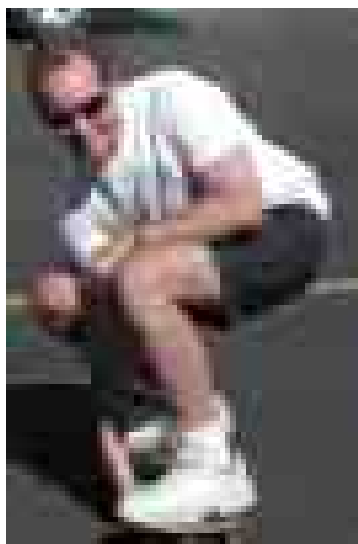


The ACronaut

Volume 5 - Number 10

Prez' Post

Darren Pleasance



Greetings from the road...

I'm running from city to city this month and logging dozens of hours in the air, though in the back of the plane, rather than the front, unfortunately. As such, my Pres Post will be a little shorter than normal, but no less inspira-

tional, of course :-)

For those of you who missed our first "fly-out" of the year, it was truly an outstanding event. We had on the order of ~12-15 members in attendance at our meeting/lunch session in Petaluma with a ton of fun had by all. We should aspire to do this more often as a Chapter; perhaps twice a year at least.

As part of the trip, four of us got together to practice our formation flying, including a pre-flight briefing, inflight maneuvers, and a worldclass overhead arrival in Petaluma that would have made the Blue Angels envious. Afterwards, we talked about the idea of creating a Chapter initiative to help more of our members learn how to safely enjoy formation flying. At our Chapter meeting coming up in two weeks, we'll be sure to talk a little about how many members would be interested in some type of effort to help add formation flying to the spectrum of capabilities we all have.

We'll also plan to catch everyone up on the ongoing "box" topic. As we talked in Petaluma last month, there may be opportunities for us to co-exist with the skydivers over in Byron so we're pursuing discussions over there to see what we

(Continued on page 8)



IAC 38's Todd Whitmer Wins Gold @ Nationals



IAC38 Welcomes

Lee Jensen - Richmond
David Platt - Oxnard

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Editor's Column

Peter Jensen



This past month had lots of flying and racing activities. Thanks to Marilyn all of these activities are well covered in this issue.

The Nationals just finished so look for the results and stories in the next newsletter.

I would love to hear from the IAC 38 participants for some

stories for the November issue.

From a regional aerobatic standpoint, the Delano contest was the ultimate highlight this month. It was the best attended California contest this year, and I would suspect that it'll probably be the regional contest with most participant nationwide this year. 56 participating pilots! Marta and Bob Meyer did a phenomenal job organizing it.

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 (10/1/2004)

NO ONE. Waiver is expired. Awaiting renewal.

Pilots on the New J Waiver (10/1/2004)

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



The month of September starts with Delano, ends with Nationals and engulfs the Reno Air Races. This means, plenty has happened in the last 30 days.

Delano

Delano was a BIG HIT! As usual, the world's hottest contest brought lots of memories. When we first arrived, we asked one of the locals where we could go to get a good meal, he said, after some thought, "Bakersfield!" Which, as many of you know is about 30 miles away? So, off to the Cockoo Inn and the continuous tongue jokes. See the Cockoo Inn has an appetizer plate that offers -- no kidding, pickled tongue. Only in Delano... we hope.

The Unlimited Category had some newcomers – who were also familiar faces. Bill Stein and Nick Nilsmeier both competed in Unlimited for (if my memory is correct) for the first time. Both graced the audience with their talents in the four-minute; which was amazing! Speaking of Unlimited, Mrs. Meyer beat Mr. Meyer – for the first time! "So, Mr. Meyer, when did you stop beating your wife?"

Chapter 38 had a great showing at Delano. Team BARF was there – minus one (chicken!) and the new S2A got a good try-out! Attitude brought their Pitts and Decathlon, Eric Tucker brought the S2B with a gaggle of students, and Rich Stowell was also in attendance with Lyle Shelton's S2B plus one student. This equated to twenty-something Sports-person Contestants! The sport seems to be gaining ground with the huge number of entrants in the lower categories!

The high"light" of the contest had to be the attempted Beacon Rides. Don't try it. It's just not a good idea. Apparently, the Beacon is HOT! And it also stops when you try to jump on it. Make a note; do not try to ride the beacon in the future.

Since we had to scrap that idea, we decided to bring the party to the Center Box instead. If you've been to DLO – you know that Center Box is out in the middle of the street – so, we had to find yet a third place to bring the party. The Hay Ride out

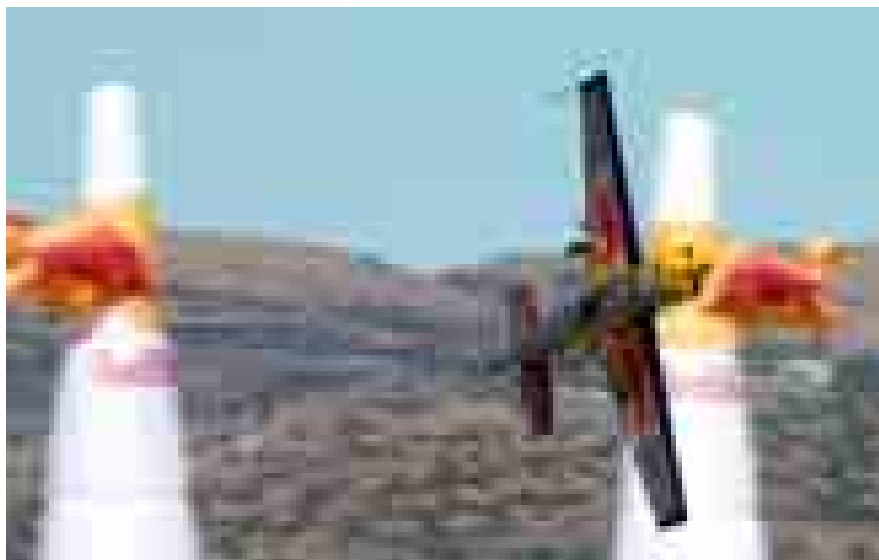
there and back was memorable! What a peculiar group we are...

Reno

The next event for me – and many of us – was the Reno Air Races. I was a Rookie this year and definitely learned a ton! I learned that my airplane is friggin' slow! It looks fast, and sounds awesome, but she is slow. Another thing I learned is that Density Altitude STINKS!

I was incredibly lucky to have so many people from Chapter 38 and from my home airport, Hayward, there to cheer me onward. I appreciate everyone's kind words and enthusiasm.

With many lessons learned and many lessons yet to come, I really enjoyed myself and am glad I took part. I'm 90% sure I'll do it again. So, if you want to know more – let me know. I'll bore you with details over an adult beverage sometime.



Now, about the Red Bulls Air Race... WOW! That was amazing! I'm not sure how wise that sport is – but boy, it has some crowd appeal. I was watching the Red Bulls everyday with a group of Aerobatic Pilots – and we were cheering them on (Mike Mangold, Kirby Chambliss and Mike Goulian!) the whole time. It was really something to watch. There were three sequences that needed to be performed using these inflatable pylons. For example, do a roll, go through the first set of pylons on knife-edge, change to the other knife-edge through the next set of pylons, then pull to the vertical, etc. etc. As if that wasn't hard enough, this was timed! So, pull HARD and tight and get it all done faster than the next guy.

(Continued on page 6)

Member Of The Month - Ben Freelove

Marilyn Dash



This month, we will be getting to know Ben Freelove a little better. Freelove, or Freestyle, as we like to call him, is a CFI, Aerobatic Competitor, Banner Tower and all around GREAT guy. For those of you who already know him, you'll enjoy reading this – but for those of you who don't know him yet, welcome to the world of Ben.

When did you become a pilot and why?

I got my Private Certificate in 1999. Flying was something I was always interested in as long as I could remember.

What was your first experience with aerobatics?

After I earned my Private I knew I wanted to fly aerobatics. I had done all my training in Dayton, Ohio and Brian Howard (IAC rules guy) had an Extra 300 on the field. I couldn't afford it at all but I skipped a bunch of meals and finally flew with Brian.

I had never flown anything except a Cessna 152 before. Needless to say I was hooked.

What other aspects of aviation are you interested in?

I really enjoy flight instructing of any kind. It is a big challenge and I love trying to get better at it every day.

He also tows banners all over the Bay Area. If you see a banner, wave, it's probably BEN!

What aircraft do you fly, and why?

I teach and fly in a wide variety of airplanes, but I'm currently flying Acro in the Pitts S2A. The S2A is probably the best combination of performance vs. cost for a 2 seat aerobatic airplane. Plus it just looks cool!

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

I was a professional jazz musician for five years before the flying bug hit hard and I moved to California.

What other hobbies do you have besides flying?

I still play music occasionally.

What do you do for a living?

I'm a full time CFI.

What is your favorite aircraft?

So far the Pitts is my favorite. It is a great blend of performance and character. But there are a few monoplanes I'd love to get my hands on.

What was your most memorable flight?

This question is too hard. I give up.

I'm sure I know what Ben's most memorable flight was! It was flying at Paso with ME as my Safety Pilot. If the readers remember – Ben was the Safety Pilot for Che Barnes and Spencer was the Safety Pilot for me (Ruby was sick that weekend). So, for the last flight, Che and I switched planes. It was the first time I flew with Ben. I must say, he has the same controlled demeanor that Ken Erickson has which made me love to fly with Ken so much.

If you feel like some additional instruction – you should talk to Ben Freestyle!



A Rare Story

Marilyn Dash



For those that don't know about the Bear's problems this week, I was lucky enough to hear John Penney recall the situation between last Sat and Friday night at the "fan Sponsor" party. When John flew the Bear last Sat and Sun it seemed the ignition and carb problems were finally behind them. They had finally found someone who could build cylinders with valve guides to their specs and replace the ones that went bad last year, and had 2 spare front and rear jugs on hand.

John went out on the course with Skip on Monday and said Skip was going very slow in Dago. John called for the clock and was very disappointed with the line he flew as well as the altitude management (qualifying laps are flown on a constant descent which is why race laps are slower) and felt he left about 10 knot "on the table". He was surprised that Skip beat his time but figured he'd try again on Tuesday. But, on the post flight, the crew found metal in the screens.

Was it silver (master rod bearing) or something else? They took a sample to an "expert" in Reno who said it was aluminum. He was wrong (charge them \$275) and sent the crew on a wild goose chase. The only aluminum is from the pistons so they scoped through the plug holes and found no damage. So they pulled a front and rear jug to scope the bottoms of the pistons for skirt damage (a source of a rumour on this forum) and found none. So they thought it must be old debris that broke loose and were thinking about running up the engine to check to screens again. Good thing they didn't.

Lyle had an elderly gentleman in his 80s or 90s whose name I

can't recall flown in who had spend a good portion of his life with the Wright 3350. He took one look at the metal from the screens and said it was the blower drive-don't run the engine. The crew pulled off the blower drive and, as you can see from the pics I posted Friday night, that it was all done. Lyle said the engine was close to destruction.

New parts were delivered to the crew a 2 am (Tom Dwelle offered the parts off Critical Mass if needed-what a great guy!), they were installed and the engine was run. The screens showed a lot less metal and what there was was safe to run, so John test flew Thursday and there was even less metal. They decided on a conservative power setting for the Friday race, and the screens were almost clean but another exhaust valve guide from one of the old jugs went bad (low compression), so yet another all-nighter by the crew (who had only about 2 hrs sleep each night from Mon to last night) was required to change the jug. It requires break in time and John flew a little before the Friday race and a quick check showed no metal but it was decided to run conservative again (obviously I am now past John's Friday night dissertation and am repeating what I heard from other crew members) and the airplane came back clean. They changed the ignition harness and other ignition parts Sat night and test flew early Sunday. They then decided what power setting to run (this was dry, no nitrous oxide as they still have 9 old jugs with questionable valve guides), and the rest, as they say, is history. Going back to Friday night, Lyle said he was pretty sure that they would have to settle for another second place, but was determined to "run right" and not damage anything so they can come back next year. And, not to repeat what others have said on this forum, the Bear may have been able to when even without the penalty, but she is still not quite as strong as she was in 1991, but next year - LOOK OUT!..

Also, remember that using the "old" course measurements, Dago has never beaten Lyle's race record or lap record. And for the unofficial straight line 3k record Dago set at 533, remember 3 of the 4 passes Lyle made in the Bear were over 540, and that was with the 4 blade prop she has now.

The crew was magnificent, going without sleep, sometimes without food, and sometimes even working a "day Job" to get this done. One crewman told me "Nobody could ever pay us enough to do this", which is why, at least this time, perseverance, dedication, and a little luck overcame cubic dollars in the race for the Gold.

And check out what Skip Holm said in today's Reno Gazette Journal (www.rgj.com)-"If any body thinks Rare Bear is NOT the fastest airplane out here, they better think again".

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

Mike Mangold took first place! He had a BLAST! Kirby 2nd and Goulian 3rd.

Before I forget, Rare Bear WON! Dago Red cut a pylon... well, you'll read about it later in the newsletter.

Nationals

The Nationals have just finished and Chapter 38's Todd Whitmer is now a NATIONAL CHAMPION in the Intermediate Category! Also, it would be good to point out that Allyson Parker Lauck earned a spot on the US National Team! Great job, BOTH OF YOU!

See you soon!

*Marilyn Dash
ChixFly2
Ruby Red Racing*

Two IAC38'ers makes the US Unlimited Team

The Unlimited female US Team for the World Aerobic Championship, in Burgos Spain, was selected at the recently held Nationals. Two IAC38'er made the team; Vicki Cruse, and Allyson Parker-Lauck. Congratulations!

The team, pictured below, from left to right: Vicki Cruse, Janet Fitzke, Chandy Clanton, Debby Rihn-Harvey, and Allyson Parker-Lauck.



Todd Whitmer Wins Gold @ Nationals

The Nationals was this past week. Todd Whitmer took home the gold in Intermediate in convincing style. Todd's score was 85.25%. Second was Brent Smith with 84.49%, and third was Melissa Andrzejewski with 84.13%.

Congratulations from all of IAC 38!



Complete results and tons of pictures from the US Nationals can be found at:

www.usnationals.net

Delano - 2004 Pictures

Marilyn Dash



(Continued from page 1) - Prez' Post
might be able to accomplish.

Regarding Tracy, there's been no further progress on the Tracy Box, however it looks as though the City will be making investments to fix up the New J airport over the coming weeks so we should begin to benefit from an ever-improving aerobatic box at New J. Speaking of Tracy, they had a nice "Airport Day" on September 25th with a great community turn out including a handful of our members there showing their support (thanks to Ben, Che, Dale and Harry for representing Chapter 38!!)

Lastly, we had some of our members miss last month's meeting as they pursued their racing passions in Reno so I'm looking forward to hearing from them about what it's like to race 50 feet off the ground with lots of other wacky biplane pilots (I'm a wacky biplane pilot so I can say that). Also, for those of you who missed the Red Bull air race at Reno this year, it was quite an event that I'm sure we'll talk about at our upcoming meeting.

Well, I've gotta run to my next plane. I look forward to seeing you all at our next Chapter meeting in Livermore on Sunday, October 10th.

Blue skies!

Darren

Petaluma Fly-Out

Peter Jensen



Borrego Akrofest 2004 Regional Aerobatic Contest

October 15 -16, 2004

At Borrego Springs Airport (L08)

San Diego Aerobatic Club—IAC Chapter 36



FIVE CATEGORY CONTEST

REGISTRATION & PRACTICE: Thursday, October 14 – 09:00 till Sunset

CONTEST: Friday, October 15 – 07:00 Pilot Briefing at Crosswinds Café

Breakfast buffet available at Crosswinds Café (on airport) at 0630 Friday & Saturday

Awards Ceremony after Contest on Saturday Evening at Borrego Springs Resort

RAIN DAY (if required): Sunday, October 17

Contest Contacts:

Please Pre-Register by emailing the required information from the IAC Contest Entry Form

http://members.iac.org/contests/contest_entryform.html to

Joanne Bancroft joannebancroft@aol.com or call her (714) 535-8707.

Online registration form also available at <http://www.iac36.org> .

Contest Director: Clark Foster e-mail: CLARKPPT@aol.com Cell 1: 714 608 8006 Cell 2: 949 633 1751	Co-Contest Director: Debra Laslo e-mail: misdebb@yahoo.com Cell: 949 533 1240
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Accommodations:

Borrego Springs Resort: 888.826.7734 & 760.767.5700 - <http://borregospringsresort.com/>

La Casa del Zorro Desert Resort : 800. 824.1884 & 760.767.5323 - <http://www.lacasadelzorro.com/>

The Palms at Indian Head: 800.519.2624 & 760.767.7788 - <http://thepalmsatindianhead.com/>

Palm Canyon Resort : 800.242.0044 & 760.767.5341 - <http://www.p cresort.com/>

Hacienda del Sol: 760.767.5442 - <http://www.haciendadelsol-borrego.com/>

Oasis Motel & RV Park: 760.767.5409 - <http://www.oasismotelborrego.com/>

Stanlunds Resort Inn & Suites: 760.767.5501 - <http://www.stanlunds.com/>

Airport Manager: Vicki Cole (760) 767-7415 -- CTAF/UNICOM: 122.80 <http://www.airnav.com/airport/L08>

Car Rental: Desert Car Rental (Louise Phillips) (760) 767- 4378 or call L08

Borrego Springs Community General Information:

<http://www.borregosprings.org/>

http://www.desertusa.com/borrego/du_borregosprings.html

<http://www.anzaborrego.statepark.org/>

<http://www.avweb.com/news/places/182379-1.html>

2004 Reno Airraces - Biplane Results

Peter Jensen



Best Speeds

Gold - 204-08-02 - 8 laps - 13,000 miles



<http://www.iac38.org>

<http://www.iac38.org>



Best Speeds

Silver - 204-08-02 - 8 laps - 13,000 miles



<http://www.iac38.org>

<http://www.iac38.org>



Best Speeds

Bronze - 204-08-02 - 8 laps - 13,000 miles



<http://www.iac38.org>

<http://www.iac38.org>

Contest Results

Peter Jensen

Marta and Bob Meyer and their crew of volunteers pulled off one of the best ever Delano contests. There was a great turnout - 56 participating pilots. I think that's close to a record. This was the 30th anniversary of this great contest and it couldn't have been more successful. The weather was great, no mishaps, and all 56 pilots (minus 1) got three flights in before 4pm Sunday. That's a total of 120 flights (including 4x 4-min free). It's great to see so many enthusiastic newcomers. Especially, in these times where increasing fuel cost and more government regulations are added obstacles.

Jacque Warda
Norm DeWitt

Allyson Parker-Lauck
Bill Stein



Lee Jensen - Latest IAC38'er

Chapter 38 was represented by these 16 fine pilots:

- | | |
|------------------|-----------------|
| Lee Jensen | Doug Burr |
| Howard Kirker | Yuichi Takagi |
| Spencer Suderman | Dale Roberts |
| Marilyn Dash | Andrew Connolly |
| Todd Whitmer | Peter Jensen |
| Ben Freelove | Tom Myers |

30th Anniversary Delano Aerobatic Contest September 3-5, 2004

Delano Airport, California
Contest Directors: Marta and Bob Meyer

Primary

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 James Pratt	36	382.8893	389.9520	406.8729	1179.7142	87.39
2 Jackie Forsting		355.2883	375.8990	377.6768	1108.8641	82.14
3 Lee Jensen	38	331.1930	359.4258	373.4740	1064.0928	78.82
4 Conrad Nordquist		336.9872	294.4380	325.0162	956.4414	70.85

Sportsman

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Randy Owens	36	1102.2299	1134.0038	1055.7953	3292.0290	87.09
2 Doug Burr	38	1081.7725	1076.1083	1059.3130	3217.1938	85.11
3 David Platt	26	1032.7174	1111.7512	1068.1448	3212.6134	84.99
4 Gray Brandt	36	1040.1525	1114.0209	1054.7872	3208.9606	84.89
5 Howard Kirker	38	1030.5603	1086.7386	1051.4232	3168.7221	83.83
6 Jason Diestel		1064.5909	1048.9491	1053.5594	3167.0994	83.79
7 Drew Detsch	26	1030.2030	1057.3523	1055.0869	3142.6422	83.14
8 Justin Stout		1039.3547	1041.0128	1061.3500	3141.7175	83.11
9 Gary Meermans	36	1082.8485	1011.6967	1039.3255	3133.8707	82.91
10 Vicky Benzing		1041.3261	1029.0401	1034.1642	3104.5304	82.13
11 Brian Stout		1032.3567	1040.5586	1028.2593	3101.1746	82.04
12 Shinsuke Hoshima		1057.1849	1003.8483	1020.1897	3081.2229	81.51
13 Gordon Luebbe	36	1054.0855	992.4666	1028.4061	3074.9582	81.35
14 Yuichi Takagi	38	1018.7383	1010.2442	1041.1992	3070.1817	81.22
15 Norm Manary		1039.3388	997.3427	1014.4664	3051.1479	80.72
16 Masahiro Utsumi		999.2080	1008.6914	1039.1363	3047.0357	80.61
17 Jeff Jewel	36	1010.5117	976.5480	1039.8458	3026.9055	80.08
18 Hiroyasu Endo	36	1027.8664	991.6847	993.7084	3013.2595	79.72
19 Bill Hill	36	1026.1144	1020.5252	959.1934	3005.8330	79.52
20 Jenner Knight	36	1097.7742	1064.3869	814.3636	2976.5247	78.74
21 Spencer Suderman	38	874.3693	1060.5841	1022.6472	2957.6006	78.24
22 Richard Stonehouse	36	983.3580	899.1917	1033.2897	2915.8394	77.14
23 Dale Roberts	38	960.7423	1016.8643	886.1470	2863.7536	75.76
24 Marilyn Dash	38	963.8276	946.0790	818.2666	2728.1732	72.17
25 A.L. Connolly	38	0.0000	825.1656	998.1378	1823.3034	48.24

Intermediate

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Eric Tucker	26	1691.4106	1723.7925	1387.6764	4802.8795	87.17
2 Todd Whitmer	38	1657.2088	1736.2844	1346.6112	4740.1044	86.03
3 M Andrzejewski	69	1682.1679	1672.6099	1348.4117	4703.1895	85.36
4 Malcolm Pond	49	1585.3078	1622.8274	1320.1570	4528.2922	82.18
5 Roger Rourke	26	1408.6422	1656.8326	1297.4343	4362.9091	79.18
6 Gil Tellier	49	1615.7037	1698.2081	995.6132	4309.5250	78.21
7 Peter Jensen	38	1575.1344	1456.8052	1231.8344	4263.7740	77.38
8 Benjamin Freelove	38	1526.8925	1409.9056	1278.6947	4215.4928	76.51
9 C. Taylor Waller	85	1416.8853	1507.5365	1233.0182	4157.4400	75.45
10 Bob Blackwood	26	1001.2773	1677.8672	1339.8139	4018.9584	72.94

Advanced

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Dennis Foster	36	1962.3600	2606.9567	2204.7240	6774.0407	81.03
2 Robbie L Gibbs	69	1910.3315	2547.7481	2065.5277	6523.6073	78.03
3 Steve Smith	36	1890.1761	2466.2015	2000.4429	6356.8205	76.04
4 Jim Peeples	36	1964.2948	2465.5641	1787.0333	6216.8922	74.36
5 Tom Myers	38	1748.8670	2381.4378	1930.3333	6060.6381	72.50
6 Diana Towne	36	1909.6469	2391.0359	1752.2073	6052.8901	72.40
7 Mickey O'Brien	49	1749.2544	2247.4641	1562.9225	5559.6410	66.50
8 Ed Collins	72	1605.1914	1957.0004	1912.9224	5475.1142	65.49
9 Jacqueline Warda	38	1918.3039	0.0000	0.0000	1918.3039	22.95

Unlimited

Rank/Pilot	Ch	Known	Free	Unknown	TBLP Tot.	% PP.
1 Marta Meyer	26	2811.4204	4341.8390	3276.6161	10429.8755	89.91
2 Bob Meyer	26	2629.3601	4396.8197	3340.7024	10366.8822	89.37
3 Norm DeWitt	26	2696.4659	4420.7593	3155.3336	10272.5588	88.56
4 Jon Nash	36	2779.7175	4259.0711	3135.6870	10174.4756	87.71
5 A. Parker-Lauck	38	2528.6429	3847.6156	3194.9085	9571.1670	82.51
6 John King	85	2580.7632	4059.4565	2785.9416	9426.1613	81.26
7 Bill Stein	38	2590.8609	3847.4215	2885.1946	9323.4770	80.37
8 Nick Nilmeier		2215.8956	4143.6518	2610.3789	8969.9263	77.33

4-Min Free

Rank/Pilot	Ch	4 Min	TBLP Tot.	% PP.
1 Nick Nilmeier		3742.252	3742.2524	93.56
2 Bob Meyer	26	3561.814	3561.8147	89.05
3 Bill Stein	38	3400.326	3400.3269	85.01
4 Jon Nash	36	3340.323	3340.323	83.51

Classified Ads



Aragon Aviation, Inc.

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HOLLER WILLIAMS

Calendar of Events

- October 2-3 Salinas Airshow - Salinas Airport
 10 Chapter Meeting - 4pm
Topic: TBD
 15-16 **Borrego Acrofest - Borrego, CA**
rstonehouse@greenhart.com
- November 4-7 **Tequila Cup - Tucson, AZ**
m.hollandSAAC@worldnett.att.com
 14 Chapter Meeting - 4pm
Elections/Formation Flying
Rich Perkins & Harry Hirshman
- December 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

Classified Ads

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 or email at darren_pleasance@mckinsey.com

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Total	_____

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

IAC Chapter 38 Membership Application/Renewal Form

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

Name: _____ **Spouse:** _____
Address: _____

City: _____ **State:** _____ **Zip:** _____
Home Phone: _____ **Work Phone:** _____
E-mail 1: _____ **E-mail 2:** _____
IAC #: _____ **EAA #:** _____
Certificate #: _____ **EAA Expiration Date:** _____
Judge: Regional National **Newsletter:** E-mail (Adobe PDF) Postal Mail
Competition: None Basic Sportsman Intermediate Advanced Unlimited
Aircraft: _____ **N #:** _____
Referred By: _____
Dues: Single Membership (\$25/year) Family Membership (\$30/year)

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



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



Chapter Meeting:
Sunday October 10th, 2004, 4pm
Attitude Aviation
Livermore Airport