

NEW ENGLAND AEROBATIC CLUB

JANUARY-FEBRUARY, 1995

ANNUAL BANQUET SET FOR FINIAN'S FEBRUARY 11

NEXT MEETING

DATE: 01-18-95

TIME: 7:30

PLACE: NORWOOD AIRPORT

MEETING

This years business meetings will be held in the A.D.S. Flight Center classroom located in the Wiggins Airways Terminal at Norwood Airport. We thank Don Shotz for taking us under his wing. The first meeting of the year will be January 18, at 7:30 PM. We thank Joe at the Pilot Shop for his support last year. Because his classroom space has been leased out, it is no longer available.

assignments and approximately 100 people volunteered to help the contest run. The more people we have helping out the less each person will have to do. Volunteers do not have to be pilots or experienced with aerobatics, we have many assignments that require non-pilots. We would like to continue this year to have a safe and enjoyable contest for everyone involved including the spectators. Please come to the meeting because those in attendance may be able to negotiate responsibilities with the contest directors. Thank you in advance for your support.

CHAPTER OFFICERS

PRESIDENT

CRAIG LESINSKI
(508) 695-0002

VICE-PRESIDENT

CHRIS WHITNEY
(617) 769-1218

TREASURER

BILL STUART
(617) 837-9726

NEW MEMBER COORDINATORS

CHRIS WHITNEY
(617) 769-1218

BILL CRAWFORD
(617) 267-8945

CONTEST DIRECTORS

CRAIG LESINSKI
(508) 695-0002

JIM WARD
(603) 672-6336

CONTEST '95

The 1995 New England Aerobatic Championships has been scheduled with the Orange Municipal Airport for May 19, 20, and 21. Planning for the contest will start at the January chapter meeting. Contest Directors Craig Lesinski and Jim Ward will be recruiting members for contest duties. The 1994 contest ran very well because of the assistance of a large number of members. There were over 50 job

ANNUAL BANQUET

This years annual banquet will be held at Finian's Restaurant in Dedham. By popular demand it will be MC'd by Neal Frangish. Please return the enclosed coupon to Ed Morse as soon as possible and no later than February 4. An early response will help Ed out greatly.

WAY TO GO RAY

Ray Moorman was first to get his 1995 dues paid. For the rest of you, second and third place is still open.

MUST BE RETURNED **NO LATER THAN FEBRUARY 4, 1995** to

ED MORSE, 24 GREENWICH ROAD, NORWOOD, MA 02062 (617) 762-5920 - 781-762-5920

NAME _____ NO. OF PEOPLE _____

CHICKEN NO. _____ X \$19.00 _____
ROAST BEEF NO. _____ X \$24.00 _____

PLEASE MAKE CHECKS PAYABLE TO - IAC CHAPTER 35 -

TOTAL _____

AWARDS BANQUET

WHEN: FEBRUARY 11, 1995

WHERE: FINIAN'S RESTAURANT (SEE MAP)

ROUTE 1A, DEDHAM, MA

TIME: 6:00 - 7:00 PM Cash Bar - Hors d'oeuvres

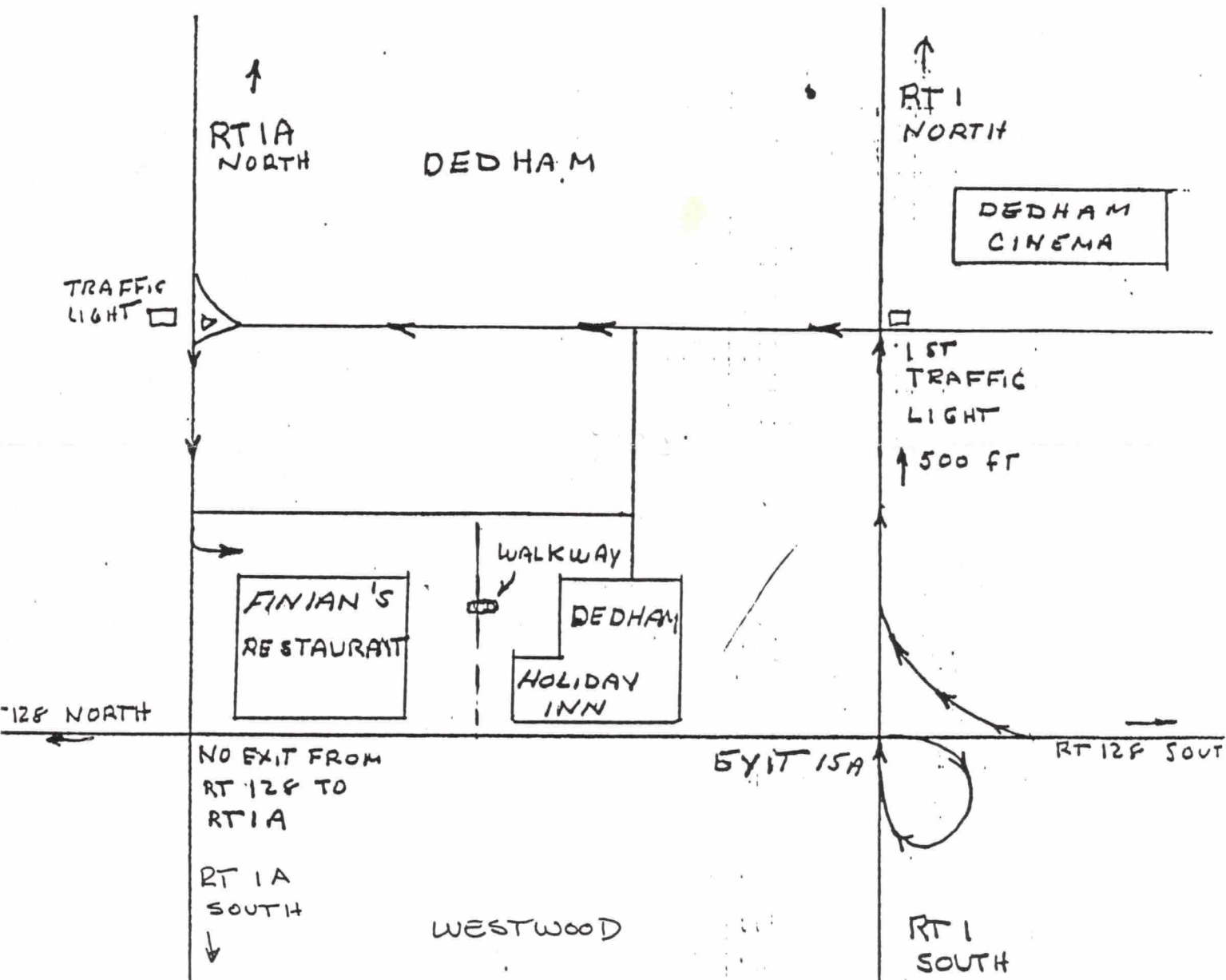
7:00 - 10:00 PM Dinner - Awards

DINNER: 1. Stuffed Boneless Chicken \$19.00

2. Roast Prime Rib \$24.00

ROOMS AVAILABLE AT DEDHAM HOLIDAY INN - \$62.00 ask for

"Great Rate" - YOU MUST RESERVE IN ADVANCE 617/329-1000



Ms. Priscilla Beaudraut
RR 1
Box 1240
Weare, NH 03281



New England Aerobatic Club

March 1995

IAC Chapter 35

Issue 2

Next Club Meeting

Saturday 25 March 1995
at 10AM at
Eastern Air Center
Norwood Airport
Norwood, MA.

If you fly in for the meeting, please contact Eastern Air Unicom on 122.95 for parking upon arrival.

Did You Forget?

To send in your 1995 dues? Remember a fiscally healthy club is a happy one!

Contest Update

Plans for the 1995 New England Aerobatic Championships are well under way. The contest will again be held at the Orange Airport in Orange MA. on May 19 - 21. Co-directors Craig Lesinski and Jim Ward will need support from all of us in order to hold a successful contest. It's never too early to volunteer your time. Did you know that there are over 150 task areas that need to be filled to run a contest? Remember too that you need not be an aerobatic pilot (or even a "regular" pilot) to help out.

We are fortunate to have Jerry Gerdes and Charlie Ryan as our Chief Judges. Phil Strauss reports that the application has been submitted for the FAA waiver and that all sanctioning documents have been prepared. Hans Bok has assumed the difficult role as Volunteer Coordinator assisted by Bill Taylor. The Trophy Committee, who did a fabulous job last year, is again made up of Damian Frattasio, Pete Dubios, and Sonny Dunn. Kitty Lesinski will anchor the registration efforts and desperately needs two or three more people. Other major positions still available include Cashier, Hangar Coordinator, Ground Transportation and Hotels, Scoring Computer Operators, Unicom Radio Operators, and Practice Coordinator. To help your club and enlist, contact either Jim or Craig - who are sitting by their phones right now patiently waiting for volunteers. Remember only you can cause a smooth contest! Come on out and have some fun in Orange.

The Lesinski Administration Officially Takes Over

Craig Lesinski is now officially at the helm of Chapter 35. He is taking no chances (or prisoners!) and getting right down to business. President Lesinski announced his cabinet on Saturday night at the annual banquet. At Vice President, a person who has given tirelessly to the chapter, including countless hours of effort on the contest is Christine Whitney. To make sure the coffers are always topped off, Bill Stuart will fill the role of Treasurer. Coordinating new members with the IAC will be Christine Whitney and Bill Crawford. Since becoming President, Craig has seen the light and this year will have Jim Ward as

a co-director for the contest. Remember, it's never too early to volunteer for contest help... Sigrid Baumann will assume the role of Achievement Awards Chair. The 1995 season is fast approaching. We wish you all a safe and successful contest season.

Annual Banquet a Success

The Chapter 35 Annual Banquet was held at Finian's in Dedham on Saturday night, the 11th of February. Our special thanks to Ed Morse for yet another banquet without a hitch. The event was well attended; close to 60 people in all.

Outgoing president Phil Strauss received a service award for all his hard work in the Chapter. We all wish Phil the best this year as he battles his way to the top of the advanced category. Jim Thompson was the proud recipient of the coveted Competitor of the Year trophy.

And who would have guessed it? Neal Frangish was in attendance that evening (by popular demand) in his officially unofficial capacity as Awards Presentation MC. This is not a new role for him; Neal is to our banquet what Billy Crystal is to the Academy Awards. Practically no one in the room was safe once Neal took to the podium! Various awards (some of questionable distinction) were then presented to noteworthy pilots. As a public service, none will be mentioned here - many of you will thank me later. Of course, not all of these were awards one would want to brag about... Make sure you don't miss this show (spectacle) next year!!!

We have received word that one of the chapter's long time members, Art Maynard, has been ill over the past few months. He is now home from a short hospital stay and has already made reservations for the '95 Contest. We would like to wish him a speedy recovery.

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(508) 695-0002

Vice President

Chris Whitney
(617) 769-1218

Treasurer

Bill Stuart
(617) 837-9726

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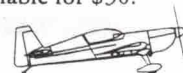
Achievement Awards Chairperson

Sigrid Baumann
(603) 964-5478

UPCOMING EVENTS...

Chapter 35 Judges School • Norwood Airport • March 18 and 19

The cost is \$25. This includes tuition, course material, and an IAC Rule Book (if you already have one, please bring it along and you will receive 1995 revisions). FAI Figure Catalogues will be available for \$30. The class will be held in the Wiggins Airways Classroom at the airport. Please call Ed Morse if you plan to attend 617 762 5920.



IAC Chapter 35
 New England Aerobatic Club
 Access Rd.
 Norwood, MA. 02062



MS PRISCILLA BEAUDRAULT
 RR 1, BOX 1240
 WEARE
 NH 03281



May						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			
VA. Contest	Orange, MA	C35 Contest	Dutchess Co.	Practice	Orange, MA	VA. Contest

April						
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New England Aerobatic Club

April 1995

IAC Chapter 35

Issue 3

Next Club Meeting

Saturday 15 April 1995
at 10AM at
Eastern Air Center
Norwood Airport
Norwood, MA.

If you fly in for the meeting, please contact Eastern Air Unicom on 122.95 for parking upon arrival.

Did You Forget?

Just another reminder to send in your 1995 dues if you haven't already. Remember a fiscally healthy club is a happy one!

What You Missed

...At the last Chapter 35 Meeting

Our last meeting was held on 25 March at Eastern Air in Norwood. Roughly 15 or so members showed up - it's hard to say because a few were late and it's not certain if their attendance counts or not...

The club is basically fiscally healthy, though still many have not paid their dues. Please, pay up! In order to facilitate this, there is now a form at the end of the newsletter which you can use to remit your dues. If you are one of those who has paid up, you can use this form to get your best buddy to join - we can always use volunteers at the contest!

Practice sessions were also discussed at the meeting. This is really the only way one can

significantly improve his/her competition performance. Some dates were talked about, but more importantly, boxes and airports were discussed. See the article on Aerobatic Boxes on page 2 of this newsletter.

Contest preparation continues. For more on that, see the contest update below.

Look What You'll Miss Next Month!

3/4 Contest Update

The contest preparations continue. Remember folks, this is a big job. Do not try this at home. Instead, call contest gurus Jim Ward or Craig Lesinski and volunteer your time. Think of the fun you'll have.

Progress on the waiver and other such tasks continues. Many of these tasks, which depend on entities outside our control, provide the most significant challenge.

However, back on the home front, there are still many open volunteer positions including registration, computer operators, etc. It takes about 150 different jobs to get a contest to run.

Please, please, please volunteer.

Preregistration

Chapter 35 will be the envy of the entire IAC after our contest this year. The proverbial model of efficiency, this year's contest will feature preregistration.

This means no more long lines and rushing during registration. No more wrangling for practice time. Just sit back and work yourself into a nervous frenzy about winning! This process will capture virtually all information from each competitor *before* contest time. Pretty much the only thing left to do on registration day is the tech inspection.

Be sure to let Jim Ward or Craig Lesinski know if you're competing this year so you can get your preregistration kit. Or come to the meeting on 15 April and pick one up. See you there!

The next meeting will be on 15 April at the usual spot in Norwood. For those of you unfamiliar with the usual spot; first, shame on you! Come out and support your club. Secondly, the usual spot is at Eastern Air at gate 2 at the Norwood airport. For those lucky enough to fly in, it's the northernmost building to the west of runways 17 • 35.

Make sure you finish doing battle with the Form 1040 early this year because special guest Jim Thompson - 1994 New England Aerobatic Club Competitor of the Year recipient - of Mass Acro, will be addressing the crowd immediately following the meeting. Lest there be any doubt, Neal Frangesh was quick to inform the congregation at the last meeting that this award is nothing to sneeze at and is NOT arbitrary. Mr. Thompson flew his way right into the record books with this one. He is clearly an accomplished Unlimited pilot as well as an aerobatics instructor.

Jim has graciously agreed to talk to those who gather about the 1995 sequences - direct from the home office in Oshkosh, WI - and how to fly them. He will be presenting strategies and key points on how to score well on this year's knowns.

Many competitors, when their flight is called, simply throw their leg across their trusty steed and sail up into the unknowns to do their thing. The winners don't exactly do it this way. Which way do I turn? Should I get on the Y axis going toward the judges or away? What if there's no wind? The winners never stop studying and gathering data. They study that sequence before the competition, before each flight, and some even study it as they fly it!

Jim's going to teach us all the secrets. By the time he's through, he'll have some competition in Unlimited!

The President's Corner

The spring is here and everyone is anxious to start practicing. Just some points to ponder:

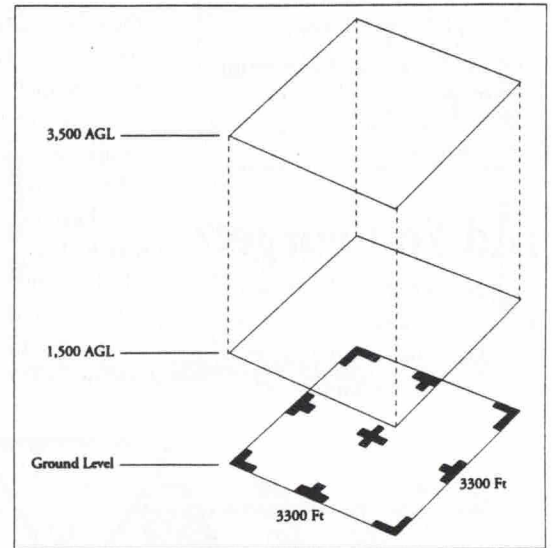
- Check the condition of your aircraft and yourself. The winter can be hard on both.
- Fly safely. Work at higher altitudes until comfortable and follow the FARs.
- Be friendly. To our ground pounding neighbors the spring brings out bugs and noisy airplanes.
- Have fun and practice to win.

Thanks,

Craig

Anybody seen an Aerobatic Box around here?

We need aerobatic boxes for practice!!! One of the biggest hurdles for a new competitor is that damned tiny box down there. Three thousand feet never looked so small! There are several airports in the area where something might be able to be worked out. These are Jaffrey, Littlebrook (Elliot, ME), Moore (Fort Devens), Otis, Taunton, Marshfield, Fall River, Plymouth, Mansfield, Hopedale, etc. Anyone who has connections or ideas or some creative way to break the ice with some of the local folks and try to establish a box will be the club hero for a long time. We need a box! Think of the thanks and admiration you'd get from the Goulians, Ryans, and Thompsons of the area! This is your chance to make a name for yourself - a whole issue of the newsletter devoted to the one who got the club a box. Don't miss this valuable and exciting opportunity!



Judges School is graded a 10

The Judges School sponsored by our club on 18 - 19 March, was a success by all accounts. Once again, our thanks go out to Ed Morse and his wife Maddy for their diligence and hard work. They even had the vice president pitching in for this event!

Fifteen aspiring scholars turned out, each with hopes of making the grade and becoming an official IAC judge. Three of these attendees joined our chapter during the class - a full 20%. Those attending included pilots, non-pilots, and even one judge's wife!

Jerry Gerdes expertly imparted the finer points of aerobatic judging in four basic sections.

The first of these centered around the care and reading of Aresti symbols - the shorthand used by all aerobatic pilots. Reading Aresti symbols was discussed - and then practiced ... liberally. The figures listed in the FAI catalogue are basic figures which can be combined and drawn in various ways to add seemingly endless confusion. By the end of the class, there wasn't a single figure that could fool these new judge-recruits.

Next, the class moved on to how to call an aerobatic sequence correctly - or how to demonstrate your prowess and mastery of the FAI catalogue. This is the job of an assistant judge and is vital to the successful grading of an aerobatic sequence. The figures come fast and furiously and if the judge doesn't know what to expect,

well, you can guess the rest... Coach Gerdes drilled the class on sequence calling; resorting, at one point, to the 1995 Unlimited Known sequence. What a way to be indoctrinated into the family of judging?

As any competitor knows, the freestyle sequence must be approved by an official IAC judge. This was the topic of the next phase of judges school. Just think, there are fifteen people who can now impress all their Unlimited friends by evaluating their freestyles! Of course, they can also perform this valuable service for those competing at levels other than Unlimited.

Having mastered all the basics above, the class moved on to the topic of how to grade an aerobatic figure properly. This is where the excitement truly begins. What really is the "zero-lift axis"? And how can it be recognized for different aircraft types? This portion of the class was particularly interactive, which weemed to turbocharge the learning process a bit.

Once the classroom work was completed, President Lesinski volunteered to fly for the new recruits. This, of course, would constitute the flight portion of the training.

There was certainly a lot of information transferred in a short period. Having Jerry present to talk through Craig Lesinski's flight was a great way to demonstrate how grading a figure works in real conditions. What a valuable learning experience for all involved!

Special thanks must also be given to the ubiquitous Jerry Gerdes. As usual, he did a masterful job and delivered an epic performance. What would aerobatics be without him? Thanks, Jerry. We'll see you in Orange!

Upcoming Events...

April 1995
 April 15 IAC Chapter 35 Meeting
 Jim Thompson's Strategy Session

May 1995
 May 13 - 14 Duchess Co. (Practice)
 May 20 - 21 Orange MA. Contest
 May 27 - 28 Warrenton VA. Contest

June 1995
 June 03 - 04 Maytown PA Contest
 June 17 - 18 Columbus OH Contest

July 1995
 July 15 - 16 Batavia NY Contest

September 1995
 Sep 16 - 17 Orange Co. NY Contest

October 1995
 Oct 07 - 08 Hampton NY Contest

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 Bill Crawford 617 267 8945

Contest Directors
 Craig Lesinski 508 695 0002
 Jim Ward 603 672 6336

Achievement Awards Chairperson
 Sigrid Baumann 603 964 5478

Classifieds

The Greater Boston Soaring Club has a PS5-C Pressure Carb for sale. Contact Charlie Ryan (508 369 0133) or Gerry Bell (508 456 3007) if interested.

New England Aerobatic Club

MEMBERSHIP APPLICATION

Please enter the requisite membership information below and return it along with a check for dues in the amount of \$20.00 to the address to the right.

New England Aerobatic Club
 IAC Chapter 35
 Attn: Membership
 37 Berry Street
 Plainville, MA 02762

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

EAA Membership # _____ IAC Membership # _____

Aircraft Type _____ FAX _____

Last Category in Which you Competed: Basic Sportsman Intermediate
 Advanced Unlimited

April

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15 10AM Chapter Meeting
16	17	18	19	20	21	22
23	24	25	26	27	28	29

1

May

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13 Practice Duchess Co.
14 Practice Duchess Co.	15	16	17	18	19	20 C35 Contest Orange, MA
21 C35 Contest Orange, MA	22	23	24	25	26	27 Warrenton, VA, Contest
28 Warrenton, VA, Contest	29	30	31			



Hammerhead: one and a half snap on the up line, half roll then full roll in opposite direction on the downline.
Figure #1 from the 1995 Unlimited Known

New England Aerobatic Club
IAC Chapter 35
37 Berry Street
Plainville, MA. 02762



MS PRISCILLA BEAUDRAULT
RR 1 BOX 1240
WEARE NH

New England Aerobatic Club

May 1995

IAC Chapter 35

Issue 4

The Vertical

Next Club Meeting

Saturday 17 June 1995
at 10AM at
Eastern Air Center
Norwood Airport
Norwood, MA.

If you fly in for the meeting,
please contact Eastern Air
Unicom on 122.95 for parking
upon arrival.

Downline

Last Month

President Lesinski and his crack staff made short work of last months club meeting. In a nutshell, membership is up, the club continues to enjoy fiscal health, and contest preparation continues at a screaming rate.

In just three weeks after the newsletter went out last month we had quite a few new members join and current members remit their dues. This is thanks to the new membership application on page three of the newsletter. Please feel free to pass it along to a friend if your dues are all paid up. And if you see John Connolly, don't forget to say thank you. He may fly a moose, but his suggestion for that membership application sure was a

good one!

News from the treasurer is once again encouraging. Don't let that stop you from sending in your dues on time, but take heart that we're in good fiscal shape.

Craig and Jim continue their efforts for our "outing" in May - the New England Aerobatic Championships. As we come down to the wire, things are falling into place all around us with reckless abandon! See the article on page xx for more on the contest - and how you can help!

3/4 Contest Update

Jim and Craig continue on their mission, chipping away at the long list of tasks to get ready for the 1995 New England Aerobatic Championships. Items are beginning to get crossed off the list at a significant rate.

One of the major tasks for any contest, the waiver, has been closed. The FAA has now issued us a waiver for the contest. The location of the box and the limitations are the same as they were last year. Jim and Craig would like to thank Mr. Phil Straus for his help in this not so small task. It never gets any easier, but we can't run the contest without it.

Our contest is now officially sanctioned by the IAC and the insurance binder in progress. These are all significant tasks and milestones and it's great to see them fulfilled. However, this doesn't mean more help isn't needed. Your contest directors still need help in the following specific areas:

1. Scorers and Assistants - need 4 people to enter scores into the computer system. I have the software and would like to set everything setup and practiced in advance.
2. Practice Coordinator - need 4 people to manage the Friday practice session.
3. Runners - Need at least 2 people to get score sheets back and forth to the judges line.
4. Chapter 35 merchandise sales of shirts and coffee mugs.
5. Ground Control/Aircraft Parking - need 2 or more to move participating and transient aircraft on the ground safely.
6. Registration/Cashier - help at registration on Friday.
7. Ramp Starters - Need 4 to get pilots into airplanes.

8. Runway Starters - Need 4 to get planes into the holding pattern.
9. Driver - need 2 to move people and supplies to the judges and boundary lines.

If you have a handheld VHF transceiver we could use them. Please label both the radio and batteries.

If anyone has a portable flashing yellow light for a car, portable copier or a bull horn we could use it.

If you feel you can help us operate a safe and enjoyable contest

From the Editor:

Thanks this month go out to the following members for their help and good ideas:

John Connolly - the new member who had the idea of including a membership application right in the newsletter. This bright idea is already yielding results. Thanks John!

Craig Lesinski - how does he do it? Valued employee, working stiff, aerobatic pilot Dad, owner of not just one, but TWO airplanes, President of the local IAC chapter, and still, he has time to contribute stories and ideas to the newsletter. Thanks Craig!

The President's Yak...

I hope all is going well practicing for the 1995 sequences. We have over 100 members in the chapter and alot of you compete. That means lots of aerobatic planes mixed with a larger number of straight and level folks. It is easy to get totally involved in the series complex maneuvers and box placement. Remember traffic awareness if your practicing alone. If you have someone doing ground critique remind them to help scan for traffic conflicts.

While your getting ready to practice the hard stuff, remember to give thought to what you will do if the maneuver doesn't work out. When was the last time you did emergency spin recovery from both upright and inverted? Have you checked for foreign objects in your aircraft?

Be Safe (IAC politically correct for don't -inadvertently stop your aircraft abruptly-) and Have Fun

Craig

Thompson Talks Turkey

As advertised in last months newsletter, Mr. Jim Thompson of Mass Acro was on hand at the April meeting to talk about aerobatics. Jim delivered a two hour seminar on how to prepare for the upcoming season. He started with the basics, and went right up through how to hang a trophy properly.

Jim's discussion covered flying the maneuvers, how to manage your energy properly, wind correction and a few specific issues with the 1995 sequences. His very open and informal delivery drew all levels of competitors into the discussion.

He centered on practice preparation including doing basic figures as a check against developing bad habits.

Some of Jim's hints to better scoring are:

- Avoid looking at the wing too much.
- Not flying part-loops as you would a loop (i.e., cubans, immelmans, etc).
- Sluggish (i.e. not crisp) exits from rolls and turns.
- Inadvertent climb between figures.
- Rushing the sequence.
- How to find your plane's full power level flight - A/S.
- Operation above speed loses energy.
- Operation below A/S gains energy.
- Reducing power on downlines.
- Big loss

The New England Aerobatic Club would like to thank Jim for his wonderful seminar.

If you're interested in following up on any of these pointers, or want to extend your personal thanks to Jim for giving us the better part of a Saturday, you can contact him or his Mass Acro staff at 508-747-1719.

Thanks Craig Lesinski

In Memoriam

Aerobatics has lost a comrade and a special friend. Jan Jones, of Red Thunder Airshows, died on 9 May after a tragic accident. while flying her Staudacher 300 cross country.

Jan began her career in competition aerobatics back in 1991 when she placed fourth in the US Nationals. That same year, she was the recipient of the L. Paul Soucy Award. In 1992, she became the US National Sportsman Champion and the IAC Champion, the Illinois State Sportsman Champion. She was a full time airshow pilot because, she said, she truly enjoyed it. She will certainly be missed.

Classifieds

1977 Super Decathlon N1005E - 180 HP - 800 SMOH by DeMars, CS Prop, Spades, Metal wing spar conversion (1991), Recently recovered (1991), King KX145 Nav/Com, Sigtronics Intercom, Smoke system, Hooker Harnesses w/ratchets and more. Airplane is hangered in Nashua, NH. Price: \$57,000 Call John at (603) 598-8170

1978 Decathlon 150CS. - Approx. times: 1410TT, 360 SMOH, 260 SPOH, 260 since complete restoration (airframe-up) by Dennis Sawyer in 1991. Stits through clear coat. New glass all around. MK12D, AT150, AR850 encoder. Rear seat heat, aerobatic sighting device. \$49,900. Jim Ward, 603/672-6336 (home, please leave a message).

Pitts S1C - Low time SMOH O-320A New ICOM radio, Canopy, Lexan windows, Haigh Tailwheel, Skytec Starter B&C Battery, Christen Oil, PS5C, Recent Fabric & Paint. \$22,000 (Motivated to sell new aircraft is ready) Craig 508-695-0002

1984 Factory Great Lakes 2T-1A-2
420 Hrs TT, AEIO-360, KX155, King Xponder, Blind Encoder, Hamilton Vert. Compass, EGT, CHT Hooker Harness, All Stainless Hdwe, "0" time on Prop OH, New Tires, New Engine Mounts, New Fuel Lines. \$85,000.00
Call Larry 717-233-8711 Days, 717-766-3705 Evenings

Chapter Officers

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28 Warrenton, VA, Contest	29	30	31			

1

June

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 Contest Maytown, PA
4 Contest Maytown, PA	5	6	7	8	9	10
11	12	13	14	15	16	17 Contest Columbus, OH
18 Contest Columbus, OH	19	20	21	22	23	24 Contest Rutland, VT.
25 Contest Rutland, VT.	26	27	28	29	30	

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New England Aerobatic Club

June 1995

IAC Chapter 35

Issue 5

1995 New England Aerobatics Championships

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If you fly in for the meeting, please contact Eastern Air Unicom on 122.95 for parking upon arrival.

Thanks For Your Help

In order to have a really great contest, you need great facilities, great communication, and great food. We're fortunate to have some of the very best in these areas right in our midst. The Codirectors of this year's contest would like to acknowledge the following special individuals for their significant efforts and contributions to a great weekend of fun and flying:

Neal Frangesh lead a box marking crew on Thursday that had every corner in the right spot and aligned perfectly.

Bill Sconce had the all important radios setup on Friday.

Bill Daunt provided lunches for all the judges and contest volunteers.

Gene Lamos lead the Unicom team and provided us with a weekend free of traffic conflicts. Due to our waiver we had to monitor and announce on Unicom during the entire time we fly.

Bill Stuart and **Art Hicks** rustled us up hanger space.

Registration was a challenge since half the pilots showed up at 7:00 on Saturday morning. Thanks to **Chris Whitney**, **Lauren Ford** and **Kitty Lesinski**, who capably handled the ensuing sea of paperwork in time for the first flight.

Tech inspections were handled by **Gene Lamos** and **Glenn Smith** - who just showed up and helped everywhere he could.

The Scoring team was lead by **Alison Hine** who missed most of the flying sitting at the computer to get score sheets to everyone else.

As in the past, **Damian Frattasio**, **Pete Dubois** and **Sonny Dunn** did a fabulous job with their famous airfoil trophies.

A contest is a volunteer event and you need special people to motivate others to help out. We had two Volunteer Coordinators this year, **Hans Bok** and **Bill Taylor**.

The Banquet at the Homestead Restaurant on Saturday night came off without a hitch, as usual, thanks to **Ed** and **Madeline Morse**.

Lost and Found: A pair of glasses was found while picking up the box markings at The Orange Airport. They are the magnifying type of glasses and were thought to have been lost during the setup of the box. If you think you may have lost such a pair of glasses, please contact **Bill Stuart** at 617 837 9726.

The 1995 contest got off to a slow start with some poor weather on Friday. Only about half of the normal number of pilots and contest personnel showed up. All who did get to practice in the sometime rainy conditions. That night, the Friends of Orange Airport put on the 2nd Annual Hammerhead Pig Roast. The food was great and the hospitality better than ever.

By 6:45 on Saturday morning, we were blessed with great weather thanks to Meteorologist and Co-

Contest Director **Jim Ward**. The remainder of the participants arrived on Saturday morning, having waited for the morning fog to lift. In all, 55 competitors took to the skies in pursuit of one of Chapter 35's coveted airfoil trophies.

Chief Judge **Jerry Gerdes** held the morning briefing promptly at 7:00. By 8:35, the first Advanced flight was airborne. Before Saturday was over, every category had flown its known sequence, and Unlimited had flown both its known and free.

Sunday brought breeze. By 9:15, they were at it again. Sportsman flew its second flight, while Intermediate and Advanced each flew free programs. **Charlie Ryan** and **Ron Saglimbene** took turns at the Chief Judges position during the day. In total, 99 contest flights were made during the contest.

After Sunday's flights, the box was taken apart while awards were presented to the winners in each category and to many contest officials. After a brief shower, all was packed up and we left peaceful Orange the way we found it and took away only memories of a great weekend. The 1995 New England Aerobatics Championship is now in the history book.

From the Editor:

Editorial thanks to **Charlie Ryan** for spotting a blatant error in last months - actually the last two months- newsletter. The hammerhead shown on the top of page four - the first figure of this years' Unlimited known sequence, was incorrectly described as having a one and a half snap on the upline. In fact, it's a one and a quarter snap. My most humble apologies to all those Unlimited pilots out there - at least those of you who read this newsletter! And thanks, **Charlie**, for keeping this newsletter editor honest!

The President's Yak...

The 1995 Contest is history and now I have a chance to think about what went well and what needs some work. First I would like to thank some people who made this a very enjoyable experience this year:

Alison Hine - For taking on the scoring task -

Glen Smith - For doing anything we asked, including Tech inspections

Gene Lamos - By handling Unicom you relieved me of much worry when the FAA was at the contest

Bill Taylor - For jumping into the Volunteer Coordinator position and doing a great job at it

Neal Frangesh, Ed Morse, Bill Stuart and Paul Voegtlin - You guys have been the Backbone of this club and still put out maximum efforts

Damian Frattasio - For running my airplane off the runway - very funny stuff, you also helped out at the contest

Jerry Gerdes - The guy shows up ready to work all day and he gets it done safely.

Lauren Ford - For helping out Kitty when things were hectic on Sunday.

I have three special folks to thank; Len Bedaw of Orange Airport, you let us take over your airport and your office, we had a lot of fun and look forward to next year. Jim Ward your pre-registration idea worked and you made this a fun weekend and my wife Kitty who worked long hours and at time not with smiling faces to oversee all the registration and scoring. Both of you deserve the clubs thanks and mine. I have a couple of things that need to be worked on. One is attitude and not of the airplanes but of some of the contestants. We are amateur athletes, this is not a business that people demand a level of performance from us like an airshow. We fly for ourselves but we must be part of the team that makes contests possible or there will be no one who will volunteer there weekend in either hot sun or buried in a building to be yelled at by some self proclaimed expert. I know about sport and the heat of competition but in this event you only compete against yourself. These selfish people should look themselves in the face before going after a volunteer. The contest is for all pilots not just the Unlimited and Advanced competitor.

The other area that needs help is involvement. I know we had many hard workers during the weekend but to take the load off these people we have to all the club members pitch in to help make a contest work and that means more than what you would do a some other chapters contest. We all want to win, but I think that we should all have fun first.

Good flying!

Craig

Ordinance Over Orange

Oh, the joy of a perfectly executed one and a quarter snap on the vertical upline... Our five Unlimited aviators each hurled themselves skywards along the vertical upline and snapped their way into the Chapter 35 annals.

Some of the top names in aerobatics - names like Curtis Pitts, Jon Staudacher, and Walter Extra - were represented in Orange as the sky came alive with a dazzling display of Unlimited Aerobatics as it should be. Those three would have been proud to see our five Unlimited pilots carving up the sky with reckless abandon.

Competing for the rites to top dog in New England were Michael Goulian, Charlie Ryan, Jim Thompson, Patty Wagstaff, and David Windmiller. Michael, Patty, and Dave were all flying Extra 300S's, while Charlie was flying a Staudacher and Jim flew his trusty Pitts S1-T (which has been owned by both Michael and Patty!).

When it was all over, Patty took first place by a mere three quarters of a percentage point over our own Michael Goulian. Jim Thompson placed third with Charlie Ryan and David Windmiller filling in fourth and fifth respectively.

In the Advanced category, Bob Cipolli of Vernon, CT and his Pitts Special pulled from third place after the first flight to edge Guenther Eichorn from Arlington, MA, by only two tenths of a percentage point. John Cornwell from Huntington, NY rounded out the top three by taking third place.

The Intermediate category was won by Tony Petrone. In second place was Hilton Tallman, while Art Hicks took third.

The Sportsman category was won by Eric Waite. When the duel for second place was over, John Connolly took second while Ray Moorman placed third.

The Basic category was won by Jeff Berlin. In second place was Lauren Ford and in third was Robert Gardner.

Among the highlights of this years' contest had to be Neal Frangesh's epic, improvisational Freestyle sequence. Neal's flight evoked cheers from the crowd and rave reviews up and down the entire judging line. Now if only the flight had anything - anything at all - to do with what was on the flimsies he had submitted to the judges! Neal had thrown away his sequence card and made his program up according to how he felt after each figure. Nothing like some practice in the box, eh, Neal?

Classifieds

1980 Super Decathlon

Star-burst paint. 950hrs engine total. 180 HP; November '94 annual; all AD's complied. Lexan bottom panels and inspection plates; spades; wingtip fairings; Hooker harness; Loran Many more additional features. Always hangered. \$58,000
Call Jack or Jean(207)439-4922 during the day
or (207)439-4052 in the evening.

More Classifieds

1977 Super Decathlon N1005E - 180 HP - 800 SMOH by DeMars, CS Prop, Spades, Metal wing spar conversion (1991), Recently recovered (1991), King KX145 Nav/Com, Sigtronics Intercom, Smoke system, Hooker Harnesses w/ratchets and more. Airplane is hangered in Nashua, NH. Price: \$57,000 Call John at (603) 598-8170

1978 Decathlon 150CS. - Approx. times: 1410TT, 360 SMOH, 260 SPOH, 260 since complete restoration (airframe-up) by Dennis Sawyer in 1991. Stits through clear coat. New glass all around. MK12D, AT150, AR850 encoder. Rear seat heat, aerobatic sighting device. \$49,900. Jim Ward, 603/672-6336 (home, please leave a message).

Pitts S1C - Low time SMOH O-320A New ICOM radio, Canopy, Lexan windows, Haigh Tailwheel, Skytec Starter B&C Battery, Christen Oil , PS5C, Recent Fabric & Paint. \$22,000 (Motivated to sell new aircraft is ready) Craig 508-695-0002

1984 Factory Great Lakes 2T-1A-2
420 Hrs TT, AEIO-360, KX155, King Xponder, Blind Encoder, Hamilton Vert. Compass, EGT, CHT Hooker Harness, All Stainless Hdwe, "0" time on Prop OH, New Tires, New Engine Mounts, New Fuel Lines. \$85,000.00 Call Larry 717-233-8711 Days, 717-766-3705 Evenings

Chapter Officers

President	Craig Lesinski	508 695 0002
Vice President	Chris Whitney	617 769 1218
Treasurer	Bill Stuart	617 837 9726
New Member Coordinators	Chris Whitney Bill Crawford	617 769 1218 617 267 8945
Contest Directors	Craig Lesinski Jim Ward	508 695 0002 603 672 6336
Achievement Awards Chairperson	Sigrid Baumann	603 964 5478

Upcoming Events...

June 1995
 Jun 24 - 25 Rutland VT Contest
 September 1995
 Sep 16 - 17 Orange Co. NY Contest
 October 1995
 Oct 07 - 08 Hampton NY Contest



New England Aerobatic Club Membership Application

Please enter the requisite membership information below and return it along with a check for dues in the amount of \$20.00 to the address to the right.

New England Aerobatic Club
 IAC Chapter 35
 Attn: Membership
 37 Berry Street
 Plainville, MA 02762

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

EAA Membership # _____ IAC Membership # _____

Aircraft Type _____ FAX _____

Last Category in Which you Competed: Basic Sportsman Intermediate Advanced Unlimited

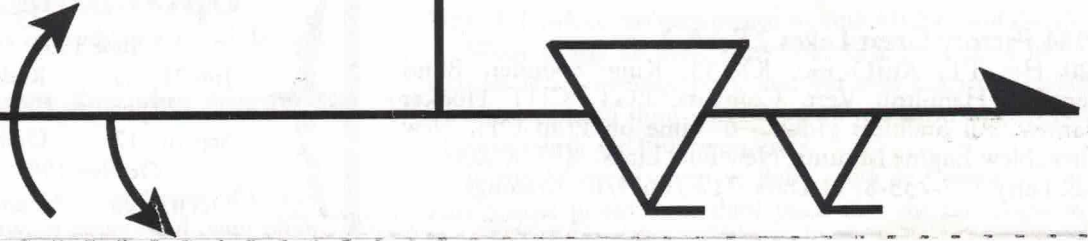
JULY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15 Contest Batavia, NY
16 Contest Batavia, NY	17	18	19	20	21	22 Contest Batavia, NY
23	24	25	26	27	28	29
30	31					

1

August

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



Hammerhead: one and a quarter snap on the up line, half roll then full roll in opposite direction on the downline.
Figure #1 from the 1995 Unlimited Known

New England Aerobatic Club
IAC Chapter 35
37 Berry Street
Plainville, MA. 02762



MR VAL BEAUDRAULT
RR 1, BOX 1240
WEARE, NH. 03281



New England Aerobatic Club

July / August 1995

IAC Chapter 35

Issue 6

An Invite From President Lesinksi

The 1995 New England Aerobatic Club Pool Party

As President of IAC Chapter 35 I thought we should have a fun event during the dog days of summer. Please join Kitty and myself at our home. Family, children and guests are welcome.

When: August 19 at 12 noon

Where: 37 Berry Street Plainville, MA 508 695-0002

Rain Date: August 20

Please RSVP by calling Kitty at 508 695-0002 by August 15.

Fly-in guests can be picked up at the Mansfield Airport (1B9). Call the house when you arrive.

Directions to our home:

From 495 take the route 1A exit South

Take the first left onto Nickerson St. This turns into Berry Street at the hairpin

Take the third left onto Horseshoe Drive (Our house is beige and sits on the corner of Berry and Horseshoe with the driveway on Horseshoe) Our driveway is the first on the right.

Parking on the street is OK.

NEAC Makes News

On Monday, 31 July, the New England Aerobatic Club was prominently featured on both New England Cable News and the Fox 25 News at Ten. NECN sponsored the Cape Cod Airshow and aired several aviation-related stories the week before.

Ace reporter Cara Birrittieri seized the opportunity to dispel many of the myths surrounding our sport. As a result, the story aired several times that evening and the next day on NECN and a slightly abbreviated version aired on FOX-25.

The intent of the story was to demystify aerobatics and to try to illustrate the reason for flying an airplane wrong-side-up -- all of this in just three minutes; which is long by most broadcast standards. Of course, it's tough to get the full picture on aerobatics given this short length of time, but the

effort was there and the story was certainly entertaining.

Featured in the NECN piece were several different views including in-cockpit video, aircraft-to-aircraft video of spins, loops, and rolls, as well as interviews with an aerobatics pilot and instructor. FOX-25 even closed its prime time evening news broadcast with a free running video collage set to music showing aerobatics from both inside and outside the airplane. The video included shots of a spin from inside the cockpit and even a shot of a loop while looking at the left wingtip.

Thanks to Cara's effort, each time the report ran, the news anchor mentioned the New England Aerobatic Club. No doubt, this will likely cause a run on memberships! New member coordinators get ready!

From the Editor:

As one might expect, with an event as involved as an Aerobatics Contest, it's easy enough to forget who did what, and when. Unfortunately, one thank you was never mentioned in the last issue of this newsletter. **Kathy Bocon** gave hours and hours of her time spontaneously to ensure the success of the contest. In so doing, she missed one of her husband's exciting flights at the contest. We certainly appreciate it Kathy and our apologies go out to you for not being acknowledged in the last issue. Thanks for your hard work out at Orange!

Ryan, Rutland; Thompson, Two

The First Annual Green Mountain Aerobatics Contest was held in Rutland VT on 11-12 June 1995. By all accounts, the contest was a success. Let's hope we have a new tradition brewing up in The Green Mountains!

Here are the numbers. Check out that Chapter 35 presence in the top spots in Sportsman. Congratulations to one and all!

Unlimited

Rank	Pilot	Known	Free	Avr Total	%pp
1st	Charlie Ryan	3124.0000	3418.3333	6542.3333	78.16
2nd	Jim Thompson	3128.5000	3259.1667	6387.6667	76.31
3rd	David Windmiller	2653.0000	3175.3333	5828.3333	69.63

Advanced

Rank	Pilot	Known	Free	Unknown	Avr Total	%pp
1st	John Cornwall	2214.6667	2142.5000	1307.8333	5665.0000	77.71
2nd	Michael Mancuso	2294.1667	2122.8333	1151.1667	5568.1667	76.38
3rd	Jim Baker	2209.0000	1974.6667	1065.5000	5249.1667	72.00
4th	Jim Reiher	2135.0000	2040.3333	1012.0000	5187.3333	71.15

Intermediate

Rank	Pilot	Known	Free	Unknown	Mix Total	%pp
1st	Miles Merritt	1611.5136	1540.3333	819.6000	3971.4469	84.67
2nd	Pat Tipton	1584.3011	1531.0000	813.3000	3928.6011	83.75
3rd	Arthur Hicks	1554.6437	1555.5000	818.0000	3928.1437	83.75
4th	Hilton Tallman	1598.0722	1495.0000	796.2000	3889.2722	82.92

The President's Yak...

I would like to recruit some help to look for a practice area/airport that we can work out of on a weekly or biweekly basis. To do this requires contacting the airport manager and discussing the benefits of hosting our practice sessions, looking are airspace restrictions, waiver possibilities and physical considerations. The permission of neighbors and other local flying groups are another task. There usually are many reservations of airports to host sport aviation. The most important are liability, FAA, noise and control. There are some important benefits to a Chapter 35 practice:

1. Increased fuel sales - We will be buying gas and for my airplane a lot of oil and gas
2. Aviation awareness - Our airplanes attract attention both on the ground and in the air
3. We carry Insurance - The chapter has insurance through IAC
4. Airport usage - Airports are for flying not just big parking lots with normal airport traffic
6. Safety is our most important consideration
7. We will be practice precision aerobatics watched and critiqued from the ground

Please contact me if you are interested in making this happen. Hope to see you all the pool party.

Happy Flying
Craig

Intermediate - Continued

5th	Bill Crawford	1490.3951	1509.8333	801.3000	3801.5284	81.04
6th	Craig Lesinski	1413.1934	1377.6667	735.3000	3526.1601	75.18
7th	Eric Waite	1567.0022	1242.5000	650.5000	3460.0022	73.77
8th	Bill Taylor	1172.0623	1181.5000	755.8000	3109.3623	66.29
9th	Gary Falck	1434.7572	1469.0000	0.0000	2903.7572	61.90
10th	Richard Sargent	1452.8273	1429.1667	0.0000	2881.9940	61.43

Sportsman

Rank	Pilot	Known	Free	TBL Total	%pp
1st	Ronald Burns	1066.1181	1047.9316	2114.0497	84.56
2nd	Ray Moorman	1008.2822	1050.7751	2059.0573	82.36
3rd	Sigrid M. Baumann	996.9704	954.7082	1951.6786	78.04
4th	Jim Ward	928.7965	1010.3163	1939.1128	77.56
5th	Sheldon Apsell	935.3100	989.4356	1924.7456	76.96
6th	Derek Sherlock	951.3978	953.6054	1905.0032	76.20
7th	Ken Manuelian	966.9735	924.1737	1891.1472	75.64
8th	Dick Bovey	903.4325	972.9932	1876.4257	75.04
9th	Mike Wojcik	918.0107	952.5124	1870.5231	74.80
10th	Steve Guletsky	938.7055	925.0228	1863.7283	74.52
11th	John Connolly	871.9213	968.0329	1839.9542	73.56
12th	Bob Wissenbach	803.7242	910.8309	1714.5551	68.56
13th	Kris McAleer	589.0190	571.7936	1160.8126	46.40
14th	Richard Ermer	668.0004	0.0000	668.0004	26.72

Basic

Rank	Pilot	Known	Avr Total	%pp
1st	David Klingbiel	356.6667	356.6667	80.91
2nd	John Freed	345.6667	345.6667	78.41
3rd	Jeff Berlin	319.0000	319.0000	72.50
4th	Bill Getter	297.3333	297.3333	67.50
5th	Edward Jepsen	296.8333	296.8333	67.27
6th	Alfred Vanacore Jr	271.3333	271.3333	61.59
7th	Dominick Trivisonno	194.0000	194.0000	44.09

It's Team Selection Year At The 1995 U.S. Nationals

from the July issue of the U.S. Aerobatic Foundation's Team News newsletter

This fall's U.S. Nationals has all the makings of being the most hotly competitive Unlimited contest in years. The results of this competition determine who will represent the United States in the 1996 World Aerobatics Championships (WAC) in Oklahoma City next summer. With the WAC taking place in the United States for the first time since 1980, expectations are that there will be a larger field than ever for the tryouts. Mark the dates on your calendar - September 24 - 30 in Denison, Texas. It ought to be quite a contest.

In order to qualify for a team position, the top five scoring men and top five women pilots must each earn a minimum of 75% of the total possible points. Those pilots will receive an invitation from the U.S. Aerobatic Foundation to fly for the U.S. Aerobatic Team in Oklahoma.

Classifieds

1980 Super Decathlon

Star-burst paint. 950hrs engine total. 180 HP; November '94 annual; all AD's complied. Lexan bottom panels and inspection plates; spades; wingtip fairings; Hooker harness; Loran Many more additional features. Always hangered. \$58,000
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or (207)439-4052 in the evening.

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Pitts S1C - Low time SMOH O-320A New ICOM radio, Canopy, Lexan windows, Haigh Tailwheel, Skytec Starter B&C Battery, Christen Oil, PS5C, Recent Fabric & Paint. \$22,000 (Motivated to sell new aircraft is ready) Craig 508-695-0002

1984 Factory Great Lakes 2T-1A-2
420 Hrs TT, AEIO-360, KX155, King Xponder, Blind Encoder, Hamilton Vert. Compass, EGT, CHT Hooker Harness, All Stainless Hdwe, "0" time on Prop OH, New Tires, New Engine Mounts, New Fuel Lines. \$85,000.00 Call Larry 717-233-8711 Days, 717-766-3705 Evenings

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Achievement Awards Chairperson	Sigrid Baumann	603 964 5478

Upcoming Events...

September 1995
 Sep 23 - 24 Poukeepsie, NY Contest
 October 1995
 Oct 07 - 08 Hampton NY Contest



Flying High over Batavia, NY

It was the weekend of 15-16 July; the place was Batavia, New York. The hot hazy summer of 1995 was in full force as each pilot was tested on his/her ability to negotiate an aerobatic sequence with less than perfect conditions in the horizon and visibility departments. On Friday, the heat was on and the sky was a challenging haze. The visibilities improved all day Saturday and Sunday morning with some low clouds and rain showers moving in as the day progressed. Consequently, the unknowns were not flown.

Unlimited

Pos	Pilot	Known	Free	Total	%PP
1	Mike Goulian	3559	3974	7533	90
2	Jim Thompson	3297	4005	7302	87
3	Matt Chapman	3480	3638	7117	85
4	Michael Cutshaw	3365	3684	7048	84
5	Gerry Younger	3251	3694	6945	83
6	Charlie Ryan	2827	3772	6598	79
7	Bob Gordon	2848	3147	5994	72
8	Robert Jacobsen	2412	3287	5700	68

Advanced

Pos	Pilot	Known	Free	Total	%PP
1	Kirk Wicker	2414	2483	4897	89
2	Bill Finagin	2446	2182	4628	84
3	Chuck Krueger	2373	2113	4486	81
4	Bruce Everett	2267	2164	4431	80
5	Jim Baker	2262	2082	4344	79
6	Michael Mancuso	2215	2015	4230	77

Intermediate

Pos	Pilot	Known	Free	Total	%PP
1	Miles Merritt	1735	1615	3350	90
2	Tom Martini	1660	1615	3275	88
3	Arthur Hicks	1658	1571	3230	87
4	Eric Waite	1587	1544	3132	84
5	Hilton Tallman	1553	1565	3118	84
6	Ronald Burns	1693	1322	3015	81
7	Robert Minkus	1602	1363	2965	80
8	Dennis Christiano	1413	1539	2951	80
9	Bob McAndrew	1465	1459	2924	79
10	Craig Lesinski	1514	969	2483	67

Sportsman

Pos	Pilot	Known	Free	Total	%PP
1	Larry Bashore	1092	1042	2134	85
2	Scott McMaster	1042	1024	2066	83
3	Jim Ward	1022	1035	2056	82
4	Brian Power-Waters	989	1031	2020	81
5	Sheldon Apsell	991	1025	2016	81
6	Michael Wojcik	1017	985	2002	80
7	Gregory Ryan	963	996	1959	78
8	Jane Wicker	976	889	1865	75
9	Ray Moorman	856	1005	1862	74
10	Richard Ermer	823	988	1811	72
11	Peter Bocon	544	887	1430	57
12	John Thompson	818	426	1244	50

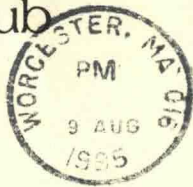
Basic

Pos	Pilot	Known	Total	%PP
1	Doug Farley	372	372	84
2	Kent Christman	360	360	82
3	David Klingebiel	328	328	74
4	Jerry Bracket	310	310	70

New England Aerobatic Club

MEMBERSHIP APPLICATION

New England Aerobatic Club
IAC Chapter 35
37 Berry Street
Plainville, MA. 02762



Mr. Val Beaudrault
Rr 1, Box 1240
Weare, NH 03281

Please enter the requisite membership information below and return it along with a check for dues in the amount of \$20.00 to the address to the right.

New England Aerobatic Club
IAC Chapter 35
Attn: Membership
37 Berry Street
Plainville, MA 02762

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone _____ Work Phone _____
FAA Membership # _____ IAC Membership # _____
Aircraft Type _____ FAX _____
Last Category in Which you Competed: Basic Sportsman Intermediate Advanced Unlimited

Goulian Grabs The Gold!

Next Club Meeting

Saturday 21 Oct 1995
at 10AM at
Eastern Air Center
Norwood Airport
Norwood, MA.

If you fly in for the meeting, please contact Eastern Air Unicom on 122.95 for parking upon arrival.

DENISON, TX - Chapter 35's own Michael Goulian - a native of Arlington, MA. - won the 1995 US National Aerobatics Championships here last week. Flying his new Extra 300S, Goulian started strong winning the known, and never looked back after that.

There was wind, there was rain, there was waiting - seemingly endless hours of waiting. There were thirty-six Unlimited pilots here vying for a spot on the 1996 US Team. Only the top five men and top five women will get to fly for their country in Oklahoma City next August.

A while back, a seasoned aerobatics pilot with a considerable record of consistent success in competition told this newsletter editor, "if you want to be a champion, you've got to get to bed early." It seems as if Mr. Goulian did exactly that down on Texas.

Extra pressure was on fellow competitor David Martin this year. While he was trying to

win a spot on the team, his airplane went out of service. He was only able to participate in the Nationals because Goulian had loaned him his airplane.

The Weather

Anyone who was frustrated by the weather at the Tri-State Aerobatics Championships in Poughkeepsie will be glad to know that that was not the only contest with which the weather wreaked havoc. While the Nationals were to begin on Monday 23 September, there was no flying until Tuesday afternoon due to inclement weather. Since this was a World Team selection year, Unlimited got top billing - at the expense of completing two flights in all other categories Sportsman and Intermediate only flew once each.

Since there were 36 pilots in Unlimited alone, several flights were split across days, resulting in some pilots have considerably better weather than others.

Continued on Page 3

Free F-16 Rides

...will not be given away at this month's meeting, but don't let that keep you away. Even though the aerobatics season is winding down, there's still plenty to be done. For instance, it's not too early to begin preparations for next year's contest. Plus, don't forget the annual Chapter 35 Banquet. And perhaps most important of all, there's hangar flying as never before. We all have an entire season's worth of stories to tell. All of these are good reasons why you should attend this month's meeting. It's in the usual place, Eastern Air Center at the Norwood, MA. We'll see you there!

Boy, isn't it funny how something as simple as a ride in a fighter jet will get some attention?

First and foremost, let me congratulate the two representatives from Chapter 35 who went to the Nationals and made us all proud. **Michael Goulian** and **Charlie Ryan** went down there and flew their hearts out. Next time you see either of them, please congratulate them. Thanks, you guys, for making us all look good!

Now for the fluff... You know, one of the advantages of this job is being able to write whatever I want in this column each issue. Think of it, whatever comes to mind, I can stick in here and no one sees it until the entire membership reads it. What power? What responsibility?

As most of you know, the Long Island Aerobatics Championships will be held over the weekend of 10-12 November this year. Now that the Nationals are over, you

From the Editor:

Unlimited pilots can relax a bit. I therefore challenge the Unlimited pilots in the area to find themselves each a Decathlon and fly Sportsman on Long Island - if for only a patch (in case you win!).

I think it's time for you hot shots to show those of us down here in the minors just how it's done. And if you're real sports, you'll not practice before the contest, either.

Some say the airplane plays an important role in the sequence, some deny this. Let's put the varsity squad in the Decathlons and debunk this farce...

And, in case anyone asks, nobody put me up to this, it came to me all

Never Lose Your Pen...

[The following is based on a true story as told by fellow IAC member Bill Bancroft. Not only does it make for good reading, there's a lesson to be learned here. Pay attention to that preflight - even on your own hangared airplane - and especially on rental aircraft. More than one professional air show pilot has been surprised to find a pair of sunglasses in his airplane during the show. The story is a fun read, but this is serious business. - Ed.]

It's simple, really. Climb into your flying machine for some exciting aerobatics practice, forget to remove your Cross pen,

and at some point, your Cross pen will fulfill its destiny and work its way back to the farthest reaches of your tail cone and firmly wedge itself a-Cross the area the elevator control needs to operate.

If you're lucky, as I was, I had heard Bill Cornick's story of how he was demonstrating a Pitts Special S-2B to a potential buyer when the buyer's Cross pen slipped out of his pocket and immediately tried to fulfill its obsession to cross that critical area. At the bottom of the next hammerhead, when Bill began to pull, the stick would not pass neutral. Of course, to a pilot of Bill's calibre, pulling was only one option available to him. He quickly exercised another option which was to push out of the maneuver, thereby dislodging the pen. Bill terminated the flight and landed safely and uneventfully.

Finding I couldn't locate my pen at the end of a practice session, I thoroughly searched the entire aircraft, retraced my steps through the coffee shop, etc. Not finding it, I scoured the tail cone of my S2-B, using a flashlight, not fewer than ten times, both before and after each subsequent flight. I took my S-2B to altitude and shook it every way I knew how, in hopes of shaking the pen loose if, by chance, it were really in there, but to no avail.

Finally, I convinced myself that I saw it in the shirt pocket of another pilot who must have picked it up when I left it in the coffee shop. Unable to think of a good excuse to ask to inspect the fellow's pen, I let it go, thinking I had recognized a small chip in the plastic end piece that identified it as mine. I suppose if he found it he was entitled to keep it. At least I could relax and believe it was accounted for.

This Saturday, after another practice session, I finally gave in to a need to do some deep cleaning of the airplane. While peering through a lexan disc (I guess I just couldn't get Cornick's story out of my mind) which I had purchased from Aviat about six months ago, I was horrified to find my Cross pen, wedged - diagonally - across the area in which the elevator horn works. It had a big dent in it and I had to pry it out.

Enough said; the solution's simple. Empty EVERYTHING from your pockets and the pockets of those you take with you to fly aerobatics. Here are two examples of this lesson, both of which, thankfully, have happy outcomes...

The President's Yak...

The contest season is winding down. I hope everyone had a great summer. Kitty and I would like to thank everyone who attended the New England Aerobatic Club cookout - we had a great time. We hope to have one again next year.

I would like to recognize the efforts of a couple of our members;

Guenther Eichhorn has started an internet home page and email list for all of the IAC. This was a large task that he volunteered to do (while receiving no help and in some cases resistance from IAC headquarters). This has become a great way to share information and communicate among IAC members. If you have a computer you should check this out. The IAC Home Page - http://acro.harvard.edu/IAC/iac_homepg.html

Ford Rackemann has been our newsletter editor and has done a fantastic job getting it done. He takes no credit but could use some help. If you have articles or would like to include something in the newsletter contact Ford.

-----Grrreat job.-----

IAC headquarters is in a small state of confusion at this time. Since August, we have a new board member to represent us (I have not heard who or been contacted in anyway), Sport Aerobatics has no editor and is late and Executive Director just resigned. I sent Linda Hamer a letter on Sept. 12 and have not received any reply.

It is not too early to start thinking about the 1996 New England Aerobatic Championships. We are in need of a Contest Director. After two years in a row, Kitty and I need to have more time with the kids this spring. Early starts need to be made on FAA negotiations (I can help) and recruiting a trophy design team.

Happy Flying

Craig

The 1995 US Nationals

Continued from Page 1

The 1996 US Team Selection

Competition for a slot on the '96 US Team was fierce. In the end, there would only be five men and five women to make the team. In the top five men, the difference in scores was less than three hundred points. Goulian scored almost ten thousand as he took the championship. This shows that it was crowded at the top.

The US Team for 1996 will be the following pilots:

Men	Women
Mike Goulian	Linda Meyers Morrissey
Robert Armstrong	Patty Wagstaff
Phil Knight	Diane Hakala
Matt Chapman	Debby Rihn-Harvey
John Lillberg	Ellen Dean

The body of the results are shown below. Note that, due to the inclement weather, not all Unlimited pilots had the time to fly the Unknown sequence.

Rank	Pilot	Chapt.	Known	Free	Unknwn	TBL Total	%pp
1st	Michael Goulian	35	3392.5488	3889.7317	2526.7822	9809.0627	85.07
2nd	Robert Armstrong	3	3292.0948	3821.4778	2580.1087	9693.6813	84.07
3rd	Phillip Knight	23	3327.8467	3930.9573	2358.3100	9617.1140	83.41
4th	Matt Chapman	58	3262.2908	3800.9835	2542.1223	9605.3966	83.30
5th	Linda Meyers Morrissey	15	3336.0604	3759.5554	2501.1673	9596.7831	83.23
6th	John Lillberg	23	3312.1803	3733.9157	2476.3891	9522.4851	82.58
7th	Bob Meyer	26	3362.3769	3904.3351	2255.7348	9522.4468	82.58
8th	Diane Hakala	69	3305.4662	3738.1177	2417.8797	9461.4636	82.06
9th	Patty Wagstaff	61	3383.8268	3920.4015	2105.9133	9410.1416	81.61
10th	Gene Soucy		3271.6106	3543.8044	2589.2408	9404.6558	81.56
11th	David Martin		3232.6998	3746.1746	2284.4969	9263.3713	80.34
12th	Eric Haagenson		3348.0427	3871.2196	1919.9577	9139.2200	79.26
13th	Rick Massegee	47	3220.3414	3825.0587	2060.4721	9105.8722	78.97
14th	Debby Rihn-Harvey	25	3228.6812	3557.8418	2312.9398	9099.4628	78.92
15th	Sergei Boriak	91	3295.4920	3401.1368	2274.6584	8971.2872	77.81
16th	Ellen Dean	90	3100.5060	3639.7581	2001.2774	8741.5415	75.81
17th	Michael Cutshaw	98	3182.1858	3515.5509	1984.3570	8682.0937	75.30
18th	Greg Howard	77	3305.5778	3438.5803	1888.9681	8633.1262	74.87
19th	Cecilia Aragon	38	2978.5117	3528.5140	2037.7220	8544.7477	74.10
20th	Marta Meyer	26	2579.3298	3736.2101	2160.2944	8475.8343	73.50
21st	Janet Fitzke	25	2729.9569	3268.7075	914.6474	6913.3118	59.96
22nd	Fred Abramson	38	3050.7013	3644.1931	0.0000	6694.8944	58.06
23rd	Charlie Ryan	35	3061.4833	3556.3325	0.0000	6617.8158	57.39
24th	Gene Griesel	69	3067.2873	3532.9318	0.0000	6600.2191	57.24
25th	Steve Jackovich	1	3115.0419	3483.7922	0.0000	6598.8341	57.22
26th	David Windmiller	91	3105.8162	3462.3414	0.0000	6568.1576	56.96
27th	Kirby Chambliss	69	2790.3801	3749.2153	0.0000	6539.5954	56.71
28th	Larry Blankenhagen	25	3308.5956	3166.2529	0.0000	6474.8485	56.15
29th	Dan Clark	25	3045.9104	3426.2686	0.0000	6472.1790	56.13
30th	Kirk Fulton		2964.8705	3320.0503	0.0000	6284.9208	54.50
31st	Drew Lundgren	25	2807.6165	3370.4913	0.0000	6178.1078	53.58
32nd	Rob Krauter		2784.6646	3058.7497	0.0000	5843.4143	50.68
33rd	Lynn Heffley	24	2703.9767	3124.2218	0.0000	5828.1985	50.55
34th	Rocky Hill	26	2260.9717	3011.6508	0.0000	5272.6225	45.72
35th	Chad Graves	12	2131.5236	2551.0486	0.0000	4682.5722	40.61
36th	Hubie Tolson	19	2881.8751	0.0000	0.0000	2881.8751	24.99

Chapter Officers

President	Craig Lesinski	508 695 0002
Vice President	Chris Whitney	617 769 1218
Treasurer	Bill Stuart	617 837 9726
New Member Coordinators	Chris Whitney	617 769 1218
	Bill Crawford	617 267 8945
Contest Directors	Craig Lesinski	508 695 0002
	Jim Ward	603 672 6336
Achievement Awards Chairperson	Sigrid Baumann	603 964 5478

Upcoming Events...

October 1995
 Oct 21 Chapter 35 Meeting

November 1995
 Nov 10 - 12 Hampton NY Contest



New England Aerobatic Club Membership Application

New England Aerobatic Club
IAC Chapter 35
37 Berry Street
Plainville, MA. 02762

Ms. Priscilla Beaudrault
RR 1, Box 1240
Weare, NH 03281



New England Aerobatic Club
IAC Chapter 35
Attn: Membership
37 Berry Street
Plainville, MA 02762

Please enter the requisite membership information below and return it along with a check for dues in the amount of \$20.00 to the address to the right.

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone _____ Work Phone _____
FAA Membership # _____ IAC Membership # _____
Aircraft Type _____ FAX _____
Last Category in Which you Competed: Basic Sportsman Intermediate Advanced Unlimited

New England Aerobatic Club

Nov. / Dec. 1995

IAC Chapter 35

Issue 8

Next Club Meeting
Saturday 16 Dec 1995
at 10AM at
Mansfield Airport (1B9)
Mansfield, MA.

Chapter Meeting in Mansfield



Come out and support your aerobatic club on Saturday 16 December 1995 at the new meeting place at the Mansfield Airport. Parking is aplenty for airplanes and those old fashioned landbound vehicles! There is even a restaurant at Mansfield. Why not plan on breakfast before or after the meeting.

Topics for this months meeting include the banquet, the contest, any last minute staff changes, waived practice areas as well as other 1996 business. There is much to discuss and the more, the merrier!

Don't forget, we need to nail down a date for the 1996 New England Aerobatic Championships. Memorial Day weekend is being thrown around as a very likely possibility. Come voice your support or reservations for this date.

Preparations are underway for this year's banquet which will be held on 10 February. Come share the load and make this year's banquet the best ever. Certainly plan on attending!



It's Banquet Time!!!

Well, at least it will be soon... Mark your calendars for this year's New England Aerobatic Club's annual banquet. This year, the banquet will be held on the tenth of February 1996 at Finians on Rte. 1 in Norwood MA. - right off route 128.

Come one, come all, for a super deluxe old-fashioned, fun filled evening of good victuals, good grog, and more gut busting stories and roasts than any one person should ever have to endure. Just imagine all that hangar flying that'll be going on!

This year's proceedings are being organized by Lauren Kelly. Our thanks, in advance, for her hard work in pulling this evening together!

From the Editor:

It occurs to this newsletter editor that my efforts to provide an application with each newsletter may be confusing some of the membership.

The attached application is for current members to use when their dues become due (now) and also for them to pass along to prospective members who are interested in our club. It is simply there as a convenience - to answer the question "How do I join?"

Once you have paid your dues for the year, you may ignore the application or pass it along to a friend who has not yet joined the fun!

Sorry for the confusion!

Here's to a safe, healthy, happy and fun holiday season. Don't forget to do lots of flying!!!



- Ford

1996 Dues Race Results...

Congratulations To Art Maynard & Roy Ramsey!

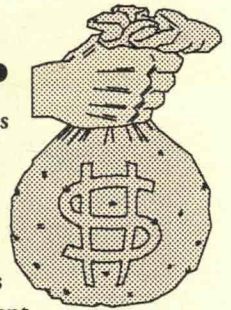
Art is the first member to remit his 1996 dues. Art has broken the ice so all of us can now send in our dues without worrying about being singled out as being the first. On behalf of the entire membership, I say Thanks Art!

Roy enjoys a double honour - he's the first to remit his 1996 dues in cash while simultaneously being the first member

north of the border to become "dues current".

Let these two be an inspiration to us all to get current with our dues payments. I know, I know, aviation is full of currency requirements and challenges. Look at this time of year as a time to get instrument current again while at the same time getting recurrent with your New England Aerobatic Club dues!

Don't succumb to the holiday madness and let it distract your interest in your club. Send in your dues right now - before it slips your mind!



The President's Yak...

This month's topic is participation. We have had small turn-outs at the last few chapter meetings. I would like to thank those who take the time and effort to show up. We have had some great discussions on key issues such as finding a waived practice area, moving our contest to Memorial Day weekend and what equipment the club should purchase for our use. We need your input on these and other issues. The place to voice your opinions is at the meeting. It is also the place to get involved with the operation of our chapter. We need new folks to define new roles and take on some small responsibility to have an active club. If you can't make it due to other commitments feel free to call me before to pass on your thoughts.

I have been informed that Mike Heuer is our IAC headquarters representative. He has contacted me and insured that our voice will be heard at board meetings. This contact by him was prompted by a email letter I wrote to Linda Hamer in September asking many questions on what is going on at IAC. I am still waiting on a response from that letter from Linda. I'll keep you posted on developments.

I want to find at least two possible practice locations for next year to run critique sessions. Our goal is a waived box that would allow access to critique and provide good visual references. I need your help to do this. Bill Walker has agreed to help draft and present waiver applications to the FSDO. We need possible locations, listed land owners and airborne photos of the site. Please contact me if you want to help. We need to have this so that we can all get better.

Our chapter banquet is scheduled for February. Our chairperson for this event is Lauren Kelly and she informed me that we will be dining at Finians in Dedham on the 10th. As is our tradition if you know of any members who should receive "special recognition" this year please contact me with the details.

As a closing Kitty and I would like to wish all of you a merry holiday season and a very happy new year.


See you at the Meeting,
Craig

The Lesinski Regime Continues

President Craig Lesinski and his merry band of, well, ahh, let's just say his staff - indeed, your staff - will remain in their current assignments for 1996 with only minor changes - in the positions of contest director and banquet chairperson. This, the result of last month's meeting. If you feel strongly that you missed out and you want to volunteer for an assignment, please attend this month's meeting. It may not be too late.

The club would like to thank Ed Morse for the many banquets he has run over the years. I'm sure Ed will join us all in also thanking his wife Maddy for supporting him (and us!) in these efforts. These two are terrific, we're lucky to have them on board.

Following in the Morses footsteps will be Lauren Kelly - on hand and at the controls for this year's banquet. She has some big shoes to fill, but there's no doubt she's up to the task.

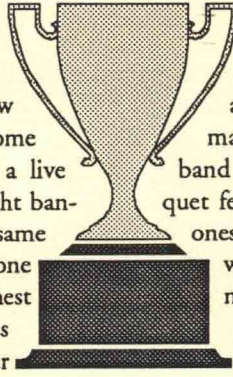
In the role of Contest Director, there's not a more enthusiastic, head's-up, "lets get out there and fly" kinda contest director than President Komerade Craig Lesinski (sorry  Craig, I don't have my Cyrillic typeface to spell your name properly!) Craig has decided to participate in the contest in a different way this year - he wants to fly. Imagine that

Jim Ward will assume the role of contest director. Don't worry, he knows what he's getting into. He assisted Craig last year. Please be as generous as you can with your time and energy when he sounds the annual cry for contest volunteers.. Our thanks to Jim for taking on perhaps the largest endeavour our club undertakes each year!

Can You Say "Wind Corrector"?

EAST HAMPTON, NY - Aerobatic contests may never be the same again. They're not supposed to be like this - or are they? It was out with the old and in with the new on Long Island during a frosty November weekend. Jim Reiher and John Cornwell have clearly redrawn the rules when it comes to aerobatic contest organization... At long last, after a 3 year effort with local authorities, the Long Island IAC Chapter 91 held their first contest.

Some of the new? How about sandwiches, hot chocolate, and even home made corn chowder on the Judges Line? How about a live band at Friday night's dinner? How about a Saturday night banquet featuring a bunch of singing aerobatics drivers - the same ones flying in search of trophies earlier that day? Is it the one who pushes the most G's who can reach the highest note? How about a scoring system that produces scores and standings within fifteen minutes or so after the last flight in a category?



This chapter is to be congratulated for their skill and determination in making this contest happen. They are a positive example to aerobatic chapters all over the country who encounter local issues with our sport. John Cornwell & Jim Reiher have said that they will be writing an article for Sport Aerobatics about their experience. That ought to make great reading. They worked hard to put on this event. It's taken three years of hard work to conquer all the obstacles, but persevere they did. These folks worked through every last problem and issue. The result was a safe, fun, and frankly entertaining contest. John Cornwell was so excited about the fruits of his efforts that he spontaneously broke into song during Saturday night's banquet. For any who missed it, let's just say it was indescribable. Those who were there know for sure!

One of the last minute obstacles was the weather. With a somewhat ominous forecast and less than perfect conditions, they forged ahead. Can you say "Wind Correction"? How about flying the wild and wicked Decathlon - not what you might call an overpowered AcroShip - through a Hammerhead with winds aloft of say, 50 knots at 45 degrees to the box? Yes, Virginia, we had a breeze down there. Did I say breeze? At altitude, it was more like a confounded gale! No one ever said this would be easy.

The poor conditions in the days before the contest, along with the less than perfect forecast helped keep attendance a bit low. It also curtailed the flying somewhat. Advanced and Unlimited each got to fly twice, while Sportsman and Intermediate were weather constrained at one flight apiece. Sadly, those up and coming contenders in Basic - the very ones who will be challenging our titles next year - did not get to fly in the howling wind. In spite of all of this, Chapter 35 put on a good show. In Sportsman, Ken Manuelian flew to victory (and 25 gallons of free fuel!) while Greg Ryan took Third. Our own Bill McGoldrick deserves special recognition. In spite of the weather, Bill packed a safety pilot on board and flew his very first Sportsman flight ever. I guess Bill knows about wind in the box now. Nice job!

Chapter 91 also gave out awards for performance in New England Contests overall. In Basic and Sportsman, Kent Christman and Greg Ryan landed these trophies respectively. Although Basic didn't fly, Kent was awarded the trophy since he had the best overall record in Basic in 1995 New England contests. Of course, this proves the old theory that it always pays to show up at a contest. Let that be a lesson to all of us - show up!

Our congratulations to Chapter 91 - great contest!

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	Jim Ward	603 672 6336
Achievement Awards Chairperson	Sigrid Baumann	603 964 5478

Upcoming Events...



February 1996
 Feb 10 Chapter 35 Banquet
 (Be there or be square!)
 May-ish 1996
 Chapter 35 Contest!!



Sportsman

Results from Long Island 10-12 November 1995

Rank	Pilot	Known	% Poss	Type	Tail
1st	Ken Manuelian	937.9	75.0	Pitts S1S	N800AS
2nd	Vincent Nasta	921.9	73.7	Decathlon	N1155E
3rd	Greg Ryan	919.7	73.5	Decathlon	N5061K
4th	Tony Lore	886.9	70.9	Eagle II	N1382N
5th	Warren Anderson	884.9	70.7	Decathlon	N87WA
6th	Richard Perillo	732.4	58.6	Great Lakes	N3705E
7th	Bill McGoldmick	647.5	51.8	Decathlon	N5061K
8th	Robert Gardner	498.1	39.8	Decathlon	N1155E

Intermediate

Rank	Pilot	Known	% Poss	Type	Tail
1st	Miles Merritt	1630.7	86.7	SU-29	N14291
2nd	Cliff Wicker	1607.9	85.5	Pitts S1S	N95M
3rd	Tony Petrone	1572.8	83.6	Pitts S2B	N92TP
4th	Robert Minkus	1523.2	81.0	Pitts S2B	N6081Z
5th	Guy Juntunen	1498.3	79.7	YAK 55	N95YK
6th	Bob McAndrew	1329.7	70.7	Pitts S2B	N12646
7th	Fred Koehler	700.8	37.2	SU-29	N29BR

Greg Ryan landed these trophies respectively. Although Basic didn't fly, Kent was awarded the trophy since he had the best overall record in Basic in 1995 New England contests. Of course, this proves the old theory that it always pays to show up at a contest. Let that be a lesson to all of us - show up!

Advanced

Rank	Pilot	Known	Unknown	Total	% Poss	Type	Tail
1st	Bill Finagin	2461.7	2015.6	4477.3	81.1	Pitts S1T	N49336
2nd	Jim Reiher	2318.1	2075.3	4393.4	79.6	Pitts S2B	N331JR
3rd	Kirk Wicker	2336.8	2029.1	4365.9	79.1	CAP-21	N121KW
4th	Bruce Everett	2272.5	1784.8	4057.3	73.5	Pitts S2B	N5324X
5th	John Cornwell	1982.0	1903.5	3885.5	70.4	Pitts S1T	N202WL
6th	Mike Mancuso	1431.7	1822.2	3253.9	58.9	Pitts S1S	N10HJ

Unlimited

Rank	Pilot	Known	Unknown	Total	% Poss	Type	Tail
1st	Matt Chapman	2548.8	3663.5	6212.3	74.2	CAP 231 EX	N231XX
2nd	David Windmiller	2744.8	3257.3	6002.1	71.7	Extra 300S	1270W

New England Aerobic Club New Membership Application

New England Aerobic Club
IAC Chapter 35
37 Berry Street
Plainville, MA. 02762

Please enter the requisite membership information below and return it along with a check for dues in the amount of \$20.00 to the address to the right. Use this form if you're a new member or if it's time to pay your dues.

New England Aerobic Club
IAC Chapter 35
Attn: Membership
37 Berry Street
Plainville, MA 02762

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

EAA Membership # _____ IAC Membership # _____

Aircraft Type _____ FAX _____

Last Category in Which you Competed: Basic Sportsman Intermediate Advanced Unlimited



Ms. Priscilla Beaudrault
RR 1, Box 1240
Weare, NH 03281