



The ACronaut

Volume 7 - Number 2

Prez' Post

Darren Pleasance



12th, our Chapter meeting on the 12th as well, and the SWAN Safety Seminar in Marysville on the 19th. I hope you're able to join us for all of these.

At our last meeting, in addition to having some fun designing an Intermediate Free, we also talked a lot about the strong desire of the group to conduct several practice sessions over the next few months to not only improve our individual skills, but also to provide many of our first-time competitors and/or new aerobatic enthusiasts, an opportunity to experience some coaching outside of the stress of a contest. We appear to have several venue options in front of us for doing this ranging from Eagle Field, Calaveras County, New Jerusalem, and perhaps even Tracy, believe it or not. As such, we're moving forward with a plan to schedule at least two such "practice days" in the next couple of months and then try to get as much Chapter participation as we can.

Speaking of the Tracy Box, the Oakland FSDO got back to me about three weeks ago and asked

(Continued on page 7)

We have a busy month ahead of us with Judges School in Hayward on the 11th and

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2006 Membership Dues

Just a gentle reminder To simplify the bookkeeping, we levy Chapter dues on a calendar-year basis, Jan 1 - Dec 31 -- so this year's payment is NOW DUE! Please use the form on the last page, or go to the Website and you can link to Paypal (use the 'About IAC 38' tab), to renew or start your membership for 2006 -- and continue to enjoy the many benefits membership provides, including Chapter meetings and events, NewJ box usage, and newsletter notification, to name a few. \$25/year, or \$30/year for a family. Please provide all requested info/updates on the form. Thanks!

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Editor's Column

Peter Jensen



This is my last newsletter as IAC38 Editor. It's time for some new blood and new perspectives (I've been doing this for the past three years). Che Barnes has stepped up and I'm sure he'll bring a new fresh, enthusiastic view for everybody to enjoy.

Being the editor, has given me a good insight into our community, and has been a very rewarding job. I can definitely recommend this position to anybody that's inclined to actively participate in chapter activities.

Of course, my job has been made easy, by several regular contributors; both past (Angie Niles) and current president (Darren Pleasance) has shared their insights and summaries of what's going on in the chapter every month. Writing this summary is no small task, but I believe it is a core part of any chapter newsletter, and I'm thankful that they have taken the time.

Marilyn Dash has tirelessly been sharing her unique insights and knowledge about what's going on in our community in general. She's plugged into pretty much anything that's worth knowing about, and has been an extremely valuable resource for newsletter content, primarily through her monthly 'Heard It On The Ramp' column. Marilyn, I hope you'll continue to share of your 'horn-of-plenty' knowledge.

Also, we're very fortunate to have Darrin Silver share his unique Flying High cartoon with us every month. Darrin's pilot background combined with his artistic skills gives us a good laugh every month.

This newsletter has a good collection of content: Andrew gives us tips about using the upper wing tank. I cleaned up the chapter Intermediate Free from the January meeting and the result is here. Also, I found an interesting article from the 'Technical Tips' IAC collection, about flying the loop. There's a slew of major upcoming events; Judge's school, Reno Stead Mini Fest, Sacramento Airshow, and the Copperstate championships in AZ. The details about all of those is in here.

Enjoy this newsletter, and thanks for reading...

Peter

Flying High

Darrin Silver - www.FlyingHighComics.com



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Safe Use Of Pitts Upper Wing Tanks

Andrew Connolly

A lot of Pitts Specials have an additional wing tank located in the centre of the upper wing. This is great for cross-countries when that extra 5 gallons gives at least some piece of mind when planning legs and alternates. But for most of the time the tank is just an empty container that we take for a wild ride every time we go out and practice boring holes in the sky. It typically gets used very rarely ... maybe just a few times a year when on a cross country to a contest.

I know, with how we use 7-PS, it can be several months between uses as most of the flying is local to LVK. But when you fill it up you want to be sure it will work and increase the safety of your flight not reduce it.

The following are a few tips for making sure the ferry tank in your plane is not going to cause more problems than it's worth. This is for a typical Pitt's upper wing tank, but some of the ideas may be applicable to other planes and tank installations.

- Preferably a day before you plan to fly, make sure the valve to drain fuel into the main tank is closed and fill the upper tank with a gallon or so of fuel and rock the wings to slosh the fuel around well. Drain the tank fully into a clean bucket out of the tank low point drain. Watch it drain and check it's clear and clean.
- Hopefully we now know we have a clean tank ! Fill the tank with fuel and top off and install fuel cap ... check cap fits and locks in place and retire to bed dreaming of the inevitable up-coming contest victory.
- Returning the next day take a good look around the upper wing tank area for any leaks. Fuel dripping out of the wing is not good, but also look for any "blue" staining along the wing trailing edge that could indicate a leak.
- Remove fuel cap and check the level in the upper tank. It should be the same. If it is n't, then it's a good sign the drain valve to the main tank is leaking by. The valve probably has some O-rings that are dried up and need changing.
- Hopefully you did not top off the main fuselage tank and have room to drain the top tank into the main tank. Drain the upper wing tank into the main tank to make sure it will transfer. Gravity is always a given, but it's nice to know its still there when you need it. Check the upper tank did empty fully ! When you are counting on those 5 gallons it's always nice to know you will get them.
- OK, We should now have a clean, leak free tank with a drain valve that does not leak by, but will drain the upper tank into the main tank when we want it to. Fill'er up,

top'er off, fire up the beast and you'll stand a better chance of at least getting to the contest ... if you don't get there, you can't win or even come last for that matter.

- Finally, on the way when the time comes to drain the upper tank into the main, pick somewhere where if it all goes horribly wrong you can make an emergency landing ... over a airport enroute is always a good choice. Within gliding distance of the emergency landing area (that would be directly above it regardless of altitude in a Pitts) drain the tank into the main, loiter suspiciously for a minute or two and continue happily on your way.

Safe Flying – 7PS

Andrew

2006 IAC38 Intermediate Free

Peter Jensen

Last year, we collaboratively designed an Intermediate Free at a chapter meeting. We came up with a pretty good sequence that many real members used in real contests! At the January chapter meeting we did it again. We came up with a rough outline for a 2006 version. The sequence was designed with a Decathlon in mind, and many members contributed with ideas and experience.

I went home and added a few things to make the K add up to 190. Specifically, here's what I added:

1. On figure 2 - the hammerhead - I added a half roll up and a half roll down.
2. On figure 3 - The half cuban 8 - I added a 2 point roll at the bottom.
3. I added figure 12 - an inverted 180 turn
4. I added figure 13 - a 4/8 8 point roll from inverted to upright.

I'll make this free program available as a Visio and a PDF file on the IAC38 web-site shortly.

When coming up with the sequence we relied heavily on Allyson's excellent list of freestyle tips. A complete list of these tips can be found in the February 2005 issue of this newsletter - available on www.iac38.org

Peter

2006 IAC38 Intermediate Free

Peter Jensen

Fig #	TIME (MM:SS)	REV	REV
Fig 1	0:00	1	1
Fig 2	0:05	1	1
Fig 3	0:10	1	1
Fig 4	0:15	1	1
Fig 5	0:20	1	1
Fig 6	0:25	1	1
Fig 7	0:30	1	1
Fig 8	0:35	1	1
Fig 9	0:40	1	1
Fig 10	0:45	1	1
Fig 11	0:50	1	1
Fig 12	0:55	1	1
Fig 13	1:00	1	1
Fig 14	1:05	1	1
Fig 15	1:09	1	1
Total (1:09)			

WWW.IAC38.ORG

Introduction to Aerobatic Judging

Sponsored by
Northern California Aerobatic Club
IAC Chapter 38
February 11-12, 2006

Instructor:

Alan Geringer

Location:

West Valley Flying Club
Hayward Airport (KHWD)
www.wvfc.org (for directions)

Time:

Registration: 8:00a-8:30a (coffee and doughnuts)

Class: 8:30a-5:00p

Saturday night: Group Dinner (Dutch) - if interested

Sunday afternoon: We will provide time to work on the Judges Test and Chapter 38's Chapter Meeting will follow the Class

Costs:

Two Day - Introduction to Aerobatic Judging \$85.00

One Day Only - (Sunday) - Judges Recurrency \$55.00
(Lunch included)

Contact Info:

Marilyn Dash (marilyndash@comcast.net)

Please register by emailing me with details about which class you will be attending.

Hotel Accommodations:

La Quinta Inn Suites-Hayward Oakland Airport
20777 Hesperian Blvd, Hayward, CA
510-732-6300

Please NOTE:

The IAC no longer sells the IAC Contest Rule book and/or the FAI Catalogue.

Darren has taken the initiative to have 15 rule books printed and bound. They will be available for sale at the Judge's school for \$30. Alternatively you can download and print it yourself:

IAC Contest Rule Book: www.iac.org/

FAI Aresti Catalog: www.fai.org/aerobatics/catalog/

IAC Rule Book - Now Available

The 2006 IAC contest rule book (aka. The Red Book) is now available for download on the www.iac.org website:

<http://members.iac.org/contests/rulebook.html>

2006 Judges Revalidation Exam

If you're already a regional judge and wish to be active in the 2006 season, you must fulfill the following requirements:

1. Pass the 2006 Judges Revalidation and Currency Examination.

And any one of these:

1. Have been a grading judge for thirty (30) flights during 2005. Equally acceptable will be judging 25 flights provided at least 5 flights were Advanced or Unlimited Free Programs.
2. Have attended an Advanced Judging Criteria Seminar or the recurrency portion of an Introduction to Aerobatic Judging class in the past 2 calendar years.
3. If you haven't attended a class within the past 2 years, you'll need to attend an approved IAC Judges School (no verbal exam necessary).

National Judges must attend a Judges' Recurrency or Advanced Judging Criteria Seminar at least once every 3 calendar years. If a National Judge does not meet this recurrency requirement, they will revert back to a Regional Judge until the requirements of this paragraph are met.

A minimum score of 80% is required to successfully pass the current IAC Judges Revalidation and Currency Examination.

The Revalidation and Currency Examination is available online, with immediate feedback. Check out:

<http://members.iac.org/judges/exams.html>

Note: I checked today, (1/31) and the exam is still indicating the 2005 version. A new version should be available shortly, I would imagine.

Peter

Introduction - A Loop 'Secret'

Sam Burgess - Contributing Editor

Editor's Note: I found this article in the 'Maneuvers' section of IAC's Technical Tips Manual IV. The article is undated, but probably ~25 years old. It's interesting how little some things have changed.

-Peter

IAC Editor Jean Sorg is collecting stories from contributing editors, competition pilots, judges or any one else with a tip on performing simple and intricate aerobatic maneuvers and they're entitled, "HOW TO FLY." Well, how many books have been written on this theme, plus many excellent ones on aerobatics? But, what Jean is after are "tricks of the trade," "secrets," "how tos," etc. for the grass roots contestant and perhaps for the old-timers to take notice too.

First of all, during hangar sessions when a pilot - seasoned and student alike - comes up with, "Now when I first learned to fly . . .", I always counter with, "I'm still learning, aren't you?" If you ever stop you better hang it up.

Jean's idea - which was not hers alone but was a result of considerable input from IAC Tech Safety Chairman Fred Cailey and IAC President Mike Heuer - is really a story on the evolution of the IAC. Back in the late 60s the majority of competitors were airshow pilots and guarded their esoteric flying techniques with closed mouth tenacity and would not reveal the mechanics of performing the figures for the evolving sport of competition aerobatics.

Attending my first contest in 1968 in a Great Lakes at Oak Grove, Texas, I couldn't get anyone to talk to me far less entrust me with the mysteries of a Hammerhead, vertical roll, inverted flight, etc. Four of us neophytes hired an instructor for a short course before the contest but the attitude of our professor was, "Why should I teach these guys what it took me years to learn?" This was a selfish, narrow, pompous outlook and an analogy that could have safety of night consequences.

It was partly because of this attitude towards the grass roots

aspiring young competition pilot that Bob Heuer had the guts and foresight to start the IAC. I met Bob and his sons, Mike and Mark, in 1969 when they were touring the country in their Bonanza recruiting pilots desirous of a broader outlook on the sport.

The IAC OFFICIAL CONTEST RULES tell us how the various families of aerobatic figures are to be judged, but for the first-timer something is missing - like, how to move the controls to actually draw those geometric lines of the artistic flight? This is exactly what SPORT AEROBATICS magazine is trying to bring out in this "HOW TO FLY" series approach to an age old dilemma in our sport.

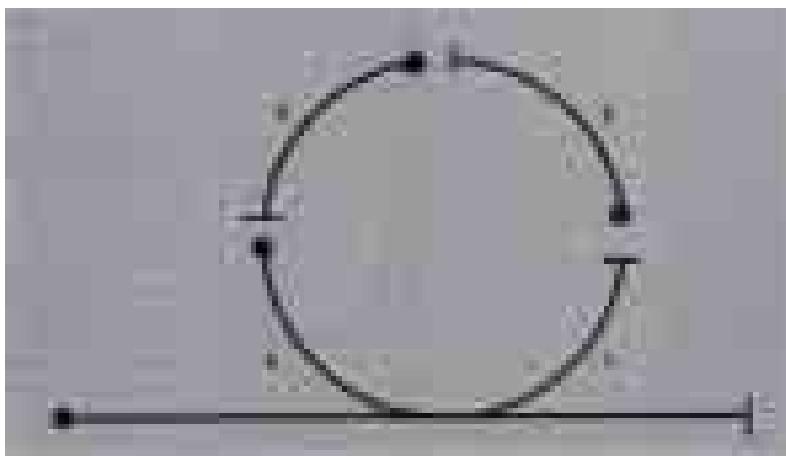
So, what's your secret, Mac? Here's one from me regarding the loop.

The simple loop is a humble looking figure. But try getting a 10! So, let's consider some of the point reducers.

Okay, you start with a 10, you dive to enter (9), you are not on the axis (8), the second quarter segment is not the same as the first (7), you loosen up at the top (6), you pinch the third quarter (5), and you have finished at a higher altitude 141. The K factor is 12. Your score winds up being a lowly 48 for a figure you flew 1200 miles to perform.

Break the loop up into four sections and try and make it ROUND (wind corrected). The first quarter arc will determine how the other three are seen by the judges, You are in the loop a considerable period of time exposing yourself to many point reductions, It is a beautiful figure to watch but will see very few tens.

At Fond du Lac once, I noticed many first time Sportsman pilots were looping like an egg standing on end, wings not level at the top, etc. So, I inquired of some, "What do you look for after the nose comes up above the horizon on the pull up?" Several replied, "I put my head back and look for the horizon again." Herein is their problem.



To fly a ROUND loop you must have visual reference THROUGHOUT its orbit. So, after you first lose the horizon, look out at the wing and use it as a gauge to control your speed of rotation and also to maintain wings level. You will be surprised how many points you will pick up.

A good rule to remember in performing a loop is as your speed (airspeed) increases and decreases so should the movement of the nose. Harold Neumann - 80-years-young - in a 45-year-old Monocoupe gets tens on his loops - so can you if you rubber-neck a little.

ECi Cylinder - AD 2005-26-10

Editor's Note: This is just an informative summary and is not a reprint of the official AD. Owner's are responsible for looking up the official wording of this AD elsewhere. I cannot be held responsible for possible misinterpretations of the below statements.

Last week, I got the above AD in the mail. As usual, it was with some concern that I started reading. Here's a summary:

What's Affected?

Lycoming 320, 360, and 540 series engines with Engine Components Inc. (ECi) cylinder assemblies with part number (P/N) AEL65102 series "Classic Cast" installed.

What Must Be Done?

The cylinder assemblies must be replaced.

When Must It Be Done?

If the cylinder assembly has fewer than 800 hours on 1/31/2006, the assembly must be replaced before 800 hours.

If the cylinder assembly has more than 800 hours on 1/31/2006, the assembly must be replaced within 60 hours after 1/31/2006.

What Does It Cost?

The average cost is estimated to ~\$6,000 per engine, depending on number of cylinders.

Where Can I Get More Info?

Start here:

www.aopa.org/whatsnew/newsitems/2006/060109eci.html

(Continued from page 1) - Prez' Post

some specific questions related to our new waiver application (e.g., "is Tracy Flight Center supportive?"). The questions were quite reasonable and fair so we're in the process of crafting a thoughtful response to them and, with any luck, we may find ourselves with that box back at some point in the coming months. There's still a ways to go before it's a done deal, for sure, so we shouldn't get our hopes up too much, however for the first time in a long time we're seeing progress and indicators that its heading in a good direction.

At last month's meeting, we also agreed we'd like to continue to support Young Eagles as we have in the past, though rather than leading the effort ourselves as we've done in prior years,

we'll instead work to collaborate more proactively with the local EAA Chapter in Livermore and make our airplanes available even if just for static display on days when the EAA is running a Young Eagles day. Andrew Connolly volunteered to lead this effort so please reach out to him to get involved and support this great program.

In terms of other important dates to make sure you have locked on your calendar, let me plant a few reminders:

March 18th: Reno Mini-fest (one day of Sportsman and Intermediate)

March 19th: Sacramento airshow featuring Blue Angles at Mather Field

Many of you have already reached out to me to let me know you'll be participating in these events so all signs are pointing to the next two months being filled with a number of fun and entertaining activities in which I hope you'll all be able to participate.

On the personal front, I continue to work on getting my Laser flying again. The Annual has gone really well so far, but I decided to nix the Haige tailwheel I originally had for a new Aviation Products tailwheel. This change out has taken me a few weeks longer than I'd originally hoped to get it all machined and fitting correctly but I'm on the verge now of having my plane up and flying again soon. Mike Davis is in the process of performing the same tailwheel-ectomy so there's likely to be a couple of Haige tailwheels for sale here soon if you know of anyone that would like one.

On the National front, many of you may have noticed that Rob Dorsey's Stick & Rudder column was labeled as his "last one" in Sport Aerobatics. Unfortunately, Rob had a falling out with the IAC Editor and he felt his writings were being edited too much. Although the Board is trying to take systematic approach to determining what the "right answer" is on this front, Rob felt strongly enough about not wanting the Editorial oversight he was getting that he pulled his articles from the magazine. I'm sure the IAC will be working to see if there's a better resolution to this, while also working to add new writers to the magazine. This is already in the works so please provide me and the rest of the Board with feedback on whether the articles you'll read in the coming issues are as compelling and interesting as you'd like.

On a final note, let me wrap up by reminding you all again of the Judges School next weekend in Hayward as well as reminding you that the Chapter meeting will also be in Hayward right after the Judges School finishes since so many folks will already be there anyway.

I hope you all have your annuals out of the way and are gearing up for a fun set of flying outings in the coming weeks.

Blue skies,

Darren

Reno Stead Mini Fest

March 18, 2006

Region: Southwest
 Location: Reno Stead Airport - locator 4SD, Reno, NV
 Hosting Chapter: IAC 118
 Practice/Registration: Friday, March 17, 2006
 Rain Date: Saturday, March 25, 2006
 Categories: Primary through Intermediate Power
 Contest Director: Tim Brill
 Contact Information: 775-329-3366 (home); 775-232-4881
 (cell); tim@aerobaticcompany.com (e-mail)
 Contest Website: www.aerobaticcompany.com

AZ Copperstate Championship

Coolidge Airport, AZ
 March 30 - April 1, 2006

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

Schedule

3/30 Thursday	registration and practice
3/31 Friday	competition and awards
4/1 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

George Norris
 e-mail: gbn@gndloop.org

More Info

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

Advanced Judges School

Apple Valley Airport, CA (APV)

2005 U.S. Unlimited Team Coach **Alan Geringer** will teach an **Advanced Judges School** sponsored by **Chapter 49** on:

**SATURDAY MARCH 11th AND
 SUNDAY MARCH 12th**

The school will be held for 2 days with classroom sessions in the morning and coaching sessions available in the after noon with **Alan Geringer**, **Steve Andelin** and possible **Mike Mangold** critiquing.

The class will start at **8:00 AM** and the flying after **2:00 PM** both days.

Hotel Accommodations

BEST WESTERN GREEN TREE INN
 14173 GREEN TREE BLVD.
 VICTORVILLE CA 92395
 760-245-3461

Further Information

STEVE ANDELIN: acrotest@aol.com
 HAL RAISH: ava.hal@verizon.net

2006 IAC Contest Rule Book

Darren had 15 bound copies of the rulebook made. We're selling it for \$30. The book will be sold at the upcoming Judge's School and remaining copies will be available at upcoming chapter meetings. Here's how it looks:



Calendar of Events

January	8	Chapter Meeting, 2pm
February	11-12	IAC38 Judge's School <i>marilyndash@comcast.net</i>
	12	Chapter Meeting, 4pm After Judges School @HWD
March	11-12	IAC49 Judge's School <i>ava.hal@verizon.net</i>
	12	Chapter Meeting, 2pm
	18-19	The California Capital Air Show Mather Airport, CA
	18	Reno Stead Mini Fest <i>tim@aerobaticcompany.com</i>
	30-1	Copperstate Aerobatic Champions. <i>gbn@gndloop.com</i>
April	9	Chapter Meeting, 2pm
May	14	Chapter Meeting, 2pm
June	15-18	Paso Robles Contest <i>t.s.lauck@gmail.com</i>

YAK-50 Needs To Fly More



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California Capital Airshow

March 18 - 19, 2006

Mather Airport, Rancho Cordova, CA

www.californiacapitalairshow.com

Right here in our backyard! IAC38 member, and owner of Attitude Aviation, Rich Perkins is among the performers! This should be an awesome show. Plan on going.

The performers and airplanes are:

US Navy Blue Angels - F18
Tim Decker - S2B
Chuck Lischer - F260
Rich Perkins - Firecat (L39)
Nikolay Timofeev - SU26
Julie Clark - T34

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

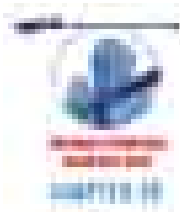
Competition: None Basic Sportsman Intermediate Advanced Unlimited

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 February 12th, 2006, 4pm
West Valley Flying Club
Hayward Airport, CA