



THE ACRONAUT

Volume 4 - Number 10

President's Post

Angie Niles



As we enter the final quarter of the year and the competition season wanes, don't even think for a minute that the chapter is

closing down. The September meeting was well attended with Rich Perkins as guest speaker recounting, in first person, flying the U-2. Our October meeting will be a field trip to the U.S.S. Hornet. The November meeting will tentatively be held in Tony's hangar where he houses his immaculately restored P-51, P-47 and Bearcat warbirds. And December 13th is the Holiday Party at Allen Silver's house. Mark your calendars now.

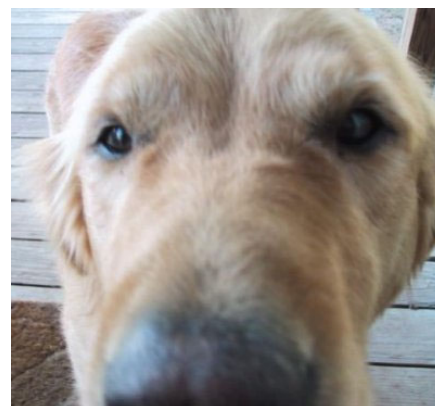
From my perspective, I view aerobatic pilots as the most fortunate of all. We are equivalent to the ravens of the bird world or river otters or dolphins. We are the animals that really know how to play. We are the ones that somehow seem more alive than the others. We are riveting to watch. We define flight by our deliberate transitions between the edges of freedom of flight and freedom from flight. Because of this, any grass roots work we do has special impact and special importance. It is most unfortunate, then, to find out about the lackluster showing of our own members at the Tracy Young Eagles Day. Member participation in YE has been slow all year. Is this something that we don't want to do anymore? That would be a shame. Ironic since we are the most fortunate. Should we piggyback our efforts with a local EAA chapter?

November elections are just around the corner. There will be three seats coming available on the Board of Directors as well as all the officer positions. We are looking for people who have an interest in becoming more active with the chapter in organizing events and influencing direction. Come to the November meeting and express interest. You're guaranteed to get nominated for something (and probably voted in

too!). We are only as active as our members allow.

Last item. We are looking for a volunteer to be Contest Director for Paso Robles 2004. It's not too early to start thinking about this and it would be wonderful to have someone in place before the end of the year. If you are interested, please notify me or any of the other officers. We can answer questions or put you in touch with previous year's CDs who can really answer questions!

-Angie



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◆ CHAPTER OFFICERS

Angie Niles, President
925.373.8786 H
925.423.2372 W
president@iac38.org

Darren Pleasance, Vice-President
408.358.4041 H
650.429.3415 W
vicepres@iac38.org

Alex Drobshoff, Secretary
925.373.8786 H
925.423.2372 W
secretary@iac38.org

Bradley Oliver, Treasurer
925.443.1135 H
650.210.5073 W
treasurer@iac38.org

◆ DIRECTORS

Ben Freelove
510.915.0384

Cecilia Aragon
510.527.4466 H
aragon@dcai.com

Dave Walkup
dwalkup@prodigy.net

Graham Bird
510.530.9008 H
650.323.7992 W

Marilyn Dash
marilyndash@comcast.net

Rich Perkins
AttAvJRP@aol.com

◆ DIRECTORS EMERITUS

Dr. Richard Rihn
510.938.4236 H
rihnairco@aol.com

Jeanette Goodman
209.478.5462

◆ WEBMASTER

Cris Flint
Cris@derbyn.com

◆ YOUNG EAGLES

Terry Ridgway
youngeagles@iac38.org

◆ NEWSLETTER EDITOR

Peter Jensen
editor@iac38.org

Editor's Column

Peter Jensen



For me it was a quiet month flyingwise. It didn't lack excitement though. My landing gear bungees decided they had had about all they could take of my marginal landings. When taxiing out for take-off, I noticed the nose didn't seem quite so high as usual. I

taxiied back to the hangar and sure enough... The gear was all the way out to the stops. Sigh! This is the third time the bungees need replacement in about a year and a half. It sounds like something is not quite right. Anyways, new bungees are underway from Aviat, so hopefully we'll be back in the air shortly. If anybody have similar experiences, I would love to hear from you.

-Peter

WANTED: NEWSLETTER MATERIAL

Don't think you have nothing of interest to say! You do! This newsletter is for all members to contribute, read, and enjoy. This keeps it worth reading (and writing). I need material from you. Here's a few suggestions... What's it like flying banners all over the Bay Area?, What's it like to fly jets?, What's it like flying in an airshow?, Anything interesting from the Nationals?, What's your latest mod to your airplane?, Did you get a new airplane?, Did you just fly in a contest - What was your experience? Good, Bad?, etc. etc.

Team: BlackEagle

This picture is from Denison, Texas, where both Kurt and Jason flew the Black Eagle in the Nationals. Jason Bialek finished second in Sportsman. I believe this is Jason's second contest, so very impressive. He flew his own Smith Mini in Pendleton and became known as the guy with the phantom smoke system. Nice smoke trails - not from smoke oil though, but from 100W! Jason's Smith-Mini is open cockpit and he managed to have his clipboard drop out at the top of a loop. It landed 3 feet from the corner position. Corner judge, Terry Lauck, was walking around stretching his legs and came across the clipboard wedged into the ground and brought it back. Jason wasn't too proud of admitting he was the owner.



Kurt, Jason, Heather, and the guy that won all the medals

Heard it on the Ramp

Marilyn Dash



Another great month of stories and gossip and stuff!

less up elevator. He couldn't understand how the owner could land the airplane three-point. He also found a paper towel in a gas tank and had numerous other oddities found and solved while re-rigging airplanes. If your airplane isn't 100% hands-off - don't you think you should consider re-rigging your biplane? Get in touch with me for more information!

Stearman Third in Intermediate

First, I need to go backward in time, to a contest in Seward, Nebraska. A chapter member, Bill Stein, actually competed in this contest in a Stearman! He came in **THIRD** in INTER-MEDIATE! Now, if you know much about a Stearman – you know that they roll at about 60 degrees per second and are not exactly the looping and rolling machines that we think of like the Zivko Edge or the Pitts Special. Congratulations, Bill. We are **IMPRESSED!** (see results page for details).

Reno Air Races

The Reno Air Races were held and due to some mechanic difficulties, Ruby and I were mere spectators and not participants this year. Three Chapter 38 members competed. Jeff Lo and Jacquie Warda both did very well in the Biplane Class and Vicki Cruse made a name for herself in the Sport Class. This was Vicki's first year racing and she did incredibly well – placing second in the Silver! Congrats to all! See you next year!

Rigging Ruby

In flying my Darling Ruby recently, I noticed she didn't fly "hands-off" – but, that's not unusual. Right? While I was preparing for contest flying, I was spinning her left and right (never become handed – always be able to do maneuvers to the right and to the left – her couch told her). I had a terrible time getting her INTO a left spin. I went to the Pitts Rigging Guru, Bob Blackwood, and had my Pitts re-rigged. It took about two days to get her to the point where she flies **HANDS-OFF** and she drops off straight down and will not spin either way without rudder input. Before the re-rig, she would spin "violently" to the right without any rudder input at all and you had to force the spin to the left and it still looked more like a spiral.

While I was there, I discussed with Bob several of his Pitts Rigging experiences. He told me of an airplane he recently re-rigged that had 10° more down elevator than required and 10°

A Waco in San Carlos

Chapter 38ers, Loree and Harry Hirschman were doing some amazing things this month! You may remember Harry from last year's USS Hornet tour. You may remember Loree from her book "She's Just Another Navy Pilot" about her experiences being one of the first female combat pilots in the US Navy. A truly dynamic couple, to say the least! Well, these two are starting a new venture called Golden Gate Biplane Adventures. They recently purchased 1994 Waco YMF – bright red and gorgeous! Now they are "hopping rides" out of San Carlos Airport on weekends! I was one of the lucky ones to get a sample of their hospitality and flying skills. The whole thing can be video taped to relive again and again. Let's wish them luck and if you are around KSQL on the weekends – look for that big red beautiful bird! Tell your friends!

USS Hornet

The USS Hornet tour is on again for this month. If you have not been to this floating museum – you are really missing something. Please mark your calendars for October 19th and I'll see you there!

Flying the U2

Last month's Chapter Meeting was actually quite interesting. Rich Perkins, the King of Attitude Aviation, shared with us his experiences with the U2 in the US Air Force. If you don't know much about that aircraft – you are really missing some interesting information about our countries ability to spy... ;-))

Misc.

Malcolm Pond of Chapter 36 bought Steve Andelin's Edge. He was flying an S2B and will be a force to be reckoned with next year. To my knowledge, no one else purchased or sold an airplane this month.

What will happen this month? How many are planning on going to Borrego? The Salinas Air Show is this month and don't forget **FLEET WEEK!** Give me a call and let's get a group together!

- Marilyn Dash
Rubyredracing.com
Chixfly2

Young Eagles Report

Terry Ridgway



The days leading up to the Tracy Airport Open House had the Bay Area shrouded in a low overcast each morning. I was beginning to think that we were going to have to cancel our Young Eagles participation in the event. However, I found out from Tracy Flight Center that the weather in the central valley had been a little hazy, but otherwise good.

I scrambled to make sure that I had an up to date medical, and that my logged Instrument experience was recent enough that I would be legal to depart the Bay Area, if Saturday morning was still overcast. I called the flight club, where I was renting the plane, to check that the aircraft I had selected would be capable of the departure, and found that I needed to switch my reservation. The plane I'd scheduled only had a single navcomm, so I switched to a Piper Arrow, which had dual navcomm, an ADF and DME. This was my only choice, since all the other IFR capable aircraft were already scheduled.

Saturday morning arrived with the same low overcast, and I headed out to the airport. I thought about the weather for most of the drive to Reid-Hill View Airport. Although I have an Instrument rating, and a recent IPC, were my skills up to flying single pilot IFR? I kept debating, back and forth. Should I fly, or should I just drive all the way to Tracy? I decided to get a weather briefing, and found that the weather in Tracy was clear, and the overcast layer was only 1000 feet thick. This kids will be waiting, and I won't be in actual conditions for more than a few minutes. OK, it's a go.

I did a thorough pre-flight, and then hauled all my equipment and supplies into the plane. It was already 9:00am by the time

I lifted off into the gray skies. With all the extra hassles, I was leaving Reid more than an hour later than I normally would. A few minutes later I broke out of the clouds and into the blues skies above, still taking radar vectors from Norcal Approach, to get me onto V334 to the Manteca VOR.

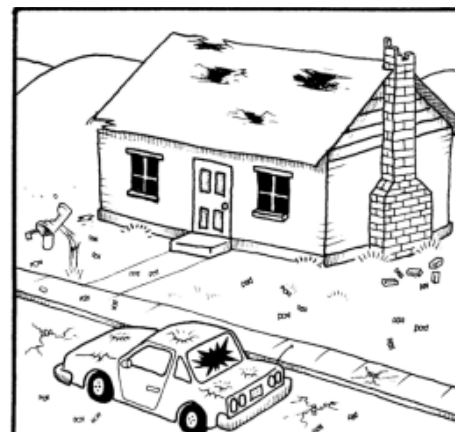
When I arrived at Tracy Airport, the Open House was in full swing and we already had about 10 kids anxiously waiting to register and get their first experience of flight. They were all very excited, and thrilled by their experiences. It was a long day, and we had to turn away a lot of kids because we didn't have enough pilots to fly them. My sincere thanks go out to Kim Hunter and his CAP volunteer, and Eric Helms. Kim & Eric are members of the local area EAA chapters and came along to help out flying kids. Kim managed to fly the majority of the kids in his Cessna 150, and I really want to thank him for sticking around until 7pm to fly all the kids who stayed around that long. I was able to fly 9 kids before the Arrow's started began to act up and I couldn't start the engine. Fortunately, with a little help from Darren Pleasance, and some time for the engine to cool, I was able to start the plane and fly home, but I didn't want to risk flying more kids and having problems getting back into the Bay Area. We flew a total of 31 kids, but I have registration forms from 15 kids who didn't fly, plus we must have turned away another 20 or more. This could have been our best event ever, but no one showed up.

Perhaps the Young Eagles program isn't for our club anymore. I know that I will have to think long and hard before I schedule another event. The Tracy Airport Open House has been on our club newsletter calendar for at least 6 months, and I was the only chapter member who made it out to fly kids. I didn't even get any help with registration. It was a very disappointing experience.

-Terry Ridgway

Flying High

Darrin Silver



New Chapter Logo

Angie Niles

Here's the scoop. Almost everyone likes aspects of our current logo yet almost everyone thinks that it could use some sprucing up too. So the Board has decided to update our logo. We want a mix of professional design ideas coupled with any submission that our talented membership comes up with. Dick Rihn knows a graphic designer and, as a donation to the chapter, Tia Stoller created a number of logo ideas for the Board of Directors to review. The Board agreed to pick the top four and post them in this newsletter for the chapter membership to review.

Now we need some ideas from members. If you have a vision of a chapter logo, sketch it up and send it to Peter Jensen by October 20th. It will be posted in the November newsletter

along with the logos here and the membership will be asked to vote for the logo they like best.

The new logo will be unveiled at the December Holiday Party!

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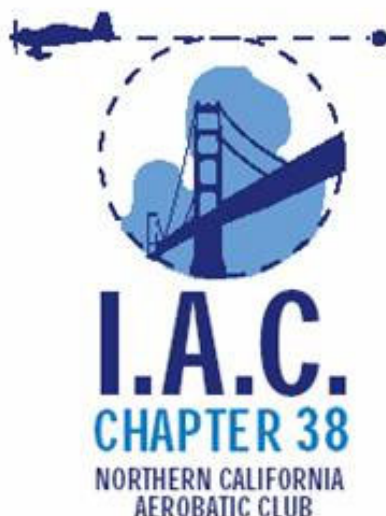


- Angie

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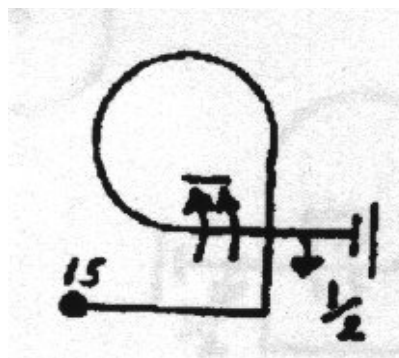
Is This Maneuver Legal?

Peter Jensen

Here's a little contest teaser.

If you were asked to look over someones brand new Free, would you consider this maneuver legal?

Answer next month!



8.33.1	11
9.1.3.8	12
9.1.3.2	4
Total K	27

Pilots Currently on the Waivers

As of 9/30/2003 the following pilots are authorized to activate and fly in the boxes at TCY and NewJ. If you're not on the list, and you wish to practice in one of the boxes, please contact one of the designated briefers listed.

Pilots on the TCY Waiver (9/30/2003)

Angela Niles
Alexander Drobshoff
Dale Roberts
Norm Dewitt
Pete Eslick
Vicki Cruse
Benjamin Freelove
Dick Rihn
Ralph Briggs Wood
Peter Jensen
Greg Pettit
Cecilia Aragon
Dave Walkup
Allyson Parker-Lauck
Kurt Haukohl
Sean Worthington
Doug Burr
Michael Gilmore
William Halverson
Anthony James

Pilots on the New J Waiver (9/30/2003)

Angela Niles
Alexander Drobshoff
Sean D. Tucker
Randy Howell
Volodymyr Chetverous
John Posson
Cecilia Aragon
Douglas Burr
Michael Gilmore
William Halverson
Sean Worthington

Designated Briefers

Angela Niles
Dick Rihn
Cecilia Aragon
Dave Walkup



Borrego Acrofest

Borrego Valley Airport Airport-locator L08

IAC Chapter 36

October 10-11, 2003

Primary through Unlimited (Power)

Schedule

Practice / Registration: Thursday, 10/09/03
 Contest: Friday / Saturday: 10/10/03 - 10/11/03

Contest Director

Dick Stonehouse: 949-673-5918

Pre-register today

Registrar: Joanne Bancroft
 joannebancroft@aol.com
 714-778-5244

Restaurants

Crosswinds	New Management On the field Excellent food & service. 888-826-7734 or 760-767-5700
Borrego Resort (\$\$)	760-767-5323
La Casa Del Zorro (\$\$\$)	760-767-5753
Pablito's (\$)	760-767-7788
Crazy Coyote (\$\$)	

Hotels

Borrego Springs Resort (\$\$)	888-826-7734 or 760-767-5700 <i>20 rooms reserved for IAC @ \$80/night</i>
Palm Canyon Resort (\$)	760-767-5341 <i>10 rooms reserved for IAC, 10/09/03 - 10/12/03. Thurs. \$60.00, Fri/Sat. \$75.00 Booked under "San Diego Aerobatic Club #36.</i>
La Casa Del Zorro Resort (\$\$\$)	760-767-5323
The Palms at Indian Head (\$\$)	760-767-7788
Borrego Valley Inn (\$\$)	800- 333-5810

Motels

Hacienda Del Sol (\$)	760-767-5442
Oasis Motel (\$)	760-767-5409
Stanlunds (\$)	760-767-5501

Checklist

- Airworthiness
- Registration
- Wt/Bal
- Operating Limitations
- Airplane/Engine logs
- Current parachute re-pack
- Certificate of insurance
\$1MM prop. damage, \$100K single limit Bodily injury
- Pilot certificate
- Current medical EAA/IAC cards
- Proof of BFR
- 16 Bs *
- 16 Cs *
- 6 As *

* Not required of PRIMARY pilots
 * Not required of SPORTSMAN pilots who fly the Known 3 times

**Great trophies, Fun people really good times.
 Hoping to see you in Borrego Springs.**

-Chapter 36

Reno Air races 2003

Peter Jensen

The most exciting thing about the Reno Air Races has to be the biplane race. It's not only a contest about being the best pilot to fly the course, but also a mechanical contest about who can come up with the right combination of small modifications that makes his or her airplane go 1-2 mph faster than the competition. Many of the pilots in this category probably spend more time tweaking than they do practicing. It's a fun category to watch, so the results deserve publication. Chapter 38 were represented by Jeff Lo and Jacquie Warda.



2003 Reno Airraces - Biplane Results September 11-14, 2003

Stead, Nevada
Reno Stead Field

Bronze

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Allen, Earl	The Other Woman - Race 42	Pitts S-1S	06:33.07	174.533
2 Magee, Clifford	Tin Buddy - Race 97	Pitts	06:36.34	173.093
3 Roberts, Byron	Bottom Gun - Race 11	Pitts S1S	06:45.41	169.221
4 Gruber, Carl	8 Ball - Race 8		07:10.34	159.418
5 Higa, Tony Tango	Tango - Race 31	Pitts S-1S	07:27.30	153.373
6 Gourley, Jonathan	Johnny-Rocket - Race 2	Pitts S-1C	07:34.18	151.050
7 McCafferty, Jerry	The Thing - Race 12	Stolp Aeroduster	06:48.36	139.999

Silver

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Smith, James	Humm Baby - Race 50	Pitts S-1	06:10.03	185.401
2 Jerant, Frank	Bada Bing - Race 16	Jerant Racer	06:10.23	185.300
3 Watkins, Jeff	Devil in Da Skies - Race 17	Pitts	06:14.61	183.134
4 Paquin, Guy	Buzz Job - Race 90	Mong Sport	06:15.08	182.904
5 Buehler, Andrew	Mistress - Race 26	Mong Sport	06:32.23	174.907
6 Warda, Jacqueline	Red Eagle - Race 7	Pitts S-1T	06:40.85	171.146
7 Blackwood, Bob	Bar Code - Race 111	Pitts Special	06:41.51	170.864
8 Beardsley, Richard	Rich's Brew - Race 77	Smith Mini-Plane	06:58.61	163.885

Gold

Rank/Pilot	Name/Race #	Airplane	Time	Speed
1 Rose, David	Frightful - Race 3	Rose Peregrine	05:13.00	219.181
2 Way, Norman	Magic - Race 27	Pitts S1	05:29.55	208.174
3 Farb, Michael	Laura Jean - Race 33	Mong Racer	05:44.31	199.250
4 Brown, Stephen	Tonopah Low/Miss Reno Air - Race 00	Pitts	06:11.69	184.573
5 Davis, Michael	G-Whiz - Race 28	Pitts Special	06:12.84	184.003
6 Ferguson, Cris	Let the Good Times Roll - Race 20	Pitts	05:24.12	176.385
7 Lo, Jeffrey	Miss Diane - Race 6	Pitts Special S-1S	05:29.96	173.263
99 Somes, Jason	Race 69	Pitts S-2T	Null	0.000

Alternative Pitts Tug

Ever wondered if an electric wheelchair has enough torque to tow a Pitts?

Ask Mike Davis - He knows!



Contest Results - 2003 Nationals

Peter Jensen

Eightysix (86) competitors!!! It's not every month I get a chance to put a results page with that many entries together.

You'll notice that the BlackEagle Team of distinguished aerobatic pilots were represented in 3 categories. I heard that Team Captain - Kurt Haukohl - is aiming for having his airplane to fly in all categories in one contest. OK - I made that

up. For sure, he wouldn't need to look very far for volunteers.

Congratulations to all Chapter 38 members that flew in Texas: Bill Stein, Allyson Parker-Lauck, Norm "Big Pistons" DeWitt, Vicki Cruse, and Kurt Haukohl. I'll look forward to some interesting and funny stories for the newsletter!!! Send them to: editor@iac38.org

-Peter

2003 US National Aerobatic Championship September 21-26, 2003

Sherman/Denison, Texas
Grayson County Municipal Airport

Primary

Rank/Pilot	Airplane	Known	Free	Unknown	TBLP Tot.	% PP.
1 Nathan Hanford	Pitts S-2B	384.6499	376.7419	380.7958	1142.1876	84.61%
2 Wes Warner	BlackEagle540	353.1726	375.2981	363.0020	1091.4727	80.85%
3 Devon Pym	Pitts S-2B	340.9215	335.6592	375.5601	1052.1408	77.94%

Sportsman

Rank/Pilot	Airplane	Known	Free	Unknown	TBLP Tot.	% PP.
1 Gregory Bruyn	Pitts S-1S	1089.0549	1159.1515	1098.9622	3347.1686	83.26%
2 Jason Bialek	BlackEagle540	1097.3896	1092.1086	1100.1054	3289.6036	81.83%
3 Ron Barson	Pitts S-2S	1067.5935	1073.6387	1089.4409	3230.6731	80.37%
4 Thomas Pomeroy	Super Decathlon	1073.7397	1089.0147	1064.1505	3226.9049	80.27%
5 Kendal Simpson	Meyers Little Toot	1066.7382	1089.0941	1066.3985	3222.2308	80.16%
6 Janusz Becla	Pitts S-2C	1044.0035	1059.5239	1088.2345	3191.7619	79.40%
7 A J Hefel	Lazer	1015.2803	1043.8902	1075.2112	3134.3817	77.97%
8 John Watkins	Pitts S-1C	1071.8298	976.8316	1072.4922	3121.1536	77.64%
9 Bertrand Magras	Pitts S-2B	1030.7716	1030.6842	1047.8304	3109.2862	77.35%
10 Michael Luszczyk	Pitts S-2C	1047.5108	1063.8039	942.7860	3054.1007	75.97%
11 Peter Marsh	Pitts S-2B	879.5812	1024.7153	1093.2323	2997.5288	74.57%
12 Tim Baker	Pitts S-2B	1083.7725	1016.2853	696.9162	2796.9740	69.58%
13 Michael Cappiello	Pitts S-2B	893.5937	1034.6382	550.3420	2478.5739	61.66%
14 Chaddick Bartee	Yak 55M	427.3690	981.7295	1035.9803	2445.0788	60.82%

Intermediate

Rank/Pilot	Airplane	Known	Free	Unknown	TBLP Tot.	% PP.
1 Larry Reynolds	Staudacher S-300	1667.4044	1723.8451	1319.6686	4710.9181	85.50%
2 Mark Jacobson	Pitts S-2S	1629.8306	1705.7356	1232.9981	4568.5643	82.91%
3 Frank Chenevert		1664.1032	1656.9721	1246.1374	4567.2127	82.89%
4 Louis "Bud" Judy	Judy Monosport	1617.6341	1696.1087	1252.1576	4565.9004	82.87%
5 Mike Torbett		1662.9928	1705.2727	1185.8607	4554.1262	82.65%
6 Danny Harper	Pitts S-2B	1628.7895	1676.6391	1210.4231	4515.8517	81.96%
7 Brent Smith	Pitts	1618.1945	1686.6460	1210.4515	4515.2920	81.95%
8 Greg Samples	Yak 55M	1661.5564	1578.1395	1274.8575	4514.5534	81.93%
9 Marty Flournoy	Pitts	1618.0844	1661.9851	1226.4703	4506.5398	81.79%
10 Kathleen Kyer	Pitts S-2B	1623.9153	1642.3667	1214.3475	4480.6295	81.32%
11 Mike Plyler	Taylor Craft	1622.7789	1665.8223	1188.6651	4477.2663	81.26%
12 Kevin Campbell	Pitts S-2C	1651.2851	1670.4548	1116.0456	4437.7855	80.54%
13 Clay Smith		1593.7525	1652.9233	1182.9736	4429.6494	80.39%
14 Brian Davis	Pitts S-2C	1634.9738	1662.9410	1057.1877	4355.1025	79.04%
15 Scott Poehlmann		1596.6028	1495.8270	1244.6061	4337.0359	78.71%
16 Jonathan Wood	Edge 540	1552.1331	1481.6408	1167.3463	4201.1202	76.25%
17 Luke Lambard		1608.4563	1365.6780	1226.2702	4200.4045	76.23%
18 Tom Hankinson	Pitts S-2B	1581.1702	1490.2158	1102.2904	4173.6764	75.75%
19 Brian Kaufman	Pitts S-2B	1644.7490	1676.3393	769.9527	4091.0410	74.25%
20 Neil Griffin	Pitts S-2B	1621.4424	1628.7162	556.7584	3806.9170	69.09%
21 Larry Galloway		1303.1647	1458.9770		2762.1417	50.13%

Advanced

Rank/Pilot	Airplane	Known	Free	Unknown	TBLP Tot.	% PP.
1 Jeff Boerboon	Pitts S-1S	2031.0955	2186.7412	2578.9254	6796.7621	81.99%
2 Robert Stark	Giles G-202	1976.7839	2070.5443	2583.7310	6631.0592	79.99%
3 Patrick Clark		2054.1628	1977.3105	2570.7449	6602.2182	79.64%
4 Hector Ramirez	Extra 300L	1981.6630	1931.7030	2611.9308	6525.2968	78.71%
5 Rob Holland	Pitts S-2C	1997.2856	1893.6879	2516.9880	6407.9615	77.30%
6 William Stein	Edge 540	1934.4344	1829.7149	2580.1184	6344.2677	76.53%
7 Mike Galloway	Pitts S-1T	1920.0821	1943.5919	2475.3479	6339.0219	76.47%
8 Andrew Wright	Giles 202	1973.2951	1885.3923	2461.7264	6320.4138	76.24%
9 James Hogg	Pitts S-1S	1861.7880	2012.4813	2395.0752	6269.3445	75.63%
10 Julia Wood	Sukhoi SU-26	1836.1285	1877.3399	2532.2906	6245.7590	75.34%
11 Allyson Parker-Lauck	Panzl S-330	1978.2297	1795.5001	2448.9484	6222.6782	75.06%
12 Michael Wiskus	Pitts S-1-11B	1984.5450	1997.0939	2238.0805	6219.7194	75.03%
13 Don Peterson	Zlin 50	1974.7458	1650.3532	2576.8211	6201.9201	74.81%
14 Nick Galyon	Extra 300S	1828.5732	1873.3503	2483.5257	6185.4492	74.61%
15 Lynn Heffley	Sukhoi SU-26	1868.2265	1948.3231	2346.2894	6162.8390	74.34%
16 Michael Golan	Pitts S-1S	1845.5603	1818.6583	2468.4916	6132.7102	73.98%
17 Tom Adams	Pitts S-1T	1909.9725	1726.9117	2484.3864	6121.2706	73.84%
18 Jeff Mahwinney	Panzl S-330	1737.8473	1940.8546	2329.9792	6008.6811	72.48%
19 David Wright	Pitts S-2B	1845.6134	1807.7295	2305.7146	5959.0575	71.88%
20 Jason Newburg	Pitts S-1S	1883.6130	1407.5412	2542.6203	5833.7745	70.37%
21 Pete Eslick	Extra 200	1706.6489	1654.0707	2439.7680	5800.4876	69.97%
22 Michael Niccum	Pitts S-1S	1903.3610	1394.6160	2480.3166	5778.2936	69.70%
23 Jim Peeples	Extra 200	1752.7167	1478.0313	2401.6904	5632.4384	67.94%
24 Klayton Kirkland	Pitts S-1S	1853.6848	1410.5928	2252.8196	5517.0972	66.55%
25 Herman Dierks	Sukhoi SU-26	1433.6341	1732.6459	2319.2682	5485.5482	66.17%
26 Doug Sowder	Pitts S-2B	1963.3565	1725.9153	1641.0410	5330.3128	64.30%
27 Walter Plentis	Laser	1750.9154	1772.9471	1191.8725	4715.7350	56.88%
28 Harvey Tidball	Sukhoi SU-29	1171.7412	1092.4989	2233.1484	4497.3885	54.25%

Unlimited

Rank/Pilot	Airplane	Known	Free	Unknown	TBLP Tot.	% PP.
1 Kirby Chambliss	Edge 540	3039.2211	4093.1199	3080.0073	10212.3483	86.69%
2 Michael Racy	Sukhoi SU-31	2955.1863	3960.9620	3054.9827	9971.1310	84.64%
3 Zach Heffley	Sukhoi SU-26	2944.7148	3933.6215	3004.3002	9882.6365	83.89%
4 Debby Rihn-Harvey	CAP 232	2958.0999	3956.6064	2954.3362	9869.0425	83.78%
5 Robert Armstrong	CAP 231	2980.1825	4029.9723	2852.8151	9862.9699	83.73%
6 Alan Bush	Velox Rev	2840.3673	3974.5709	3004.0905	9819.0287	83.35%
7 David Martin	CAP 232	2779.6021	3982.1751	3052.2174	9813.9946	83.31%
8 Hubie Tolson	Sukhoi SU-26	2799.8431	3798.2968	2902.3148	9500.4547	80.65%
9 John Klatt	Staudacher S-300D	2825.1362	3828.3569	2844.0512	9497.5443	80.62%
10 Jon Nash	Edge 540	2813.8171	3828.5879	2693.4904	9335.8954	79.25%
11 Chris Panzl	Staudacher S-300	2770.8590	3930.9499	2560.3331	9262.1420	78.63%
12 Norm DeWitt	Edge 540	2834.3530	3775.1574	2458.0888	9067.5992	76.97%
13 Greg Howard	Giles G-200	2710.0093	3613.0578	2592.6626	8915.7297	75.69%
14 Vicki Cruse	Edge 540	2761.7819	3697.4135	2388.2099	8847.4053	75.11%
15 Janet Fitzke	Edge 540	2687.0974	3797.6846	2335.0526	8819.8346	74.87%
16 Tony Wood	Sukhoi SU-26	2817.6326	3035.8178	2799.0120	8652.4624	73.45%
17 Richard Bevington	Staudacher	2487.6904	2738.0548	2049.3329	7275.0781	61.76%
18 Michael Rinker	Sukhoi SU-26	2731.0383	2716.0943	1721.7479	7168.8805	60.86%
19 Kurt Otto Haukohl	BlackEagle540	2113.0040	2787.4225	1908.3363	6808.7628	57.80%
20 Angelo Cillaroto	Extra 300S	2360.3612	2820.8366	1531.6791	6712.8769	56.99%

Contest Results

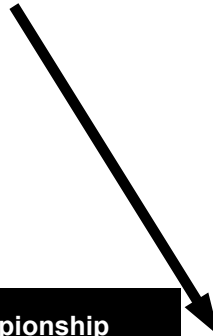
Peter Jensen

Here's the remaining results from the Nationals at Denison. The Unlimited 4 minute Free and the Second Unknown for the Advanced pilots, who were trying to get on the US team for the 2004 World Championship.

The results from Nebraska missed the September newsletter. I had no idea Chapter 38 was represented by Bill Stein flying his Red Baron Stearman in Intermediate. I've seen Stearmans struggle through the Sportsman sequence with multiple breaks and flown by good pilots. The fact that Bill came in third in Intermediate is a huge accomplishment.

Congratulations!

-Peter



2003 US National Aerobatic Championship September 21-26, 2003

Sherman/Denison, Texas
Grayson County Municipal Airport

Unlimited 4 minute Free

Rank/Pilot	Airplane	4-min Free
1 David Martin	CAP 232	3461.1149
2 Michael Racy	Sukhoi SU-31	3395.1571
3 Debby Rihn-Harvey	CAP 232	3323.2388
4 Tony Wood	Sukhoi SU-26	3308.4485
5 Robert Armstrong	CAP 231	3290.5467
6 Alan Bush	Velox Rev	3254.2370
7 Hubie Tolson	Sukhoi SU-26	3187.0950
8 Zach Heffley	Sukhoi SU-26	3186.0517
9 Angelo Cillaroto	Extra 300S	3170.5356
10 Jon Nash	Edge 540	3091.3493
11 John Klatt	Staudacher S-300D	3076.6473
12 Michael Rinker	Sukhoi SU-26	2898.2866
13 Greg Howard	Giles G-200	2563.2439
14 Richard Bevington	Staudacher	2436.4200

Advanced Unknown II

Rank/Pilot	Score	% PP
1 Rob Holland	2288.8808	80.88
2 Jeff Boerboon	2275.0319	80.39
3 Michael Wiskus	2123.3369	75.03
4 Andrew Wright	2072.0467	73.22
5 Doug Sowder	2071.6067	73.20
6 Don Peterson	2034.8781	71.90
7 Michael Niccum	1981.7254	70.03
8 Mike Gallaway	1940.7729	68.58
9 Tom Adams	1905.0311	67.32
10 Walter Plentis	1722.1903	60.85
11 Pete Eslick	1613.4179	57.01
12 David Wright	1415.7247	50.03

Midwest Aerobatic Contest August 16-17, 2003

Seward, Nebraska - Seward Municipal Airport
Contest Director: Rob Ator

Basic

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Tom Gockowski	7	334.3002	356.8940	348.9181	1040.1123	77.05
2 Jonathan Attia		317.7348	357.5478	339.4218	1014.7044	75.16
3 Andrew Brezicha	4	315.8302	270.0783	245.2099	831.1184	61.56

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dick Swanson	78	1074.4480	1109.3491	1104.2433	3288.0404	81.79
2 Andrea Coleman	3	1019.4802	1049.2232	1041.7365	3110.4399	77.37
3 Joe Wilkins	12	992.0579	1053.0344	1061.6817	3106.7740	77.28
4 Brian Correll		998.8756	990.1316	1026.2134	3015.2206	75.01
5 Dustin Amann	9	950.1514	1013.0443	1048.7370	3011.9327	74.92
6 Tim Saddler	80	1056.9029	854.8068	1051.6045	2963.3142	73.71
7 Tony Sauerbrey	4	935.3227	1002.2779	931.7120	2869.3126	71.38
8 Jim Pfeifle	80	766.2539	1007.1662	1056.6040	2830.0241	70.40
9 Steve Anderson	80	964.0320	870.6706	992.2223	2826.9249	70.32
10 Mike Manzitto	80	566.7432	690.0864	873.3060	2130.1356	52.99
11 Mary Jo Yates		252.5837	792.7677	828.3514	1873.7028	46.61

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Clyde Cable	12	1716.6482	1737.8128	1319.3523	4773.8133	86.80
2 Rob Ator	80	1674.5500	1678.2223	1276.3851	4629.1574	84.17
3 Bill Stein	38	1703.9321	1682.7444	1227.6386	4614.3151	83.90
4 Rick Bobbit	12	1611.1806	1675.9291	1296.0493	4583.1590	83.33
5 Bryan Regan	69	1670.6617	1654.3565	1238.5320	4563.5502	82.97
6 Andy Irwin	12	1616.2331	1682.5376	1262.2354	4561.0061	82.93
7 Lloyd Stoops	12	1571.2727	1703.2019	1258.9203	4533.3949	82.43
8 John Blum	12	1427.0578	1677.2423	1264.7881	4369.0882	79.44
9 DJ Molny	12	1582.0299	1652.7481	1120.1647	4354.9427	79.18
10 Gary Dawson		1456.6594	1618.4892	1275.3497	4350.4983	79.10
11 Jim Piros	78	1604.3414	1612.0134	1126.9156	4343.2704	78.97
12 Whitney Schmidt	80	1556.6103	1636.0936	1100.3541	4293.0580	78.06
13 Lloyd Byerhoff	80	1607.7710	1489.8262	855.2057	3952.8029	71.87
14 Paul Muhle	80	1565.4242	1277.1068	868.4596	3710.9906	67.47
15 Paul Reader	12	1621.3095	671.6071	1214.2556	3507.1722	63.77

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Loren Smith	78	1837.5831	2462.7070	2069.3401	6369.6302	76.47
2 Doug Roth	80	1891.1390	2491.0267	1932.7188	6314.8845	75.81
3 Phil Schacht	78	1897.7183	2419.6278	1699.7055	6017.0516	72.23
4 Harry Barr	80	1618.2398	2509.2541	1783.9694	5911.4633	70.97
5 Mike Jones	12	1832.3494	2533.0033	1505.6442	5870.9969	70.48

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Chandly Clanton	80	2836.5000	3912.2525	2919.4000	9668.1525	79.57
2 Don Nelson	12	2444.3000	3112.0675	2457.4000	8013.7675	65.96

Calendar of Events

October

10-11 Borrego Akrofest — Borrego CA — IAC Ch 36
 dick@rhino-dps.com (www.iac36.org)

19 Chapter 38 Monthly Meeting
"An afternoon on the USS Hornet"
 Details to follow via e-mail

November

6-9 Tequila Cup, Tucson AZ—Contest
 m.hollandSAAC@worldnet.att.com

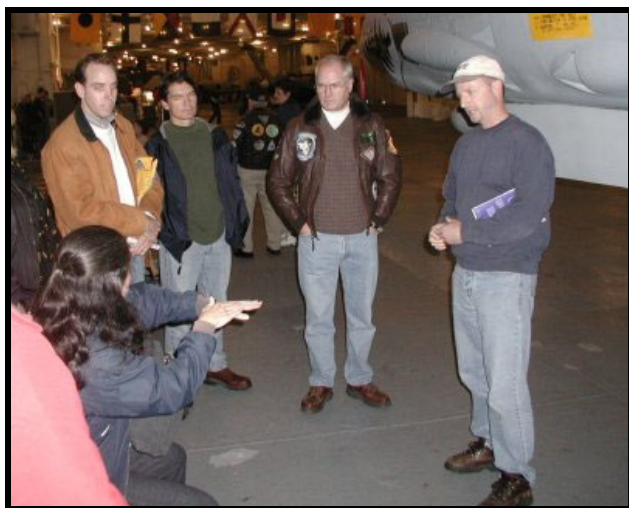
9 Chapter 38 Monthly Meeting

December

5-6 AZ St Championship, Casa Grande AZ, Contest
 mwold@lobodos.com

13 X-mas Party: Alan Silver's House

Wanna know what it takes to land an F-18 on an aircraft Carrier? **Show up at the October chapter meeting.**



Harry Hirshman and Dave Walkup explain about life onboard aircraft carriers (picture from last years meeting)

Classified Ads

G-200 for sale



G-200 - 155TTSN, like new, factory-built, 230HP Lycon, MT prop, striking black/silver/maroon paint scheme, fabulous performance, fresh annual, \$125k, Dallas Marckx 503.582.8797 or dmarckx@chinookpowertech.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:
Bradley Oliver, Treasurer
 664 Moraga Dr
 Livermore, CA 94550

IAC Chapter 38 Membership Application/Renewal Form

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

Name: _____ **Spouse:** _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Home Phone: _____ **Work Phone:** _____

E-mail 1: _____ **E-mail 2:** _____

IAC #: _____ **EAA #:** _____

Certificate #: _____

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)

Brad Oliver, IAC38 Treasurer 664 Moraga Dr. Livermore, CA 94550



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



**Chapter Meeting:
October 19th, 2003
"An afternoon on the USS Hornet"
(Details to follow via e-mail and www.
iac38.org)**