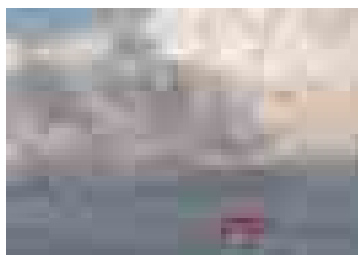


# The ACronaut

Volume 4 - Number 10

## President's Post

Angie Niles



As we enter the final quarter of the year and the competition season wanes, don't even think for a minute that the chapter is

closing down. The September meeting was well attended with Rich Perkins as guest speaker recounting, in first person, flying the U-2. Our October meeting will be a field trip to the U.S.S. Hornet. The November meeting will tentatively be held in Tony's hangar where he houses his immaculately restored P-51, P-47 and Bearcat warbirds. And December 13<sup>th</sup> is the Holiday Party at Allen Silver's house. Mark your calendars now.

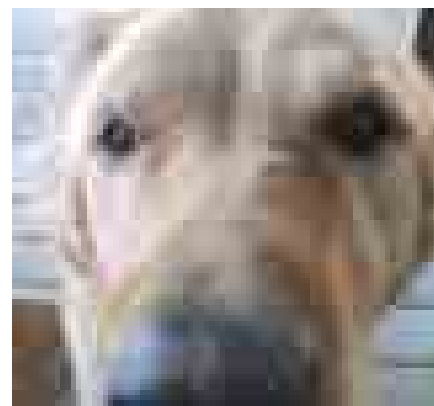
From my perspective, I view aerobatic pilots as the most fortunate of all. We are equivalent to the ravens of the bird world or river otters or dolphins. We are the animals that really know how to play. We are the ones that somehow seem more alive than the others. We are riveting to watch. We define flight by our deliberate transitions between the edges of freedom of flight and freedom from flight. Because of this, any grass roots work we do has special impact and special importance. It is most unfortunate, then, to find out about the lackluster showing of our own members at the Tracy Young Eagles Day. Member participation in YE has been slow all year. Is this something that we don't want to do anymore? That would be a shame. Ironic since we are the most fortunate. Should we piggyback our efforts with a local EAA chapter?

November elections are just around the corner. There will be three seats coming available on the Board of Directors as well as all the officer positions. We are looking for people who have an interest in becoming more active with the chapter in organizing events and influencing direction. Come to the November meeting and express interest. You're guaranteed to get nominated for something (and probably voted in

too!). We are only as active as our members allow.

Last item. We are looking for a volunteer to be Contest Director for Paso Robles 2004. It's not too early to start thinking about this and it would be wonderful to have someone in place before the end of the year. If you are interested, please notify me or any of the other officers. We can answer questions or put you in touch with previous year's CDs who can really answer questions!

-Angie



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## Editor's Column

Peter Jensen



For me it was a quiet month flyingwise. It didn't lack excitement though. My landing gear bungees decided they had had about all they could take of my marginal landings. When taxiing out for take-off, I noticed the nose didn't seem quite so high as usual. I

taxiied back to the hangar and sure enough... The gear was all the way out to the stops. Sigh! This is the third time the bungees need replacement in about a year and a half. It sounds like something is not quite right. Anyways, new bungees are underway from Aviat, so hopefully we'll be back in the air shortly. If anybody have similar experiences, I would love to hear from you.

-Peter

## Wanted: Newsletter Material

*Don't think you have nothing of interest to say! You do! This newsletter is for all members to contribute, read, and enjoy. This keeps it worth reading (and writing). I need material from you. Here's a few suggestions... What's it like flying banners all over the Bay Area?, What's it like to fly jets?, What's it like flying in an airshow?, Anything interesting from the Nationals?, What's your latest mod to your airplane?, Did you get a new airplane?, Did you just fly in a contest - What was your experience? Good, Bad?, etc. etc.*

## Team: BlackEagle

This picture is from Denison, Texas, where both Kurt and Jason flew the Black Eagle in the Nationals. Jason Bialek finished second in Sportsman. I believe this is Jason's second contest, so very impressive. He flew his own Smith Mini in Pendleton and became known as the guy with the phantom smoke system. Nice smoke trails - not from smoke oil though, but from 100W! Jason's Smith-Mini is open cockpit and he managed to have his clipboard drop out at the top of a loop. It landed 3 feet from the corner position. Corner judge, Terry Lauck, was walking around stretching his legs and came across the clipboard wedged into the ground and brought it back. Jason wasn't too proud of admitting he was the owner.



*Kurt, Jason, Heather, and the guy that won all the medals*

## Heard it on the Ramp

Marilyn Dash



Another great month of stories and gossip and stuff!

less up elevator. He couldn't understand how the owner could land the airplane three-point. He also found a paper towel in a gas tank and had numerous other oddities found and solved while re-rigging airplanes. If your airplane isn't 100% hands-off - don't you think you should consider re-rigging your bi-plane? Get in touch with me for more information!

### Stearman Third in Intermediate

First, I need to go backward in time, to a contest in Seward, Nebraska. A chapter member, Bill Stein, actually competed in this contest in a Stearman! He came in THIRD in INTERMEDIATE! Now, if you know much about a Stearman – you know that they roll at about 60 degrees per second and are not exactly the looping and rolling machines that we think of like the Zivko Edge or the Pitts Special. Congratulations, Bill. We are IMPRESSED! (see results page for details).

### Reno Air Races

The Reno Air Races were held and due to some mechanic difficulties, Ruby and I were mere spectators and not participants this year. Three Chapter 38 members competed. Jeff Lo and Jacquie Warda both did very well in the Biplane Class and Vicki Cruse made a name for herself in the Sport Class. This was Vicki's first year racing and she did incredibly well – placing second in the Silver! Congrats to all! See you next year!

### Rigging Ruby

In flying my Darling Ruby recently, I noticed she didn't fly "hands-off" – but, that's not unusual. Right? While I was preparing for contest flying, I was spinning her left and right (never become handed – always be able to do maneuvers to the right and to the left – her couch told her). I had a terrible time getting her INTO a left spin. I went to the Pitts Rigging Guru, Bob Blackwood, and had my Pitts re-rigged. It took about two days to get her to the point where she flies HANDS-OFF and she drops off straight down and will not spin either way without rudder input. Before the re-rig, she would spin "violently" to the right without any rudder input at all and you had to force the spin to the left and it still looked more like a spiral.

While I was there, I discussed with Bob several of his Pitts Rigging experiences. He told me of an airplane he recently re-rigged that had 10° more down elevator than required and 10°

### A Waco in San Carlos

Chapter 38ers, Loree and Harry Hirschman were doing some amazing things this month! You may remember Harry from last year's USS Hornet tour. You may remember Loree from her book "She's Just Another Navy Pilot" about her experiences being one of the first female combat pilots in the US Navy. A truly dynamic couple, to say the least! Well, these two are starting a new venture called Golden Gate Biplane Adventures. They recently purchased 1994 Waco YMF – bright red and gorgeous! Now they are "hopping rides" out of San Carlos Airport on weekends! I was one of the lucky ones to get a sample of their hospitality and flying skills. The whole thing can be video taped to relive again and again. Let's wish them luck and if you are around KSQL on the weekends – look for that big red beautiful bird! Tell your friends!

### USS Hornet

The USS Hornet tour is on again for this month. If you have not been to this floating museum – you are really missing something. Please mark your calendars for October 19<sup>th</sup> and I'll see you there!

### Flying the U2

Last month's Chapter Meeting was actually quite interesting. Rich Perkins, the King of Attitude Aviation, shared with us his experiences with the U2 in the US Air Force. If you don't know much about that aircraft – you are really missing some interesting information about our countries ability to spy... ;-) )

### Misc.

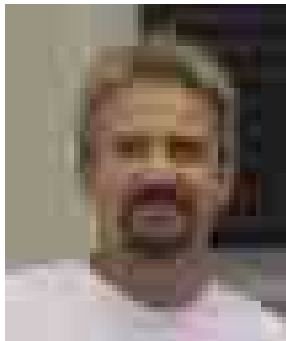
Malcolm Pond of Chapter 36 bought Steve Andelin's Edge. He was flying an S2B and will be a force to be reckoned with next year. To my knowledge, no one else purchased or sold an airplane this month.

What will happen this month? How many are planning on going to Borrego? The Salinas Air Show is this month and don't forget FLEET WEEK! Give me a call and let's get a group together!

- Marilyn Dash  
Rubyredracing.com  
Chixfly2

## Young Eagles Report

Terry Ridgway



The days leading up to the Tracy Airport Open House had the Bay Area shrouded in a low overcast each morning. I was beginning to think that we were going to have to cancel our Young Eagles participation in the event. However, I found out from Tracy Flight Center that the weather in the central valley had been a little hazy, but otherwise good.

I scrambled to make sure that I had an up to date medical, and that my logged Instrument experience was recent enough that I would be legal to depart the Bay Area, if Saturday morning was still overcast. I called the flight club, where I was renting the plane, to check that the aircraft I had selected would be capable of the departure, and found that I needed to switch my reservation. The plane I'd scheduled only had a single navcomm, so I switched to a Piper Arrow, which had dual navcomm, an ADF and DME. This was my only choice, since all the other IFR capable aircraft were already scheduled.

Saturday morning arrived with the same low overcast, and I headed out to the airport. I thought about the weather for most of the drive to Reid-Hill View Airport. Although I have an Instrument rating, and a recent IPC, were my skills up to flying single pilot IFR? I kept debating, back and forth. Should I fly, or should I just drive all the way to Tracy? I decided to get a weather briefing, and found that the weather in Tracy was clear, and the overcast layer was only 1000 feet thick. This kids will be waiting, and I won't be in actual conditions for more than a few minutes. OK, it's a go.

I did a thorough pre-flight, and then hauled all my equipment and supplies into the plane. It was already 9:00am by the time

I lifted off into the gray skies. With all the extra hassles, I was leaving Reid more than an hour later than I normally would. A few minutes later I broke out of the clouds and into the blues skies above, still taking radar vectors from Norcal Approach, to get me onto V334 to the Manteca VOR.

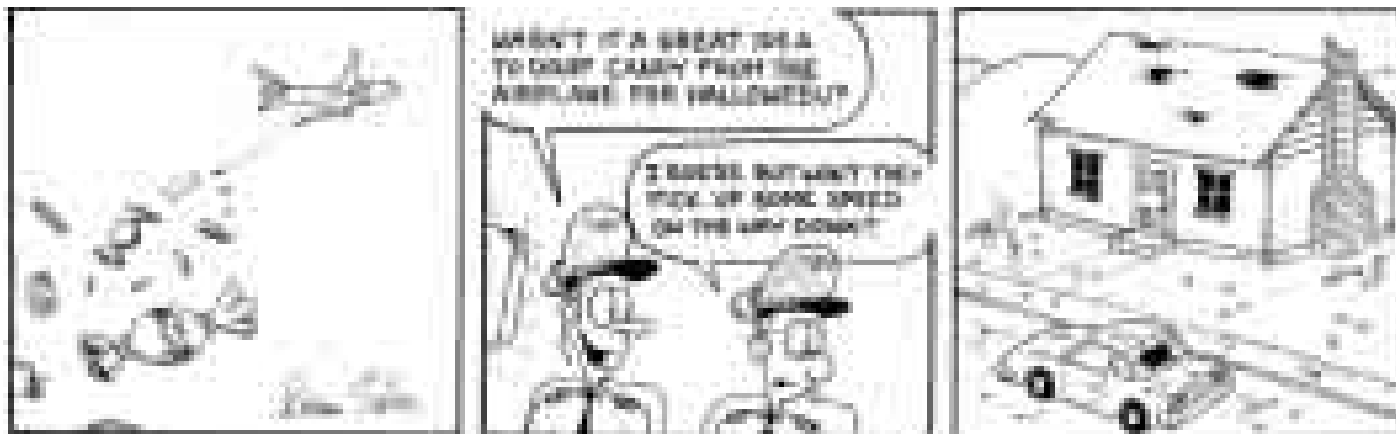
When I arrived at Tracy Airport, the Open House was in full swing and we already had about 10 kids anxiously waiting to register and get their first experience of flight. They were all very excited, and thrilled by their experiences. It was a long day, and we had to turn away a lot of kids because we didn't have enough pilots to fly them. My sincere thanks go out to Kim Hunter and his CAP volunteer, and Eric Helms. Kim & Eric are members of the local area EAA chapters and came along to help out flying kids. Kim managed to fly the majority of the kids in his Cessna 150, and I really want to thank him for sticking around until 7pm to fly all the kids who stayed around that long. I was able to fly 9 kids before the Arrow's started began to act up and I couldn't start the engine. Fortunately, with a little help from Darren Pleasance, and some time for the engine to cool, I was able to start the plane and fly home, but I didn't want to risk flying more kids and having problems getting back into the Bay Area. We flew a total of 31 kids, but I have registration forms from 15 kids who didn't fly, plus we must have turned away another 20 or more. This could have been our best event ever, but no one showed up.

Perhaps the Young Eagles program isn't for our club anymore. I know that I will have to think long and hard before I schedule another event. The Tracy Airport Open House has been on our club newsletter calendar for at least 6 months, and I was the only chapter member who made it out to fly kids. I didn't even get any help with registration. It was a very disappointing experience.

-Terry Ridgway

## Flying High

Darrin Silver



## New Chapter Logo

Angie Niles

Here's the scoop. Almost everyone likes aspects of our current logo yet almost everyone thinks that it could use some sprucing up too. So the Board has decided to update our logo. We want a mix of professional design ideas coupled with any submission that our talented membership comes up with. Dick Rihn knows a graphic designer and, as a donation to the chapter, Tia Stoller created a number of logo ideas for the Board of Directors to review. The Board agreed to pick the top four and post them in this newsletter for the chapter membership to review.

Now we need some ideas from members. If you have a vision of a chapter logo, sketch it up and send it to Peter Jensen by October 20<sup>th</sup>. It will be posted in the November newsletter

along with the logos here and the membership will be asked to vote for the logo they like best. The new logo will be unveiled at the December Holiday Party!



- Angie



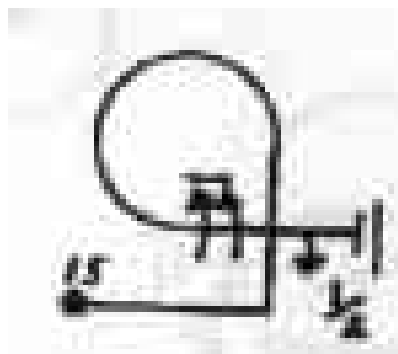
## Is This Maneuver Legal?

Peter Jensen

Here's a little contest teaser.

If you were asked to look over someones brand new Free, would you consider this maneuver legal?

Answer next month!



8.33.1	11
9.1.3.8	12
9.1.3.2	4
Total K	27

## Pilots Currently on the Waivers

As of 9/30/2003 the following pilots are authorized to activate and fly in the boxes at TCY and NewJ. If you're not on the list, and you wish to practice in one of the boxes, please contact one of the designated briefers listed.

### Pilots on the TCY Waiver (9/30/2003)

Angela Niles  
Alexander Drobshoff  
Dale Roberts  
Norm Dewitt  
Pete Eslick  
Vicki Cruse  
Benjamin Freelove  
Dick Rihn  
Ralph Briggs Wood  
Peter Jensen  
Greg Pettit  
Cecilia Aragon  
Dave Walkup  
Allyson Parker-Lauck  
Kurt Haukohl  
Sean Worthington  
Doug Burr  
Michael Gilmore  
William Halverson  
Anthony James

### Pilots on the New J Waiver (9/30/2003)

Angela Niles  
Alexander Drobshoff  
Sean D. Tucker  
Randy Howell  
Volodymyr Chetverous  
John Posson  
Cecilia Aragon  
Douglas Burr  
Michael Gilmore  
William Halverson  
Sean Worthington

### Designated Briefers

Angela Niles  
Dick Rihn  
Cecilia Aragon  
Dave Walkup



# Borrego Acrofest

*Borrego Valley Airport Airport-locator L08*  
*IAC Chapter 36*  
*October 10-11, 2003*

## Primary through Unlimited (Power)

### Schedule

Practice / Registration: Thursday, 10/09/03  
 Contest: Friday / Saturday: 10/10/03 - 10/11/03

### Contest Director

Dick Stonehouse: 949-673-5918

### Pre-register today

Registrar: Joanne Bancroft  
 joannebancroft@aol.com  
 714-778-5244

### Restaurants

Crosswinds	New Management On the field Excellent food & service. 888-826-7734 or 760-767-5700
Borrego Resort (\$\$)	
La Casa Del Zorro (\$\$\$)	760-767-5323
Pablito's (\$)	760-767-5753
Crazy Coyote (\$\$)	760-767-7788

### Hotels

Borrego Springs Resort (\$\$)	888-826-7734 or 760-767-5700 <i>20 rooms reserved for IAC @ \$80/night</i>
Palm Canyon Resort (\$)	760-767-5341 <i>10 rooms reserved for IAC, 10/09/03 - 10/12/03.</i> <i>Thurs. \$60.00, Fri/Sat. \$75.00</i> <i>Booked under "San Diego Aerobatic Club #36."</i>
La Casa Del Zorro Resort (\$\$\$)	760-767-5323
The Palms at Indian Head (\$\$)	760-767-7788
Borrego Valley Inn (\$\$)	800- 333-5810

### Motels

Hacienda Del Sol (\$)	760-767-5442
Oasis Motel (\$)	760-767-5409
Stanlunds (\$)	760-767-5501

### Checklist

- Airworthiness
- Registration
- Wt/Bal
- Operating Limitations
- Airplane/Engine logs
- Current parachute re-pack
- Certificate of insurance  
*\$1MM prop. damage, \$100K single limit Bodily injury*
- Pilot certificate
- Current medical [ ] EAA/IAC cards
- Proof of BFR
- 16 Bs \*
- 16 Cs \*
- 6 As \*

\* Not required of PRIMARY pilots  
 \* Not required of SPORTSMAN pilots who fly the Known 3 times

***Great trophies, Fun people really good times.***  
***Hoping to see you in Borrego Springs.***

-Chapter 36

# Reno Air races 2003

Peter Jensen

The most exciting thing about the Reno Air Races has to be the biplane race. It's not only a contest about being the best pilot to fly the course, but also a mechanical contest about who can come up with the right combination of small modifications that makes his or her airplane go 1-2 mph faster than the competition. Many of the pilots in this category probably spend more time tweaking than they do practicing. It's a fun category to watch, so the results deserve publication. Chapter 38 were represented by Jeff Lo and Jacquie Warda.



## 2003 Reno Airraces - Biplane Results September 11-14, 2003

Stead, Nevada  
Reno Stead Field

### Bronze

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Allen, Earl	The Other Woman - Race 42	Pitts S-1S	06:33.07	174.533
2 Magee, Clifford	Tin Buddy - Race 97	Pitts	06:36.34	173.093
3 Roberts, Byron	Bottom Gun - Race 11	Pitts S1S	06:45.41	169.221
4 Gruber, Carl	8 Ball - Race 8		07:10.34	159.418
5 Higa, Tony Tango	Tango - Race 31	Pitts S-1S	07:27.30	153.373
6 Gourley, Jonathan	Johnny-Rocket - Race 2	Pitts S-1C	07:34.18	151.050
7 McCafferty, Jerry	The Thing - Race 12	Stolp Aeroduster	06:48.36	139.999

### Silver

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Smith, James	Humm Baby - Race 50	Pitts S-1	06:10.03	185.401
2 Jerant, Frank	Bada Bing - Race 16	Jerant Racer	06:10.23	185.300
3 Watkins, Jeff	Devil in Da Skies - Race 17	Pitts	06:14.61	183.134
4 Paquin, Guy	Buzz Job - Race 90	Mong Sport	06:15.08	182.904
5 Buehler, Andrew	Mistress - Race 26	Mong Sport	06:32.23	174.907
6 Warda, Jacqueline	Red Eagle - Race 7	Pitts S-1T	06:40.85	171.146
7 Blackwood, Bob	Bar Code - Race 111	Pitts Special	06:41.51	170.864
8 Beardsley, Richard	Rich's Brew - Race 77	Smith Mini-Plane	06:58.61	163.885

### Gold

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Rose, David	Frightful - Race 3	Rose Peregrine	05:13.00	219.181
2 Way, Norman	Magic - Race 27	Pitts S1	05:29.55	208.174
3 Farb, Michael	Laura Jean - Race 33	Mong Racer	05:44.31	199.250
4 Brown, Stephen	Tonopah Low/Miss Reno Air - Race 00	Pitts	06:11.69	184.573
5 Davis, Michael	G-Whiz - Race 28	Pitts Special	06:12.84	184.003
6 Ferguson, Cris	Let the Good Times Roll - Race 20	Pitts	05:24.12	176.385
7 Lo, Jeffrey	Miss Diane - Race 6	Pitts Special S-1S	05:29.96	173.263
99 Somes, Jason	Race 69	Pitts S-2T	Null	0.000

## Alternative Pitts Tug

Ever wondered if an electric wheelchair has enough torque to tow a Pitts?

Ask Mike Davis - He knows!







# Contest Results

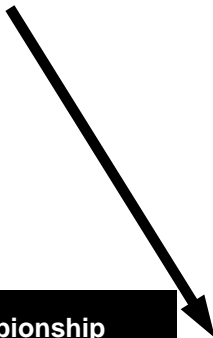
Peter Jensen

Here's the remaining results from the Nationals at Denison. The Unlimited 4 minute Free and the Second Unknown for the Advanced pilots, who were trying to get on the US team for the 2004 World Championship.

The results from Nebraska missed the September newsletter. I had no idea Chapter 38 was represented by Bill Stein flying his Red Baron Stearman in Intermediate. I've seen Stearmans struggle through the Sportsman sequence with multiple breaks and flown by good pilots. The fact that Bill came in third in Intermediate is a huge accomplishment.

Congratulations!

-Peter



**2003 US National Aerobatic Championship  
September 21-26, 2003**

*Sherman/Denison, Texas  
Grayson County Municipal Airport*

## Unlimited 4 minute Free

Rank/Pilot	Airplane	4-min Free
1 David Martin	CAP 232	3461.1149
2 Michael Racy	Sukhoi SU-31	3395.1571
3 Debby Rihn-Harvey	CAP 232	3323.2388
4 Tony Wood	Sukhoi SU-26	3308.4485
5 Robert Armstrong	CAP 231	3290.5467
6 Alan Bush	Velox Rev	3254.2370
7 Hubie Tolson	Sukhoi SU-26	3187.0950
8 Zach Heffley	Sukhoi SU-26	3186.0517
9 Angelo Cillaroto	Extra 300S	3170.5356
10 Jon Nash	Edge 540	3091.3493
11 John Klatt	Staudacher S-300D	3076.6473
12 Michael Rinker	Sukhoi SU-26	2898.2866
13 Greg Howard	Giles G-200	2563.2439
14 Richard Bevington	Staudacher	2436.4200

## Advanced Unknown II

Rank/Pilot	Score	% PP
1 Rob Holland	2288.8808	80.88
2 Jeff Boerboon	2275.0319	80.39
3 Michael Wiskus	2123.3369	75.03
4 Andrew Wright	2072.0467	73.22
5 Doug Sowder	2071.6067	73.20
6 Don Peterson	2034.8781	71.90
7 Michael Niccum	1981.7254	70.03
8 Mike Gallaway	1940.7729	68.58
9 Tom Adams	1905.0311	67.32
10 Walter Plentis	1722.1903	60.85
11 Pete Eslick	1613.4179	57.01
12 David Wright	1415.7247	50.03

## Midwest Aerobatic Contest August 16-17, 2003

*Seward, Nebraska - Seward Municipal Airport  
Contest Director: Rob Ator*

### Basic

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Tom Gockowski	7	334.3002	356.8940	348.9181	1040.1123	77.05
2 Jonathan Altia		317.7348	357.5478	339.4218	1014.7044	75.16
3 Andrew Brezicha	4	315.8302	270.0783	245.2099	831.1184	61.56

### Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dick Swanson	78	1074.4480	1109.3491	1104.2433	3288.0404	81.79
2 Andrea Coleman	3	1019.4802	1049.2232	1041.7365	3110.4399	77.37
3 Joe Wilkins	12	992.0579	1053.0344	1061.6817	3106.7740	77.28
4 Brian Correll		998.8756	990.1316	1026.2134	3015.2206	75.01
5 Dustin Amann	9	950.1514	1013.0443	1048.7370	3011.9327	74.92
6 Tim Saddler	80	1056.9029	854.8068	1051.6045	2963.3142	73.71
7 Tony Sauerbrey	4	935.3227	1002.2779	931.7120	2869.3126	71.38
8 Jim Pfeifle	80	766.2539	1007.1662	1056.6040	2830.0241	70.40
9 Steve Anderson	80	964.0320	870.6706	992.2223	2826.9249	70.32
10 Mike Manzitto	80	566.7432	690.0864	873.3060	2130.1356	52.99
11 Mary Jo Yates		252.5837	792.7677	828.3514	1873.7028	46.61

### Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Clyde Cable	12	1716.6482	1737.8128	1319.3523	4773.8133	86.80
2 Rob Ator	80	1674.5500	1678.2223	1276.3851	4629.1574	84.17
3 Bill Stein	38	1703.9321	1682.7444	1227.6386	4614.3151	83.90
4 Rick Bobbit	12	1611.1806	1675.9291	1296.0493	4583.1590	83.33
5 Bryan Regan	69	1670.6617	1654.3565	1238.5320	4563.5502	82.97
6 Andy Irwin	12	1616.2331	1682.5376	1262.2354	4561.0061	82.93
7 Lloyd Stoops	12	1571.2727	1703.2019	1258.9203	4533.3949	82.43
8 John Blum	12	1427.0578	1677.2423	1264.7881	4369.0882	79.44
9 DJ Molny	12	1582.0299	1652.7481	1120.1647	4354.9427	79.18
10 Gary Dawson		1456.6594	1618.4892	1275.3497	4350.4983	79.10
11 Jim Piros	78	1604.3414	1612.0134	1126.9156	4343.2704	78.97
12 Whitney Schmidt	80	1556.6103	1636.0936	1100.3541	4293.0580	78.06
13 Lloyd Byerhoff	80	1607.7710	1489.8262	855.2057	3952.8029	71.87
14 Paul Muhle	80	1565.4242	1277.1068	868.4596	3710.9906	67.47
15 Paul Reader	12	1621.3095	671.6071	1214.2556	3507.1722	63.77

### Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Loren Smith	78	1837.5831	2462.7070	2069.3401	6369.6302	76.47
2 Doug Roth	80	1891.1390	2491.0267	1932.7188	6314.8845	75.81
3 Phil Schacht	78	1897.7183	2419.6278	1699.7055	6017.0516	72.23
4 Harry Barr	80	1618.2398	2509.2541	1783.9694	5911.4633	70.97
5 Mike Jones	12	1832.3494	2533.0033	1505.6442	5870.9969	70.48

### Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Chandy Clanton	80	2836.5000	3912.2525	2919.4000	9668.1525	79.57
2 Don Nelson	12	2444.3000	3112.0675	2457.4000	8013.7675	65.96

## Calendar of Events

### October

10-11 Borrego Akrofest — Borrego CA — IAC Ch 36  
dick@rhino-dps.com (www.iac36.org)

19 **Chapter 38 Monthly Meeting**  
"An afternoon on the USS Hornet"  
Details to follow via e-mail

### November

6-9 Tequila Cup, Tucson AZ—Contest  
m.hollandSAAC@worldnet.att.com

9 **Chapter 38 Monthly Meeting**

### December

5-6 AZ St Championship, Casa Grande AZ, Contest  
mwold@lobodos.com

13 **X-mas Party: Alan Silver's House**

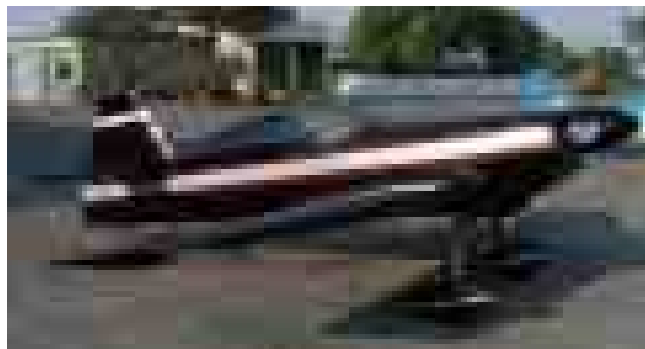
Wanna know what it takes to land an F-18 on an aircraft Carrier? **Show up at the October chapter meeting.**



Harry Hirshman and Dave Walkup explain about life onboard aircraft carriers (picture from last years meeting)

## Classified Ads

### G-200 for sale



**G-200** - 155TTSN, like new, factory-built, 230HP Lycon, MT prop, striking black/silver/maroon paint scheme, fabulous performance, fresh annual, \$125k, Dallas Marckx 503.582.8797 or dmarckx@chinookpowertech.com.

## Show Your Chapter 38 Pride - Buy Logo Wear

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

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
<b>Total</b>	_____

Make Check Payable to:  
**Northern California  
Aerobatic Club**

Mail to:  
**Bradley Oliver, Treasurer**  
664 Moraga Dr  
Livermore, CA 94550

## IAC Chapter 38 Membership Application/Renewal Form

Send with check, made payable to "International Aerobatic Club Chapter 38", to:

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
 E-mail 1: \_\_\_\_\_ E-mail 2: \_\_\_\_\_  
 IAC #: \_\_\_\_\_ EAA #: \_\_\_\_\_  
 Certificate #: \_\_\_\_\_  
 Judge:  Regional  National      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)

Brad Oliver, IAC38 Treasurer      664 Moraga Dr.      Livermore, CA 94550



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



### Chapter Meeting:

October 19th, 2003

"An afternoon on the USS Hornet"

(Details to follow via e-mail and www.iac38.org)