

May 2014

IAC38 NEWSLETTER

President's Report



Beth and IAC38er and Reno Racer Jeff Rose

RENO!

Why are we so fascinated by the Reno Air Races? Oh, I don't know, maybe it is the excitement, the daring...the drama of planes and pilots pushed to their absolute limits.

Reno almost didn't happen in 2012 in the aftermath of the tragic crash in 2011. It was looking very possible that the races might be

gone forever. At the last minute, the Reno Air Race Association, FAA, city of Reno and the state of Nevada came together to secure the logistics for insurance and safety. The races were on!

The memory of that fateful day in 2011 was still fresh. But overall, there was a spirit of

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rejoicing. Reno 2012 was a celebration of an event unique in all the world. This was my first Reno.

I had a pits pass and felt like a kid in a brand-new candy shop. The incessant bustle and energy was intoxicating. The now-familiar roaring engines sent a thrill with every lap. You don't just hear the planes; you feel them reverberate to your very core. I was smitten.

The following month, I was at the Pine Mountain Lake community airport day. Lee Behel dazzled the crowd with low passes in his Lancair Legacy, Race 5, *Breathless*. I stood, transfixed. Stunned by the sheer speed, I almost crumpled to the ground, weak-kneed.

I was Breathless.

Later, I casually asked Lee how one gets into air racing. "A fast plane and formation experience" was his reply.

The following month I had my first formation lesson. Lee was Bomber 1 in his Decathlon and Wayne and I were Bomber 2 in his Citabria.

Holy cow, this was hard! Way harder than any aerobatics I had done thus far. Keeping a laser-focus on the lead plane is excruciatingly demanding. It seemed beyond the scope of human ability (mine at least) to keep two objects moving in three dimensions in precision alignment. It was incredible.

One of the singular thrilling events of my life was my flight in *Breathless* a few months later.

To move with that kind of speed is surreal. The plane ate up the ground at an astonishing rate. I had slipped into an alternate universe where space and time warped and the impossible existed. I wanted to stay here.

I joined IAC to hang around with people doing aerobatics. I wanted to attend 2013 Pylon Racing Seminar for Reno rookies for the same reason. Of course, racing at Reno was a silly thought, given my inexperience. Perhaps I could *audit* rookie school? I cast this idea to Lee and he said "I can tell you all you need to know about racing at Reno over a beer". He would probably tell me to fly fast, fly low, turn left. But I wanted to BE there...on the ground at

Reno Stead, my finger on the pulse, living it.

A few weeks later, fellow IAC38er Jeff Rose said to me, "Young Bethany, (he calls me Young Bethany even though we are about the same age), I've decided to race the Pitts at Reno this year. How would you like to crew for me?"

That week of rookie school was epic. One fine morning, we pushed Jeff out onto Runway 8 for his maiden flight around the pylons. There we stood, centered on the expanse of tarmac, gazing into infinity.

Life is either a daring adventure or nothing. Security does not exist in nature, nor do the children of men as a whole experience it. Avoiding danger is no safer in the long run than exposure. –Helen Keller

I call these racers gladiators.

You don't just hear the planes; you feel them reverberate to your very core. I was smitten.

IAC38 HOSTS CRIS FERGUSON

We were pleased to have Cris Ferguson as our IAC38 guest speaker for our April meeting. Cris shared his wide breadth of knowledge as someone who has both built and flown the extraordinary planes that race at Reno.

We went along for a wild ride with in-cockpit video footage of Jeffrey Lo racing the pylons in 2013. Questions and answers flew fast and furious as our acro audience leaned in and got a glimpse into a whole different world of aviation.

Actually, we are all on a thrilling mission to fly fun airplanes with skill, precision and control. Not so different after all.



IAC38 GOES TO RENO!

The Reno Air Races will be held September 10-14, 2014. We will be there to cheer on our IAC friends: Jeff Rose, Vicky Benzing, Colleen "C.G." Keller, Casey Ericson and Marilyn Dash.

Want to be part of the action? We are going to ogle airplanes, camp out at the airport and generally have a kick-ass time.

Stay tuned for dates and details. RSVP your interest to: [bethestanton@gmail.com](mailto:btheastanton@gmail.com).

NO IAC38 MEETING IN MAY, WE'RE HOSTING A CONTEST

Important note: We will meet at **4PM** for the months of June, July and August.

Next meeting: Sunday, June 22 at 4pm, Attitude Aviation, KLVK.

Featuring Allen Silver, owner of Silver Parachute Sales, FAA Master Parachute Rigger and former FAA Designated Rigger Examiner.

You have just experienced a mid-air collision, a wing is gone and you are spinning towards the ground! You have just seconds to react...what is the first thing you need to do?

If you had to think about your answer, then you can't afford to miss this informative and entertaining presentation by Allen Silver, one of the world's recognized experts in getting you out of your aircraft quickly and safely.

Allen will offer us an energetic, interactive seminar on all aspects of a bailout including mental attitude, preflight preparation, how to get out of your aircraft, deploying your parachute, and landing safely back on earth. We will also learn other steps to take to increase chances of surviving a bailout and even how to choose the right parachute.

Allen has over 3200 jumps, is a retired wing walker and is an instrument rated private pilot.



Allen Silver

Calendar

May 17, Tracy (KTCY) critique day, 10AM (weather day May 18)

May 28, Coalinga (C80) critique day for IAC38 members

May 29-31, Coalinga Western Showdown

June 22, IAC38 Chapter meeting, 4PM, Attitude Aviation, KLVK

The entire national contest calendar for 2014 is quite lengthy, so the following link is provided to take you to the IAC website calendar page.

[ContestListing.asp](#)

IAC38 Coalinga Western Showdown

May 29th - May 31st, 2014

Schedule and General Information:

Wed, May 28, Setup. *Those who participate in morning setup may practice in the box Wednesday afternoon until sundown!*

Thu, May 29, Registration, tech inspection, & practice. Box open until sundown.

Fri, May 30, Contest flights. Briefing at the terminal building. Box open until sundown.

Sat, May 31, Contest flights. Briefing at the terminal building. Awards banquet at Harris Ranch.

Costs:

Registration: Primary, \$150; Sportsman through Unlimited, \$225. Includes snacks, lunches and a t-shirt.

Banquet at Harris Ranch: \$50. Extra box lunches: about \$10. Extra t-shirts: about \$10.

Aeroshell 100 Plus oil: \$10 per quart.

Credit card payments will be accepted at the contest site.

Web Pre-registration:

<http://www.iacusn.org/acrs>

Contest Directors:

Martin Price, 510-579-3407 (c) martin@pull.gs

Tom Myers, 508-506-2967 (w) 650-328-2141 (h) 650-799-6854

(c) tom.myers@stanfordalumni.org

New Coalinga Airport (C80) info:

<http://www.airnav.com/airport/C80>

Runway 01 uses RIGHT traffic and Runway 19 uses LEFT traffic when the box is open.

Hangars and Ramp Parking:

Hangars are very limited, first come - first served, prices TBD.

Ramp parking, free and plentiful, but bring chocks and/or tie down ropes.

Hotels, Motels, & Inns:

You are highly encouraged to make your reservations early, as the contest is during their busy season.

Harris Ranch, 24505 West Dorris Ave, 800-942-2333.

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Motel 6 Coalinga East, 25008 West Dorris Ave, 559-935-1536.
Best Western Big Country Inn, 25020 West Dorris Ave, 559-935-0866.
Coalinga Travelodge, 25278 West Dorris Ave, 559-935-2063.
Baker House B&B, 190 Mountain View Pl, 559-934-1900.
Royal Lodge, 800 E Elm Ave, 559-935-1664.
Cambridge Inn, 100 Cambridge Ave, 559-935-1541.

Camping:

Camping out at the terminal building is ok.

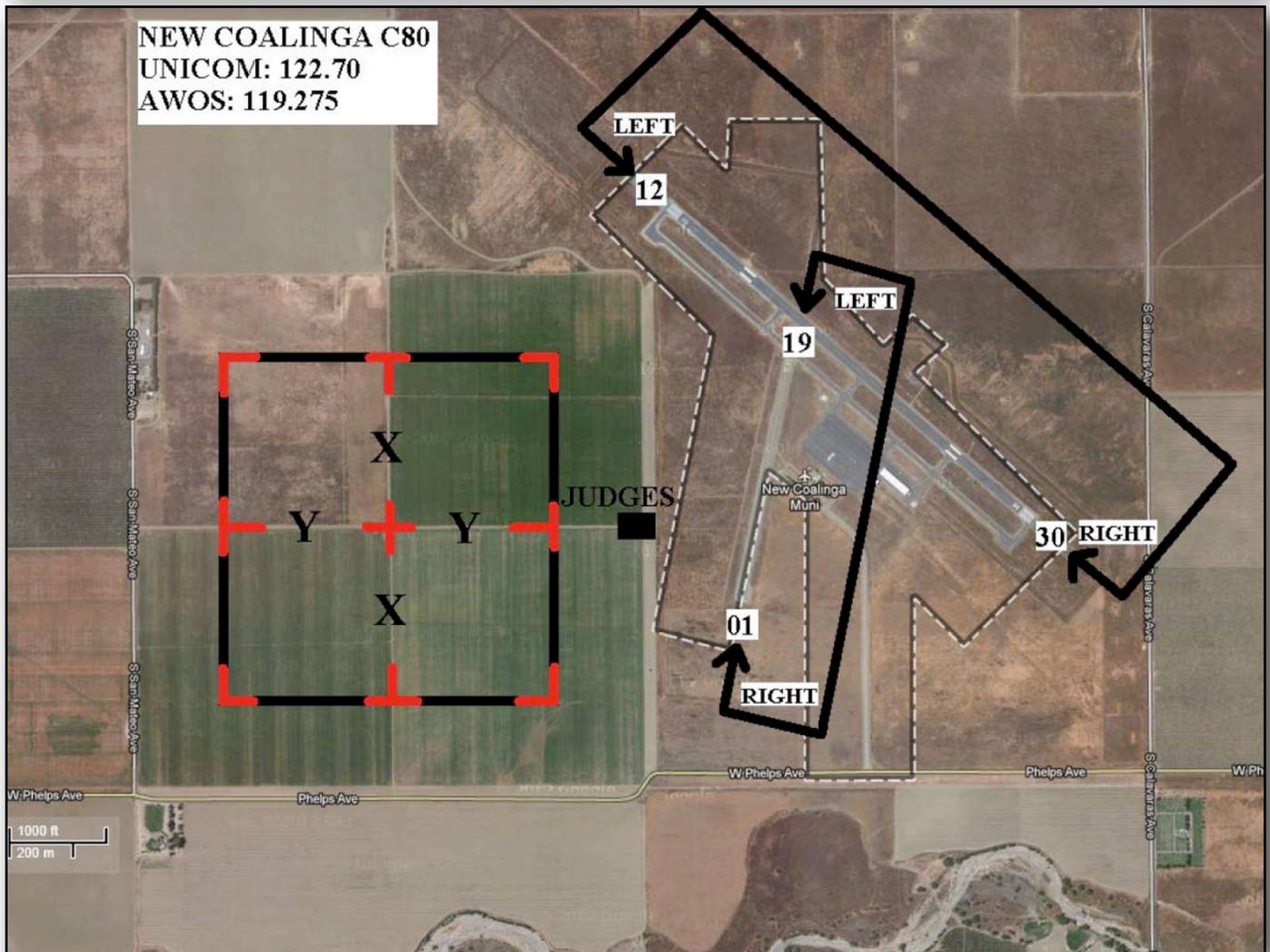
Fuel:

Self-serve credit card driven fuel island. According to Airnav, \$5.80 per gallon.

Transportation:

There is no public transportation or on-airport car rental.

Airport and Box:



RESULTS: BORREGO SPRINGS, APRIL 11, 2014

Primary

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Nicolaas Vlok	120	Extra 300	N300EY	335.70	338.90	345.10	1,019.70	80.93%
2	Thomas Goetze	38	Super Decathlon	N56AC	316.60	345.95	334.30	996.85	79.12%
3	Mignon Gery	49	Pitts S2-A	N49BR	329.80	336.00	329.90	995.70	79.02%
4	Anthony Oshinuga	36	Christen Eagle		319.50	218.10	0.00	537.60	42.67%

Sportsman

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Beth Stanton	38	Super Decathlon	N56AC	1,118.95	1,181.00	1,186.20	3,486.15	81.83%
2	Jim Bourke		Xtreme Decathlon	210XD	1,152.70	1,176.10	1,129.60	3,458.40	81.18%
3	Kevin Elizondo	120	Pitts S-1S	427RD	1,112.80	1,142.70	1,124.30	3,379.80	79.34%
4	H Sharp	49	Pitts S2A	N49BR	1,075.50	1,129.10	1,101.00	3,305.60	77.60%
5	Bjarni Tryggvason	36	Giles 202	C-gxgs	1,043.10	1,014.93	0.00	2,058.03	48.31%

Intermediate

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Matthew Dunfee	120	Extra EA-300	302NL	1,622.18	1,699.70	1,447.20	4,769.08	82.65%
2	Barrett Hines	49	Extra EA300	N410WB	1,506.25	1,602.50	1,396.50	4,505.25	78.08%
3	Michael Tryggvason	36	Giles 202	C_GXGX	1,491.50	1,577.90	1,429.60	4,499.00	77.97%
4	Ron Chadwick	52	Pitts S2_C	N166	0.00	0.00	0.00	0.00	0.00%

Advanced

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Hiroyasu Endo	120	Extra EA300	N300GY	2,100.40	2,619.90	2,195.35	6,915.65	79.40%
2	Michael Hartenstine	26	extra 300	300XA	2,062.95	2,617.60	2,206.53	6,887.08	79.07%
3	Randy Owens	36	Velox Rev II	11VX	1,992.73	2,440.05	2,156.40	6,589.18	75.65%
4	Mike Eggen	38	Lazer Z230	230DP	2,009.78	2,417.81	1,939.58	6,367.16	73.10%
5	Kathleen Howell	26	Extra EA300	300XA	1,915.80	2,540.55	0.00	4,456.35	51.16%
6	Andrew Slatkin	49	Steen Skybolt	N62DP	1,734.45	2,277.50	0.00	4,011.95	46.06%

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Unlimited					Gold	Silver	Bronze			
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%	
1	Tim Just	26	Extra 300@		3,367.70	3,640.60	2,913.30	9,921.60	76.97%	
2	Malcolm Pond	36384926	Edge 540	5405	3,309.75	3,530.90	2,885.30	9,725.95	75.45%	
3	Howard Kirker	38	Lazer	N230DP	2,391.60	3,300.40	2,864.25	8,556.25	66.38%	
4	David Watson	38	Laser 230	230DP	2,572.35	3,149.60	2,776.88	8,498.83	65.93%	

Four Minute Free					Gold	Silver	Bronze			
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%	
1	Tim Just	26	Extra 300@		1,475.00	0.00	0.00	1,475.00	36.88%	
2	David Watson	38	Laser 230	230DP	1,025.00	0.00	0.00	1,025.00	25.63%	

Awards
Grassroots Beth Stanton

RESULTS: APPLE VALLEY, MAY 2, 2014

Primary					Gold	Silver	Bronze			
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%	
1	Mignon Gery	49			351.20	325.35	336.20	1,012.75	80.38%	
2	Gary Debaun	78	Pitts S-2A	N49BR	326.10	336.60	333.10	995.80	79.03%	

Sportsman					Gold	Silver	Bronze			
Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%	
1	Jim Bourke	67	Decathlon 8KCAB	N210XD	1,148.00	1,193.20	1,194.18	3,535.38	82.99%	
2	Kevin Elizondo	120	Pitts S-1S	N427RD	1,127.10	1,092.23	1,144.50	3,363.83	78.96%	
3	Graham Gitlin	26	Sukhoi 29	N929CB	1,097.40	1,058.90	1,103.00	3,259.30	76.51%	
4	H Sharp	49	Pitts S-2A	N49BR	944.50	1,080.28	1,145.28	3,170.05	74.41%	
5	Victor Birtalan	49	Pitts S-2A	N49BR	1,055.10	1,076.18	1,035.10	3,166.38	74.33%	
6	Marian Harris	48	Yak 52	N5874M	876.18	1,001.10	992.95	2,870.23	67.38%	

(continued)

Intermediate

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Matthew Dunfee		Extra 300	N302NL	1,621.60	1,535.60	1,557.10	4,714.30	81.85%
2	A.J. Wilder	49	Pitts S-2C	N82Q	1,485.33	1,502.15	1,408.50	4,395.98	76.32%
3	Barrett Hines	49	Extra 300	N410WB	1,423.80	1,524.88	1,435.00	4,383.68	76.11%
4	Christopher Combs	38	Edge 540T	N921TT	1,513.35	1,389.03	1,473.60	4,375.98	75.97%
5	Jerry Riedinger	67	Pitts S-2B	N12QW	1,403.50	1,505.90	1,021.30	3,930.70	68.24%
6	Matt Likhaitzky	26	Christen Eagle	N2ND	1,456.00	1,047.35	1,411.55	3,914.90	67.97%
7	Ross Ferguson	38	Yak 52	N5874M	977.60	1,399.63	785.90	3,163.13	54.92%

Advanced

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Michael Hartenstine	26	Extra 300	N300XA	2,044.20	2,612.90	2,082.00	6,739.10	77.37%
2	Hiroyasu Endo	120	Extra 300	N300UY	2,078.30	2,478.55	2,122.80	6,679.65	76.69%
3	Margo Chase	26	Extra 300	N319PH	1,896.63	2,444.20	2,278.20	6,619.03	75.99%
4	William Allen	67	Pitts S-2B	N12QW	1,875.83	2,325.87	1,943.13	6,144.83	70.55%
5	Tom Myers	38	Stephens Akro	N100SE	1,880.12	2,337.43	1,870.78	6,088.32	69.90%
6	Andrew Slatkin	49	Steen Skybolt	N62DP	1,927.85	2,271.20	1,758.90	5,957.95	68.40%

Unlimited

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Tim Just	26	Extra 300S	N434TJ	2,880.55	3,509.40	3,233.80	9,623.75	74.37%
2	Patrick Dugan	26	Extra 300	N319PH	3,063.05	2,953.43	2,891.70	8,908.18	68.84%
3	Howard Kirker	38	Lazer 230	N230DP	2,529.76	3,374.55	2,903.93	8,808.23	68.07%
4	David Watson	38	Lazer 230	N230DP	2,882.28	2,720.03	1,601.72	7,204.03	55.67%

Four Minute Free

Gold Silver Bronze

Rank	Contestant	Chpt	Aircraft	Reg No.	Known	Free	Unknown	Total	%
1	Tim Just	26	Extra 300S	N434TJ	3,272.00	0.00	0.00	3,272.00	81.80%
2	Patrick Dugan	26	Extra 300	N319PH	3,244.00	0.00	0.00	3,244.00	81.10%

Awards

Grassroots

Kevin Elizondo

MY FIRST AEROBATIC CONTEST

*Thomas Goetze
IAC38, #435905*

I'll admit it: I am a motor freak and a wingnut, and I certainly love a challenge. I am not a stranger to jostling with motorized gadgets. I was a competitor in a Northern Cal motorcycle road race organization for many years.

Since I was a kid I had the desire to fly airplanes, but because aviation doesn't run in my family, I didn't realize that dream until I was 50.

Somewhere along the path to becoming a pilot I got introduced to flying aerobatics... and I knew THAT was what I needed to do. I decided I might as well hone the skills of the three dimensional flight I was acquiring and participate in some sort of contest to see if I am really cut out for this stuff.

I'd heard about aerobatic competition from my friend Mike Eggen, who also has a bunch of trophies in his hangar. When Mike tore his trusted Decathlon apart for a complete rebuild, he suggested I talk to Dave Watson, who now allows me to fly in his Super D.

Dave is a great teacher. He showed me some stuff and boy, does he know how to point out the flaws in your flying. He is also very good at verbalizing how to do a better job at it. He

helped me to get ready to enter in Primary at Borrego.

Borrego was my first contest in an airplane. I found the event to be well organized and, for the lack of a better term, pretty low key. But I loved it when we got to the front of the flight line and it was my turn to go, that was definitely my favorite part. If it weren't for Dave

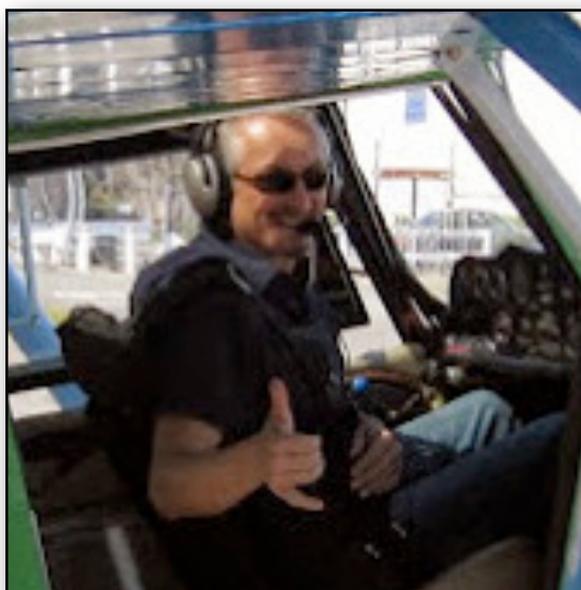
I would not have placed on the podium. I ended up second overall in my category.

The experience changed my outlook on flying somewhat. Instead of going sightseeing or pursuing the proverbial \$150 hamburger, I have found a deeper purpose in my flying.

If I should be lucky enough and have the means I want to continue and improve and maybe get really good at

this. The next contest I am planning on attending will be Coaling Station A (also known as Coalinga). This time I'm going to be competing in the Sportsman category.

Thanks to everyone for teaching, mentoring, volunteering, organizing, judging, keeping track, keeping everyone safe, being forgiving, being generous, and making this an absolute F&*@ing blast!!!



TELL US YOUR STORY!

Inquiring IAC38 members want to know...just how the heck did you get involved in aviation and aerobatics?

Answer these questions with a sentence (or few) and email them to btheastanton@gmail.com. We can't wait to hear all about you.

- why did you decide to become a pilot?**
- where have you trained, in what planes and with which instructors?**
- why aerobatics?**
- how did you find the IAC?**
- what are your future aerobatic goals?**

Brand new IAC38 member Taurus Fey volunteered to go first.

-why did you decide to become a pilot?

My family has a very long history of pilots, going back to the 1940's with my great grandfather Chandler and my great grandmother Betty at Cheim field in Marysville. My great grandfather was an aircraft mechanic and my great grandmother Betty was a fabric and dope expert. They both got into aviation by building a Piper Cub and gradually taxiing faster until they got airborne. Betty was also a wingwalker and a prolific pilot. They worked on aircraft for some famous people including Gene Autry. My grandparents were also pilots, and only recently retired from flying and sold their Mooney 252. My grandmother Marjorie Johnson is still an active member of the 99's. My Mom and Dad are pilots as well. My Dad flew P-3's during Vietnam. So I grew up in aviation, some of my earliest memories are sitting on my Dad's lap in our old 172 and buzzing up to Auburn or Half Moon Bay.



Taurus Fey

-where have you trained, in what planes and with which instructors?

I've been flying out of Palo Alto pretty much my entire life, mainly in 172's, but I have some time in a 152, a Mooney M20F, a Mooney 231 and a 252, a little time in a Super Decathlon and a little time in a Stearman. I've had a few instructors over the years, Garrett Woodman, Will McAdams and most recently Jerod Flohr.

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-why aerobatics?

The main reason I want to fly aerobatics is to make myself a better pilot, I want to feel like I am in total control of the airplane and not be afraid to push the envelope and know what the plane is capable of and how it will respond in unusual attitudes. I think most pilots fly along straight and level, fearful of the unknown, afraid of the plane on some level. I know that's how I feel now, I am always thinking about it while I am flying. What would happen if I suddenly got turned upside down by some crazy turbulence or something? Not knowing what to do is scary. I want to KNOW what to do. The second reason is because I've loved watching aerobatic performances since I was a little kid, and have always wanted to join in on the fun!

-how did you find the IAC?

I started talking about getting into aerobatics with Jerod Flohr. I saw his performance at the Watsonville airshow last year and I was so excited to see another young enthusiastic guy. When I met him at my flying club and got involved with his new club, Max G Aviation, I knew that I had met the right guy to help me get into the world of aerobatics. He made mention of the IAC38 and suggested that I get involved.

-what are your future aerobatic goals?

I am going to be taking my private pilot checkride sometime in the month of May. Once I am finished with that Jerod and I are going to do combination training, for tailwheel and acro. Once I get that finished I plan on competing in the entry level at as many events as I can attend! I am definitely going to the Coalinga contest, so count me in as a volunteer. Hoping that maybe I can fly myself down :)

2014 IAC Chapter 38 team

Beth Stanton, president

Martin Price, past president

Dave Watson, vice president

Howard Kirker, treasurer

Tom Myers, secretary

Directors: Chris Combs, Mike Eggen, Marian Harris

Webmaster/email list: Brett Goldsmith

Newsletter editor, Dave Williams

David Manuel, membership

Sniffing the Spitfire

Beth Stanton

I love Reno Stead field at twilight. The desert mountains silhouette the gold sky. The roar of incessant activity is temporarily hushed. I roam the pits, making myself invisible as shadows gather darkness.

I marvel at the astounding assemblage of horsepower and history gathered at this single point on the planet. The planes sleep. Some rest undisturbed, others are lit with surgical brightness as magician-mechanics perform procedures so they may race another day. I slip wraith-like amongst the slumbering beasts.

The Spitfire catches my eyes. I was transfixed when I saw her fly today for the first time. I approach quietly, circling, taking in her size, shape, curves. Her lines are more graceful than her more muscular Mustang cousin. I gently touch her dull brown exterior, reminded of the female of bird species, less gaudy than their male counterparts. I stand on tiptoe to peer into the cockpit. The canopy is cracked open and as I get closer, I catch a whiff of her scent. Like a bloodhound, I lean in closer, catching notes of wood, oil, and the boldness of heroes.

Our senses are the portals through which we mortals experience the world around us. Total immersion activities, like flying, engage the senses in an exquisitely integrated way that is one of the joys of being human.

When flying, we **see** the world in a whole different way from our usual two-dimensional, earth-bound perspective. Our horizons literally expand witnessing the interface of earth and sky. We **hear** the memorized music of engine and prop as song. We **feel** with coordinated movement and muscle memory as we fly by the seat of our pants. Unless you are incorrectly siphoning gas or have a very strange relationship with your plane you don't actually **taste** it. However, to keep this metaphor going, I will offer that we *taste the excitement*.

The **smell** of acrid electrical, smoke or fuel sends alarm bells to our nervous system.

And yet there is much more to our olfactory than alerting us to danger. Our sense of smell is connected to the limbic system, the

most primal, emotional part of our brain. A scent conjures memory instantly like no other sense can. Unbidden ghosts of scent can haunt us unawares: a hint of your grandmother's soap, wood smoke on a winter's night, the perfume of your lover's skin.

For me, how a plane smells is as integral to it as how the gauges read or the control surfaces move. Aerobatic airplanes smell of hot metal, av gas, sweat and adrenaline. The Extra, Pitts, Decathlon...each have their own unique signature. Leaning into an airplane, I close my eyes and inhale deeply. Perhaps this is odd, but I don't care. I'm imprinting a memory; I'll always remember.





Eddie Andreini
(1937 – May 4, 2014)

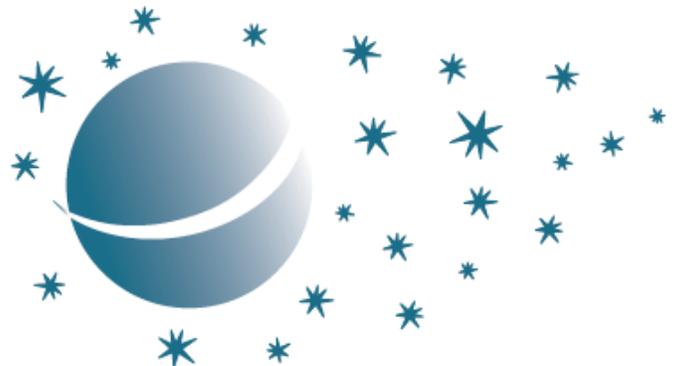
Blue skies and tailwinds, our friend.

COALINGA WESTERN SHOWDOWN

May 29-31, 2014
New Coalinga Municipal, C80



***KVA is a proud sponsor for the IAC38
Coalinga Western Showdown***



For more contest details, go to www.iac38.org
You can pre-register at:
<http://www.iacusn.org/acrs/login.php?url=%2Facrs%2Findex.php>
We take credit cards!

PARTY WITH THE PATRIOTS

The Patriots Jet Team Foundation is dedicated to inspiring the youth of America with a love of aviation and aerospace. Students today need every encouragement to learn and apply sciences and math to their educational path. The Foundation is developing innovative educational programs with hands-on curricula to provide students with the skills and experience of a lifetime.



The Patriots Foundation Benefit

Bringing Aviation & Aerospace to Our Youth

Save the Date: **August 9, 2014** from 5:00 pm – 10:30 pm

Book your tickets now, visit: pjtf.org or call 925-878-9642



The Patriots Jet Team Foundation is pleased to announce that our 2014 Patriots Foundation Benefit is will be held on **August 9, from 5:00 pm – 10:30 pm**. Your generous benefit investment will be put to immediate work. Our mission is to inspire our community's youth with exciting aviation and aerospace activities that strengthen their science and math skills and can lead them to rewarding careers.

To get your ticket, please book now.

Tickets are \$100 and includes dinner and drinks, "Jet Team-style" entertainment, and a raffle ticket for exciting prizes. If you purchase a table of 10, you will receive a **10% discount**.

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2014 aerobatic calendar



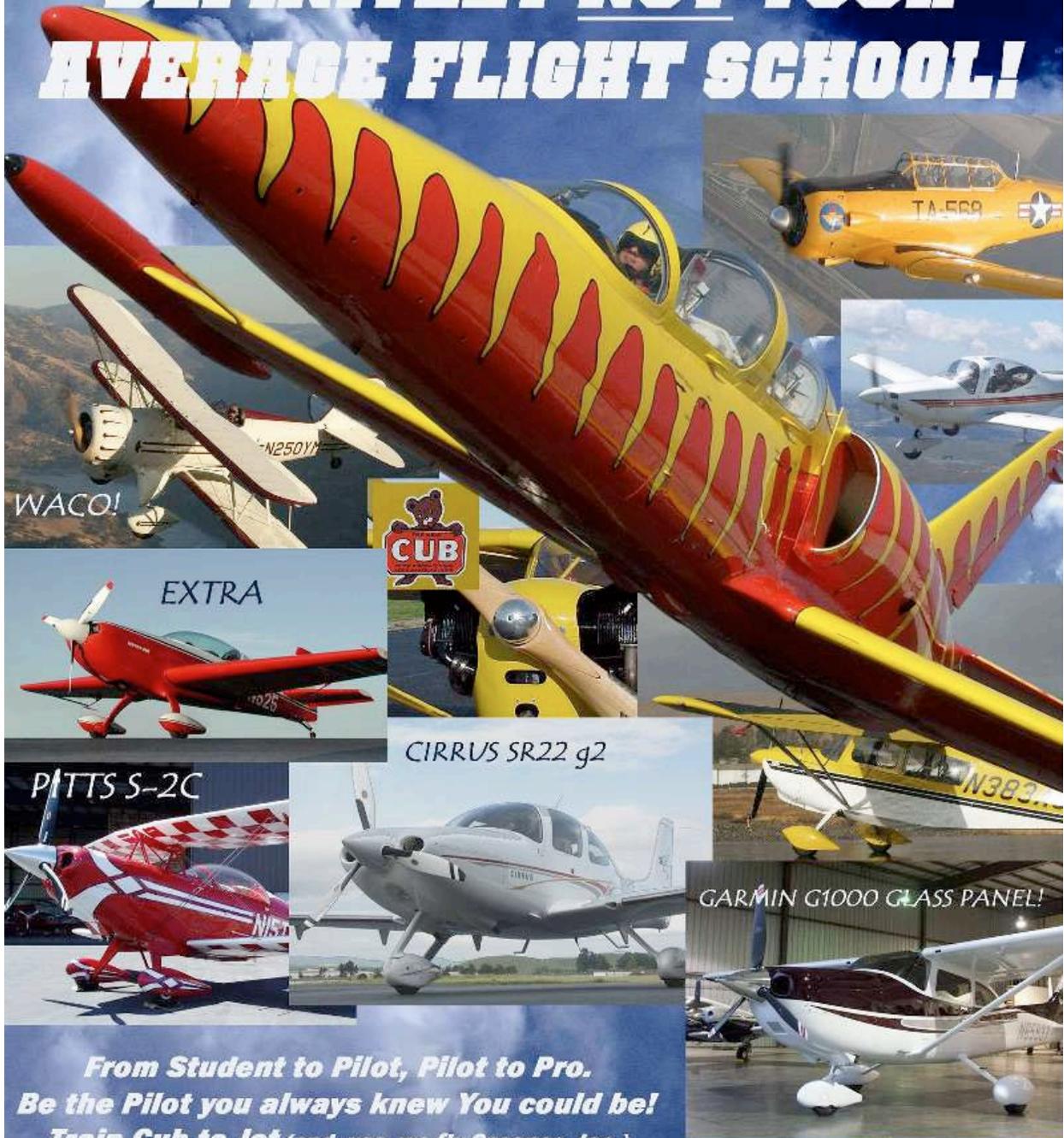
WESTERN REGIONAL CONTEST SCHEDULE

- 4/10–4/12 | Borrego Hammerhead Roundup | Borrego Valley, CA | L08
- 5/01–5/03 | Duel in the Desert | Apple Valley, CA | APV
- 5/29–5/31 | Coalinga Western Showdown | New Coalinga Municipal, CA | C80
- 6/26–6/28 | Apple Cup | Ephrata Municipal, WA | EPH
- 7/24–7/26 | CanAm Aerobatic Challenge | Cut Bank Municipal, MT | CTB
- 8/14–8/16 | Beaver State Championship | Eastern Oregon Regional, OR | PDT
- 8/29–8/31 | IAC Open West 40th Annual Happiness is Delano | Delano Municipal, CA | DLO
- 9/05–9/07 | Rocky Mountain House | Rocky Mountain House, AB | CYRM
- 9/05–9/06 | Apple Turnover | Ephrata Municipal, WA | EPH
- 9/21–9/26 | U.S. National Aerobatic Championships | North Texas Regional, TX | GYI
- 10/9–10/11 | Borrego Akrofest | Borrego Valley, CA | L08
- 11/6–11/8 | Tequila Cup | Marana NW Regional, AZ | AVQ



FOR MORE INFORMATION VISIT THE INTERNATIONAL AEROBATIC CLUB AT WWW.IAC.ORG
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Evan Peers of Airspace Media is the winner of the National Geographic Energizer 2011 Ultimate Photo Contest. We are pleased and proud to have him as the official photographer of IAC Chapter 38.

Editor's note

We are a very diverse group of people with a lot of interesting stories to be told, and I solicit your input. Submissions are welcomed. We're not trying to win a Pulitzer Prize here, so don't be intimidated by a perceived lack of writing skills. If you have a story, or an idea for one, please submit it!

Dave Williams, dw370@comcast.net

JOIN / RENEW

In addition to helping support all the activities of our chapter, IAC Chapter 38 membership is an insurance requirement if you want to fly in the box at Tracy for critique days. If you are receiving this newsletter and you know you need to get your membership updated, here are several ways to do it:

- sign up here for the International Aerobatic Club: <https://www.iac.org/roll-us-join-or-renew>
- sign up here IAC38 (using PayPal): <http://www.iac38.org>
- sign up at our next chapter meeting, we accept cash, check and credit card
- Fill out this form and mail it to Howard with your check:

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

