



The ACronaut

Volume 5 - Number 11

Prez' Post

Darren Pleasance



November Chapter Meeting

Sunday, November 14, 4pm
Attitude Aviation,
Livermore Airport

- Elections
- Formation Flying (tentative)
- Darren's Laser
- Socializing & Catching Up

Don't miss this one. This is your chance to get more involved in chapter activities. If you're interested in a position on the board please e-mail Darren: president@iac38.org

IAC38 Welcomes

Dave Watson - Campbell

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I can't believe it's election time of year again, both on the national front as well as for our thriving little Chapter 38 aerobatic club. Although I took the role of President last year with some degree of trepidation given my crazy work and travel schedule, the role has turned out to be much more enjoyable than I had expected and, thanks to the many great volunteers on the Board and in the Chapter, not nearly as time consuming as I had feared. As such, I want to use a little of this month's Prez Post to encourage others of you to get involved in any form you feel you can.

Director roles (of which there are 3 up for election this round) require fairly minimal time commitment but are quite important in shaping the direction of the Chapter. Officer roles (e.g., Pres, VP, Treasurer, and Secretary) require a tiny bit more time, but

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Editor's Column

Peter Jensen



I got my airplane back last week so all is well again. I had a little wingtip/tailwheel repair work done. Ken Ericson from Sean Tucker's school of aerobatics in King City did an outstanding job with the repairs. He did it within the estimate both time and money wise. I can highly recommend Ken to work on your plane. In

addition to being an excellent aerobatic instructor he is an outstanding mechanic.

As usual several people contributed to the newsletter, which makes my job easier and more enjoyable. In addition to the 'regulars', Howard Kirker wrote a story about his trip to Borrego. It's great with these smaller personal stories. This is what makes the newsletter worth reading, so I'll encourage more people to do the same. Just a couple of paragraphs is all it takes.

Enjoy this newsletter!

-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 (11/1/2004)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (11/1/2004)

Greg Pettit
Peter Jensen
Peter Gillcrist

Ben Freelove
Allyson Parker-Lauck
Howard Kirker

Marilyn Dash
Stephane Nguyen
Darren Pleasance
Jacquie Warda
Mike Davis
Angie Niles
Brett Goldsmith
Todd Whitmer

Cecilia Aragon
Anil Kumar
Rich Perkins
Doug Burr
Alex Drobshoff
Che Barnes
Sean Worthington

Designated Briefers

Cecilia Aragon
Marilyn Dash
Darren Pleasance

Ben Freelove
Peter Jensen

Flying High

Darrin Silver - www.FlyingHighComics.com



Heard It On The Ramp

Marilyn Dash

Winter is approaching. It is time for us to analyze last year and start making plans for next year. Which contests will we go to? What category will we fly? What about the Free? Will Darren really move up? So many questions....

It is also the time of year for us to talk about Chapter Elections. I have been on the Chapter 38 Board for two years. I have enjoyed my time on the Board very much. Now I am up for re-election and if voted in again, would like to continue working with our membership to create a wonderful, safe and social environment for us to continue to hone our skills.

There are so many names that have become synonymous with Chapter 38 and our membership has grown to include some great additions like Drew Deutsch, Allyson Parker Lauck, Spencer Suderman Che Barnes and Bill Stein.

We are on a roll, as a Chapter – and I'd like for everyone who is interested in working towards the future of the Chapter to GET INVOLVED!

My beloved Ruby is in for her Annual this month, so you won't see us at New J or Mt. Diablo. But, we'll see you there soon.

MOTM

This month, we have Angie and Alex as our Members of the Month! I wanted to be able to share their stories with the membership – but couldn't think of separating them – since they are forever linked in our minds.

I hope you enjoy getting to know these two long time members of Chapter 38. I am thrilled they agreed to have their lives detailed for us to enjoy.

When we decided to start doing this section of the newsletter, we had a hard time convincing people to share their lives with us. I'm happy to say that we are learning more and more about our membership and everyone seems to be interested in learning about each other.

New Planes!!

Did you hear? Andrew Connolly, Yuichi Tagaki and Peter Williams have teamed up to buy N117PS. I know that many of us have this S2B in our log books – me included (Thanks, Dick!). They call themselves "Team Foumori" but, I'll let them explain the significance. Good luck, Be Careful, HAVE FUN!

We should be able to see Team Foumori vs. Team BARF at several contests next year!

And, Darren Pleasance finally got his Laser. Or did he? I still haven't heard from anyone who has actually seen the plane – besides Darren. He doesn't seem like delusional – but he does work hard and may have finally cracked.

If it is true, I cannot wait to see it! And we should also be able to see Darren competing more often and maybe moving up and up and up!

Blue Skies, Sean...



A few weeks ago, my phone rang with some horrible news. Sean DeRosier was killed at the Miramar Airshow outside of San Diego. For those of you who didn't know Sean, I'm sorry you didn't get a chance to meet him. He spoke at one of our SWAN Safety Seminars and was an equally great pilot as he

was a builder/mechanic. He knew airplanes. He knew how to fly them and how to make them fly better. He was 31 years old and just beginning his airshow life. It is a great loss to aerobatics and aviation.

I knew Sean for many years and just adored him. We were in the Santa Rosa Airshow together in August. Sean came up to me and asked me about my flying, my plane, my new engine, etc. He showed great concern for me and wanted to help in any way. I told him that he is the only person in airshows who would spend time talking about me and not him. We laughed about it then. But it's true.

He was more concerned about me getting used to my new airplane than about his ego. He watched me, critiqued my flights and my landings and gave me constructive comments – mostly positive. He was AWESOME. I will never forget his selflessness. I will never forget him.

His Memorial Service was well attended – even though the weather was horrible. Nearly everyone who attended – needed to drive there, and they still had over 300 attendees. I was unable to attend – but my heart was there.

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Members Of The Month - Angie & Alex

Marilyn Dash



When did you become a pilot and why?

Angie: My FAA check ride was on Christmas Day 1993 with Larry Peters, three months and change after my first lesson. The original motivation for me was to use flying as a tool to get to the mountains quickly so I could go climbing and skiing. We could do mountaineering excursions in a few days using airplanes as the method of travel that would otherwise take a week were we to have driven. Airplanes extended our circle of play; we could get to really cool places in relatively little time. This was first set in motion after a total Indiana Jones style weekend where we met a friend of Alex's, piled ourselves and climbing gear into his plane, flew up to Oregon, landed on a dirt USFS strip, pushed the plane over to the trees and headed off to climb Mt. Jefferson.

Something else from that trip that became of paramount importance to me was to have Alex finish his pilot training and get his license. He had started flight training several years earlier only to have it cut short by a terrible automobile accident that left him with extensive injuries and a three week stay in ICU. Early attempts at getting his FAA medical in order were filled with so many frustrations that he had all but given up. It was clear from listening to him that he loved flying dearly and to get his license would be the achievement of a life-goal for him. Knowing that the issue was bureaucratic and not medical just killed me. Getting his medical and finishing his license was primary and the day he finished was

a big, big day for us. My license in many ways was more a fallout of the fact that both of us know that I'm a miserable spectator. I have no interest in sitting on the back on anybody's motorcycle, for example, and I certainly have no interest in spending my life as baggage in an airplane watching someone else have all the fun.

Alex: I got my license on Aug. 22 1993. I flew hang gliders for several years and have always been fascinated by flying. My father was a pilot and I have wanted to fly airplanes for as long as I can remember.

What was your first experience with aerobatics?

Angie: Spins as part of my student flight training. My instructor was from the old school and spins were part of the curriculum even though they are no longer required flight training by the FAA. We practiced 1 1/2 turn spins in a C-152 over that long straight canal that heads east from the fore bay near Byron. I had competed in gymnastics from Jr. high School into college and also springboard and 10-meter platform diving in high school and college. The whole sensation and arc the plane follows as it enters a spin is amazingly similar to doing twists off of the platform and it was a very comfortable and familiar feeling. After the flight, I still can't believe I did this, I wrote a procedure list for spin entry and recovery. When I was signed off to solo I would put the list on the seat next to me (as if I would have time to refer to it!) and practice spins by myself. One day I took Alex up with me to show him the spins I'd been practicing. He had his license by then. I did a 1 1/2 turn spin and began the recovery as usual. It was probably nerves at having someone in the plane watching me but for some reason I looked at the airspeed indicator as I was recovering and noticed the airspeed was about 110mph which, I know now, is perfectly normal. The thought raced through my mind that 'oh no, we're over Va, I can't pull back very much on the elevator!' so I hesi-



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(Continued from page 4) - Members Of The Month - Angie & Alex



tated. Wordlessly Alex reached up with one hand and lightly started to bring the elevator back. That one motion unlocked my mind and I finished the recovery. His comment was 'well, the elevator needed to be pulled on and I figured it was better to do it at 110 than 140 because things weren't going to get better on their own'. It was a good laugh because that was the first time I had really started looking at different parts of the plane while in an unusual attitude. Afterwards, I've made it a point to look all over the place to see what happens to different parts of the plane during maneuvers and it's pretty interesting to see how things vibrate and bend and distort. There's a lot going on even in simple maneuvers.

Alex: I use to do loops and wingovers with hang gliders so I guess that was my first aerobatic experience. When Angie started flying we wanted to get our instrument rating so decided that we should learn to recover from unusual attitudes first. We both took aerobatic lessons in a Citabria; bought the plane we took lessons in and never finished the instrument rating.

What other aspects of aviation are you interested in?

Angie: Floatplanes and bush flying.

Alex: I like bush flying and have done several trips across the Sierras in our 115 HP Citabria. I flew a floatplane and would like to do more of that.

What aircraft do you fly, and why?

Angie: We own a Citabria 7ECA (Buttercup) and a Pitts S1-T (Rocinante) so that is what most of our time is in. Shortly after we got our licenses we worked the math to see where the break-even point was between renting and owning. For a fairly simple plane like a Citabria or a C-152/172 it was about 100 hours/year. We were on track for closer to 120 hours/year each so we started looking around for a simple plane that we could afford. I think that the Citabria is, hands down, the best all around plane for the money out there. It does many things to an acceptable level. We competed at Paso Robles in Buttercup one year and immediately decided that the rigors of competition style flight were more than we wanted to put her through so we started looking for a competition plane. We ended up buying Dick Rihn's S1-T named Rocinante - after Don Quixote's horse.

Alex: Angie and I have a Citabria and Pitts S1-T. We both flew a contest in the Citabria and felt like it was not up to the task so we bought the Pitts. The Citabria is really a great airplane and we have done many great camping and climbing trips with it. The Pitts is classic, just plane fun and it seems that everybody who learned to fly aerobatics in the United States has a Pitts somewhere in their background.

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

Angie: I used to race bicycles at a high level, holding two world records and competing in the 1992 Olympic Trials. I was also a member of the U.S. Marathon X-C Ski Team. Because of my athletic resume, I was recommended to a team of US Naval Engineers from Mare Island who were designing a human powered submarine for a competition sponsored by the US Navy and the Perry Foundation. They were looking for a cyclist and athlete to power the sub and were interested in me because of my relatively small size. The operator needed to be SCUBA certified, which I wasn't, so they put me through Navy dive training. I got to go through SCUBA with a bunch of Navy SEALs. It was great fun. National Geographic filmed it and showed it as part of the Natl Geo Explorer series.

Alex: It's no secret to anyone who has been to our house that we have done a lot of adventure sports. On one occasion I had a chance to combine them by flying a hang glider off of Glacier Point, Climbing the technical route on Cathedral spire and kayaking down the Merced River all in one day.

What other hobbies do you have besides flying?

Angie: Almost anything that involves being outdoors: kayaking, skiing, climbing, cycling, hiking, surfing, and diving. I love the feeling of clarity and sensations of being out of doors and I love problem solving. It seems that many of my leisure activities incorporate those two elements.

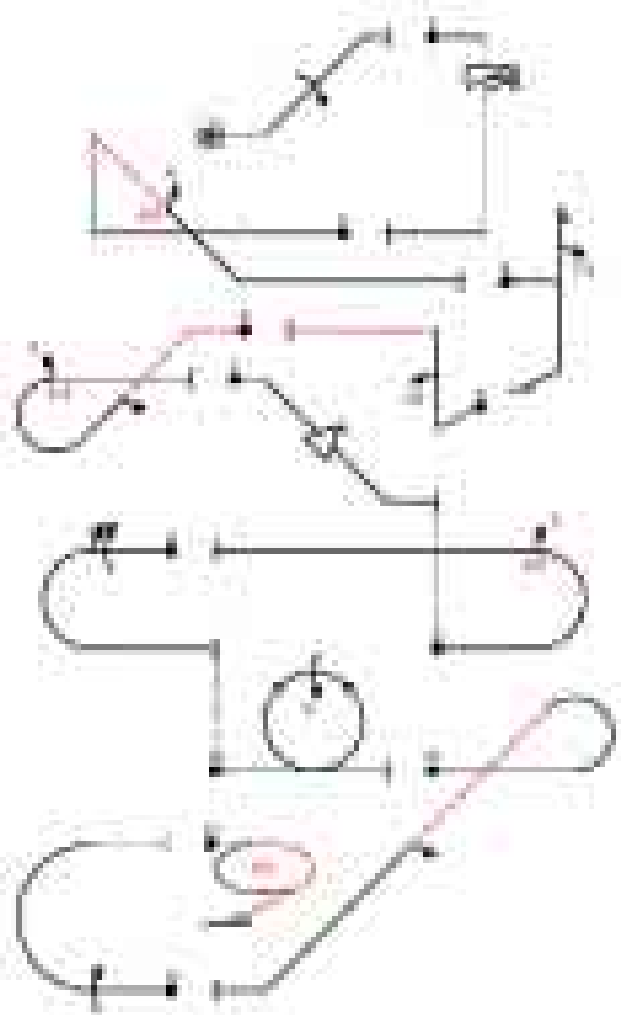
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2005 Proposed Knowns

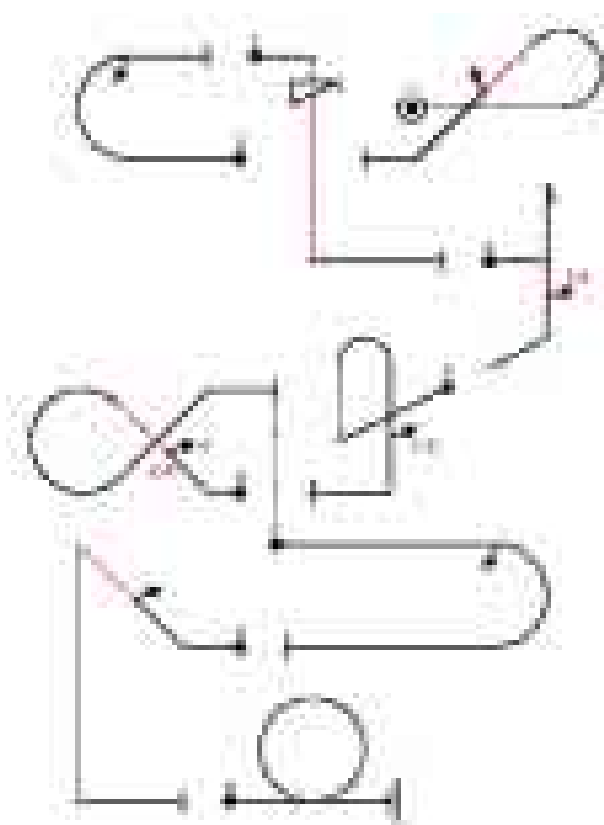
Peter Jensen

The Sportsman and Intermediate proposed Knowns for the 2005 season are published on the <http://www.iac.org> web-site. The Knowns for Advanced and Unlimited will be adapted from the CIVA 2005 Programme Q. CIVA will decide in November among a bunch of proposals submitted by 11 countries. All the proposals can be viewed at <http://www.fai.org/aerobatics/documents/proposals/2005>. I've included the US proposals.

2005 Proposed Intermediate Known



2005 Proposed Sportsman Known

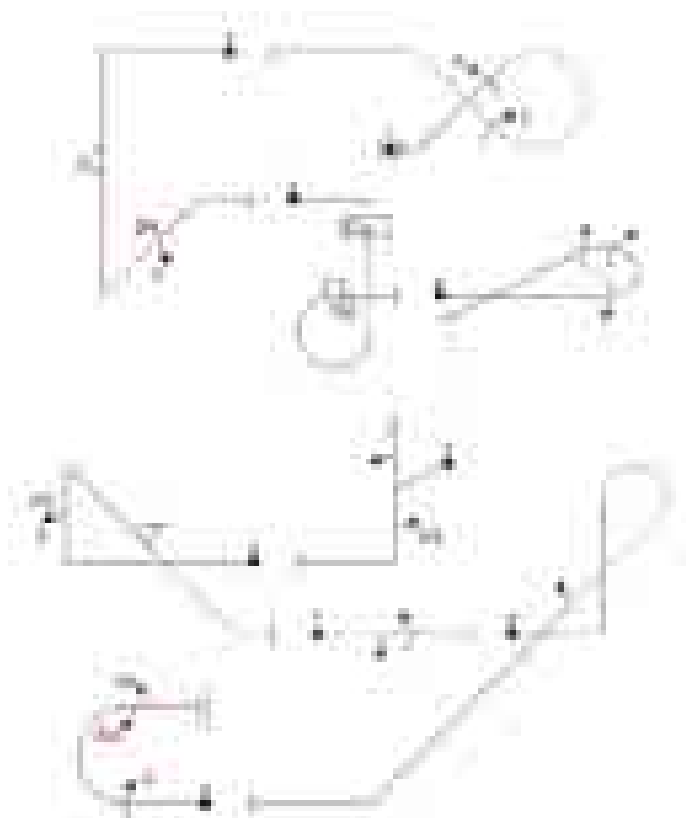


IAC Year 2005 Rule Change Proposals

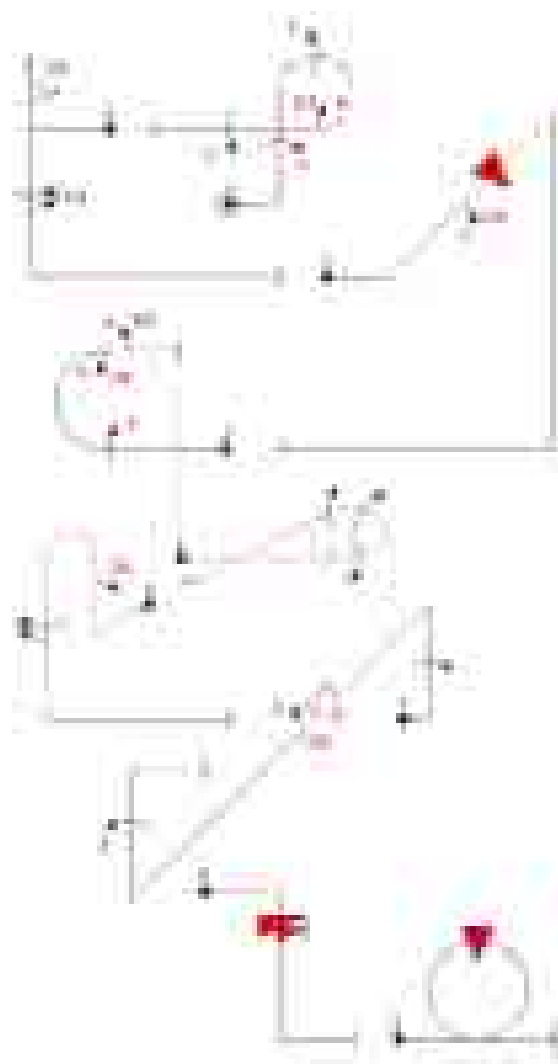
The IAC Rule Committee welcomes the following changes and additions to work in the 2005 IAC Official Control Program. Please send any comments to your local steering committee member, Rule Committee Secretary, IAC 38 State Region, 7000 Avenue 200, Torrey Arroyo 9207, or email 38@iac38.org

Item	Submitter	Synopsis	Old Rule	New Proposed Rule	Submitter's Rationale
104.1	St. Pauline	Allow Counter Clock Spins in Sportman/intermediate categories	5.1.10 The Counter Clock spin will be allowed only in the (older) Sportsman and Intermediate categories.	5.1.10 The Counter Clock will be allowed in the Sportsman/intermediate and Intermediate categories.	Adding the Counter Clock (in 1 and 1/2) spins available to Sportman/intermediate and Intermediate categories will provide more consistent training under current regulations across all countries in addition to the USA.
104.2	Old Manly	Require every third loop programmed in a course for post-rolls	None	5.1.10(a) Adding one loop of each type Program Point A, B and C in an odd-numbered set of loops. The New Program shall make available an additional two intermediate and one (older) class of Sportman/intermediate type Program Point C competition that is available for providing training opportunities.	Today competitors are restricted to intermediate and (older) Program Point A and B to create a course. Adding a counter clock to create a competition with more variety. The competition that is more and provides different size of heavy points that are small, intermediate's may create intermediate Program's available.

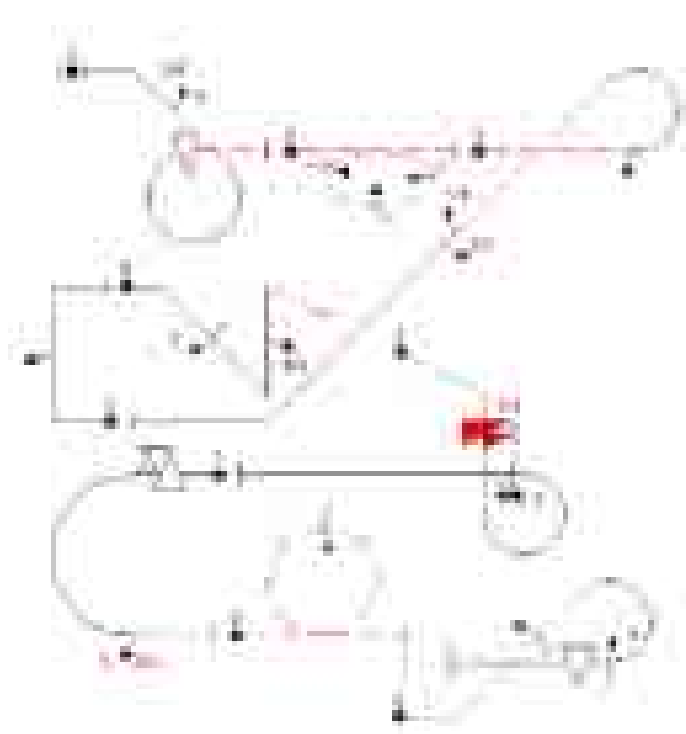
2005 Proposed Advanced Known (US)



2005 Proposed Unlimited Known (US)



2005 Proposed Advanced Known (GBR)



(Continued from page 1) - Prez' Post

really not that much. Other non-elected roles are a little more "lumpy" in terms of time commitment with such roles as the Newsletter Editor requiring a big push at the end of each month that can consume a few hours, or the CD role for Paso which only happens once a year, but takes some planning and project management skills to pull off successfully, and the website, which has been an instrumental part of keeping us connected, also takes a few hours each month to keep it current . We've had "world class" performance in these non-elected roles over the past year so am hopeful we can do a repeat again this coming year.

Coming into the new year, I'd also like to see the Chapter add a few additional roles including "Merchandising Czar" (or similar term) to help us get a little more systematic at promoting our Chapter t-shirts, sweatshirts, etc. now that we have such a cool Chapter logo. I could also imagine a "Box Liaison" who helps to ensure we're doing all we can to protect our current box and hopefully expand the number of aerobatic

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(Continued from page 5) - Members Of The Month - Angie & Alex

Alex: Keeping up with Angie.

What do you do for a living?

Angie: My background is physics. The last ten years or so I have been working in the areas of laser spectroscopy, shock physics, and recently plasma physics.

Alex: I'm a Laser Engineer at Lawrence Livermore National Lab.

What is your favorite aircraft?

Angie: Probably Buttercup because I have had so many good times with her. When I climb into that plane, everything burdensome goes away. I flew her to Seattle once by myself to visit Alex after he had accepted a job up there. En route I stopped for the night and camped under her wing. I had a boom box kicking out some tunes and a cooler with dinner in it and my sleeping bag. The feeling of freedom I felt was unbelievable. I remember thinking 'Man, I could do this forever'.

Alex: That's a hard one ... I would have to say that the TA4 Skyhawk is right at the top.

What was your most memorable flight?

Angie: Twice I have been out flying in marginal weather when funnel clouds developed in the vicinity. One was a foiled check ride trying to meet with Dan Noe. I was over the Stockton airport trying desperately to avoid the merging black and green thunderstorms that were covering the central valley that day. I had been talking to Stockton tower anyway about landing when they told me to land immediately using any runway and any direction. They even cleared me to land on a taxiway if I wanted. Apparently there was a funnel cloud detected nearby. The second time Alex and I were just out flying around Mt. Diablo and we saw some droopy odd-looking cloud formations over towards Del Valle. One cloud in particular continued to develop a very obvious vortex out the bottom of it. We hightailed it back home and listened about it on the news.

Alex: Sitting in the left seat of a DC-10 flying into Lima Peru on my way to fly a hang gliding competition in Rio de Janeiro. A few of the other pilots started talking to the co-pilot and we had some magazines with pictures of us flying and before I knew it myself and a couple of other pilots were hanging out in the cockpit of a Varig airliner over Peru.

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

This is what a local reporter wrote about the event...

BY WEEKEND, shafts of sunlight poked through the soggy, leaden skies of midweek. For a time, it all hung heavily over the Nut Tree Airport. Then the unspeakable grief of sudden loss turned to the comforting joy of having shared a life of a young man born to fly. He was too young - they always are - and it was untimely - it always is - but what everyone who gathered together in a hangar-turned-temple shared was the lasting impression Sean DeRosier left on their own lives. A passionate flier with an even deeper passion for aerobatics - the artful skill of skydancing in that endless ocean of blue - Sean was killed Oct. 15 doing the thing he lived for, the thing that made him happy: tearing up the sky in an air show in Southern California.

There is a sister-brotherhood among fliers, a commonly-held respect for the fact that the privilege of being able to get above it all in the boundlessness of space is worth the known risks. Ask any of them: If a boundary is hit and there is no more wind beneath their wings, it couldn't happen at a time when they were happier.



Blue Skies, Sean.

*Marilyn Dash
ChixFly2*

2004 Tequila Cup Regional Aerobatic Contest

November 4 - 7, 2004

Sponsored by IAC Chapter 62. The competition will be held at Marana Northwest Regional Airport.

Categories

Sportsman through Unlimited power, Sportsman & Intermediate glider categories will be flown.

Registration

Practice and registration will be Thursday, November 4

Rental Cars

If you want your own transportation, rental cars can be arranged through Tucson Aeroservice Center (FBO, 520-682-2999) at Marana Northwest Regional Airport. Rental cars are really not necessary during the contest as SAAC members provide transportation between the motels and the airport.

Motels

These motels are located at Interstate 10 and Cortaro Farms Rd. in Marana, AZ (Closest motels to airport, 8 miles)

Best Western Continental	520-579-1099
Super 8 Motel	800-800-8000
Days Inn & Suites	520-744-6677
Holiday Inn Express	800-465-4329
Ramada Limited	520-572-4235

These motels are located at I-10 and Ina Rd. (3 miles south of Cortaro Farms Rd.)

Comfort Inn.	800-221-2222
Motel 6	800-466-8356
Red Roof Inn	800-843-7663

Contest Director

Marylinn Holland
(520) 887-9399
e-mail: m.hollandSAAC@worldnet.att.com.

Arizona State Aerobatic Championship

December 2-4, 2004

Sponsored by IAC Chapter 69 and 62. The competition will be held at Casa Grande Municipal Airport - locator CGZ.

Categories

Primary through Unlimited power categories will be flown.

Registration

Pre-registration: <http://contest.gndloop.org/>
December 4th starting at 9:00am.

Competition

Begins with an all pilots and judges briefing at 7:00 AM, Friday, December 3rd and continues through Saturday.

Motels

- Holiday Inn Casa Grande** (520) 426-3500
4 miles south -- Downtown
- Days Inn of Casa Grande** (520) 426-9240
13 miles southeast -- AZ 84 & I-10
- Comfort Inn Casa Grande** (520) 421-9878
8 miles southeast -- Florence Blvd. and I-10
- Francisco Grande Resort** (520) 836-6444
12 miles south and west -- AZ 84
- Casa Grande Super 8 Motel** (520) 836-8800
8 miles southeast -- Florence Blvd. and I-10



Contest Director

Len Rulason
480-987-5871
E-mail: rulason@az.rmci.net

Contest Results - US Nationals

Peter Jensen

The US Nationals was this past month. IAC38 now has a national champ among it's ranks. Todd Whitmer won Intermediate in convincing style 41 total points ahead of number 2. Also, two IAC38'ers, Allyson Parker-Lauck and Vicki Cruse, made the US female Unlimited team that will represent us in Spain next year. Norm Dewitt and Kurt Haukohl also made an impressive showing. Both competing in the Unlimited category. A total of 73 pilots competed in Texas.

-Peter

2004 US Nationals September 26 –October 1, 2004

Grayson County Airport, Texas
Contest Director: Julia Wood

Primary

Rank/Pilot	Known	Free	Unknown	TBLP Tot.	% PP.
1 Joseph Schuster	370.9286	358.1429	357.2143	1086.2858	80.47
2 Matt Aschcraft	336.5000	348.5000	372.0000	1057.0000	78.30

Sportsman

Rank/Pilot	Known	Free	Unknown	TBLP Tot.	% PP.
1 Joe Haycraft	1066.0317	1056.1511	1075.1411	3197.3239	84.59
2 Tom Rybarczyk	1060.6120	1068.0110	1052.5113	3181.1343	84.16
3 Anthony J. Hefel	1055.3462	1038.3924	1048.9496	3142.6882	83.14
4 Caleb Robinson	1023.4799	1063.4607	1029.3477	3116.2883	82.44
5 William Denton	1036.9379	1026.1537	1036.9667	3100.0583	82.01
6 D.R. Bales	1062.5118	1023.1044	1011.4573	3097.0735	81.93
7 Doug Bartlett	996.9313	1051.8153	1038.9210	3087.6676	81.68
8 Mark Jacobson	1041.6690	1017.3295	1009.8693	3068.8678	81.19
9 John Hillerman	1015.2880	980.5699	1028.4530	3024.3109	80.01
10 Tom Rhodes	1018.2432	1029.3962	970.7316	3018.3710	79.85
11 John Watkins	973.3830	1017.8296	1021.5312	3012.7438	79.70
12 Wes Warner	886.7883	921.7795	967.1453	2775.7131	73.43
13 Ron Barson	821.4617	938.0518	991.9332	2751.4467	72.79
14 Brian Leith	1036.0181	1007.2331	540.0768	2583.3280	68.34
15 Jim Klick	959.8468	558.9606	995.3539	2514.1613	66.51
16 David Kujawa	803.1201	830.5513	706.4659	2340.1373	61.91

Intermediate

Rank/Pilot	Known	Free	Unknown	TBLP Tot.	% PP.
1 Todd Whitmer	1686.7543	1735.1560	1291.9807	4713.8910	85.24
2 Brent Smith	1661.1996	1758.4366	1252.7274	4672.3636	84.49
3 Melissa Andrzejewski	1672.5861	1671.6319	1308.2554	4652.4734	84.13
4 Jeff Stollenberg	1587.2072	1654.4878	1253.1471	4494.8421	81.28
5 Clay Smith	1574.1475	1633.7799	1241.2673	4449.1947	80.46
6 Alex Bruhn	1504.4402	1630.0454	1279.3288	4413.8144	79.82
7 Bruce Ballew	1589.0328	1649.4938	1164.2545	4402.7811	79.62
8 Kate Kyer	1572.0119	1598.9453	1224.8652	4395.8224	79.49
9 Jason Bialek	1583.3541	1523.3784	1231.9593	4338.6918	78.46
10 Janusz Becla	1514.9674	1563.8544	1184.9745	4263.7963	77.10
11 Louis "Bud" Judy	1304.9612	1614.2854	1240.4368	4159.6834	75.22
12 Richard MacDonald	1392.0851	1471.3123	884.5504	3747.9478	67.77

Web-site Of The Month

For results and tons of pictures from US Nationals check out:

<http://www.usnationals.net>

Advanced

Rank/Pilot	Known	Free	Unknown	TBLP Tot.	% PP.
1 Robert Stark	1971.2209	2702.5531	2333.0068	7006.7808	83.51
2 Bob Freeman	2018.1602	2641.6317	2338.8516	6998.6435	83.42
3 Rob Holland	1942.9312	2674.9518	2273.2232	6891.1062	82.13
4 Hector Ramirez	1913.8982	2683.2557	2266.6270	6863.7809	81.81
5 Patrick Clark	1910.2242	2653.9216	2107.8899	6672.0357	79.52
6 Kelly Adams	1915.2918	2442.1988	2121.6478	6479.1384	77.22
7 Phil Schacht	1859.1997	2475.5097	2133.1305	6467.8399	77.09
8 Doug Sowder	1837.0872	2589.1398	1989.7268	6415.9538	76.47
9 Ty Frisby	1787.7662	2550.7947	2044.7799	6383.3408	76.08
10 Tom Adams	1932.2844	2429.3060	2021.6450	6383.2354	76.08
11 Mike Galloway	1915.5223	2329.5618	2036.1532	6281.2373	74.87
12 Pete Eslick	1849.5376	2535.6963	1879.8220	6265.0559	74.67
13 Robbie Gibbs	1835.5209	2554.9774	1819.2147	6209.7130	74.01
14 Mike Niccum	1789.9378	2421.8326	1914.9245	6126.6949	73.02
15 Jason Newburg	1790.5041	2566.4006	1764.7220	6121.6267	72.96
16 Lynn Heffley	1890.7290	2541.9809	1624.3278	6057.0377	72.19
17 Julia Wood	1665.1400	2594.4376	1748.3872	6007.9648	71.61
18 Mike Forney	1917.7339	2484.2043	1574.4164	5976.3546	71.23
19 Danny Harper	1583.0641	2568.0300	1742.1719	5893.2660	70.24
20 Klayton Kirkland	1850.2043	2351.8962	1681.8550	5883.9555	70.13
21 Andrew Cooper	1639.3646	2384.8347	1288.0359	5312.2352	63.32
22 Klein Gilhousen	1622.7398	2369.6630	1237.1220	5229.5248	62.33
23 Alex Belov	1917.8944	2506.4024		4424.2968	52.73

Unlimited

Rank/Pilot	Known	Free	Unknown	TBLP Tot.	% PP.
1 Kirby Chambliss	2736.1079	3376.3823	4104.8865	10217.3767	
2 Debby Rihn-Harvey	2619.8935	3214.7698	4035.8940	9870.5573	
3 David Martin	2627.1842	3285.3773	3945.9259	9858.4874	
4 Michael Racy	2644.2755	3193.1314	3900.5370	9737.9439	
5 Bubba Vidrine	2563.6355	3285.6557	3703.2468	9552.5380	
6 David Windmiller	2542.7679	3179.5274	3825.7660	9548.0613	
7 Hubie Tolson	2321.7358	3303.4714	3907.0383	9532.2455	
8 Zach Heffley	2385.4915	3138.6130	3913.8007	9437.9052	
9 Norm DeWitt	2436.4262	3177.4510	3810.4147	9424.2919	
10 Michael Rinker	2540.2194	2955.3645	3802.5920	9298.1759	
11 Goody Thomas	2527.8254	2591.4372	4027.6478	9146.9104	
12 Janet Fitzke	2466.3691	2798.9371	3831.0967	9096.4029	
13 Chandy Clanton	2470.5051	2894.3987	3622.2004	8987.1042	
14 Greg Howard	2403.0437	2736.8126	3710.9855	8850.8418	
15 Allyson Parker-Lauck	2448.1241	3003.8946	3097.9181	8549.9368	
16 Vicki Cruse	2364.0419	2347.8247	3740.8568	8452.7234	
17 Robert Armstrong	2541.1949	2656.0018	3241.2424	8438.4391	
18 Michael Steveson	1895.4588	2672.6807	3122.1468	7690.2863	
19 Kurt Haukohl	1536.0664	1664.7712	3456.4687	6657.3063	
20 Jon Nash		480.6294		480.6294	

Unlimited Unknown2

Rank/Pilot	Unknown2
1 Kirby Chambliss	3323.9805
2 Michael Racy	3208.7242
3 Zach Heffley	3206.1632
4 Hubie Tolson	3151.7194
5 Goody Thomas	3134.5364
6 Debby Rihn-Harvey	3128.7507
7 David Windmiller	3022.7990
8 Allyson Parker-Lauck	2991.3289
9 Vicki Cruse	2966.5766
10 Michael Rinker	2894.7644
11 Bubba Vidrine	2886.7044
12 Janet Fitzke	2640.3131
13 Norm DeWitt	2638.3282
14 Chandy Clanton	2415.6269
15 Greg Howard	2046.0486

Unlimited 4-Min Free

Rank/Pilot	4-Min Free	% PP.
1 David Martin	3487.2400	87.18
2 Kirby Chambliss	3448.1122	86.20
3 Goody Thomas	3383.0868	84.58
4 Hubie Tolson	3270.7853	81.77
5 Jon Nash	3267.9108	81.70
6 Chandy Clanton	3249.8186	81.25
7 Zach Heffley	3244.7218	81.12
8 David Windmiller	3183.3484	79.58
9 Debby Rihn-Harvey	3017.8114	75.45
10 Michael Racy	3006.2471	75.16
11 Michael Rinker	2966.4152	74.16
12 Greg Howard	2793.3915	69.83

Borrego Acrofest - 2004

Howard Kirker

So you missed it, eh? Too bad, 'cause it was a great "little" event. Thirty-one contestants chanced the season's first major storm front (which did materialize on Saturday night, and persisted until Thursday, stranding several); they were rewarded with a top-notch contest -- clear skies, benign wind, a cozy crowd at a neat little rural airport, first-rate food (breakfast, lunch, and dinner at the Crosswinds restaurant were all outstanding), a freshly marked box that was a snap to locate, and a well-run "Akrofest". It may have been small by comparison to this year's Delano and Paso megacontests, but there was plenty of competition and camaraderie to go around. IAC #38 was represented by Norm Dewitt, Ben Free-love, Che Barnes, and Howard Kirker, with Norm taking Second Place in the Unlimited category.

Our hosts, IAC #36, were a friendly bunch, and while they were somewhat disappointed by the turnout, they sure got a lot of things right. I flew down on Wednesday, and arrived just as they wrapped up a two-day Training Camp held by Sunrise Aviation -- at which five Primary pilots got ready for the contest and several Sportsman and Intermediate competitors polished their skills. I was immediately invited to the "early arrival's chili fest", a big party held at the chapter president's nearby second home/hangar -- really a palatial estate on a private desert airstrip. The hangar had to be 80'x100', completely finished and air-conditioned, with several living areas around the carpeted perimeter, including a media center, living room, office, dining room, and four-poster bed; the bar was on the second story, overlooking the hangar and a pristine Extra 300; marble kitchen, bath, and a couple of private bedrooms were off to the side. WOW! We dined and drank in the hangar or by the pool on a perfect desert evening. I took careful notes in case someone wants to replicate this for our chapter out at New J!

Thursday brought the rest of the contestants, and most of us got in two 15-minute practice flights that day, then met in the evening in "town" for dinner/drinks at Carlee's. All categories got in two competition flights on Friday, and we were finished with the final flight by about one o'clock Saturday -- which was fortunate, as the wind started to howl and the sand was blowing in the afternoon. The banquet was at the Borrego Springs Resort on Saturday evening, and the food and set-up were outstanding -- 'tho many were missing in action, have lit out for home trying to beat the oncoming storms.

So, I had a blast at Borrego, and I can't wait for their "Minifest" next April. You should plan to head on down, as well.

Howard Kirker

Contest Results

Peter Jensen

Borrego Acrofest 2004 October 15-16, 2004

Borrego Airport, California
Contest Director: Clark Foster

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 James Pratt	36	389.7834	401.5889		791.3723	87.93
2 Pete Thompson		359.1489	385.2541		744.4030	82.71
3 Madoka Takano		379.8941	360.7843		740.6784	82.30
4 Joshua Muncis	36	375.2148	303.5360		678.7508	75.42
5 Joseph Belcher	36	300.5660	331.8278		632.3938	70.27

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Randy Owens	36	1126.2850	1130.6721	1134.5971	3391.5542	89.72
2 Gray Brandt	36	1136.6476	1142.5872	1109.0378	3388.2726	89.64
3 Jenner Knight	36	1093.5909	1112.8052	1147.0561	3353.4522	88.72
4 Howard Kirker	38	1033.0019	1070.1328	1102.6131	3205.7478	84.81
5 Jeff Jewel	36	1046.8117	1014.9252	1133.7481	3195.4850	84.54
6 Che Barnes	38	1062.6864	1046.8296	1047.8432	3157.3592	83.53
7 Norman Manary		1015.6185	1053.1883	1057.1619	3125.9687	82.70
8 Hiroyasu Endo	36	1032.9867	1021.1091	1042.7361	3096.8319	81.93
9 Bill Hill	36	1056.2917	1080.5103	903.9494	3040.7514	80.44

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Bob Blackwood	26	1743.1375	1672.0922	1402.2642	4817.4939	87.59
2 Malcolm Pond	49	1649.0748	1646.0020	1383.2471	4678.3239	85.06
3 Dave Hermance	36	1637.7642	1741.7611	1278.0704	4657.5957	84.68
4 Gil Tellier	49	1648.5202	1709.4192	1256.4900	4614.4294	83.90
5 Bill Bancroft	36	1439.0915	1735.4983	1361.9266	4536.5164	82.48
6 Ben FreeLove	38	1545.3134	1612.3845	1252.5443	4410.2422	80.19

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Robbie Gibbs	69	2103.7135	2789.9776	2485.2938	7378.9849	88.69
2 Dennis Foster	36	2052.4676	2847.6693	2403.8405	7303.9774	87.79
3 Tim Just	26	2154.1995	2711.9311	2372.3501	7238.4807	87.00
4 Steve Smith	36	2076.4437	2737.5679	2269.3951	7083.4067	85.14
5 Mickey O'Brien	36	1979.3991	2557.3409	2329.7791	6866.5191	82.53
6 M Andrzejewski	69	1987.8093	2617.9061	2255.8465	6861.5619	82.47
7 Diana Towne	36	1837.3729	2503.9065	2171.1791	6512.4585	78.27
8 Jim Peebles	36	1956.4402	2654.3037	1894.6897	6505.4336	78.19

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Vicki Cruse	49	2730.9832	3864.5413	2537.9715	9133.4960	81.84
2 Norm DeWitt	38	2646.8653	3966.4237	2367.5430	8980.8320	80.47
3 Bruce Laurie	36	2111.1673	1866.2302	1494.8055	5472.2030	49.03

2005 Elections

Peter Jensen

Chapter 38 has 4 officers and 6 directors. The term for each officer is one year and two years for directors. Each year all 4 officer positions and 3 director positions are up for election/re-election. The nominations for 2005 are as follows:

Officers:

President - **Darren Pleasance**
 Vice President - **Ben FreeLove**
 Treasurer - **Howard Kirker**
 Secretary - **Anil Kumar**

Directors:

Director 1: **Rich Perkins**
 Director 2: **Marilyn Dash**
 Director 3: **Cecilia Aragon**

Typically, there are more director spots available than there are volunteers to fill them. The above nominations are not cast in stone, so if someone out there wants to be more involved with suggestions for activities, decision making, etc. please show up at **Attitude Aviation on Sunday 14. November** or e-mail Darren.

(Continued from page 7) - Prez' Post

box options we have to work with. The President, of course, should also maintain a big role in this, but I think there's enough at stake on this topic that it's worth having one person focused on it. Perhaps there are other roles as well that we should tee up as a Chapter to help us continue to build momentum and participation as a group. Given all the new members we've attracted this year, there should be no shortage of people and enthusiasm to help us make all this happen.

On other fronts, I'd like to welcome our newest member, Dave Watson, who recently moved to the Bay Area from Boston with his Yak55 and Decathlon. He also personally escorted my new Laser all the way across the country in a flight of 3 so I owe him my thanks for getting my plane here safely. We'll let Dave fully introduce himself through a MOTM column here soon, but he's been an active aerobatic competitor for quite some time and should bring even more energy and enthusiasm to our Chapter. Welcome, Dave!!

Well, that's about it for this month. Please be sure to attend our meeting on November 14th at 4:00 at Attitude Aviation for our program, elections, and I'll even bring my new Laser down so people can give me a hard time about my "missing wing"...

Blue skies,

Darren

New Arrival - Darren's Laser

Peter Jensen

It's a real airplane! Not just a figment of Darren's wild imagination. As you may know Darren has been flapping his lips about how he had bought a new airplane and that it would be here next week. This has been going on for a couple of months now, and most people concluded that this was more wishful thinking than reality. But now it's here. I managed to get a few shots today. It's a beauty. Darren has promised to park it in front of Attitude at our next chapter meeting. So come and take a look.



Calendar of Events

- November 4-7 **Tequila Cup - Tucson, AZ**
m.hollandSAAC@worldnett.att.com
- 14 Chapter Meeting - 4pm
Elections/Formation Flying
Rich Perkins & Harry Hirshman
- December 3-4 **AZ Championship - Casa Grande, AZ**
mwolf@lobodos.com
- 11 X-mas Party
Allen Silver's House, Hayward

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

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 IAC38 Treasurer
 3655 Pruneridge Avenue
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 Santa Clara, CA 95051**

IAC Chapter 38 Membership Application/Renewal Form

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

Name: _____ Spouse: _____
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 Judge: Regional National Newsletter: E-mail (Adobe PDF) Postal Mail
 Competition: None Basic Sportsman Intermediate Advanced Unlimited
 Aircraft: _____ N #: _____
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 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 November 14th, 2004, 4pm
Attitude Aviation
Chapter Elections
Formation Flying - Rich Perkins
(tentative)