

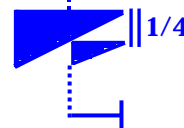
THE ACRONAUT

President's Post

Brad Oliver

Another Paso has come and gone and this one was a winner. With over sixty competitors and one heck of a Contest Director the event was a smashing success! It was especially gratifying to me when competitors from other chapters said "Great contest!" and "Your Chapter is so much fun!" It makes me feel proud to be associated with Chapter 38, but I certainly don't deserve the credit. Credit belongs to our CD, Jacquie Warda, and her merry cast of volunteers. There were many people that showed up to lend a hand - a welcome change from prior years when it felt like we were drafting people off the street and placing them on the corners. What was really great this year was all the Chapter 38 members that showed not so much to compete but to help. We don't often get to see everyone throughout the year so it was nice to see some old (and new) faces...we should have contests more often!

continued on page 12



Thank You



For your sponsorship of the 2002 Paso Robles Regional Contest

The sponsorship, provided by David Warda and his company Nobix, helped make this year's Paso the best ever!!!

For more info on Nobix please visit
www.nobix.com

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Chapter 38

Statement of Purpose

The purpose of Chapter 38 is to:

- Promote safety and education in sport aerobatics
- Promote and encourage individual proficiency and competition in sport aerobatics
- Promote and encourage aviation safety in the design, construction, and operation of all types of aircraft
- Foster and promote aviation education to the local community, particularly to school-age children
- Encourage research for the improvement and better understanding of aviation and the science of aeronautics.



IAC—Statement of Purpose

- The core purpose of the International Aerobatic Club is to promote and enhance the safety and enjoyment of sport aerobatics through the following core values:
- Openness and inclusiveness
- A passion and responsibility to educate and share our knowledge both inside and outside the IAC
- A commitment and responsibility to safety and excellence in every aspect of our sport
- Fair play and sportsmanship.



Dick Rihn, Master CFI -Aerobatic

Richard John "Dick" RIHN, Master CFI - Aerobatic (20Jun02)

739 Hamilton Drive

Pleasant Hill CA 94523-3530

E-mail: *RihnAirco@aol.com*

Richard Rihn recently earned his Master CFI-Aerobatic designation. Dick is an aerobatic instructor with Attitude Aviation at Livermore Airport (LVK). He is active in EAA's Young Eagles program and serves as president emeritus of the International Aerobatic Club (IAC).

The National Association of Flight Instructors (NAFI) and the International Aerobatic Club (IAC) take pride in announcing a significant aviation accomplishment on the part of Richard J Rihn, an aerobatic flight instructor and a resident of Pleasant Hill, CA. Recently, Dick was designated a Master CFI-Aerobatic by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last seven national Flight Instructors of the Year were Master CFIs while Dick is one of only 21 California aviation educators to earn this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Dick will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

G Alexander "Sandy" Hill, MCFI

Vice President, Director of Education National Association of Flight Instructors

www.iac38.org

Aviation Quote

I'll see ya around.

— *R. Scott Puddy*
1956-2002

NTSB Identification: LAX02LA202

Accident occurred Tuesday, June 18, 2002 at Antioch, CA

Aircraft: Yakovlev YAK 52, registration: N644LL

Injuries: 1 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On June 18, 2002, at 1238 pacific daylight time, a Yakolev Yak 52 airplane, N644LL, was destroyed when it impacted the ground while maneuvering near Antioch, California. The airplane was registered to a private individual and operated by another private individual. The pilot, who held an airline transport pilot certificate, was fatally injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from Buchanan Field, Concord, California, at 0650.

According to local authorities, witnesses reported that the airplane was performing a "loop" when the airplane impacted the ground nose first. An FAA inspector, who examined the accident site, reported that the airplane was resting in a shallow crater and that both wings, the vertical stabilizer and fuselage were accounted for at the site.

Scott Puddy, Chapter 38 member and one of our newest competition pilots, died on June 18, 2002 in the crash of a Yak 52 he was piloting near Brentwood, CA. He departed Livermore Airport about 10 a.m. en route to Concord, indicating to friends and fellow instructors at Attitude Aviation that he planned on flying in the aerobatic practice area near Mt. Diablo for some acro practice. He crashed in a near vertical attitude in a rural area. There was no fire but the aircraft was totally destroyed. There were no injuries to anyone on the ground. We know very little about the crash at this time.



Scott was an experienced CFII and a competent aerobaticist, having recently checked out in the Pitts Special. He had previously flown acro in Citabrias and a Yak 52. He flew his first competition in the Sportsman category at Paso Robles this year in an S2B.

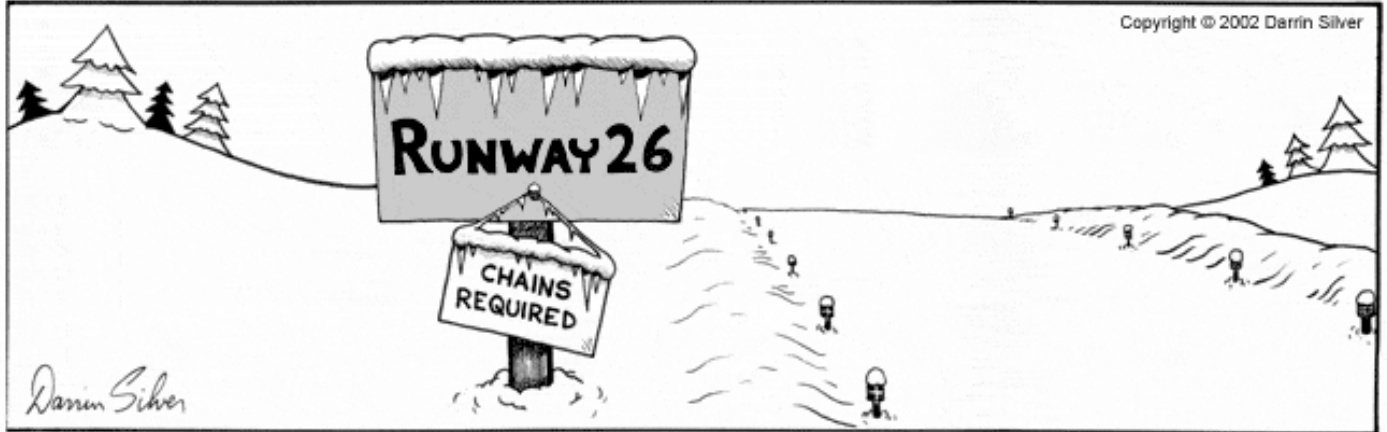
Scott was also a successful trial lawyer with a wonderfully dry sense of humor and a love for aviation that lead him to take a break from the practice of law to instruct flight full time and to refine his own aerobatic skills. He owned a Bonanza and was part owner of a Baron with his father. He had recently started taking on some legal work, but remained a very active and dedicated CFI.

Scott was born in Seattle, Washington and lived on Queen Anne Hill through high school where he excelled in athletics and academics. He graduated Summa Cum Laude and Phi Beta Kappa from Yale in 1978. Scott practiced law in San Francisco after graduating from Stanford Law in 1981. Scott was a dedicated alpine skier and he frequently flew to Truckee to pursue that passion.

His immediate family includes daughter, Stephanie Frances Puddy of Sioux City, Iowa; parents LaVern and Frances M. Puddy; sisters Lisa, Linda, and Paige, all of Seattle. A memorial gathering took place on Saturday, June 22, 2002 in Pleasant Hill, California.



Flying High



Dorsey Retires

Ladies and Gentlemen,

As you know, I have not posted to this exploder for over a year and have asked the other officers of IAC to do likewise. The reason was not secrecy or a lack of desire to communicate but simply that this forum is unmonitored and has been a venue in the past for the most foul of trolls. I therefore did not have time to sort out the wheat from the e-chaff. I hope that you will understand. I am posting here, however, because recent events have brought me to a most painful decision.

I have, this day, resigned as from the position of President of the International Aerobatic Club, effective immediately.

I am afraid that, with all of my work to expand the horizons of IAC to meet your needs and to reach out to the entire membership, I fell victim to intra-board politics. The reasons are complex but centered around the battle over the constitution of the 2002 Advanced Team selection. I am not going to bore you with a blow by blow of my side of the story. Just let it suffice to tell you that statements made in the posts of Mike Heuer and Stephanie Vidrine are just not true or serious distortions of fact. Those of you who know me can make up your own minds as to who is telling the truth.

I will miss many of the projects I had initiated but mostly I will miss writing my Stick & Rudder column for Sport Aerobatics. The interaction with those who read my column was warming and gratifying. I wish to particularly extend my warmest appreciation to those who took the time to email, write or call with kind words of encouragement and appreciation for my work. It kept me going for the three year run of my column.

Over my tenure I was proud to forge important new initiatives with the FAA concerning aerobatic boxes and airspace, to patch up the faltering relationship with USAF so that the two organization might function as true partners in funding international competition teams and to begin a burgeoning and exciting relationship with Sun & Fun concerning the WAC 2003. There were other projects, like a new website for IAC, all of which will probably now be dismantled by Mike Heuer and his pack who will no doubt follow the conqueror's model of burning, raising the ground and sowing salt.

For me, I intend to occupy myself with other endeavors which were precluded by the 30+ hours per week I devoted to IAC. I will be seeking a new venue for my writing, finishing a couple of books which I have let languish during the intense work of being IAC President and I have three airplanes to fly and maintain, trout to catch and a new gun dog to train into his first season. In short I can reclaim my life. I will be available at this address if you have any questions or comments.

Most Sincerely Yours,

Rob Dorsey
IAC 389

Contest Calendar

July 5-7. Jackson, Michigan. Mid America Region. Henry Haigh Challenge sponsored by IAC Chapter 88. For CD Rick Stone at 248/623-1779, n10rs1@comcast.net.

July 12-13. Weatherford, Oklahoma. South Central Region. Okie Dust Devil sponsored by IAC Chapter 59. CD Ken Reid at 580/772-7113, reid@itlnet.net.

July 12-14. Kenosha, Wisconsin. Mid America Region. Great Lakes Aerobatic Contest sponsored by IAC Chapter 8. CD Christie Bruns at 414/761-0134, bruns5051j@aol.com.

July 19-21. Salem, Illinois. Mid America Region. Salem Aerobatic Contest sponsored by IAC Chapter 61. CD Brent Smith at 636/447-5645, BSIAC61@hotmail.com or stuntpilot@worldnet.att.net.

July 19-20. Abbotsford, British Columbia. 2002 Canadian Open Aerobatic championship sponsored by Aerobatics Canada Chapter 8. CD Donn Richardson at 604/941-0595, www.aerobatic-club.ca.

August 9-10. Llano, Texas. South Central Region. The Hill Country HammerFest sponsored by IAC Chapter 107. CD Scott Poehlmann at 512/481-1608, scott-p@texas.net.

August 9-11. Springfield, Vermont. Northeast Region. Green Mt. Aerobatic Contest sponsored by IAC Chapter 35. CD George Coy at 802/868-5633, gesoco@together.net.

August 17-18. Columbus, Ohio. Mid America Region Ohio Aerobatic Open sponsored by IAC Chapter 34. CD Randy Dodge at 740/362-8132, iac34pilot@aol.com.

August 23-25. Aruora, Illinois. Mid America Region. 2002 Aurora - Heuer Classic sponsored by IAC Chapter 1. CD Richard Gaynor at 773/283-5353, rgaynor@aol.com.

August 30 - September 2. Delano, California. Southwest Region. Happiness is Delano sponsored by IAC Chapter 26. CD Gerrit Vanderziel at 805/481-1354, IACCD97@aol.com.

September 6-8. Monticello, New York. Kathy Jaffe Challenge sponsored by IAC Chapter 52. CD Ron Chadwick at 732/671-6809, bubbaron@bellatlantic.net.

September 7-8. Albert Lee, Minnesota. Mid America Region. North Central Aerobatic Contest sponsored by IAC Chapter 78. CD Gary DeBaun at 612/727-6055 (W); 952/892-7188 (H), B747Inst@aol.com website: <http://www.isd.net/chapter78>

(continued on page 9)

Contest Calendar

September 7-8. Sterling, Colorado. South Central Region. Aspen Leaf Acro Challenge sponsored by IAC Chapter 12. CD Clyde Cable at 970/454-5469, jimmyfield@yahoo.com or www.IAC12.org.

September 21-29. U.S. National Aerobatic Championships. The tentative schedule is as follows: Saturday, Sept. 21 will be practice and registration. Practice will be limited to those who pre-register. Sunday, Sept. 22 will be practice and judges/pilots briefing. Sept 23-28 will be competition in all categories. Saturday, Sept 28 will be the Unlimited 4-Minute Freestyle competition, public air show exhibition and banquet. Sunday, Sept 29 the Unlimited Team Selection contest will conclude.

October 26-27. Farmville, Virginia. Northeast Region. First Flight Aerobatic Contest sponsored by IAC Chapter 19. CD Darwin Jones at 828/696-3161, arcopilot@msn.com.

Oct. 31-November 2. Sebring, Florida. 46 Sebring Aerobatic Championships sponsored by IAC Chapter 23. CD Ann Salcedo at 305/434-4659, AnnSalcedoRN@aol.com or Mike Mayes at soarobatics@aol.com.

Oct. 31-November 3. Tucson, Arizona. Tequila Cup Aerobatic Contest sponsored by IAC Chapter 62. Contest Director Maryilnn Holland at 520/887-9399, m.hollandSAAC@worldnet.att.com.

CANADIAN

June 28-30. Ottawa, Ontario, Canada. Gatineau Open sponsored by Canada Chapter 5. CD Peter Ashwood-Smith at 819/595-9032, petera@nortelnetworks.com.

WORLD CHAMPIONSHIPS

August 3-11. Slovenia. The 2002 Advanced World Aerobatic Championships (AWAC) will be held in Slovenia. The arrival of participants will be August 2, 2002, with competition beginning on August 3 and lasting through August 11, 2002. Competitors will depart on August 12, 2002.

Source: www.eaa.org

HAPPINESS IS DELANO !

Chapter 26 is alive and well and anticipating a great contest at Delano. The Contest Director is Garrett Vanderziel (805) 481-1354. Contest dates are August 30 (Friday - signups and practice), August 31 (Saturday-contest), September 1 (Sunday-contest) and September 2 (Monday-fly home). This is always a fun contest and we're looking forward to seeing you there.

Paso Robles Regional—Results

Official Results and Final Standings

Contest - Paso Robles Power June 6-8, 2002

Contest Director - Jacquie Warda

SPORTSMAN

Rank	Pilot	Chapter	Known	Free	TBLPT Tot	%pp
1 st	Todd Whitmer	38	1173.3801	1095.1879	2268.5680	84.02
2 nd	Mark Holmes	77	1089.5042	1124.8515	2214.3557	82.01
3 rd	Gary Meermans	36	1066.4640	1111.8712	2178.3352	80.68
4 th	Dave Bankhead	69	1006.4360	1108.3444	2114.7804	78.33
5 th	Ben Freelove	38	1065.0366	1049.6838	2114.7204	78.32
6 th	Tom Hankinson		1057.0974	1029.7644	2086.8618	77.29
7 th	Michael Morrison		1007.6548	1067.6950	2075.3498	76.86
8 th	Taylor Walter	85	1044.9938	1028.6082	2073.6020	76.80
9 th	Brian Davis	69	1054.7713	973.9833	2028.7546	75.14
10 th	Peter Jensen	38	1061.3489	957.6181	2018.9670	74.78
11 th	Sunny Yokoyama		1004.9892	1007.7257	2012.7149	74.54
12 th	Charlie Hitchcock		969.2991	1028.8781	1998.1772	74.01
13 th	Scott Puddy	38	954.2502	1041.3118	1995.5620	73.91
14 th	Spencer Suderman		944.2240	1020.0195	1964.2435	72.75
15 th	Bud Davis	26	982.0240	886.1871	1868.2111	69.19
16 th	Carson Tyler	36	853.3333	1002.7363	1856.0696	68.74
17 th	Michael Gilmore	38	799.5299	1051.9499	1851.4798	68.57
18 th	Kevin Crane	38	958.2116	762.2322	1720.4438	63.72
19 th	William Hill	36	698.0502	963.0337	1661.0839	61.52

INTERMEDIATE

Rank	Pilot	Chapter	Known	Free	Unknown	TBLP Tot	%pp
1 st	Pete Eslick	85	1708.8325	1696.6353	1315.9660	4721.4338	84.77
2 nd	Gil Tellier	49	1688.9860	1692.4334	1306.0104	4687.4298	84.15
3 rd	Brian Tallmadge	69	1705.8437	1684.9540	1282.3621	4673.1598	83.90
4 th	Terry Burch	67	1615.2675	1666.0785	1307.4236	4588.7696	82.38
5 th	Jim Nahom	49	1660.3207	1702.6864	1185.5736	4548.5807	81.66
6 th	Tom Applegate	26	1648.0128	1648.3631	1219.7111	4516.0870	81.08
7 th	John Coffey	67	1696.7004	1691.9547	1085.2613	4473.9164	80.32
8 th	Buck Cobb	38	1678.9066	1450.4568	1264.0363	4393.3997	78.88
9 th	Tony Moridian	49	1671.6172	1637.2800	1068.8783	4377.7755	78.60
10 th	Bill Bancroft	36	1662.5152	1675.0365	1026.0585	4363.6102	78.34
11 th	Kurt Hankohl	38	1527.7645	1681.1697	1149.1195	4358.0537	78.24
12 th	Mickey O'Brien	36	1603.1225	1692.3541	1056.2878	4351.7644	78.13
13 th	Diana Towne	36	1551.5069	1623.8339	1132.3293	4307.6701	77.34
14 th	Jacquie Warda	38	1646.7246	1430.7423	1219.4012	4296.8681	77.14
15 th	Wes Warner		1606.0544	1477.2726	1157.262	44240.5894	76.13
16 th	Eric Tucker		1603.7813	1707.6596	835.135	44146.5763	74.44
17 th	Dave Hermance	49	1564.6678	1591.6017	0.0000	3156.2695	56.67

(continued on page 11)

ADVANCED

Rank	Pilot	Chapter	Known	Free	Unknown	TBLP Tot	%pp
1 st	Jeff Boerboon	69	2637.6037	2697.4520	2316.7207	7651.7764	84.64
2 nd	Nick Nilmeyer	38	2532.0305	2609.5967	2132.3681	7273.9953	80.46
3 rd	David Ellison	26	2415.8829	2665.3358	2007.1652	7088.3839	78.41
4 th	Bill Stein	38	2449.1612	2358.0522	2276.4812	7083.6946	78.36
5 th	Steve Cummings	36	2372.0592	2499.2225	2111.8437	6983.1254	77.25
6 th	Ty Frisby	36	2127.0654	2642.2493	2180.3660	6949.6807	76.88
7 th	Mike Steveson	69	2398.8414	2565.4553	1797.5066	6761.8033	74.80
8 th	Doug Sowder	67	2578.4651	2296.5435	1878.5182	6753.5268	74.71
9 th	Craig Teft	777	2150.2647	2607.3833	1975.0238	6732.6718	74.48
10 th	Robbie Gibbs	69	2471.7436	2433.5272	1819.7491	6725.0199	74.39
11 th	Jim Peeples	36	2394.0829	2475.0408	1075.8378	5944.9615	65.76
12 th	Tom Myers	38	2092.5444	2480.0968	1356.1571	5928.7983	65.58
13 th	Richard Rihn	38	2096.5445	2170.7126	457.9818	4725.2389	52.27
14 th	Ed Collins	72	1847.0138	2276.2089	0.0000	4123.2227	45.61

UNLIMITED

Rank	Pilot	Chapter	Known	Free	Unknown	TBLP Tot	%pp
1 st	Bob Meyer	26	2717.1491	4183.1184	3308.3882	10208.6557	85.64
2 nd	Mike Mangold	49	2872.7574	3757.1172	3365.2238	9995.0984	83.85
3 rd	Jon Nash	36	2697.7597	4209.2876	2980.0073	9887.0546	82.95
4 th	Michael Racy	62	2784.5024	4403.4977	2650.3132	9838.3133	82.54
5 th	Julie Mangold	49	2674.7075	4127.6723	3031.0838	9833.4636	82.50
6 th	Briggs Wood	38	2544.9688	4095.8647	2546.9681	9187.8016	77.08
7 th	Marta Meyer	26	2614.7134	3884.8456	2634.8122	9134.3712	76.63
8 th	Norm DeWitt	26	2038.3923	3689.8228	2743.7763	8471.9914	71.07
9 th	Vicki Cruse	49	2540.0100	3779.4869	1742.1768	8061.6737	67.63

UNLIMITED

Rank	Pilot	Chapter	Prog 4	TBLP Tot	%pp
1 st	Mike Mangold	49	3420.000	3420.0000	85.50
2 nd	Jon Nash	36	3246.666	3246.6667	81.17

GLIDER – INTERMEDIATE

Rank	Pilot	Chapter	Known1	Free1	Unknown1	TBLP Tot	%pp
1 st	Bill Lumley	23	1255.2000	1129.9000	855.8000	3240.9000	79.63
2 nd	Jerald Kurtz		902.2000	1162.2000	860.9000	2925.3000	71.87

GLIDER - UNLIMITED

Rank	Pilot	Chapter	Known1	Free1	Unknown1	TBLP Tot	%pp
1 st	Tom Hankinson		1525.5000	1711.7000	667.6000	3904.8000	58.28
2 nd	George Watkins	26	1578.1000	260.4000	451.0000	2289.5000	34.17

President's Post—from page 1

We were also very fortunate this year to have a great sponsor, David Warda and his company Nobix. With Nobix's sponsorship competitors and volunteers were provided with free shirts, pizza on Friday night, and a BBQ on Saturday night. This helped keep the entry costs down and the fun at an all time high! Thanks David and Nobix!

We had a great time, but unfortunately, one of the competitors arrived at the airport early one morning to find that his shiny airplane had been attacked by a flock of crazed pink flamingos! As president I have agreed to investigate this issue and to make sure the perpetrators are brought to justice...yea right, this bird ain't talkin!

While Paso was a high for us this month Chapter 38 also had some lows. We lost Scott Puddy, one of our newest and most enthusiastic members. Scott died on June 18, 2002, when the Yak-52 he was flying crashed in the hills near Brentwood. Scott was an experienced pilot and aviation author and Paso was his first contest. He was able to place 13th in a field of 19 Sportsman pilots...pretty good for a first timer. Scott will be missed.



We're not quite sure if CD Jacquie Warda had anything to do with the nefarious business of the flamingo attack...but she does seem to be having a good time!



Notice that David is not posed in the classic Flamingo stance.

Does he not realize that Jacquie seems to be enchanted with those birds?

On a business note (you are going to get tired of hearing this from me) we are under continuous pressure from Tracy residents over the noise from our box. I have received yet another call from the FAA stating that they continue to receive complaints. I mention this again to remind you to please be on your best behavior when flying at Tracy. While I have been able to keep the residents, the City and the FAA off of your backs I am afraid that I cannot shield everyone forever.

Lastly, for those of you who don't already know, IAC National President Rob Dorsey has resigned from office leaving IAC Vice President Dave Monroe to take his place. Rob has done much for the sport over the past few months; please join me in wishing him well on his future endeavors.

Keep the shiny side down!

Thank You Paso Robles Volunteers !

Your efforts were extraordinary.

Contest Director:	Jacque Warda
Volunteer Coodinator:	Marilynn Dash
Food & Beverage:	Cheryl Melton, Nobix, Inc.
Registrar:	Joanne Johnson
Technical Inspections:	Tom Myers, Mike Stevenson, Bill Bancroft, Terry Burch
Safety / Medical:	Judi McDermott
Box Set-up:	Dave Walkup, Tom Myers, Michael & Diane Gilmore
Starter:	Bill Larson
Chief Judge:	Hal Raisch

Thanks also to those not mentioned. We all know who you are and we know that everyone put forth exceptional effort to make our contest safe and fun. Good for all of us, good for us!

July Meeting

Where:	Kevin and Judy's Home 131 St. James Court, Danville 925.413.3524 Please R.S.V.P. by July 11.
When:	Sunday, July 14, 2002 at 4 PM
What:	Backyard Barbeque celebrating: Dick Rihn Master CFI Plus: Paso Robles 2002 Review Tracy and New J. Boxes

DIRECTIONS:

From 680 southbound: Exit Sycamore Road east. Turn right at 2nd light (Camino Ramon). Travel approx. 2 miles to top of hill and turn left on Greenbrook Drive. Turn right at first stop sign (Harlan Drive). Turn right at 5th street on right (St. James Court).

From 680 northbound: Exit Crow Canyon east. Turn left at first light (Camino Ramon). Travel through one stoplight and a series of stop signs (sorry) to Greenbrook Drive. Turn right. Turn right at first stop sign (Harlan Drive). Turn right at 5th street on right (St. James Court).

Please BYOB, we'll provide the rest!

FREEBIRD 300 FOR SALE!



This beauty cruises at 170 knots at economy settings, rolls at 420 degrees per second, and is very comfortable to fly. Expertly maintained by Komar Aviation since Day One. This plane was featured on the cover of the April 1999 issue of "Sport Aerobatics".

- 370 hrs on a DeMars Lycoming AEIO-540, producing about 315 hp
- Zivko Edge wing mated to a modified Rebel 300 fuselage
- MTV-9 propeller, 60 hrs since full tear down and inspection (everything was perfect!)
- 17 gallon main fuel tank, 8 gallons per side in the wings
- 5 plus gallon smoke tank with easily accessible switch
- Terra radio and transponder
- Electronics International fuel totalizer
- Detachable-face AM/FM cassette stereo in right wing root
- Hooker harness
- Aviation Products full-swivel tailwheel, 4 inch wheel
- Halon fire bottle with panic button in cockpit
- VNE 230 knots

Asking Price: \$ 125,000

See more details and pictures at:

<http://www.freebird-aerobatics.com>

Call Cris Flint at 925.960.0417.



FOR SALE: Christen Eagle #0001

This Christen Eagle II was the first kit and 10th completed in 1980. It is covered in Ceconite and has always been hangered. It went through an extensive "Pete Gnaedinger" annual during November, 2000. Pete also completed gear-leg modifications that replaced the lower longerons and mounting plate, and installed new gear, new brake master cylinders/pads/tires/rotors/lines. A new tail wheel was installed. The mags were rebuilt by Flight Craft 120 flight hours ago and at the same time the voltage regulator was replaced. Pacific Coast Avionics re-built the Narco flip flop radio. Gauges and instruments include a Mode C transponder, an electric turn and bank, altimeter, compass, vsi, g-meter, oil press/oil temp, manifold press, tach. Pete magnafluxed the prop on the last annual. I put approximately 30 hours on the plane last year. There is 1029 TT on the frame and engine. It has a Lycoming IO-360-AID aerobatic engine with a Hartzel aerobatic constant speed propeller. It has cabin heat and gap seals on the control surfaces. I have never competed but the previous owner did. I have had the plane for three years and the only reason I am selling it is because I bought a Curtis Pitts original Pitts 12. There is no damage history on this Eagle. The only thing that has not been done is the oil pump AD which has gone thru 54 changes since 1974.....thus the asking price is \$45,000.

Bob Hoyt
Chapter 77

503-266-4248 humaxlumber@msn.com

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