



The ACronaut

Volume 5 - Number 7

Prez' Post

Darren Pleasance



Wow! What a contest!! Last month Chapter 38 held its annual Paso Robles contest and, I must say, it was the best contest I've been to. Between the great weather (temps less than 90 degrees), large

turn out (~54 pilots), fun banquet at the air museum, and the precision volunteer coordination (many thanks to Ann Salcedo), all under Allyson's terrific leadership and many volunteers, the contest went off without a hitch.

We had the opportunity to get in three flights in all categories and got to watch Bob Meyers in his Giles 300 perform an amazing 4-minute free that started off with ~10+ vertical rolls into a torque roll. In addition, Attitude Aviation had three planes and five pilots at the contest for the first time which is really terrific. It's great to see our new members having a chance to compete, many for the first time.

While the good news is that the contest was better than any of us could have expected, the down side is that the bar is now set quite high for next year. However, Allyson is building on Dick Rihn's efforts from last year by developing a "CD Kit" that should make next year's effort as straight forward as it can be. On behalf of the entire Chapter, I'd like to thank Allyson for all her hard work and commitment to making this year's contest a smooth, entertaining, and safe event!!

On other topics, be sure to attend our Post-Paso Party on Sunday, July 11th at Angie and Alex's

(Continued on page 9)

**POST PASO
BBQ/POTLUCK**

Sunday, July 11, 2:00pm

**Angie & Alex's Hangar 330
South side hangars at Livermore Airport, 330 Jack London Blvd, Livermore**

More Info on page 8!

IAC38 Welcomes

- | | |
|-------------------------|---------------|
| Yuichi Takagi | - Union City |
| Malcolm Pond | - Riverside |
| Spencer Suderman | - Saugus |
| Tom Applegate | - Paso Robles |

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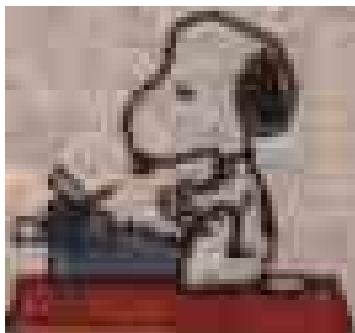
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Editor's Column

Peter Jensen



The Paso contest was the dominating event this month. IAC38 had a great turnout, with many first time competitors. One of them - Che Barnes - wrote how he managed to beat Marilyn.

Allyson did an outstanding job organizing the contest. We have trophy pictures of all winners.

Also, don't miss Marilyn's

Member Of The Month article. It's a double feature of Loree and Harry Hirschman. They are both accomplished naval aviators, and you'll enjoy their stories.

This year has been tremendous as far as recruiting new members. I remember Darren stated a goal of 10 new members this year. By my count we now have 11.

Don't miss the Pos Paso BBQ/Potluck at Angie and Alex's hangar in Livermore.

-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 (7/1/2004)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (7/1/2004)

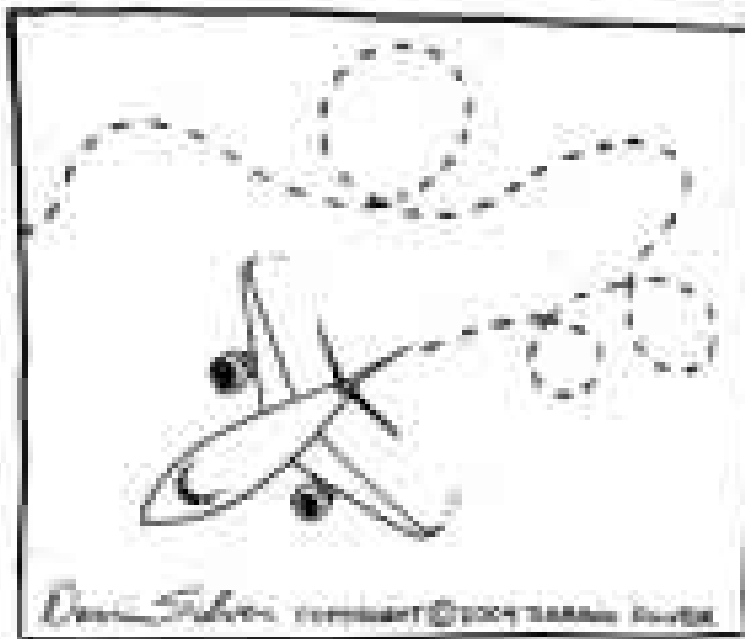
Greg Pettit	Ben Freelove
Peter Jensen	Allyson Parker-Lauck
Peter Gillcrist	Howard Kirker
Marilyn Dash	Cecilia Aragon
Stephane Nguyen	Anil Kumar
Darren Pleasance	

Designated Briefers

Cecilia Aragon	Ben Freelove
Marilyn Dash	Peter Jensen
Darren Pleasance	

Flying High

Darrin Silver - www.FlyingHighComics.com



Heard It On The Ramp

Marilyn Dash

We just had another great month of stories, experiences and stuff! No weddings, no births but plenty of fun and laughs.

Contests

Chapter 38 was the belle of the ball at our contest this month. I know it was the best contest I've ever been to and I just had a GREAT time!



My Pitts isn't repaired from last month's excitement. So, I went down there and brought my parachute and figured that if anyone showed up to fly Primary - I would fly too to make it a category. One of our new members, Che Barnes (who you'll read about later in this newsletter - that ungrateful brat) was there and wanted to fly - so, being the incredibly giving and kind person that I am (no kidding - really - I am!) I was willing and ready!

I met Che at Hayward Airport at a BBQ about a year ago. He flies for the Coast Guard and mentioned that he was interested in Aerobatics - so, I hooked him up with Chapter 38. He came to the Tracy Airport for our BBQ a few months ago and met up with Ben Freestyle -- and everything came together from there.

Back to my airplane search...I checked around to find a willing airplane owner and potential safety pilot who would fly with me. Kurt Haukohl (fabulous Chapter 38 member) said, SURE! And we were off to the practice area.

Things were looking good until I sit in the plane and realize that Kurt forgot to bring the front stick. So, that night, we ran around looking for a stick, broom handle, something to use. That didn't work. Tom Applegate was our last chance - and his stick is glued in on his airplane. So, the dilemma continued until we found some other pilots - actually Team Suderman - and told them of my dilemma - and lo and behold, we got another willing safety pilot victim.

Spencer Suderman (who recently joined Chapter 38 because of the wonderful experience he had at Paso) was my safety pilot victim du jour. He really enjoyed the time in the second sequence when I grayed him out. I'll be laughing about that one for a while!

Here I go again, I had never flown the airplane - we didn't have enough cushions, I hadn't flown akro in about ten months - but what the heck! I flew my first sequence in IFR conditions because I was so low in the seat. I actually did the loop based on the g meter and the mirror between the cabins. Unbelievably - that was my best scoring flight. IFR Akro! Why not!

My second flight should have been better - at least we found more cushions - but no. So, I'm learning that you need to practice to get better. I didn't know that!

Then for the third flight --- me and Che SWITCHED AIRPLANES! I flew the Decath with Ben Freestyle and he flew the Pitts S2. I should mention that I NEVER flew a Decath before in my life! But, I know that Che would have a great time flying the Pitts and - well, I wasn't there to win, just for the experience. The Judges' line had some problems with the airplane switch - even though I made a point to tell the Chief Judge for the category - knowing it would be an unusual occurrence. When was the last time a hotly contested category had two competitors switch planes!?

I know one thing for sure, I had more fun than anyone - I'm certain! And it felt really good to give someone his first flight in a Pitts. And now Che has to be nice to me for the rest of his life (if you read his article - you'll realize that he doesn't understand the value of being nice to the woman who writes this column. Payback... baby!)

So, apparently other people were at Paso and had experiences as well. For example, Stephane challenged himself by flying a free in Sportsman and then took home the coveted Ernst Belt. I wonder how he'll explain that when he gets back to France next year.

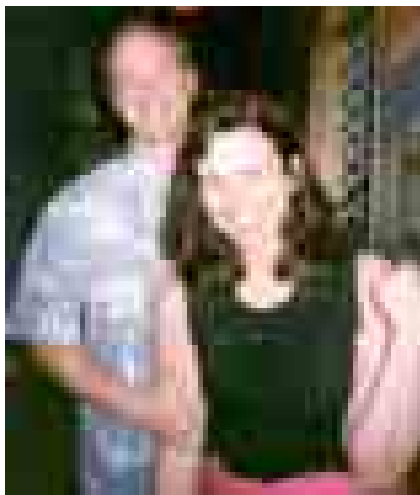
Tom Applegate and Sandy were terrific hosts for our Friday Night Pizza Party. The Paso Jet Center and Chuck Wentworth of Antique Aero were great friends to Chapter 38 by providing plenty of hangar space for our planes overnight. Anyone who wanted a hangar - got one. Of course, Roger Oxborrow, the best Airport Manager we know, was his usually terrific self.

Oh - and did we mention they have a super restaurant and bar in the terminal at Paso Robles?

(Continued on page 9)

Member Of The Month - The Hirschmans

Marilyn Dash



This month, we have a real treat! We will be getting to know two members of Chapter 38, Harry and Loree Hirschman. You may know them from Loree's book "She's Just Another Navy Pilot" or their beautiful red Waco that hops rides at KSQL. They have one wonderful toddler named Sam and just had a little girl named Julia a few months ago.

When did you become a pilot and why?

He Said: I pumped gas at Santa Monica airport in high school, soloed at 16, got my license at 17, and was a CFI during college. A few years after graduating, I got a wild hair and decided to join the Navy. The recruiter said all the girls dig Navy pilots and he was right! Got myself a wife out of it, and she's real purdy too.

She Said: I saw Top Gun my freshman year of college and decided I wanted to meet Tom Cruise. Wound up with Hirschman instead.

What was your first experience with aerobatics?

He Said: I did some "gentleman's aerobatics" in a Long EZ way back when but didn't have regular access to an aerobatic plane. I was stuck in spam cans doing pattern work and slow flight with students. But Every couple of months I'd take a plane-load of students to Santa Paula airport for spin training with Lee Manelski, former national team member, and I was able to take a couple of acro lessons with him. Tragically, he was killed when a helicopter carrying Kirk Douglas, Sr. taxied across the runway while he was taking off. In a twist of fate, 15 years later Loree and I were going to graduate school in Philadelphia and Lee's Laser 230 was owned by the nearby president of IAC chapter 113 who let me put about 25 hours on it. I always thought about Lee and what he had taught me years before when I flew it, and still do.

She Said: The Navy taught me everything I know. My first experience with aerobatics was in naval flight school in a T-34. We had 3 "Precision Aerobatics" flights where we learned how to do rolls, loops, barrel rolls, split-S's and Immelmans.

What other aspects of aviation are you interested in?

He Said: Loree and I recently started Golden Gate Biplane Adventures (www.FlySF.com). We give rides for two in an open-cockpit biplane out of San Carlos Airport (SQL). This



is very different from Navy flying, acro flying, and instructing. The enthusiasm the passengers bring is very infectious.

My two favorite things are formation flying and dogfighting. Holdovers from my Navy days, I guess. To the uninitiated dogfighting appears to be just sloppy aerobatics. But in actuality, it is precision aerobatics in relation to a moving target rather than the horizon. Until recently I had a partnership interest in an unlimited Russian plane and that was a blast. You could do anything you wanted in that plane and it just asked for more. Not sure what the next "for fun" airplane will be, but it will have to be a good dogfighter.

She Said: I have to second that. Formation flying and dogfighting were the most interesting for me as well, if you don't count landing on the aircraft carrier. Flying "over the top" (rolling >360 degrees while in formation) makes you feel like a Blue Angel, but we all did it in flight school. Dogfighting was also a blast because it required so much concentration and motion analysis and was fluid and dynamic.

What aircraft do you fly, and why?

He Said: Mostly a Waco YMF-5C that looks suspiciously like the AOPA Waco. We chose this plane for our business because it seats two people side-by-side in the front cockpit and is very comfortable for passengers. Until recently I also flew an Interavia E-3, which is an all-metal version of the Sukhoi's. It was inexpensive to get into but very capable and it got me comfortable with tumbling maneuvers and negative G's (although I don't think comfortable is the right word).

(Continued on page 9)

My First Competition

Che Barnes



Yes folks, the rumors are true, I did beat Marilyn Dash at Paso Robles. But, you have to hear the rest of the story...

When I checked in on Thursday my first impression was, “man, these people are organized,” so hats off to the organizers and especially Allyson Parker-Lauck. I also discovered that I was the only one in the Primary category. Enter Marilyn, who graciously gave me some competition while at the same time had the audacity to compete against an 8 hour Decathlon pilot! I got through the check-in process and, later in the day, got my first glimpse of the aerobatic box as the Decathlon clawed its way up to altitude. I believe my first words to Ben Freelove, my safety pilot, were, “dude, that thing is freaking small.” I found it especially annoying that at 4,000 feet straight and level the only way I could see the box was by pinning my head against the side window.

The next day I flew my first competition sequence. Being in the hold area and getting ready to go into the box for your first competition is a special feeling indeed. It is a combination of going into a check-ride and prepping to play in a football game - except you can't fail and you are the only one that cares if you lose. I went through the sequence with a bit forced and over-rotated spin, a loop outside of the box, and a half-way decent roll. Marilyn smoked me soundly in the Team-Suderman Pitts.

In my second sequence I attempted to correct the forced spin entry problem and ended up mushing into a full stall with no spin and wings level the whole time. I recovered, turned out and gave one of those wing wag deals to tell everyone I was going to start over. I thought that I zeroed that spin for sure, but, the judges perceived it as a mere fly-through of the box and started me off with a clean slate. Lesson number 1: Think twice about correcting problems in a contest. Lesson number 2: There is such a thing as judge presentation strategy. Marilyn came in second for that flight - we were neck and

neck, although I had a feeling that perhaps she was letting me win!

The next day and third flight was when things got really interesting. Marilyn proposed that we trade planes - the Decathlon for the Pitts (Thanks for hooking me up, Marilyn!). There was no way I was going to refuse that!

Later that day I climbed into the S2B very aware of the \$6K canopy and tight quarters. I had the feeling I was sitting behind a barrel. Spencer Suderman strapped in behind me and we were off, zigzagging down the taxiway. Ben and Marilyn had taken off before us in the Decathlon but we beat them up to altitude - that little Pitts could climb!

I fly helicopters and a full to-the-stops movement of the cyclic in a helicopter means that you are having a really, really, bad day. One of the things I am getting used to in the Decathlon was the concept of full aileron deflection. The stick in the Pitts had the sensitivity more akin to the helicopter, the difference being that you can go full deflection in a Pitts if you are prepared. The safety check roll to inverted flight felt like a mere flick of the wrist. Sweeeeeet.

The primary sequence in the Pitts was a little like roller coaster ride - the whole thing went by faster than in the Decathlon and there were more Gs. I did OK in the spin but did not put enough right rudder in the loop and ended up coming off heading. I nailed the roll. So, anyway, if a Pitts pilot flies a Decathlon for the first time and a Decathlon pilot flies a Pitts for the first time, who do you think will win? The person in the Pitts, of course!

So that was that and I got the T-shirt AND a plaque! What a great sport! Thanks to everyone for a great weekend and great club.

-Che Barnes

Paso Trophy Winners - 1

Peter Jensen



Primary - Marilyn Dash(2), Che Barnes(1)
(Safety pilots: Ben Freelove, Spencer Suderman)



Sportsman
Gray Brandt(3), Jeff Jewell(2), Gary Meermans(1)



Intermediate
Malcom Pond(3), Melissa Andrzejewski(2), Todd Withmer(1)



**Advanced - Robbie Gibbs(3),
Dennis Foster(2), Jeff Boerboon(1)**



Unlimited
Vicki Cruse(3), Norm DeWitt(2), Bob Meyer(1)



4-minute Free
Bob Meyer

Paso Trophy Winners - 2

Peter Jensen



Earnst Belt
Stephane Nguyen



School Trophy - Team Suderman
Jeff Jewell, Marilyn Dash, Spencer Suderman, David Platt, Che Barnes



Contest Director
Allyson Parker-Lauck



Grass Root
Gray Brandt



Pitts Trophy
Melissa Andrzejewski

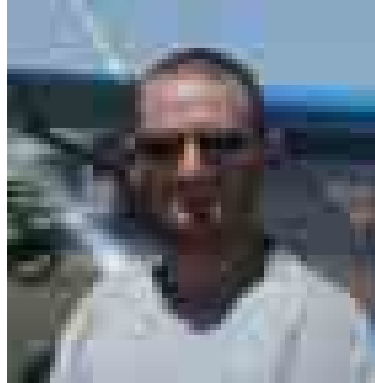
IAC Chapter 38 New Faces

Peter Jensen

We have quite a few members join the chapter this year. 11 by my count. Most came to the Paso contest, so I managed to get some mug shots:



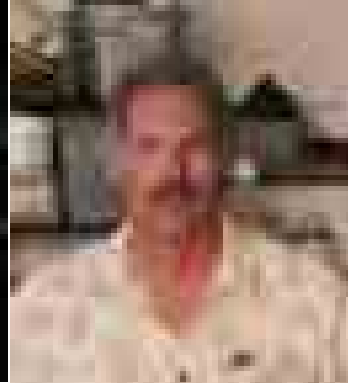
Amos Wilnai



Andrew Connolly



Yuichi Takagi



Tom Applegate



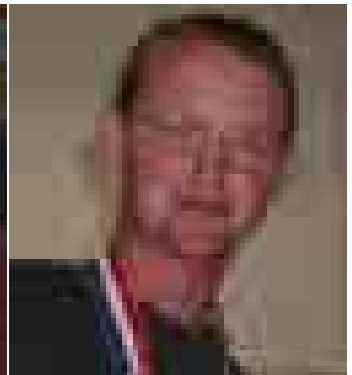
Spencer Suderman



Howard Kirker



Brett Goldsmith



Che Barnes

Jenner Knight @ Paso



(Continued from page 1) - Prez' Post

hanger in Livermore (see details later in the newsletter). It'll be an opportunity to celebrate a successful contest, plus just hang out and talk airplanes for an afternoon. Last year was a blast so do what you can to make it!

In addition, the Aerobatic Box saga continues. We have New Jerusalem back so I'll plan to provide a box briefing at the Post-Paso Party and will have paperwork for all those interested in using the box who haven't already been approved. Regarding Tracy, the Oakland FSDO finally called me back last week suggesting we meet to talk about options for the Tracy box. Allyson, Marilyn, and I will coordinate to attend this meeting and work to find a way to reinstate the Tracy Box while minimizing the amount of compromising that has to be done. In the end, the FAA is most concerned about the housing encroachment and potential safety issues (as well as noise), so they'll be looking for potential options to somehow shift the box in a way that it's somewhat further away from the housing development (right now our box basically goes right up to the housing development). In the mean time, we plan to continue to upgrade the New J box. Our plan is to pick a Saturday sometime in the next month or so to get a group of Chapter members over there to repaint as many of the box markings that we can and to do what we can to make sure the runway is as rock free as possible. In addition, the City of Tracy has told me they'll send a street sweeper out there as well to clean up the runway. Hopefully this'll provide a reasonable surrogate to Tracy while we work to get it back...

Our upcoming events for the next few months include a tour of Tony Banta's warbirds, an updated version of my Alaska Bush Flying presentation (I just got back from Alaska last night with new glacier landing pix), and a number of other great topics. Watch the web site and newsletter for details...

I hope to see you all on July 11th at the Post-Paso Party in Livermore...

Blue Skies...

- Darren

(Continued from page 3) - Heard It On The Ramp

The weather was perfect, the camaraderie was amazing as usual, the banquet was a blast and I had the best time ever.

Check out the pictures on the website of all the fun and join us for the Post Paso Party which will be this month's Chapter Meeting. Should be a blast, as usual!

Marilyn Dash
Chixfly2

(Continued from page 4) - Member Of The Month - The Hirschmans

She Said: Flying a desk since July last year when I got pregnant. I had just finished my taildragger checkout previously in a Decathlon with our illustrious chapter president, Darren Pleasance (WOW! Darren gets a mention!). He made me call him "Your Imminence" on the intercom and started each flight by asking me, "Who's the best pilot you ever saw?". (Sounds like Darren)

Tell us something about yourself that most people don't know?

He Said: I was UCLA's mascot "Joe Bruin" during my junior year of college. Did that for the girls too but wound up with squato.

She Said: I wrote a book! The timing worked out such that I was part of the initial cadre of female Navy pilots assigned to combat squadrons. It's old news now, but back then there were plenty of people saying women didn't belong and there was plenty of media coverage for the few female pilots that were having trouble. I wanted to tell the story about the rest of us, the majority of women that were part of the transition that had great experiences and were doing what we were trained to do: defend our country from the decks of an aircraft carrier. It's called "She's Just Another Navy Pilot" and it's sold on amazon.com... please buy it, my kids needs new pairs of shoes!

What other hobbies do you have besides flying?

He Said: I used to play golf, but haven't touched the clubs since I started actively flying again. Parenting is where most of my non-working, non-flying time is spent. More than a hobby but it sure is fun. We've got a two-year old boy and a little girl born in April.

She Said: I am a scrapbooking addict. I never have time for it anymore with one rugrats, so I take two weekends a year to do a scrapbooking getaway.

What do you do for a living?

He Said: Product Program Manager at Sun Microsystems.

She Said: Management Consultant for Bain & company.

What is your favorite aircraft?

He Said: The T-2C Buckeye. It



(Continued on page 10)

Post Paso Potluck Party

Sunday, July 11th, 2pm

From: Angie & Alex
 Location: Hangar 330 South side hangars at Livermore Airport 330 Jack London Blvd, Livermore, CA
 When: Sunday, July 11, 2:00pm
 Phone: 925-980-7186

Congratulations to everyone for another successful Paso Robles Contest!



Come to hangar 330 on the south side of Livermore Airport for a fun filled party.

For those who are flying, ask ground to direct you to the south hangars (preferably via taxiway C if you land 25R). Our row is the 3rd hangar ramp as you head East from the taxiway C/25L runup area (the westernmost facing hangars count as first hangar ramp). For those who are driving and don't have direct ramp access, drive westward on Jack London Blvd until you get to the 3rd hangar ramp from the end. You'll be able to look down the row and can see us from the road. Make some noise and we'll let you in. If you can fit a dish in your airplane or car - great, bring one. If not the Chapter will fill in whatever is missing. We'll have good company, good time, ping pong, darts, and who knows what else! Come out and join the party!

(Continued from page 9) - Member Of The Month—The Hirschmans was the Navy training jet that students did their first carrier landings in. We called it the Gerber Safety Jet because it had two engines and straight wings so it was very forgiving. It was used for all the upright and inverted spin training and out-of-control flight training because it always recovered (even if you had to restart the engines sometimes).

She Said: The TA-4J Skyhawk. We did our advanced jet training in it. It was like a sportscar that you strap on. It rolls so fast that you can't put in full aileron and get it back in time to stop after one roll, but it will bang your head off the canopy.

What was your most memorable flight?

He Said: The last one. And the most important flight is the next one. Any plane on any flight can kill you so you've got to respect each one.

(Continued on page 11)

Quote Of The Month

Kurt Haukohl

At this years Paso contest, most flight medals winners were happy receiving their medals and the congratulatory handshake. Some, however, took the opportunity to wrestle the microphone away from the CD and give an acceptance speech. The most memorable one (the only one) was:

“Real Gentlemen fly bi-planes”

- Kurt Haukohl

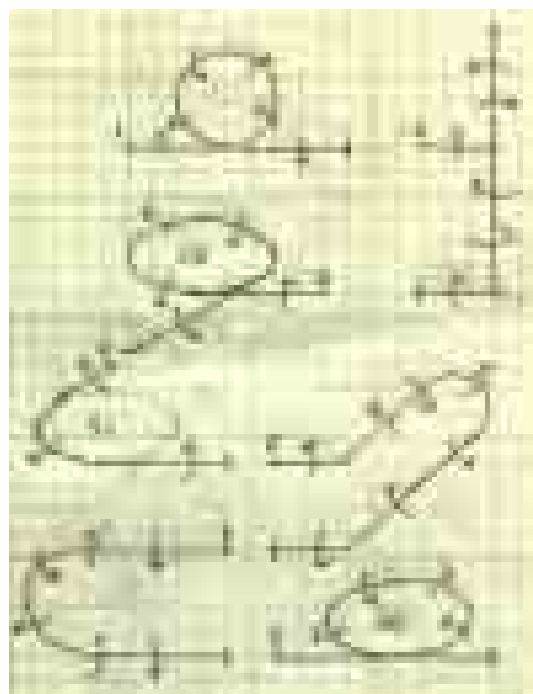


Paso 2004 Advanced Unknown

Peter Jensen

Some made the comment that the Advanced Unknown sequence Allyson had created was hard. Here's how I remember it. Piece of cake!

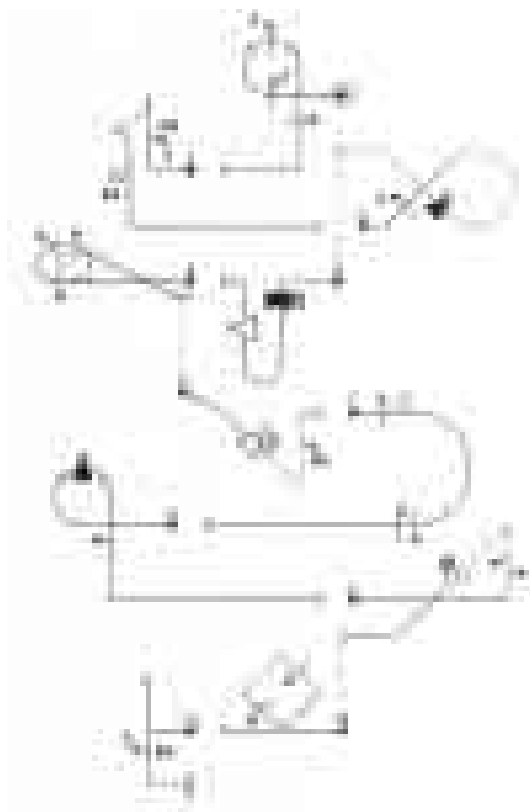
Right?



Paso 2004 Unknowns

Peter Jensen

Unlimited



Intermediate



(Continued from page 10) - Member Of The Month - The Hirschmans
She Said: During one of my night launches from the U.S.S. Abraham Lincoln my jet lost both generators so it was pitch black in the cockpit right as we got airborne after the catapult shot. Nothing like being 60 feet from the water with no instruments! We were able to get a generator back online and had an uneventful flight until we had to come back and land. It was a really dark night and I boltered (missed the arresting wires) a couple of times, so by the time I finally trapped (caught an arresting wire) I was pretty wiped out. But what a dose of character!



Contest Results

Peter Jensen

What a contest. 53 competitors. 16 from Chapter 38, and 7 first time competitors (I think), some of which scored above 80% - way to go. What a turnout, what a contest. Allyson did an outstanding job putting together a flawless contest. Thank you very much.

Northern California Aerobic Championship June 10-12, 2004

Paso Robles Airport, California
Contest Director: Allyson Parker-Lauck

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Che Barnes	38	336.600	373.400	347.500	1057.500	78.33
2 Marilyn Dash	38	342.600	332.000	302.300	976.900	72.36

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Gary Meermans	49	1068.652	1085.037	1089.517	3243.206	85.80
2 Jeff Jewell	36	1080.548	1027.592	1070.463	3178.602	84.09
3 Gray Brandt	36	1038.173	1068.209	1023.579	3129.960	82.80
4 Jenner Knight	36	1033.668	1053.201	1031.963	3118.831	82.51
5 Spencer Suderman	26	1064.717	1062.258	987.344	3114.319	82.39
6 Yuichi Takagi	38	1017.681	1075.044	1021.447	3114.171	82.39
7 Howard Kirker	38	1024.276	1046.224	1031.882	3102.382	82.07
8 Doug Burr	38	1059.709	1029.020	999.198	3087.927	81.69
9 Justin Stout		1003.991	1034.526	1017.989	3056.505	80.86
10 Brian Stout		1041.465	1001.194	993.787	3036.446	80.33
11 David Platt	26	1048.153	1022.311	963.032	3033.497	80.25
12 Peter Gilchrist	38	1030.391	1032.430	967.508	3030.329	80.17
13 Drew Detsch	26	1089.153	1093.416	745.617	2928.187	77.47
14 Norman Manary		949.714	1016.010	921.282	2887.005	76.38
15 Dale Roberts	38	825.153	1037.514	993.729	2856.396	75.57
16 Randy Owens	36	619.609	1069.846	1040.956	2730.410	72.23
17 Andrew Connolly	38	874.859	911.302	908.493	2694.653	71.29
18 Stephane Nguyen	38	797.270	996.588	858.215	2652.073	70.16
19 Richard Rihn	38	994.387	0.000	0.000	994.387	26.31

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Todd Whitmer	38	1699.071	1806.171	1341.633	4846.876	87.81
2 Mel Andrzejewski	69	1705.207	1777.904	1357.710	4840.820	87.70
3 Malcom Pond	49	1640.869	1743.889	1363.474	4748.232	86.02
4 Bob Blackwood	26	1677.375	1679.765	1374.866	4732.006	85.72
5 Kurt Haukohl	AC8	1650.727	1649.825	1371.490	4672.042	84.64
6 Reinaldo Beyer	36	1650.849	1711.231	1308.664	4670.744	84.61
7 Dave Hermance	49	1632.824	1672.640	1314.231	4619.695	83.69
8 Darren Pleasance	38	1581.277	1556.654	1300.371	4438.302	80.40
9 Peter Jensen	38	1432.800	1187.295	1255.332	3875.427	70.21
10 Jason Bialek	67	1538.517	1013.542	1321.326	3873.385	70.17
11 Amos Wilmai	38	1540.906	1295.733	849.211	3685.850	66.77
12 Larry Howard	67	295.534	1664.514	1124.752	3084.800	55.88

Other Awards

- 4 Min Free Bob Meyer
- Grass Roots Trophy Gray Brandt
- Pitts Trophy Melissa Andrzejewski
- Chapter Trophy Chapter 49
- School Trophy Team Suderman
- First Time Sportsman Yuichi Takagi
- Ernst Belt Stephane Nguyen

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jeff Boerboon	69	2037.480	2583.786	2219.896	6841.162	81.83
2 Dennis Foster	36	1975.709	2639.780	1987.741	6603.230	78.99
3 Robbie Gibbs	69	1910.728	2490.150	2045.276	6446.155	77.11
4 Michael Steveson	69	1956.904	2572.538	1737.552	6266.995	74.96
5 Doug Sowder	67	1914.774	2552.458	1775.479	6242.710	74.67
6 Ty Frisby	36	1867.545	2326.136	1879.971	6073.653	72.65
7 Dennis Yugo	38	1859.357	2298.064	1873.188	6030.608	72.14
8 Steve Smith	36	1779.245	2322.566	1890.885	5992.696	71.68
9 Michael Church	36	1816.193	2411.780	1741.151	5969.123	71.40
10 Micky O'Brien	49	1755.448	1877.924	1733.476	5366.848	64.20
11 Jim Peeples	36	1725.661	2525.562	1105.506	5356.729	64.08
12 Tom Myers	38	1557.716	2238.078	1463.416	5259.210	62.91
13 Diana Towne	36	1767.284	1842.613	1423.131	5033.028	60.20
14 Tom Applegate	38	1688.924	1918.438	1283.839	4891.200	58.51

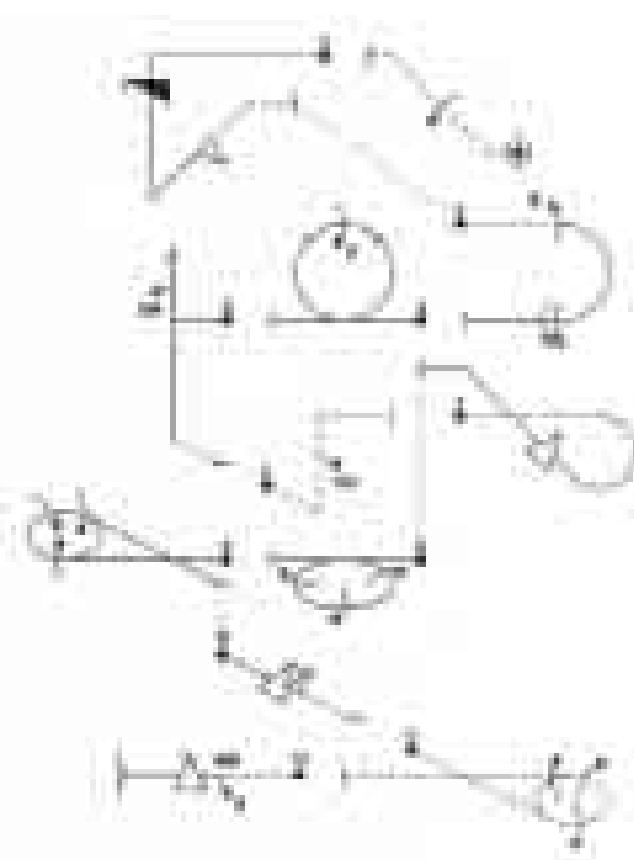
Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Bob Meyer	26	2423.395	3817.601	2904.658	9145.653	78.57
2 Norm DeWitt	38	2533.342	3711.479	2825.292	9070.113	77.92
3 Vicki Cruse	49	2470.254	3705.576	2817.160	8992.990	77.26
4 Marta Meyer	26	2370.302	3806.765	2489.130	8666.197	74.45
5 Aly Parker-Lauck	38	2200.489	3591.608	1954.734	7746.830	66.55
6 Doug Jardine	36	2340.024	2731.127	0.000	5071.151	43.57

Paso 2004 Advanced Unknown

Peter Jensen

Here's the real one. 3 rollers! Not exactly a walk in the park.



Calendar of Events

- July 11 Chapter Meeting
Post Paso BBQ/Potluck.
Angie & Alex's hangar in Livermore
- 23-24 **Canadian Open - Abbotsford**
D&MRICHARDSON@telus.net
- August 8 Chapter Meeting
Aerobatic Movies
- 27-28 **Beaver State - Pendleton, OR**
grhoward@aeromt.com
- Sept. 3-6 **Happiness is Delano - Delano, CA**
rocket_93021@yahoo.com
- 19 Chapter Meeting
Warbird Hangar Tour
- 26-1 **2004 Nationals - Denison, TX**
David@tacticaltanks.com
- October 10 Chapter Meeting - 4pm
Flying the U2 - Rich Perkins
- 15-16 **Borrego Acrofest - Borrego, CA**
rstonehouse@greenhart.com
- November 4-7 **Tequila Cup - Tucson, AZ**
m.hollandSAAC@worldnett.att.com
- 14 Chapter Meeting - 4pm
Elections/Formation Flying
Rich Perkins & Harry Hirshman
- December ?? X-mas Party

*) For New J Training Days contact Ben Freelove at:
ben@benfreelove.com

Classified Ads

Pitts S1S For Sale



1973 Pitts S1S - Factory Built
530 TTAFE
Hooker Harness
Aviation Products tailwheel
King KY97A Comm
Homsley Smoke System
Sight guage
Paint and fabric are in excellent condition
Both mags overhauled in past year
Engine compression all in mid-70s
Current annual as of 3/04
Asking \$35,000 OBO

Call Darren at 650-245-2405
or email at darren_pleasance@mckinsey.com

Show Your Chapter 38 Pride - Buy Logo Wear

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

Quantity	Total
_____	_____
_____	_____
_____	_____
_____	_____
Total	_____

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

Mail to:
**Stephane Nguyen,
IAC38 Treasurer
3655 Pruneridge Avenue
Apt #86
Santa Clara, CA 95051**

IAC Chapter 38 Membership Application/Renewal Form

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

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 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)

Stephane Nguyen, IAC38 Treasurer - 3655 Pruneridge Avenue - Apt #86 - Santa Clara, CA 95051



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



Chapter Meeting:
Sunday July 11th, 2004, 2pm - ???
Post Paso BBQ/Potluck
Angie & Alex's hangar
Livermore Airport