



The ACronaut

Volume 6 - Number 10

Prez' Post

Darren Pleasance



Greetings Chapter 38ers

New Aerobatic Box

Well finally, after nearly two years of frustration, we appear to have an aerobatic box option for us to practice in and get critiqued. As many of you may have seen on the aerobatic exploder, Spencer Suderman (IAC38) and David Platt have been searching for an aerobatic box for use by aerobatic pilots throughout California. As luck would have it, Spencer and Dave found Eagle Field, a small, restricted-access airport near Firebaugh, CA (78 nm SE of Livermore) that has an owner who is an aerobatic enthusiast and is keen to have us use his airport. They're in the process of applying for an aerobatic waiver so it's not completely a done-deal yet, but there are no airways nearby so even without a waiver, we can practice above 1,500 feet AGL.

The airport has fuel and food on site and the owner (Joe Davis) is hoping to use the income from our use of his airport to help provide additional improvements to the field, including repaving some of the older taxiways and the parking area. As you'll see later in this month's newsletter, the runway itself is 2,300 feet long, with overruns on both ends so it should be plenty long and wide for just

about everyone.

As luck would have it, Spencer has arranged for an "open-house" on the same day as our Chapter meeting this month (October 9th) so we are planning to have a fly-out to this airport. I hope most of you are able to attend and I encourage those of you with more than one seat to make it available to any of our non-aircraft owning Chapter members. I'll be sending out details for the fly-out in the week before the event, though I would imagine we'd be heading down there sometime mid-morning on Sunday and returning mid-afternoon. Please RSVP to Spencer Suderman and to me if you are able to attend (spencer@spencersuderman.com; or 818-231-4563) so we can coordinate our flight down.

Tracy Box

In related news, the saga continues on the Tracy Aerobatic Box, with us receiving a call in September notifying us that the National FAA Airshow representative was looking into our situation with an ingoing sense that we were being treated quite unfairly. As such, we'll also continue to pursue Tracy and/or other more local options to supplement our new found option at Eagle Field.

(Continued on page 5)

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◆CHAPTER OFFICERS

Darren Pleasance, President
650.212.1806 H
415.318.5145 W
president@iac38.org

Ben Freelove, Vice-President
vicepres@iac38.org

Anil Kumar, Secretary
secretary@iac38.org

Howard Kirker, Treasurer
510.651.6514 H
treasurer@iac38.org

◆DIRECTORS

Cecilia Aragon
510.527.4466 H
aragon@dcai.com

Marilyn Dash
marilyndash@comcast.net

Andrew Connolly
CONNOLA2@airproducts.com

Gordon Sorensen
916.548.2079 H
916.645.6242 W
twotterdriver@hotmail.com

Angie Niles
Bricket@comcast.net

Peter Jensen
pittss2b@hotmail.com

◆DIRECTORS EMERITUS

Dr. Richard Rihn
510.938.4236 H
rihnaico@aol.com

Jeanette Goodman
209.478.5462

Tom Myers
650.328.2141 H
650.473.0200 x108 W
tom.myers@stanfordalumni.org

◆WEBMASTER

Cris Flint
cris@derbyn.com

◆YOUNG EAGLES

Terry Ridgway
youngeagles@iac38.org

◆NEWSLETTER EDITOR

Peter Jensen
editor@iac38.org

Editor's Column

Peter Jensen



I remember getting weathered in in Fox Field coming home from the Apple Valley contest a couple of years ago. When I landed Bob and Marta Meyer came up to me. I didn't know them that well at the time. I didn't even know they were based at Fox Field. Marta immediately offered to put my plane in their hangar and

myself in their spare bedroom to crash in overnight. The spare bedroom had a bunch of SR-71 paraphenilia. I got the keys for their car, so I could drive myself to the airport the next day. I thought this was an incredible gesture towards a 'stranger', and I will never forget that.

Marta, you will be missed!

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 (10/1/2005)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (10/1/2005)

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
Doug Burr
Alex Drobshoff
Che Barnes
Sean Worthington
Dave Watson

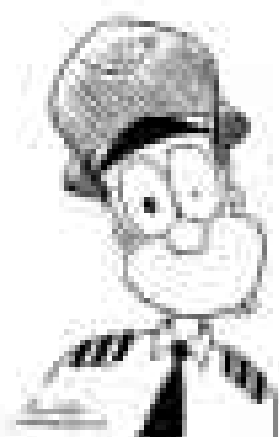
Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

Ben Freelove
Peter Jensen

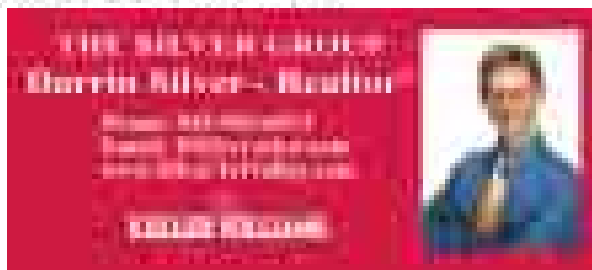
Flying High

Darrin Silver - www.FlyingHighComics.com



This is Roger's impression of:

- A) a dog watching TV
- B) his first glass cockpit checkout
- C) FEMA's response to Hurricane Katrina
- D) all of the above



Heard It On The Ramp

Marilyn Dash

The month of September had some of the highest highs and the lowest lows imaginable. Lets start with the Highs.

Delano

While we didn't ride the beacon this year, we still had a blast. I believe we covered this in last month's newsletter - but in light of the recent events, this was a most memorable Delano.

Eagle Field

Spencer Suderman, the leader of Team Suderman, came up with a great idea. Let's find a place to practice and get critiquing where we are welcome and appreciated.

He took it upon himself to find an appropriate place for us to play. We will be gathering at Eagle Field - a private airport next weekend (October 9th) to check it out and see what we think.

I flew in there yesterday in my Cherokee to check it out. The runway has recently been resurfaced. It's still crumbly on the edges - but usable. It's listed as 2300' long and about 60' wide. I believe it's marked 12X30 and the large X's have been removed and R's have been added.

I used Google Earth to locate the coordinates and entered them into my GPS - this worked great. For those of you planning to attend - it's 36.53'55.18N 120.40.19.75W, Elevation about 157 feet and it's marked with EAGLE FIELD along the runway. Can't miss it! For those of you without the ability to input coordinates into their GPS - it's about midway between Los Banos and Firebaugh.

Google Earth was quite helpful - and it worked. I plan on bringing the Cherokee again next weekend - not sure about landing Ruby there with her wheelpants so low - but will re-evaluate next week.

Reno

The time we spend at Reno before the races begin is about the best time of the year for many of us. The crowds aren't there yet - we have the place to ourselves. It's like going back to summer camp and seeing all your friends again! But better - because there are awesome airplanes EVERYWHERE and we get to fly them.

As many of you know, we have 7 racers on my field at Hayward. We have one Unlimited, one Biplane (me), two Sport Class racers and three Formulas. We were calling ourselves Team Hayward and just having a blast with it! It was more like me and my six big brothers!

My qualifying time was about 4 mph better this year - with no real changes to my plane. So - I must have flown better. Actu-

ally, I flew a lot better and really had a blast. I even cut my first pylon.

However, the final results were no better than last year. So - the question continues - do we spend more \$\$ and do more to the plane or do we have fun in the back of the pack and not worry about it? Only time will tell.

Thanks to all of the Chapter 38 members who came by and showed their support. I really appreciate it.

Marta

Now for the bad news. As everyone probably knows by now, we lost Marta Meyer last month. It was about the most horrible news I've ever heard. No one ever thought we would lose Marta - in a crash. She was the safest of all of us. She knew everything about airplanes, flying, pilot skills, safety, aerodynamics, engineering, etc. and we still lost her.

Her memorial was incredible. There was an enormous amount of support from all of the California Chapters. The segment of the ceremony where people got up and spoke about their memories of Marta was heartwarming. But the person who really showed me his depth was Bob Meyer.

Bob gave an incredible speech. So many people were asking him what they could do - so, he made a list. Basically, he asked that we continue her work. We should continue introducing kids to aviation and the sciences. We should continue volunteering to help at contests, we should continue learning about our airplanes, we should continue striving to be the best, we should continue to fly safely and we should continue to support each other.

I know that I will never forget Marta. She touched me so deeply with her kindness and friendship that I will forever have her memory. I had no idea that when I saw her at Delano, it would be the last time for us.

Be careful out there.

*Marilyn Dash
Ruby Red Racing*

Marta R. Bohn-Meyer In Loving Memory



Marta Bohn-Meyer Memorial Fund

Bob Meyer and family have set up a fund in the memory of Marta. One of Marta's passions in life was getting young women involved in the sciences. She gave many talks to many young women over the years, passing along her interest, knowledge, and the importance of women in the sciences. Bob would like to honor Marta's passion through a Memorial Fund that would provide capitol for scholarships and education programs for young women interested in science. Bob has requested no flowers at Marta's memorial services and would appreciate a donation to her fund instead. The Memorial Fund has been set up at Bank of America. You may go to any location to make a donation. Please provide the following:

Account # 2469941400

Routing #121000358

and make the contribution to Marta Bohn-Meyer Memorial Fund.

(Continued from page 1) - Prez' Post

Elections

In other news, let me plant the seed now that Chapter elections will be coming up next month and I'd like to encourage all of you who are interested in playing a leadership role in the Chapter to throw your hat into the ring. We'll have all the Officer positions up for election, as well as three Director positions. There are also lots of informal, volunteer roles such as Contest CD, newsletter editor (I'm sure Peter would like some help), Community Outreach, etc. that provide great opportunities to contribute. The Chapter is as healthy as its ever been with an active and growing membership so there's tons of opportunity and reason to get involved and help us maintain our momentum. As such, I hope you'll give serious consideration to playing an active role in our Chapter this coming year.

Marta Meyer

Lastly, I'd like to extend my and the Chapter's deepest sympathies to Bob Meyer for the recent loss of his wife, and our friend, Marta Meyer. As many of you know, Marta lost her life in mid-September in an unfortunate accident in Yukon, OK while practicing for the U.S. Nationals aerobic competition. Marta was an amazing person, with not only great personal and professional accomplishments, but also terrific contributions to the community and to helping inspire young women to get into aviation and the sciences. To preserve Marta's memory and keep her life's aspirations alive, Bob has established the Marta Bohn-Meyer Memorial Fund. The details for contributing to this fund can be found later in this newsletter. Our Chapter will also be finding some way to appropriately honor Marta's memory going forward. Marta, we'll miss your infectious energy, inspirational leadership, and the positive impact you've had on the people who knew you.

Blue skies...

IAC38 Elections

Peter Jensen

It's time to start thinking about the chapter elections for 2006. We will have elections at the November chapter meeting. All officer positions (President, Vice President, Treasurer, and Secretary) as well as three director positions are up for grabs. The three outgoing directors are:

Gordon Sorensen
Cecilia Aragon
Peter Jensen

If you are interested in getting more involved now is the time!

Grand Opening Of Aerobatic Oasis @ Eagle Field

Spencer Suderman

You are cordially invited to fly to the GRAND OPENING of the "Aerobatic Oasis" located at Eagle Field Airport in Firebaugh, CA on Sunday October 9th, 2005. Lunch will be provided.

There is a marked aerobatic box on the airport. This is an excellent opportunity to be critiqued in a box the week before the Borrego Springs contest.

Eagle Field (Identifier CL01) is located on the San Francisco sectional at:

N36°54'00" W120°40'00"

The runway (12-30) is 2300' x 60' wide asphalt in good condition. There is an 800' dirt over run at each end. The prevailing winds favor runway 30, right hand traffic. There is a single paved taxiway that bisects the runway. The runway, run-up area and ramp will be vacuum cleaned by a cleaning service prior to the arrival of our planes to minimized FOD. Fuel is available at prevailing prices.

Please RSVP no later than October 2nd to Spencer Suderman by email at spencer@spencersuderman.com or call 818-231-4563

Background

Eagle Field was built during World War 2 as a primary flight training facility for army pilots. Today it is owned by Joe Davis who has the dream of restoring the field to its original form in order to preserve a piece of history at a working airport. Mr. Davis is interested in the sport of aerobatics and facilitating aerobatic practice (and contests, eventually) at his airport.

The going forward plan is a monthly recurring aerobatic practice and critique session on the last weekend of every month. A nominal fee will be charged for use of the box and meals will be served all weekend long.

There will be overnight accommodations for those wishing to spend the whole weekend. All funds will be used to restore the buildings (many of them are still standing from WW2) and cover the cost of runway and ramp maintenance and im-

provements.

More information can be found at <http://www.eaglefield.org/>

Requirements

In order to fly in the box at Eagle Field, the airport owner must be named as an additional insured on your policy. Insurance companies do not typically charge a fee to add an additional insured but it may take a few days or weeks to complete the request.

Joseph Davis/Eagle Field Airport
11100 W. Eagle Ave.
Firebaugh, CA 93622

Your insurance company will mail the binder directly to Mr. Davis but bring a copy anyway (Just in case).

All pilots must sign a liability waiver prior to performing aerobatics in the Eagle Field box.

FAA

The only activity that will require an FAA waiver is aerobatic flight below 1500' AGL per FAR 91.303(e). That application has been sent to the FAA but due to the speed of government, the waiver may not be issued by October 9th. The Norcal TRACON must be notified of the activity and has asked that transponders be kept operational while flight operations are commencing.

How did this happen?

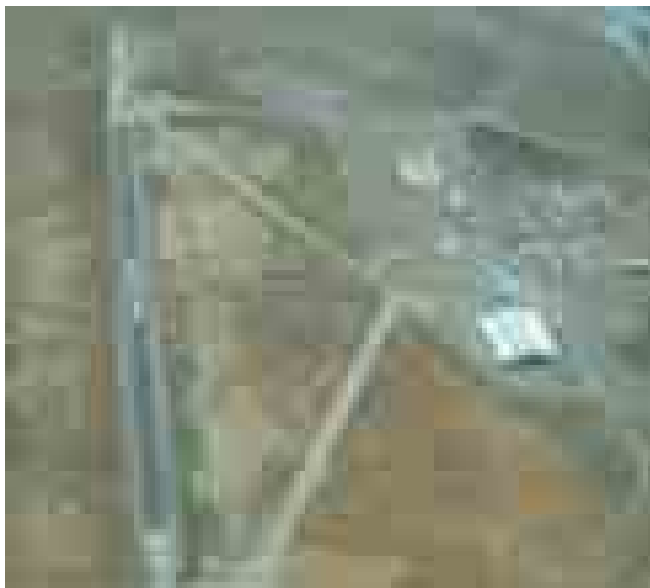
Working closely with my Pitts partner, David Platt, we have been brainstorming solutions to the problem of the ever-vanishing aerobatic box. We have spent countless hours researching potential sites to create an aerobatic haven. We finally found Eagle Field and its incredibly accommodating owner.

Eagle Field is a wonderful place with a rich history. There are many restored war relics and a wonderful museum. You can almost feel the presence of those who flew there in the past. During a recent visit to Eagle, I took the photos attached below.

Please RSVP no later than October 2nd to Spencer Suderman by email at:

**spencer@spencersuderman.com or
call 818-231-4563**

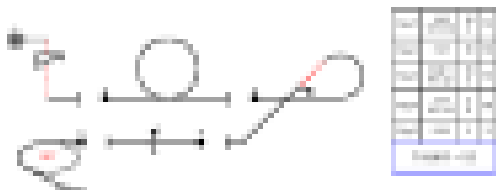
Spencer



2006 Proposed Knowns

Peter Jensen (source www.iac.org and www.fai.org)

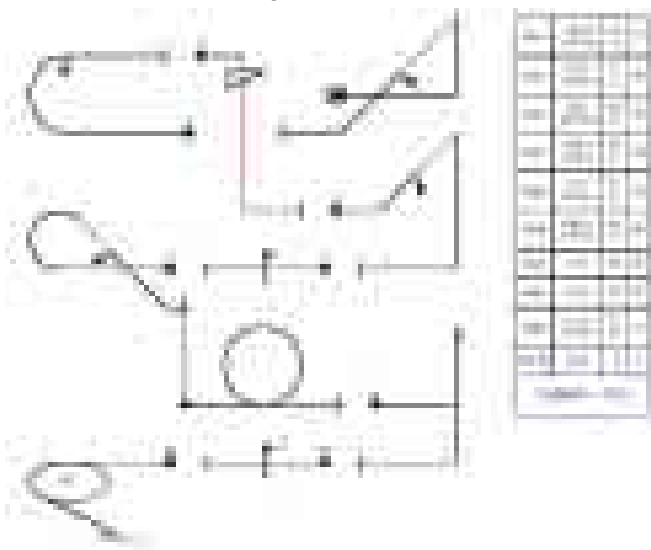
Primary



The proposed 2005 Knowns for Primary, Sportsman, and Intermediate can be found on the www.iac.org web-site.

For the Unlimited and Advanced the Knowns will most likely be selected to be the same as the ones selected by CIVIA in November. I looked for the various proposals, and only the British proposal seems to have a suggestion for the Advanced Known to be used at the AWAC.

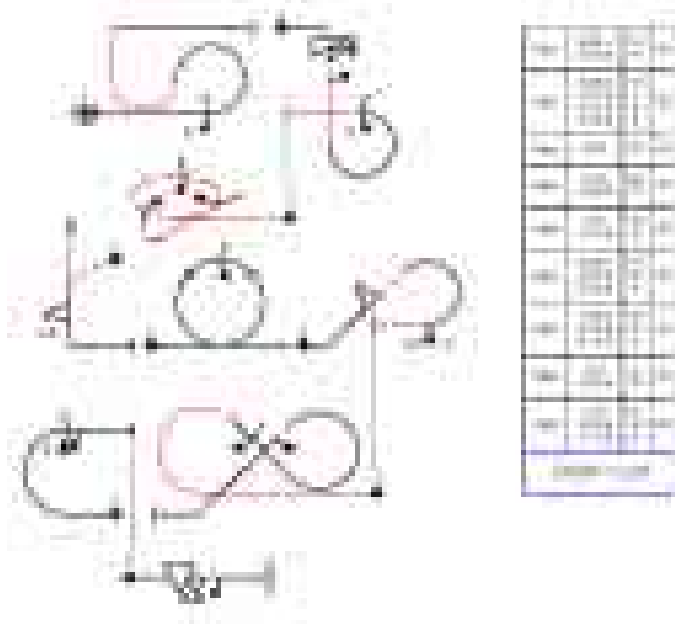
Sportsman



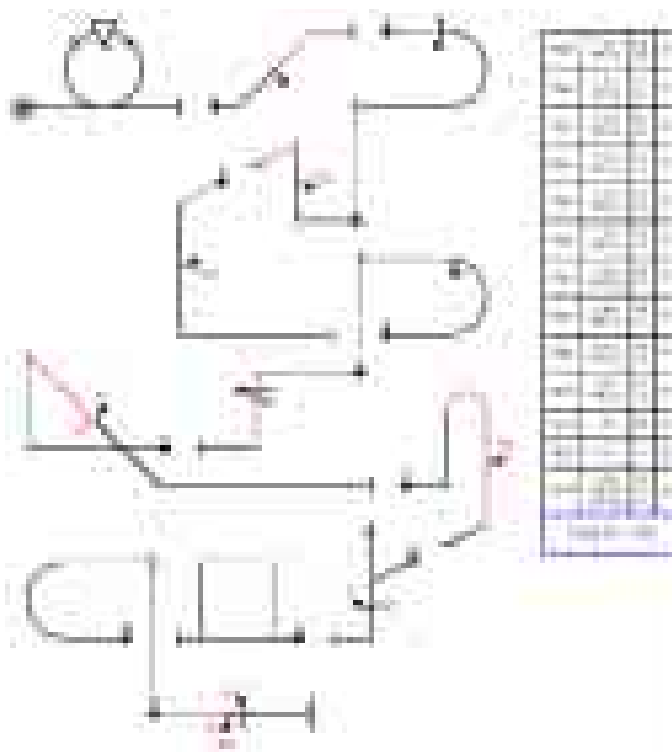
In addition to proposals for the Knowns, the proposals also suggest rule changes. They are definitely worth a look. They can be downloaded from:

<http://www.fai.org/aerobatics/documents/proposals>

Advanced (British Proposal)



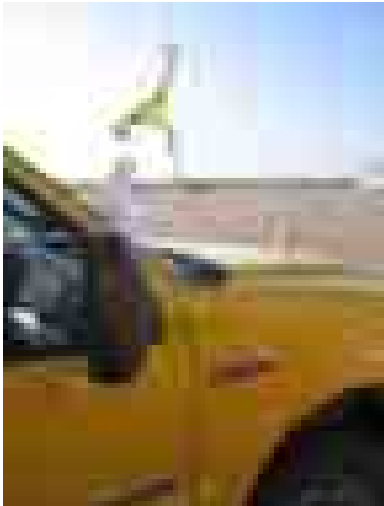
Intermediate



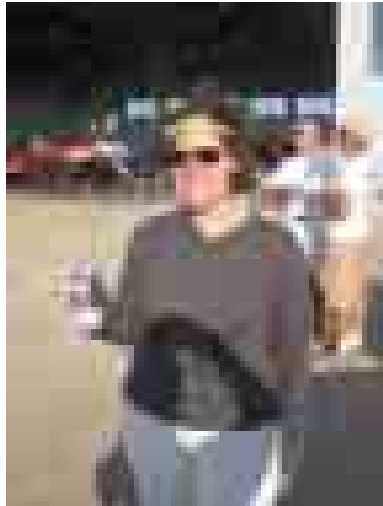
Alternative Thong Uses

Source: Team Tinto (www.usnationals.net)

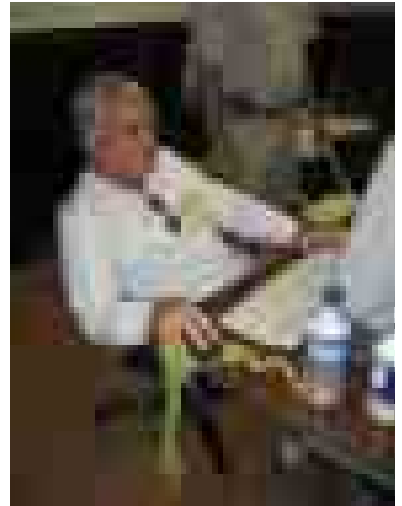
I came across this hilarious page on www.usnationals.net. For more uses, and background on where the thong came from visit: www.usnationals.net



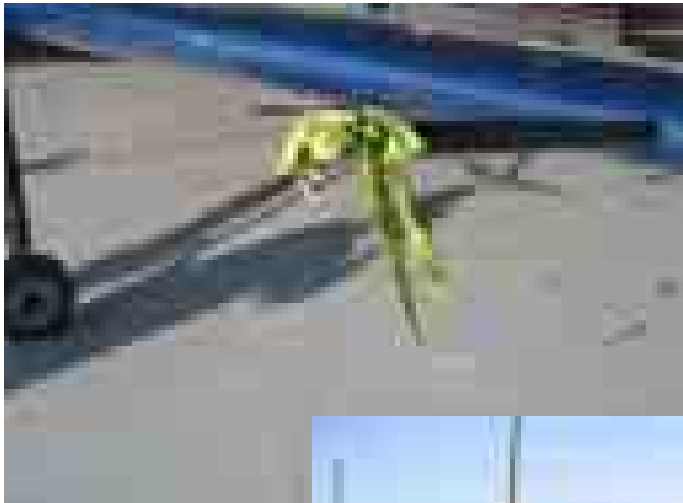
Car Aerial Flag



Robert Armstrong Custom Headband



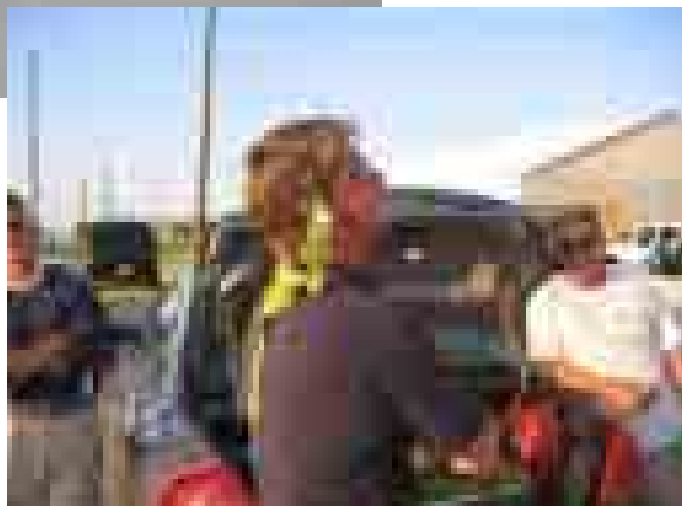
Mouse Pad



Pitot Cover



Time Card



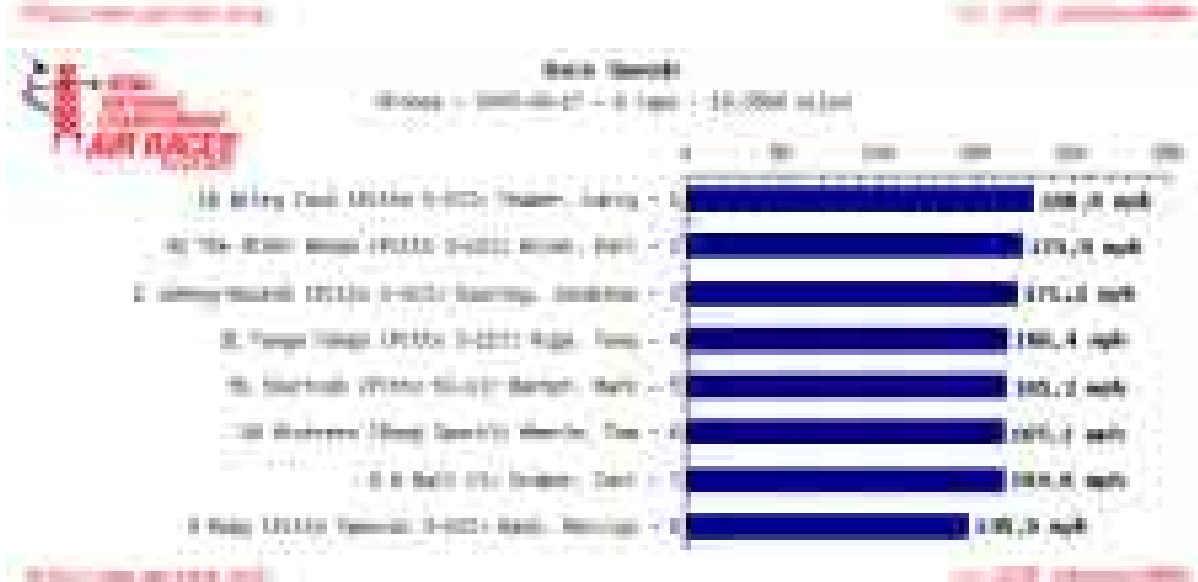
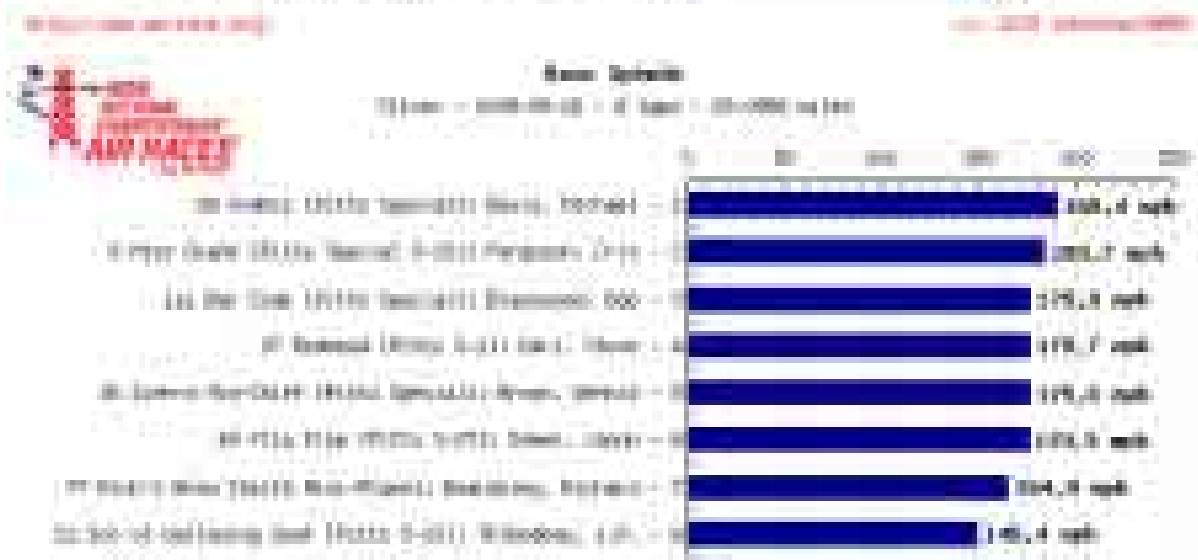
Eyeglass Holder String



Boot Polishing

Reno Airraces Results

Peter Jensen (source www.airrace.org)



Contest Results

Peter Jensen (source www.usnationals.net)

2005 US Nationals Championships September 25-30, 2005

Grayson County Airport, Denison, TX
Contest Director: Cliff Hurlay

Primary

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Sam Tillemann		357.668	361.850	392.953	1112.471	82.41
2 Joe Stockhausen		349.298	369.379	375.202	1093.879	81.03
3 Robert Bismuth		381.889	325.897	359.256	1067.042	79.04

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Jason Dusel		1172.920	1214.057	1253.848	3640.825	83.70
2 Joe Haycraft		1101.267	1247.081	1245.540	3593.888	82.62
3 D R Bales		1137.660	1176.706	1200.475	3514.840	80.80
4 Howard Kirker		1129.304	1167.272	1184.681	3481.257	80.03
5 Andy Macha		1141.100	1141.020	1147.987	3430.108	78.85
6 Brian Dierks		1148.776	1123.558	1114.348	3386.681	77.85
7 Danny Dueswall		1087.298	1093.573	1115.144	3296.015	75.77
8 Kelly Pietrowicz		1072.043	1126.691	1073.183	3271.917	75.22
9 Tom Rhodes		455.271	1127.548	1225.464	2808.283	64.56
10 Jay Hanson		928.257	798.755	851.709	2578.721	59.28

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Doug Bartlett		1764.393	1743.967	1312.994	4821.354	85.33
2 Reinaldo Beyer		1789.759	1694.792	1318.613	4803.165	85.01
3 Bud Judy		1725.084	1690.376	1319.483	4734.943	83.80
4 Mike Plyler		1682.729	1689.925	1271.119	4643.773	82.19
5 Neil Griffin		1742.558	1636.530	1259.054	4638.142	82.09
6 Bill Denton		1692.174	1637.647	1272.983	4602.803	81.47
7 Mark Jacobson		1724.041	1643.766	1223.586	4591.393	81.26
8 Tom Adams		1756.305	1699.967	1084.699	4540.970	80.37
9 Bill Gordon		1691.383	1628.651	1184.273	4504.307	79.72
10 Vicky Benzing		1705.277	1622.422	1171.525	4499.224	79.63
11 Kate Kyer		1674.205	1672.412	1116.231	4462.848	78.99
12 Randy Reed		1679.771	1593.455	1170.760	4443.986	78.65
13 Paul Lopez		1670.500	1553.267	1202.190	4425.956	78.34
14 Charles Graves		1626.676	1607.661	1150.831	4385.168	77.61
15 Wes Warner		1420.093	1250.149	1134.215	3804.457	67.34
16 Ron Barson		1294.236	1370.216	193.256	2857.708	50.58

Advanced (Team Selection)

Rank/Pilot	Known	Unknown1	Free	Unknown2	TBLP Tot.	% PP.
1 Todd Whitmer	2065.77	2527.75	2549.64	2654.34	9797.50	80.84
2 Robert Holland	1899.56	2465.16	2577.85	2536.08	9478.64	78.21
3 Jeff Boerboon	1992.59	2573.92	2612.76	2229.74	9409.00	77.63
4 Robbie Gibbs	1904.39	2402.21	2543.22	2383.93	9233.75	76.19
5 Hector Ramirez	2086.65	2481.89	2614.79	2006.82	9190.14	75.83
6 Walt Plentis	1903.76	2433.52	2519.49	2190.73	9047.49	74.65
7 Don Peterson	1847.97	2362.10	2560.28	2257.88	9028.22	74.49
8 Mike Galloway	1906.47	2155.38	2545.41	2415.88	9023.15	74.45
9 Steve Johnson	1897.87	2096.72	2571.66	2425.39	8991.63	74.19
10 John Coffey	1880.33	2392.62	2460.61	2211.07	8944.63	73.80
11 Robert Freeman	1973.34	2233.45	2186.40	2518.95	8912.14	73.53
12 Patrick Clark	1806.14	2276.28	2578.77	2233.11	8894.30	73.39
13 Craig Dobesh	1753.36	2148.50	2541.29	1914.32	8357.48	68.96
14 Herman Dierks	1661.73	1864.54	2410.59	2203.96	8140.81	67.17
15 Klayton Kirkland	1805.72	1682.56	2345.96	2211.74	8045.98	66.39
16 Jeff Stollenberg	1686.36	1904.16	2338.38	1840.49	7769.39	64.10
17 Doug Sowder	1871.85	751.55	2513.51	2380.64	7517.55	62.03
18 Tony Wood	1826.78		1658.58	1801.23	5286.58	43.62

US Nationals had 78 competitors, and quite a few from chapter 38. Howard Kirker, Vicky Benzing, Todd Whitmer, Allyson Parker-Lauck, and Norm DeWitt all made the journey to Texas. Todd made us proud by winning the Overall Advanced Team Selection for the 2006 AWAC.

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Hector Ramirez		2086.645	2481.887	2614.787	7183.319	81.17
2 Jeff Boerboon		1992.588	2573.919	2612.757	7179.264	81.12
3 Todd Whitmer		2065.765	2527.749	2549.641	7143.155	80.71
4 Robert Holland		1899.560	2465.159	2577.845	6942.564	78.45
5 Walt Plentis		1903.756	2433.523	2519.491	6856.769	77.48
6 Robbie Gibbs		1904.390	2402.212	2543.222	6849.824	77.40
7 Don Peterson		1847.971	2362.098	2560.278	6770.346	76.50
8 John Coffey		1880.326	2392.617	2460.613	6733.556	76.09
9 Patrick Clark		1806.137	2276.281	2578.773	6661.191	75.27
10 Mike Galloway		1906.474	2155.382	2545.408	6607.264	74.66
11 Steve Johnson		1897.867	2096.722	2571.659	6566.248	74.19
12 Craig Dobesh		1753.364	2148.505	2541.290	6443.159	72.80
13 Robert Freeman		1973.342	2233.451	2186.402	6393.194	72.24
14 Julia Wood		1677.689	2084.001	2454.493	6216.183	70.24
15 Sergey Prolagayev		1796.280	2020.893	2299.349	6116.523	69.11
16 Herman Dierks		1661.731	1864.535	2410.590	5936.856	67.08
17 Jeff Stollenberg		1686.362	1904.157	2338.379	5928.899	66.99
18 Klayton Kirkland		1805.722	1682.561	2345.956	5834.239	65.92
19 Lynn Heffley		1713.391	1853.834	2243.241	5810.466	65.65
20 Mike Forney		1476.768	1720.618	2377.990	5575.376	63.00
21 Doug Sowder		1871.854	751.548	2513.507	5136.909	58.04
22 Tony Wood		1826.776		1658.576	3485.352	39.38
23 Justin Anderson		1985.435			1985.435	22.43
24 Alex Bruhn		1830.534			1830.534	20.68

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Kirby Chambliss		2523.070	4176.135	2747.743	9446.948	86.67
2 Michael Racy		2546.860	4043.573	2608.432	9198.865	84.39
3 Zach Heffley		2434.114	4064.037	2613.901	9112.052	83.60
4 Dan Clark		2362.667	3913.858	2726.283	9002.807	82.59
5 David Windmiller		2369.798	3959.727	2625.795	8955.319	82.16
6 Hubie Tolson		2448.582	3901.920	2567.932	8918.434	81.82
7 Vicki Cruse		2365.634	3831.966	2509.852	8707.452	79.88
8 Greg Howard		2306.926	3787.115	2591.322	8685.363	79.68
9 Allyson Parker-Lauck		2367.181	3915.614	2339.996	8622.791	79.11
10 Mike Rinker		2477.997	3446.885	2694.347	8619.229	79.08
11 Norm DeWitt		2238.096	3797.152	2263.088	8298.336	76.13
12 Alan Bush		2291.560	3863.185	2107.510	8262.254	75.80
13 Pete Eslick		2263.049	3628.959	2305.603	8197.611	75.21
14 Ann Marie Smith		2049.283	3063.920	1660.984	6774.186	62.15
15 Goody Thomas		2268.955	3866.847		6135.802	56.29

Glider Intermediate


Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Bennett Merrimon		1139.348	949.498	1142.236	3231.082	72.77
2 Scott Kolowski		1134.358	876.186	1159.916	3170.460	71.41
3 Tom Dowd		1224.643	759.544	1110.591	3094.777	69.70
4 Dennis West		1049.613	760.795	797.024	2607.432	58.73
5 David Bachler		682.785	871.371	983.294	2537.450	57.15

Glider Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	Total	% PP.
1 Michael Fitzsimmons		952.659	837.801	948.374	2738.834	77.81
2 Matthew Olt		916.451	809.400	878.567	2604.418	73.99
3 Chris Ross		916.969	702.366	972.305	2591.640	73.63
4 Jerry Coonrad		918.162	787.868	752.558	2458.587	69.85
5 Brady Cillo		757.917	768.742	874.622	2401.282	68.22

Calendar of Events

October	9	Eagle Field Grand Opening - 10am
	9	Chapter Meeting - 4pm
	14-15	Borrego Akrofest, San Diego, CA <i>N77TW@aol.com</i>
November	3-6	Tequila Cup Contest, Tucson, CA <i>mic@MicroImportService.com</i>
	13	Chapter Meeting - 4pm
December	2-4	AZ State Championship Contest <i>(proposed dates)</i>
	??	X-Mas Party



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Name: _____ Spouse: _____

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City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

E-mail 1: _____ E-mail 2: _____

IAC #: _____ EAA #: _____

Certificate #: _____ EAA Expiration Date: _____

Judge: Regional National

Competition: None Basic Sportsman Intermediate Advanced Unlimited

Aircraft: _____ N #: _____

Referred By: _____

Dues: Single Membership (\$25/year) Family Membership (\$30/year)

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



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



Chapter Meeting:
Sunday October 9th, 2005, 10am
Eagle Field, Firebough
See Details page ??