1010.1765	920.7343	2999.5031	81.95
8th	William Stein	26	1016.8683	978.0862	995.7317	2990.6862	81.71
9th	Kelly Harrison	38	963.4724	1010.2280	1008.0776	2981.7780	81.47
10th	Wes Warner	36	997.8331	983.8605	990.8565	2972.5501	81.22
11th	Lance Teren	36	981.9299	959.6047	1020.6896	2962.2242	80.94
12th	Carson Tyler	36	824.5002	1023.5490	980.4362	2828.4854	77.28
13th	George Mackin	62	682.0663	869.1191	794.8882	2346.0736	64.10
14th	Steve Birch		0.0000	788.7998	822.9580	1611.7578	44.04

Intermediate – Power

Rank	Pilot	Chapter	Known 1	Free	Known 2	TBLP Total	%pp
1st	Bob Blackwood	85	1642.9552	1655.3948	1173.2137	4471.5637	83.89
2nd	Gil Tellier	49	1580.4894	1665.5001	1110.9812	4356.9707	81.74
3rd	Michael Clarke	36	1561.9209	1621.4741	1133.5079	4316.9029	80.99
4th	Michael Steveson	69	1552.0719	1603.0958	1142.8635	4298.0312	80.64
5th	Jim Peeples	36	1627.2658	1518.7501	1149.0190	4295.0349	80.58
6th	Kevin Raymond	26	1523.3850	1556.1214	1104.3041	4183.8105	78.50
7th	Nobuyuki Tsugita		1523.2262	1471.4958	1108.7642	4103.4862	76.99
8th	Dave Hermance	49	1563.8263	1563.0887	976.0183	4102.9333	76.98
9th	Jeff Farrar	69	1468.1084	1560.1830	1046.2657	4074.5571	76.45
10th	Richard Rihn	38	1528.8042	1243.4102	1072.8855	3845.0999	72.14
11th	Ed Collins	72	1447.4606	1113.4474	772.1066	3333.0146	62.53

Advanced – Power

Rank	Pilot	Chapter	Known 1	Free	Known 2	TBLP Total	%pp
1st	Michael Church	36	1743.1630	2615.0208	1394.7965	5752.9803	82.07
2nd	Steve Cummings	36	1369.9713	2699.0173	1451.7975	5520.7861	78.76
3rd	Tom Myers	38	1432.4767	2291.6819	1351.9378	5076.0964	72.41

Unlimited – Power

Rank	Pilot	Chapter	Known 1	Free	Known 2	TBLP Total	%pp
1st	Mike Mangold	49	2827.1132	3918.1710	3337.0405	10082.3247	84.80
2nd	John King	85	2651.9437	3563.6839	3276.9462	9492.5738	79.84
3rd	Jon Nash	36	2209.9808	3831.5259	3222.4472	9263.9539	77.91
4th	Fred Abramson	38	2540.6449	3609.9252	3074.9470	9225.5171	77.59
5th	Kurt Haukohl	38	2008.9673	3495.4931	3050.2059	8554.6663	71.95
6th	Dennis Yugo	38	2196.8905	3408.1955	2935.6858	8540.7718	71.83
7th	Chris Flint	38	2321.5059	3490.9382	1965.5511	7777.9952	65.42
8th	John Posson	26	2192.5596	3521.1582	0.0000	5713.7178	48.05

Sportsman – Glider

Rank	Pilot	Chapter	Known 1	Free	TBLP Total	%pp
1st	Jerald Kurtz		851.1000	870.8000	1721.9000	79.72
2nd	Tom Hankinson		898.1000	787.9000	1686.0000	78.06

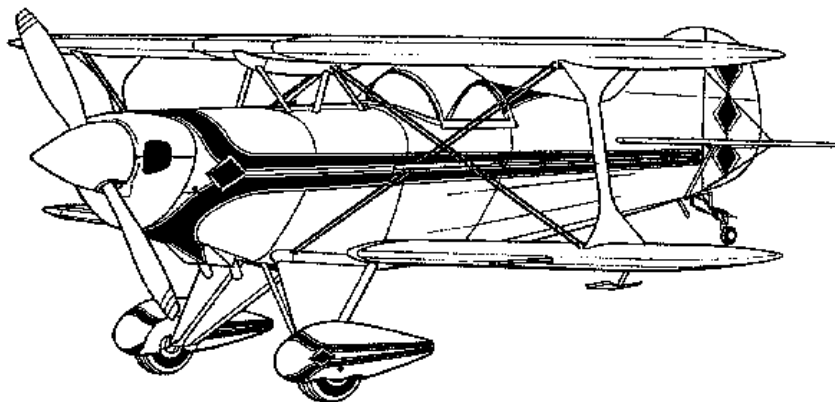
Intermediate – Glider

Rank	Pilot	Chapter	Known 1	Free	Unknown	TBLP Total	%pp
1st	Jerald Kurtz		1060.2000	1156.6000	753.7000	2970.5000	73.53
2nd	George Watkins	26	271.2000	1129.2000	695.6000	2096.0000	51.88

Plane of the Month

Pitts S-1T

- Length:** 15' 6"
- Height:** 6' 3"
- Wingspan:** 17' 4"
- Engine (4 cyl):** 200 hp
- Empty Weight:** 830 lbs
- Useful Load:** 320 lbs
- Gross Weight:** 1,150 lbs
- Fuel, Fuselage:** 20 Gal
- Oil:** 8 qts.
- Roll Rate:** 240° Sec
- Rate of Climb:** 2,800 fpm
- Cruise Speed:** 175 mph
- Top Speed:** 185 mph
- Stall Speed:** 64 mph
- Vne:** 203 mph



For more info visit:
<http://www.aviataircraft.com/pitts/s1t/>



Photo:
 Pitts S1-T owned by Chapter 38 members, Alex Drobshoff, Angie Niles and Bryan Monroe. Formerly owned by Dr. Rihn.

Show Your Chapter 38 Pride - Buy Logo Wear

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

Make Check Payable to:
**Northern California
 Aerobatic Club**
 Mail to:
Bryan Monroe, Treasurer
750 Sylvan Avenue, #36
Mountain View, CA. 94041

Aviation News

Special aircraft arrival procedures set for AOPA Expo 2000 - AOPA

Special arrival procedures will be in place for the more than 2,000 aircraft expected to fly to Long Beach Airport/Daugherty Field (LGB) for AOPA Expo 2000. Both VFR arrival procedures and IFR slot reservations will be in effect from October 19 to 22. AOPA, working with the FAA, has developed six VFR arrival routes to ease the transition through high-density traffic areas surrounding LGB. The routes are defined using GPS VFR waypoints listed on the Los Angeles Terminal Area Chart. See www.aopa.org/expo/ for more information.

"Mom" Rutan Passes Away - EAA

Irene "Mom" Rutan passed away peacefully in her sleep on Sept. 26th. The family will be holding a celebration of her life and love, on October 7, 2000, inviting all friends to gather and share in the service. Those who plan to attend are asked to contact Kelly Hall, e-mail: kelly@hallstar.net or phone 661-943-6040 or 661-824-2645. (Leave a message if necessary). In lieu of flowers, the family is asking that donations be made in "Mom's" memory to EAA's youth and outreach programs, through its Vision of Eagles mission. Checks should be made payable to: EAA Aviation Foundation, in memory of Irene Rutan, Mail to: EAA Aviation Center, P.O. Box 3086, Oshkosh, WI 54903. See, http://www.eaa.org/communications/eaanews/092800_rutan.html, for more information.

San Francisco Class B Airspace Changes Now in Effect

Recent revisions to the San Francisco Class B airspace are now in effect. Be sure to visit your local pilot shop for the most recent charts.

EAA Announces EAA Airventure Oshkosh Dates Through 2012 - EAA

The dates have undergone a one-day shift, as the event moves to a Tuesday-through-Monday schedule beginning in 2001. That shift also caused two future EAA AirVenture events (in 2003 and 2008) to move to the following week to maintain the traditional late July-early August format.

2001	July 24-30	2007	July 24-30
2002	July 23-29	2008	July 29 - August 4
2003	July 29 - August 4	2009	July 28 - August 3
2004	July 27 - August 2	2010	July 27 - August 2
2005	July 26 - August 1	2011	July 26 - August 1
2006	July 25-31	2012	July 24-30

Web Site of the Month

<http://www.generation.net/~stevew/bizzart/>



Description:

Bizzart Illustrations is the creator of a unique piece of aviation artwork and aerobatic history. Francois Bougie, the artist, has hand sketched his tribute to Curtis Pitts and 50 years of the Pitts Biplane Mania. In 1995, Francois loaded up his 1946 Globe Swift with 200 of his prints and proceeded on a 6,355 mile journey. On his journey he visited aerobatic legends; Curtis Pitts, Betty Skelton, Charlie Hillard, Gene Soucy, Ed Saurenman, Malcolm White, Tom Poberezny, and Francois Bougie, where they each autographed the prints.

He now sells these rare and unique prints online for \$185. Hurry, he only has a few of the autographed prints left...get your own piece of aerobatic history while you still can. Be sure to tell them you heard of them from the *IAC Chapter 38 Acronaut*.

For those of you without internet access, you may contact Francois and Bizzart at—

53 Fairwood Pointe-Claire
 Quebec, Canada H9R-5R9
 Tel: (514) 426-0206
 Fax: (514) 426-0206

- Please send your favorite web sites, telling me why you like it, to brad@bradoliver.com (or call).
 All submissions receive a free copy of the *Norcal Acronaut*. ©

Calendar of Events



October

- 6-7 EAA Chapter 52 Young Eagles Rally, Stockton, CA, 916-422-8287
 7 EAA Chapter 119 Young Eagles Rally, Watsonville, CA 831-466-9016
8 IAC Chapter 38 Meeting
 12-14 Borrego Akrofest, IAC Chapter 36 (See Below)
 12-15 Copperstate Regional EAA Fly-In, Mesa, AZ, 520-400-8887, www.copperstate.org
 17 EAA President Tom Poberezny to speak at Hillard Air Museum, San Carlos, CA
 20-22 AOPA Expo 2000, Long Beach, CA, www.aopa.org/expo/
29 IAC Chapter 38 Tracy Day

November

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

December

- 10 IAC Chapter 38 Meeting (Holiday Party)**
31 IAC Chapter 38 Tracy Day

Regional Aerobatic Contest - Borrego Akrofest 2000

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

San Diego Aerobatic Club — IAC Chapter 36

FULL FIVE CATEGORY CONTEST AND FOUR MINUTE FREE FLIGHT

Registration & Practice:

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

Contest:

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

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

Accommodations:

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

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

For more Information, contact:

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

Picture of the Month



Chapter 38 member Larry Heard and his Pitts S1-C.

Classifieds

Partner Wanted

Looking for a partner for an RV-6 or RV-6a based at Oakland or Hayward. Contact Graham Bird g.bird@opengroup.org or (510) 530- 9008.

Headset For Sale

Telex ANR 4100 headset for sale. Complete with battery box and instructions, in original box \$350 ono. Graham Bird (510) 530-9008 or g.bird@opengroup.org

Hangar Space Wanted

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

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



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

MEETING:
Sunday, October 8th, 4:00 PM
Hayward (See Page 2)

IAC Chapter 38 Membership Application/Renewal Form

New Member

Renewal

Address/Phone Change

Name: _____

Spouse: _____

Address: _____

City: _____

State: _____ Zip: _____

Home Phone: _____

Work Phone: _____

E-mail 1: _____

E-mail 2: _____

IAC #: _____

EAA #: _____

Certificate #: _____

Judge: # Yes No

Newsletter: # E-mail (Adobe PDF) Postal Mail

Competition: # None Basic Sportsman

Intermediate Advanced Unlimited

Aircraft: _____

N #: _____

Referred By: _____

Dues: # Single Membership (\$25/year)

Family Membership (\$30/year)

Send with check, made payable to "Northern California Aerobatic Club", to:

Bryan Monroe, Treasurer

750 Sylan Avenue, #36

Mountain View, CA. 94041