

New England Aerobatic Club

January 1997

IAC Chapter 35

Issue 1

Next Club Meeting
Saturday January 18
at Mansfield Airport

Attendance at past meetings have been low. Please try to attend this January meeting. Many things to discuss. Having the restaurant open makes for a warmer meeting area.

Welcome to my first issue of the newsletter. This is the first newsletter I have ever edited, so feel free to help whenever you deem necessary. We're in the process of becoming semi-literate in computers and hopefully in a few months the newsletter layout will be up to the same par as in the past. I have a few ideas for the future issues, mainly endeavoring to get more contributions to the newsletter from chapter members.

Results of December elections are:

President - Craig Lesinski

Vice President - Bill Walker

Treasurer - Bill Stuart

Secretary - Neal Frangesh

Newsletter Editor - Jack Rosen

Contest Director - Jim Ward

Banquet Chairperson - Ed Morse

New Member Coordinator - Bill Taylor

1997 Calendar of Events

January 18 - Chapter Meeting

February 8,9 - Judges School

February 8 - Banquet

March 15 - Chapter Meeting

April 19 - Chapter Meeting

May 16-18 New England Aerobatic
Championships

New England Aerobatic Club 1997 Judges School

February 8-9

Executive Flyers Aerobatic Center

Terminal Building

Hanscom Field

Bedford, MA

Instructor will be Phil Knight

More details and directions contact Michael Goulian (617) 641-1886
or E-Mail mgoulian@aol.com.

The 1997 New England Aerobatic Championships

May 16, 17, 18 Orange, Mass

We are going to try to have the headquarters and banquet location at the Colonial Bed and Breakfast.

Craig is interested in hearing from anyone on ideas for a practice area or areas. Then a small committee should get together to work on securing these areas and schedule critique sessions. Now is the time to work on this.

New England Aerobatic Club 1997 Awards Banquet

Included on this years banquet program hosted by Neal Frangesh;

Phil Knight, US Aerobatic Team member, former National Champion and instructor for the TAC Judges School being conducted at Executive Flyers Aerobatic Center, February 8 and 9.

1996 Competitor of the Year

Introductions of our new **Chapter Officers**

Special Recognition trophies for 1996 accomplishments

Date: **February 8, 1997**

Time: 7pm - 11pm

Place: **The Crest Restaurant**

610 Trapelo Road

Waltham, MA

Route 95 Exit 28

Cost: **\$25 per Person**

Menu **Roast Prime Rib**

Baked Filet Scrod

Baked Boneless Chicken

Please RSVP by January 31. We need to get a count for the restaurant. Ticket payments can be mailed in advance or collected the night of the banquet.

By Phone: Call Craig Lesinski at (508) 695 - 0002

By Mail Craig Lesinski

NEAC Banquet

37 Berry Street

Plainville, MA 02762

By Fax Craig Lesinski at (617) 578 - 2388

By E-Mail clesinski@tne.com

We will be having our traditional raffle. If you have any items to donate please let Craig know.

1997 New England Aerobatic Club Banquet Reservation Form

Name _____

Number of Tickets _____

Guest Names _____

Number for Roast Prime Rib _____

Number for Baked Filet Scrod _____

Number for Baked Boneless Chicken _____

Must have a meal count by January 31

Classifieds

For Sale

10 watt linear amplifier for use with handheld radio, Model CS-10, requires 12 volts. \$110 - Craig (508) 695 - 0002.

Unfortunately your new editor will not be at the banquet this year. Will be down at Fort Myers, Florida making like a Major League ballplayer at the Red Sox fantasy camp. However if the Red Sox don't hand me a multi-million dollar contract, we'll be back tearing up the skies in the One Design. Speaking of the One Design, if you don't want to rip out your joystick having to hear me talk about this wonderful aircraft, please send me articles that our membership will find interesting. **Send to**

Jack Rosen

P.O. Box 50262

New Bedford, MA 02745

Phone and Fax (508) 984 0406

Evenings (508) 295 8674

My thanks to my wife Sandi for making the newsletter copies, and my son Ben for slaving over the old Mac to produce this first issue.

Hopefully next month we'll have a new computer with a Cassillian

Rams of megabytes and umpteen megahertz, and maybe even a program I can figure out to produce a newsletter.

Jack



NEW BEDFORD, MA 02745
DEC 17 1993
10:20 AM

New England Aerobatic Club

March 1997

IAC Chapter 35

Issue 2

Next Club Meeting

Saturday March 15, 1997

10 A.M.

Mansfield Airport

The restaurant is open

CALENDAR

Critique Session

Critique Session sponsored by chapter 97

NEAC Chapter 35 meeting

Critique Session sponsored by chapter 97

New England Aerobatic Championships

April 5, Sterling MA (3B3) 10 A.M.

April 13, Littlebrook ME. (3B4) 10 A.M.

April 19, Mansfield MA. (1B9) 10 A.M.

April 20, Littlebrook ME. (3B4) 10 A.M.

May 16-18, Orange MA. (ORE)

Presidents Yak

The 1997 season is off to a great start with a chapter 35 sponsored Judges school and the banquet. I would like to thank Rita Goulian for arranging the banquet and Mike Goulian for setting up the Judges school. Mike worked hard to get us a great instructor in Phil Knight. Neal Frangesh and Bill Crawford did an entertaining job hosting the banquet. I would also like to thank Executive Flyers Aviation for donating a signed poster from the World Aerobatic Championships. Bill Taylor did a great job auctioning the poster which was acquired in a hard fought bidding war by Jim Ward.

At the well attended January meeting, (14 members) we discussed the practice area possibilities. Most of the areas identified require us to have ground transportation to get the critique crew into position. I am still looking for volunteers to help me coordinate ground transport, airport departures, and scheduling. This is a great opportunity for our members who enjoy judging and assisting to also get some practice. I am also interested in hearing from our members who may not be ready to compete but would like an opportunity to discuss recreational aerobatics with other pilots.

Well, I have to run off now and start getting the Yak ready. Hope to see more of you at our meeting/critique session March 15. (Editors note; Craig is looking to have a Paint the Yak Party-all you need to bring is a paint roller, asphalt paint, and Vodka.)

Fly safe-Fly fun Craig

One Design Editor.

Well, the One Design is just about ready for the 1997 season, and looking at about April 1 to be back in the air. Altho I don't really enjoy cross country in it, I think I'll take it to Sun and Fun one more time around April 6. Fortunately, it's only about 6 hrs flying time each way; unfortunately I have to make at least 4 stops, mainly so my knees will unlock. Winter gave me a chance to do some of the things I didn't want to take the time to do during the flying year, such as moving the battery from behind the spar to behind the seat. This will do two things, put the C.G. close to the center of the envelope, and give me full belly window view (not that this will help-since the One Design is so fast, everything is a blur anyways). It also gave me a chance to try and get all the fuselage panels the same shade (impossible when you're using an overcoat of clear that has pearl in it.) It looks better than last year, maybe it'll be better next year. We'll also be sporting a new set of smaller and lighter wheel pants and brake covers that Bill Hough -my partner in Design Composites USA - and I have been working on. These would look good on a single seat Pitts too!!

For members that built their own plane and do their own annual condition inspection, I've made up a 5 page inspection report geared to the One Design, but can be used for most aerobatic planes. If you're interested in a copy, let me know.

I've spoken to several chapter members who've promised me articles about the planes they have, or are waiting for, or articles that would be of interest. Please send them in.

Remember the meeting March 15-this is an important meeting to start getting ready for the New England Championships. Jim Ward needs your help. Lunch downstairs after.

Please send all articles and correspondence to -Jack Rosen P.O. Box 50262 New Bedford MA. 02745

Hanger phone and fax 508 984 0406 Home 508 295 8674

1997 New England Aerobatic Championships

The New England Aerobatic Club, IAC Chapter 35
Five Category Contest
May 16 through 18, 1997

Where: Orange Municipal Airport (ORE), Orange, MA. Phone 508/544-8189.

Preregister! We encourage you to preregister. If you do so, we'll place your name on the Friday practice list as soon as we receive your completed preregistration package. (This means that you'll receive priority for a practice flight over later preregistrants and all on-site registrants!) You'll also have "first dibs" on hangar space, a limited commodity at Orange.

How to Preregister: Call, write or e-mail for a preregistration kit:

Jim Ward, Contest Director	home:	603/672-6336
15 Cleveland Hill Road	work:	603/672-8600 x232
Brookline, NH 03033	e-mail:	jimw@orbital.mv.com

Be sure to include your name, USPS mailing address, daytime and evening phone numbers. Jim will send you a preregistration kit to complete and return to us.

Fees: Here are the contest entry fees, exclusive of hangar, pig roast and banquet:

Basic:	\$35.00	Advanced:	\$55.00
Sportsman:	45.00	Unlimited:	65.00
Intermediate:	50.00		

Trophies: We'll award trophies for the top 3 places in each category.

Chief Judge: Jerry Gerdes, 914/565-1397

Tentative Schedule:

Friday, May 16	0900-1700	Registration
	1000-1900	Practice
	1900	Pizza on the airport
Saturday, May 17	0700	Briefing
	0815	First category aircraft ready to fly
	0830-1845	Competition Flying
	1930	Banquet
Sunday, May 18	0700	Briefing
	0800	First category aircraft ready to fly
	0815-1430	Competition Flying
	1500	Awards Ceremony

Friday Night: Pizza and soft drinks on the airport. (The Orange Airport Commission doesn't allow beer on airport property — sorry!) Please plan to make a small contribution to help us defray our food costs.

Saturday Night: Banquet arrangements are, at this writing, in the works.

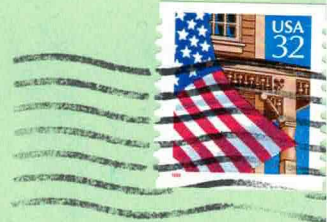
Orange Airport

By car: Take exit 16 off Route 2, the Amherst-Belchertown, Route 202 exit. Go 1 mile north and turn left onto Partridgeville Road. Go 1/2 mile west. The airport is on the left. It is 1 mile SE of Orange Center.

By air: New York Sectional. Gardner VORTAC (GDM, 110.6 MHz) 292° radial, 10.3 NM. Lat/long: 42° 34' 04" N, 72° 17' 28" W. IFR approaches: VOR, NDB.

Arrival: Runways: 14-32 4998' X 150'; 1-19 5000' X 150'. Field elevation 555' MSL. Unicom 122.8. Runway 1-19 will be closed during practice and contest flying, except with 15 minutes prior permission by radio or telephone. Fly right traffic for runway 32. Caution: the aerobatic box is southwest of and parallel to runway 14-32; it is directly over 1-19. Check FAA NOTAMs before you arrive.

New England Aerobatic Club
c/o Jim Ward
15 Cleveland Hill Rd.
Brookline, NH 03033



MS PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

Lodging: We recommend that you make your hotel reservations as soon as possible. We'll provide ground transportation to Bullard Farm and to hotels east of the airport along Route 2, as far away as Gardner, a 20 minute ride. If you choose to perch in that ever-popular garden spot, Fitchburg, you're on your own for transportation.

Here's the list of area hotels:

Bullard Farm Bed & Breakfast	New Salem, MA	508/544-6959
Bald Eagle Motel	Orange, MA	508/544-8864
Quabbin Gateway Motel	Orange, MA	508/544-2986
Super 8 Motel	Gardner, MA	508/630-2888
Colonial Bed & Breakfast	Gardner, MA	508/630-2500

What to Bring: Aircraft: airframe & engine logs; airworthiness certificate; registration; radio; operating limitations; weight & balance; in-pack chute (<120 days) & pack card; proof of insurance
You: pilot & medical certificates; IAC membership card; FAI license (Unlimited only); 7 copies each of free style forms A, B, C, signed & dated ('97) by an IAC judge; \$

New England Aerobatic Club

June 1997

IAC Chapter 35

Issue 3

Next Meeting

Mansfield Airport
Sat July 19 1997 10 A.M.
Restaurant is open

The Editors One Design

Finally we have enough material to make up a newsletter equal to all the other newsletters that this editor receives from other chapters. In this issue I'm extremely proud to have the first of which I hope will be many, a feature guest article from Dr. Richard Rihn, the president of I.A.C. I've had the pleasure of spending 2 Sun & Fun's, and many hours on the phone with Richard, and I'm really honoured to be able to call this most gracious gentleman a friend. His army service in WW 2, and his many years as a G.P., have given him a unique warmness, and a genuine understanding of people. Unfortunately, the topic of his first article is based on my mis-hap at Sun&Fun which was printed in the May issue of Sport Aviation, page 4, under Letters to the Editor. Sport Aviation was kind enough to rush my letter into print, to perhaps prevent another incident from happening to another unsuspecting One Design pilot. While Dick's article talks about the incident, he brings forth a more pleasant side of this sad event. Some chapter members still owe me articles; you know who you are. Please send them to Jack Rosen, 2 Irene Ave Wareham Ma. 02571. Phone and Fax Days 508 984 0406, Evenings 508 295 8674.

Presidents Yak

Hi New England Aerobatic Club members and all those who attended the New England Aerobatic Championships

I would like to congratulate you on a successful and safe contest this weekend. We had a great turn out and was pleased to see so many new competitors. Even with the weather problems we got in a lot of flying (2 flights for all but Sportsman - Sorry about that), it made for a long day on the line Sunday - thanks to all that stuck it out till 3:30.

Thanks to all of you who volunteered and made this event enjoyable. My wife Kitty and I come home each year tired but happy at the thought of all the wonderful people that make a contest happen. A few individuals stand out - Contest Director Jim Ward, Registrar - Kathy Bocon, Banquet Coord - Steve Pennypacker, Volunteer Coord - Hans Bok, Non competing Judges - Ed Morse, Jim Parker, Bill Sconce, and Bill Walker, Chief Judge - Gerry Gerdes, Communications - Gene Lamos, Computer Ops - Warren Crossfield, Trophies - Kent Christman, Box Coord - Bill Crawford and general assistance from Greg Dinning, Bill McGoldrick, Pete Bocon and Guenther Eichhorn. You folks are examples of what is great in Aerobatics; Great attitude and fearlessness to learn and do the unknown.

We had our share of negatives, the weather and the FAA ramp checking every pilot and airplane during registration (they took particular interest in my Soviet airplane). The FAA I can understand what I have trouble with is our own people. Shame on those who were selfish by making our great volunteers beg and plead with you to help us. I have a suggestion for you "Special" pilots that don't want to help the contest before you fly - If you are that "Special" you should know down to the minute how much "quiet time" you need to prepare for your sequence. Walk up to the Contest Director, Chief Judge, Volunteer Coordinator or Registrar and state your "quiet time" requirement. The contest officials can then assign and schedule to meet your needs. Maybe you could work as a runner or panel person right up to your "quiet time" thus giving others an opportunity to do other things. As a former contest director I would even be willing to hold up the contest so that we could honor your "Special" pilot "quiet time", thus highlighting your "Special" status above all other competitors without compromising safety.

Welcome to all new competitors at our contest and great to see all those who return each year to make the New England Aerobatic Championships a great event. I look forward to seeing you at other contests this season.

Inside is information on Larry Bashore's candidacy for the IAC Board of Directors. I have known Larry since I got involved in aerobatics and can think of no better person to represent the east coast. The way to help Larry get elected is not only to vote for him but to vote for only him. This "bullet" voting is effective because there are 6 people running and the 4 open positions will be filled with the highest vote getters nationwide. If you vote for anyone else you dilute your vote for Larry. IAC needs a leader like Larry and we need him to represent the unique northeast environment. Please help.

On a personal side I would like to inform the membership of my intention to resign as president effective December 1st. I have been honored to serve the club and all its fine members for the past 3 years. I believe that our over 100 members make us one of the strongest chapters in the IAC. The great diversity of people, talents and participation combined with a love of aerobatics is what makes the New England Aerobatic Club great. Kitty and my kids Evan and Andrea have been great supporters of my efforts. I will continue to participate in our club and compete but need to reduce my responsibilities for my family. I am stating my intentions now so that candidates will have time to come forward. I will be happy to discuss the role with anyone.

Happy and Safe flying

Craig

Dear Fellow Members.

As you might be aware, the Advanced World Aerobatic Championship will be held in Kansas during the first part of July this year, and the Glider World Championship in Turkey will happen in late August.

The United States Aerobatic Foundation has the responsibility to help make participation for our US Teams' pilots in these world contests financially possible. We all know how costly it is to enjoy the sport of aerobatics and can imagine what financial strains it puts on Pilots, who are trying to compete on a world level.

The US Aerobatic Foundation has approached all Chapters of the IAC for some financial support of the US Teams. Concerted efforts from most chapters would really make a difference. For a Chapter contribution of \$500.- or more the chapter would in return have a Gold Medal decal with its number placed on each of the Advanced Team aircraft and also of the Glider Team aircraft in recognition of our support. Also, it would be written up in the IAC Magazine.

As a Director of the USAF and a long-standing member of Chapter 35 I hope you will agree that this is a worthwhile investment and I hope you will be in favor of the support of our teams. As the President of USAF, Phil Knight, put it: "Join us as we build World-Class Aerobatic Teams to represent the US with skill and pride!"

Thank you for your attention to the above, and I am looking forward to seeing you again at the next contest, if possible.

Happy flying!

Sigrid Baumann

Director USAF

From **Gerry Gerdes:**

Dear Fellow IAC Members

I met Larry Bashore about **nine** years ago at a contest where we were both Sportsman competitors. An instant respect developed and over the years I have continued to increase my admiration of Larry's aviation and management skills. This year, after a number of years of urging, he agreed to run for Director. We are now soliciting your support in actively informing your chapter members about Larry.

Mike Heuer has, for the first time in his many years in IAC, publicly issued a support statement for Larry.

Larry was a helicopter pilot in Vietnam, is President of a medium size electrical contracting company and an active civic volunteer. He has combined his people, business and flying skills into a friendly and very effective IAC leader. We need people like Larry representing all of us in IAC's national leadership. I have seen what he can do locally and know he can duplicate his leadership skills at the national level.

Please review the enclosed material. Share this information with other officers in your Chapter and try to get it published in your next newsletter in time for the election. I believe ballots will be mailed to IAC members in late May or early June so please promote Larry now.

You or your members may have questions about Larry. I know he will welcome your calls as win his election committee. AU the numbers are listed below.

Thanks for your support for Larry. The IAC will be well rewarded through his election.

Jerry Gerdes, Former IAC Director, 1994-5 914-256-0722

Karen Minkus, Minkus & Associates 610-525-6769

Bob Minkus, USAF Vice President 610-525-6769

Larry Bashore, Candidate for IAC Director 717-233-8711

Larry Bashore: IAC Personal Profile for Board Of Directors Candidacy

I'm enthusiastic about running for the IAC Board of Directors, and would like to share my background and qualifications for the Director position.

There are four key skills that I will bring to **the** Board:

1) A strong business acumen

My experience, gained from years of running a large and growing business, translates into solid planning skills, well-honed financial responsibility and consensus-building people skills, all of which are needed to be an effective Director who will represent you well.

2) A true love of acrobatic flying

That's why we're all in IAC in the **first** place. I began my flight training in 1966 in the Marines, and still clearly remember my second lesson, which was on stalls and spins. I loved acrobatics immediately, and was hooked for life from the first "unusual attitude." I currently fly Intermediate in a Staudacher, but began my competition "career" in a Great Lakes in 1986. I enjoy the challenge of competitive flying, the camaraderie it builds between competitors and the lasting friendships that come from the people you meet through IAC. As a CFIM, I also teach aerobatics; having started in the 1970's, I've trained over 200 people in basic acrobatics, and I wrote a 10 hour acrobatic course for part 141 flight schools that was approved by the FAA.

3) A personal commitment and dedication to IAC's success

I've been President of IAC's Chapter 58 in Harrisburg, PA since 1987, and have helped this Chapter grow from 6 dues paying members to nearly 100 by focusing on what's important to members: regular critique sessions in an acrobatic box; a strong newsletter; social events that include everyone who's interested in our sport; and a proven mentoring system for new competitors that focuses on safety.

I've also been Contest Director or Assistant Contest Director for our Maytown contest since 1987, and will CD Pond du Lao this year. I'm proud **that** the FAA uses our Maytown contest to train their airshow monitors; we've earned the FAA's and the FSDO's respect and they use our contest as an example of "how it should be done."

4) Proven Board of Directors skills.

I've served on several Boards, and know how to work within them to help direct and focus an organization without micromanagement. I'm Chairman of the Board for a regional bank, and have served on Boards of the Rotary Club, the Chamber of Commerce, and the Executive

Board of the Boy Scouts My fellow board members tell me I have the ability to help groups reach consensus quickly without losing sight of the goal and then motivate people to implement new programs and plans. I know the challenges facing not-for-profit boards, and I've worked successfully in the Board environment to gain consensus on the organizations' missions, goals and tactics.

Several of you have asked me why I'm running for the Board now. I believe that Chapter 58, my primary responsibility, is running smoothly, continuing to grow, and has a depth of active members. Thus, I can now look beyond the chapter for other ways of contributing to the IAC.

IAC has been successful, and with success comes growth, which also brings many challenges, How to grow without fragmentation of the membership, how to quickly reach consensus on our priorities and the methods to achieve them and how to put safety first without compromising the joy of our sport are areas I'm committed to addressing if elected to the Board.

On a personal note, I've been married to Priscilla for 31 years and have two children, a son 24 and daughter 26. Priss teaches music to elementary school children, is a strong supporter of my acrobatic activities, an active chapter member and a terrific critique.

Please feel free to contact me directly if you'd like to discuss my candidacy in more detail. I promise to be a dedicated, responsive and positive force for our sport on the IAC Board of Directors. Be sure to vote in this year's election, and please consider me as one of your choices.

Sun 'n Fun or *Rain 'n Angst*

Dr. Richard Rhin President I.A.C.

For Dan Rihn, the proud designer of the IAC One Design aircraft, Sun 'n Fun was to be a very proud occasion. Less than three years after plans release four of the sixteen flying One Design aircraft were going to be arriving at Lakeland, Florida for the annual Sun 'n Fun Fly-in. My son and I, were in Lakeland displaying the new two-place DR 109 which bears a family resemblance to the One Design. Two One Designs (DR 107) had already been flown in by their builders (Tom Pernell & Bill Plunk) when Sun 'n Fun began to turn into Rain 'n Angst. The weather turned sour with thunderstorms and rain. Quickly followed the "angst" of the "mishap upon arrival" of two of the four One Designs that were to arrive. One mishap closely followed the other.

Those of us who are One Design builders were concerned about the weather because we knew that Jack Rosen and Jon Schimer were on their way in. Jon arrived before the worst of the weather and was on roll out when an SNJ (which had been instructed to roll to the end of the runway) decided to take a shortcut to an intersecting taxiway, cutting in front of Jon. This provided Jon with a pauper's choice. He either had to personally eat a rotating SNJ prop or ground loop his One Design to avoid the aircraft that darted in front of him. Scratch one One Design.

We began to feel relief when Jack showed up in the pattern. This relief was soon shattered when we saw him do some porpoising and then go around. A second attempt yielded similar results. We thought it was probably due to fatigue and poor visibility in the suddenly developing rain shower. Only much later did we discover the real answer. I became concerned and sought out someone who had heard what was on the radio. The tower had reported to Jack that his tailwheel assembly had broken off and was dangling. This could certainly explain the difficulty in attempting a three point landing. The third point was now the tail

post of the fuselage truss. This would guarantee that the main gear would meet the runway before the tail was on the ground leading to a bounce. On the second go around Jack was streaming a trail of smoke. The tower told him he could turn his smoke system off because they could now see him. By then Jack knew that he had big trouble as the rain on the windshield turned to oil and his forward visibility dropped to zero. Jack replied that he couldn't turn the smoke system off because he didn't have one and that he had bigger problems than a broken tailwheel ! Visibility out the canopy had become impossible due to oil coverage.

Now if you haven't read Jack's illuminating Letter to the Editor in Sport Aviation stop and think. What do you think caused the oil all over Jack's plane? Probably all of you in Jack's Chapter of IAC already know, but for the rest of us it was still a mystery. There was speculation that Jack's prop blades had gotten nicked, throwing the engine out of balance and breaking the crankshaft nose seal loose. Yet none of us knew of an incident where this hypothetical reason had become reality. Others thought an oil line had broken, but usually that puts oil under, not over, the cowling.

Jack stayed cool. With no tailwheel and no visibility Jack asked for help to a grass runway. The only real grass runway was too far away and too congested nearby to be a safe option so the tower guided Jack down and parallel to the paved runway. Jack did remarkably well considering he had to make a 270° turn, line-up and land with zero forward visibility. His only visual reference was a small palm sized window of visibility out the side. He was able to see the runway lights on his right as he settled onto the grass apron. All was well until he came to an intersecting taxiway which had a drainage ditch on each side. The resultant stop occurred in about 40 feet. This took out the prop blades, the landing gear and one spade. Jack was unhurt and scrambled out of the plane to begin the long paperwork process. The local ground assist personnel moved the aircraft to a large maintenance hangar where it was secured. A thoughtful walk-around gave the answer to the blown crankshaft nose seal. The crankcase breather tube had been crushed closed upon impact when the tail wheel spring broke. This led to pressurization of the crankcase. (similar incidents have occurred in cold weather when the water vapor in the "blow-by" freezes the breather tube shut). The mystery was solved, but the problems remained. Jack was a long way from home and he certainly wasn't going to fly there in this airplane.

That is when the One Design clan was born. To those of us privileged to be a part of this moment it was a pivotal or seminal point in the history of the One Design movement. All One Design builders, owners and their spouses showed up at the hangar and in a few hours had Jack's plane disassembled, rough cleaned, packed and stored in a closed van. Jack could begin the long sad journey home the next day. It was interesting to observe these fellow builders look over the many details of Jack's aircraft. Since this is a plans built airplane and not a kit built airplane there is considerable freedom of placement or construction of the various systems, such as electric, electronic, instruments, engine controls etc. etc. There was a great sharing of ideas and solutions to problems. This banding together of brothers and sisters went on throughout the day and long into the night. As Jack hosted all of us to a fine dinner, we toasted Jack upon staying cool and flying the airplane as long as it would fly. In spite of two extremely adverse circumstances he managed to allow no harm to come to him and he minimized the damage to the aircraft.

Yesterday he called me on the 'phone and in a mixture of contentment and excitement told me about his day's experiences as he test flew the rebuilt aircraft. The damage is all repaired and the plane flies smoother and better than it did before the mishap.

The long term results are a better knowledge about heat treatment of tail-wheel springs, placement of crankcase breather tubes and best of all the birth of a sub-group within a group -- The One Design Brotherhood.

I A C Chapter 35
P.O. Box 50262
New Bedford, MA 02745



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WEARE, NH 03281

New England Aerobatic Club

August 1997

IAC Chapter 35

Issue 4

Newsletter Editor Jack Rosen 2 Irene Ave. Wareham Ma. 02571 508 295 8674

Next Meeting

Craig's pool August 17

Coming Events

Fri-Sun 12-14 Sept Warrenton East Coast Aerobatic Championships

Contest Director: Don Rhynalds 540 439 8127

The Editors One Design

Am Happy to report that the One design is alive and flying well after the mishap from hell at Sun n'Fun. We finished in the middle of the pack at Rutland in my first Sportsman contest. I did learn that it's not a good idea to help on the judging line all day in a blazing sun, then go fly your sequence when it comes due around the middle of the afternoon. By that time I would have preferred a cool box, not that hot cockpit. The judges insist that I have invented another new maneuver- the Humpty Hammerhead. I still insist that on that thermal laden day between the mountains, God did the maneuver, not me. The next day, Sunday, sportsman got first crack at the box, and I got a chance to do my first IFR entry into the box. The holding area for Rutland is at 3000' to the east of the box, but in order to stay clear of the scattered cloud deck, I found myself at 4500' up in the sun. The plane ahead of me canceled because they felt the clouds over the box were too low, so Chief judge Jerry Gerdes cleared me into the box issuing full instructions about aborting, or doing some maneuvers over if I went behind a cloud that would obstruct the judges view. Upon punching Rutland into the GPS, I saw I was 4.5 miles to the south, and started to thread my way down between the buildups using the CDI to go right and left. Suddenly, I was in the clear, the GPS said 0 miles, I was at 2500 feet, I looked down and we were in the middle of the box. I keyed the mike and said we're starting, a surprised voice in the headset said O.K., and we did the sequence without having to repeat anything. Ours was the last flight for several hours!!

On a sad note, the first fatality in a One Design. Preliminary reports of the low time, Canadian built plane state that the plane had a wood prop with a flimsy mounted lightweight spinner. The spinner broke loose, and took off a piece of the prop. The pilot shut the engine down because of vibration, but for one reason or another hit the ground vertically, perhaps in a spin. The plane is reported to have penetrated about 6 feet into the ground. Inspection of the damage revealed not one weld broken and the main spar still intact.

THE PRESIDENTS YAK

Hope everyone is having a great summer. I would like to congratulate Hans Bok for finishing his Laser project. It is a real nice looking aircraft on the ground and in the air. Bill Crawford has also taken delivery of his Giles G-200. It's great to have you folks back flying. It has been great seeing the number of people flying in contest so far, yet I know many of our members would like to fly more. I also know many of you would like to get to fly different aircraft. Those of you interested in flying high performance aircraft without buying your own aircraft, please call me. I am interested in hearing your desires and ideas.

Kitty and I would like you all to attend our third annual pool party. We had a great turn out last year and look forward to enjoying a summer day with all of you. Details are in the newsletter.

A reminder to all that elections are coming up this fall and there are position openings to be filled due to retirement. All the officer positions are open. To run for President, Vice President, Secretary, or Treasurer please get your nominations in to me and Jack Rosen for publication. Major volunteer positions to be filled are New Member coordinator, Banquet Chairperson and Contest Director. Any one interested in these positions can contact me.

See ya at the pool or the next contest

Craig

1997 New England Aerobatic Club Pool Party

The Third Presidential Pool Party. Please join Kitty and myself at our home.
Family, children and guests are welcome.

When: August 16 at 12 noon

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

Rain Date: August 17

Please RSVP by calling Kitty at 508 695-0002 by August 9.

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

Directions to our home: From 495 take the route 1A exit South. Take the second left onto Berry St. (across from the Table for Two Restaurant). Take the first right 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 in the street is OK.

Craig

;Classified

1986 Zlin 50Ls, 584 TTAF, 461 SMOH, Lycoming AEIO-540, Hoffman 3 blade prop, single place all metal unlimited acro \$68,000

1990 Extra 260, 385 TTAF, 186 TTE, Monty Barrett Lycoming AEIO-540 325hp, Fresh Overhauled MTV-9 propeller Serious Unlimited aircraft \$130,000

For more Info - Call Craig at 508-695-0002

IAC Chapter 35
P.O. Box 50262
New Bedford Ma.
02745



PM



PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

03281 9801 01



New England Aerobatic Club

Newsletter

November 1997

**Club Meeting
Saturday
November 16
Mansfield Airport
10 am**

Attendance at the chapter meeting is very important as elections will be held for all chapter offices. Due to retirement the following offices are vacant for 1998

President

Vice President

Treasurer

Secretary

Nominations and voting will be held at the November meeting. If you want to run for office and cannot attend please call me at 508 695-0002.

As of now we have **NO** candidates for any positions

PLEASE ATTEND

Presidents Yak

I would like to congratulate you all on a successful aerobatic season. There were many well run contests, the weather cooperated mostly and everyone returned safely.

This is usually when I say thanks to folks; first thank you to all the non-competitors for the donation of your skill and time at all the contests. Your contribution is what makes Chapter 35 the strong group it is.

I saw some great flying and fantastic improvements in everyone's flying skills. I think we all did it safely and professionally. That translated into very good relations with airport managers, the FAA and the non-flying public. We always need to improve in these areas so lets reinforce the professional nature of our sport. Thank you for making a great season.

Lastly as your retiring President I would like to thank all of you for your enthusiasm, wisdom, and helpfulness that has made this a very enjoyable experience. I hope that you will make the new officers job as easy as mine has been. I believe that you need a new

President that can devote an increased effort to the club. Please fill the officer positions I would hate to see the club dissolve because we cannot get folks to volunteer. Unfortunately my schedule has become filled with Cub and Girl scouts, some home repairs, working on the Yak and devoting some time to my lovely wife. After 4 years Kitty and I need some time with out these responsibilities. We both look forward to continuing to help in a lesser capacity and enjoy the club.

Awards Banquet

We need a **Banquet Chairperson** to make arrangements for our annual awards banquet usually held in February.

For 1998

Jim Ward has again volunteered to be our Contest Director for the **New England Aerobatic Championships** held in May of 1998

New England Aesthetic Club

Newsletter

November 1997

Club Meeting
2nd Friday
November 18
Manchester Airport
10 am

President's Yr

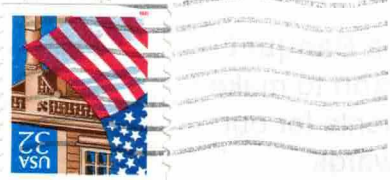
President's Year
The year has been a busy one for the club. We have had a very successful year with many new members joining and a lot of interesting projects being undertaken. We have also had a very successful year with many new members joining and a lot of interesting projects being undertaken.



MS PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

MS PRISCILLA BEAUDRAULT

Craig Lesinski
37 Berry Street
Plainville, MA 02762



For 1998
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All of you who have
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