

The Hammerhead

WELCOME....

New Officers elected

Elections were held at the most recent Chapter 35 meeting and we now have a new administration. The Lesinski era is officially over and we look forward to a new administration headed by Hans Bok (Mr. Beautiful Lazer) as President and Bill Crawford (Mr. Brand New Giles, that he let me sit in!!!) as Vice President.

We also have new faces in the office of treasurer (Sheldon Appsel), Secretary (Kent Christman) and newsletter editor (me, Bill McGoldrick). By the way, I was drafted! Jim Ward has again, graciously volunteered (thanks Jim!) to be our contest director and we are looking at a date, sometime in mid-May. Stay tuned for more details....

With the inauguration of a new administration we must bid the first family of Chapter 35, Craig, Kitty and kids a fond farewell. We all owe the Lesinski's a great deal of gratitude for all the work they have done for Chapter 35 and local aerobatics in general. Craig and Kitty will not be going anywhere and Craig will still be competing, but they will be spending more time with the kids at soccer, football, ballet, gymnastics, boy scouts, girl scouts, etc.... I know the routine well, Craig! We thank the both of you very much.

Thanks should also go out to all of our retiring Chapter Officers, Bill Walker (Vice President), Bill Stuart (Treasurer) and Neal Frangesh (Secretary). Thank you guys for doing such a great job that you were all elected unanimously two years running! I know that our new officers will be calling on all of you to learn from your collective wisdom.

So as another great year of aerobic competition ends, we are all looking forward to a better year in 1998. I know that I echo the wishes of all Chapter members when I wish our new officers good luck with their new administration and I know that they will

be calling on all of you to help out when the time comes.

BANQUET

By Steve Pennypacker

This year's banquet will again be held at Finian's in Dedham on Saturday, February 7, starting at 7:00 PM. We will have a new entertainment lineup this year, so be sure to bring lots of rotten fruit (but don't tell them I said so)! Seriously, if their jokes are as good as their flying, it will be a fun night. Tickets are \$24 including everything but drinks, and must be reserved in advance. Make your check out to IAC Chapter 35, and send it to Steve Pennypacker, 68 Pilgrim Rd., Holliston, MA 01746, no later than Jan. 20. Call Steve at (508) 429-1171 if you have any questions. When you send your check, be sure to indicate whether you'd prefer Chicken Cordon Bleu, Roast Beef Au Jus, or a vegetarian dish.

Directions to Finians: From Rt. 128, take exit 15 A (Route 1 North-Dedham). Upon entering Route 1, get into the left lane immediately. Go left at the first traffic light onto Elm St. (There is a sign pointing towards Rt. 1A). Then at the next lights, go left onto Washington St. Finian's is 1/8 mile on the left, at 910 Washington St. (617) 329-0097.

JUDGES SCHOOL

The club wants to sponsor a judges school sometime in February. Hopefully we will be able to have it on the same weekend as the banquet. The twist in this year's school is that Chapter 35 will reimburse the price of

the school, as well as this year's club dues for anyone who becomes a judge within twelve months following the school. So now there should be no excuses. We need judges up here and this is a good way to incent people to participate. We will keep you abreast of the date once we finalize the plans.

MISCELLANEOUS.....

We will be having a meeting at Mansfield Airport Saturday, January 17th at 10:00am. Please try and make it if you can. Thought has been given to having a three day contest this year and if you want to have a voice in that decision, come to the meeting

It has been brought to the attention of "The Hammerhead" that our own Pete Bocon has sold his beautiful Pitts S1T. Rumor has it that the deal is done, and that the bird has been sold to Chapter 52's Jeffrey Seckendorf. Terms of the sale were not disclosed and neither Seckendorf nor Bocon would comment on the transaction. It seems as though Mr. Bocon is in the market for a two seater and will be bumming rides off of friends and Chapter members in the mean time. Maybe we will see him flying a pumpkin, who knows....

If you have anything of interest to the Chapter please forward it to me. Whether it is just a tid bit on aerobatics, a plane that you would like to sell/buy or an entire article please send it to me. I will also take any kind of gossip that is floating around the hanger. Bill Crawford has already volunteered to write an article on his impressions of his new Giles 200. The preferred method to

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communicate to me is via e/mail and my address is bill.mcgoldrick@cicsystems.com. Please send me stuff.....

Congratulations go out to Greg and Kathy Ryan on the birth of their son, Benjamin Bradford Ryan, who was born on November 21st, @ 4:23AM.. He weighed in at 8lbs, 1 oz and was 20 3/4" long, just about the size of a wheel chalk. Good luck Greg and Kathy!

THE LAST "YAK"

By Craig Lesinski

Well this is the last Yak for awhile. A big congratulations to all the new officers. Lets all give them the assistance they deserve for stepping up to the plate here and volunteering. It was very gratifying to me to see that all the positions were filled. The transition should go well, but to the rest of you who can now let out a sigh of relief that the club will continue. Your time to step forward for this club is coming soon, so get involved now.

I would also like to send a few thank you notes. To the retiring officers of this club Neal Frangesh, Bill Stuart and Bill Walker a big thank you from the Chapter for all the work, dedication and selflessness you have shown through the years. Most of the new members do not know that it is because of you and a few others like the timeless Ed Morse and Paul Voegtlin that this club exists at all. I want to thank you personally because without you I would not have enjoyed aerobatics and this position nearly as much. Hope all of you had a wonderful Holiday season and I am looking forward to flying with all of you soon.

Best Wishes and Happy Flying

Craig and Kitty

CIA DEBRIEF

By Agent Igor Yaksukhoi

CIA update on secret soviet aircraft project:

According to undercover assets the Aerobatika Yak-55 code name Evil Empire has disappeared from the ramp at the Mansfield Airport. Reports seem to indicate that the plane was moved to a hardened bunker operated by Casey Aviation. There it was secretly stripped of its original markings. In an attempt to hide the aircraft from further surveillance, a George's Garage ramp truck was seen leaving the Mansfield Airport with an unidentified metal object.... See photo. Unconfirmed reports have the vehicle proceeding east to some unknown location. Previous reports of aircraft work from that

area lead us to believe that it was take to a secret refinishing shop only known to us as the skunk works. Hank and Hans Bok reportedly run this underground facility. We have no further details and are attempting to place assets in the eastern Massachusetts area to gather further information. KGB counterintelligence is very active so extreme caution is advised.



BOK TALK

INCOMING PRESIDENT'S CORNER
January, 1997

Happy Holidays to everyone.

This year is special for Chapter 35 as we have a complete change in officers. I want to thank Craig Lesinski for the great job he has done over the last three years in leading our Chapter. We also need to thank Bill Walker (Vice President), Bill Stuart (Treasurer), Neal Frangesh (Secretary). Both Bill and Neal have been performing their functions quietly in the background and it is difficult to fully appreciate all the work and effort they have put in over many years. In addition, Neal has supported the Chapter by filling almost every position at one time or another. Additional thanks should also go to Jack Rosen (Newsletter Editor) and Sigrid Baumann (Achievement Awards Chairperson). As you can tell by the title of the article, I am the new Chapter 35 President. The other new officers are Bill Crawford (Vice President), Sheldon Apzell (Treasurer) and Kent Christman (Secretary). The Newsletter Editor is Bill McGoldrick and the Banquet Chairperson is Steve Pennypacker.

In retrospect, 1997 was a safe and great year for our Chapter. We had a successful and safe contest combined with good weather. We need to congratulate Mike Goulian for making the US Aerobatic team again for the third time. As a group, we had approximately 30 members compete at one or more of the northeast contests. Mike Goulian, Roy Speeg and Ford Rackemann provided national exposure for our Chapter. Mike and Roy competed at both Fond Du Lac and the Nationals. Ford made the journey to the Nationals.

On a sadder note, the IAC lost two prominent members this year. Ken Hadden and Randy Gagne were killed in aerobatic related accidents. Both were very experienced aerobatic pilots. Randy Gagne had more than 8,000 hours teaching aerobatics in his S2B alone. This only emphasizes the constant concern for safety that we should have in our sport. No matter how good or careful we think we are, all it takes is one problem whether it be pilot error or mechanical failure to have a catastrophic ending. In discussing this with several members, we feel that it is beneficial for the Chapter to have a safety coordinator. Craig Lesinski has volunteered to fill this position.

Our annual Chapter banquet will be held at Finian's in Dedham on February 7. A special thanks goes out to Steve Pennypacker for coordinating the affair. Our Master of Ceremonies for the occasion will be Craig Lesinski. As in the past, we will be handing out our "special recognition" awards to many of our fine, deserving members.

We are trying to schedule a judges school on the same weekend as the banquet. This still has to be confirmed at this time. As anyone who goes to contests knows, judges are a rare and valued commodity and we need as many as possible to make contests happen. My experience as volunteer coordinator has made me truly appreciate the efforts of our own judges; Guenther Eichhorn, Craig Lesinski, Ed Morse, Bill Walker and Jim Ward. I am guilty, as are others, of attending the course but not to follow through with the home study course. Well, we are about to provide an incentive. We will reimburse the cost of not only the school but also the Chapter 35 yearly dues for any member who attends the school and becomes a judge within 12 months.

As with any change in organization, policy changes will be made. One of these is to officially change the newsletter mailings from monthly to bi-monthly. One reason for this is that we are an organization run by volunteers and it is difficult to keep this up on a monthly basis. This has happened with our newsletters in the past. We also have commitments to family and work that take priority. In addition to the newsletter mailings, we plan to send additional notices as needed for special events and activities.

There are several additional thoughts that we have and these will be discussed at our Chapter meeting. I hope to get your inputs at the meeting which will be held at Mansfield on January 17 at 10:00 AM.

See Ya

Hans

PS: Your yearly membership dues are due. You will be getting an invoice from us soon, so why not show up for the meeting in January with your checkbook? Thanks!



Your dynamic new Vice President, Bill Crawford, (left) and President, Hans Bok.

EFA GETS AN EXTRA 200

Executive Flyers Aviation has a brand new Extra 200 waiting for you! Yes folks you can now feel the excitement of flying a world class machine courtesy of EFA and Mike Goulian. This plane is a lease back from Scott Johnson and has just 50 hours on it. It has all of the 300L options like electrically adjusted rudders, GPS/COM/Transponder and heat! The price is \$265 per hour dual and \$220 solo. The checkout will be approximately 10 hours and you need at least 50 hours of tailwheel time. If you are interested you can call Mike at 617-274-7227.

STATS FOR 1997

I put together a spreadsheet that shows the results of the four contests that were held up here in the Northeast this year. I list each pilot in our Chapter who competed and how they did for each contest. I then averaged out the percentages for each pilot and totaled up where each pilot placed and how many pilots they competed against. Take a look at it, it is interesting. The only problem was that I did not get percentage breakdowns for the Catskills contest for any other category other than Sportsman. There was also a cut in the competition for Sportsman where after the first flight they only let half of the Sportsman pilots fly a second time which skewed the results for the pilots who only flew once. By the way the scores for the Catskill contest are supposedly coming out in the January issue of Sport Aerobatic Magazine.

See what you do when you have too much time on your hands. On the other hand I am totally maxed out with my various other life duties, but somehow I find more than enough time to do flying related stuff. See yah out flying!!!

Pilot	Orange		Rutland		Catskills		Long Island		Totals	
	%	Place #Pilots	%	Place #Pilots	%	Place #Pilots	%	Place #Pilots	Avg %	Place #Pilots
Greg Ryan	81.41%	2 20	73.00%	7 19	80.03%	14 29	79.60%	8 34	80.03%	14 29
Bill Matukallis					82.23%	9 29	78.71%	13 34	79.06%	26 102
John Connolly	78.53%	1 3							78.71%	13 34
Mike Goulian	73.67%	5 9	81.37%	3 13		2 14	79.41%	3 12	78.53%	1 3
Laura Malarsky			75.66%	6 13		6 14	76.90%	4 6	78.15%	13 48
Jim Ward	72.84%	2 3	74.18%	1 2			77.03%	4 12	76.35%	16 39
Craig Lesinski	74.39%	5 20	62.12%	14 19			79.17%	3 7	75.40%	6 12
Greg Denning						9 14	79.07%	11 34	71.86%	30 73
Hans Bok						11 29	71.45%	6 12	71.45%	15 26
Bill McGoldrick	56.70%	16 20	68.81%	11 19	81.76%	11 29	76.30%	20 34	70.89%	58 102
Ford Rackeman	77.91%	2 9	46.23%	10 13			80.40%	2 12	66.16%	18 23
Ron Burns	70.78%	7 9	80.80%	4 13		3 14	50.19%	11 12	62.15%	37 48
Steve Pennypack	67.45%	12 20	66.54%	13 19			66.52%	27 34	61.45%	13 20
Jeff Quigley	71.29%	8 20	76.69%	4 19	39.43%	16 29	78.45%	14 34	60.97%	53 82
Bob Cipollit			66.30%	1 2					60.37%	30 41
Sheldon Apsell	66.16%	8 9				10 14			58.63%	17 22
Ken Manuelian	74.74%	4 9	43.82%	12 13		14 14	67.88%	7 12	58.37%	33 63
Lauren Kelly	61.45%	13 20							57.76%	3 5
Kent Christman			71.13%	9 19	38.05%	20 29	73.74%	24 34	54.52%	61 82
Ed Wheeler	35.40%	3 3	73.52%	1 4			72.19%	26 34	52.77%	15 16
Ray Moorman	72.02%	6 9	45.23%	11 13					52.00%	53 63
Peter Bocon			42.24%	2 2	39.42%	18 29	77.32%	15 34	28.65%	19 20
Guenther Eichorn	73.27%	1 3	71.11%	10 19					18.87%	62 63
Jack Rosen			47.36%	3 4					0.00%	20 20
Jeremy Gray					37.96%	22 29	54.48%	29 34		
Matt Doyle						6 6	58.17%	6 6		
Scott Johnson	28.65%	19 20			30.46%	28 29	73.54%	25 34		
Janet Guzowski					26.63%	29 29	11.10%	33 34		
Jim Blisson	0.00%	20 20								

Average 62.17% 25 43

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The Hammerhead

IAC CHAPTER#35 BANQUET A HIT ONCE AGAIN

By Bill "Scoop" McGoldrick



Emotions were high once again, when the annual Chapter Banquet was held on Saturday February 8th at Finians in Dedham. We had great fun and a great turn out as chapter members took the time to celebrate a safe and exciting 1997 Aerobatic season.

Former Chapter President Craig Lesinski was the master of ceremonies and had the crowd howling with his unique brand of humor. Although Neil Frangesh was sorely missed, Craig did a great job carrying on the tradition of embarrassing club members. As a matter of fact Hans Bok did observe that we may get better turn outs for these things if we did not embarrass so many people, but then again it would not be fun!

First of all the award for Top Gun of the Chapter went to Roy Speeg. Roy topped all Chapter members in points by attending, 7 contests and placing in the top three in many of those contests, although he only beat Comrade Lesinski by a couple of points. Ford

Rackemann came in third, while also having a great season.

After the serious awards were given out the fun began. Ken Manuelian was given some paper mache that Craig said resembled the state of the fabric on his old S1S he sold to Dave Klingbiel. Peter Bocon was introduced with his new partner who looked so much like Peter that we had to ask if they were separated at birth!

Once all of the serious and not so serious awards were given out the annual raffle was held, and once again I was beaten by a superior sales person in the likes of Billy Taylor, in overall gross ticket sales. I will get you next year Bill! The best part of the raffle was when Dr. Guenther Eichorn picked out some very nice flowers to take home.



Overall it was a fun time and thanks must go out to Steve Pennypacker for organizing the event, to Craig for being Master of Ceremonies and to both Craig and Steve for getting all of the giveaways.

Have You Hugged Your Parachute Lately?

by Weston Liu

Has your parachute been sitting in the corner all winter? Have you just been using it as a seat cushion since the last contest you flew in? When was the last time you thought about what you would do if you had to use it? Have you EVER thought about how to use it?

With spring coming, its time to pull your parachute out of the corner and get safe and legal for the new season. First, don't just ship it off to your neighborhood parachute rigger for repack. Start the season by putting it on, sitting in your airplane, and going through a bailout. If you are in the middle of

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the box, you hear BANG, and the airplane stops going in the direction you want to point it, what procedure is going to get you out of the airplane and under an open parachute?

When "walking" through a bailout, the first thing I tell pilots is DO NOT UNDO YOUR SEATBELT. If the airplane is not flying straight and level, and the canopy or door is not open, then you need to be anchored down to work the handles. Step #1 is to open the canopy or door so you have a clear path out of the airplane. If your bailout starts with a loud BANG that leaves an obvious hole to dive through, then you can skip step #1.

If you wear a helmet with built-in communications, then step #2 is to unhook whatever cables plug you into the airplane. You don't want to be slowed down, or even get your neck snapped around, as you leave. I wouldn't bet my life on comm cords unplugging themselves or conveniently breaking when I wanted them to.

Now that you are ready to climb over the side, reach one hand out and grab something that you can use to pull yourself out of the seat and get yourself started in the direction you want to leave in. If the airplane is flopping around, or even just spinning, climbing over the side may be harder than you think.

Finally, undo your seatbelt with your free hand and get going. Grab and kick until you are in free fall. There are no style points awarded for being graceful. Once you kick off the airplane, look down at the silver ripcord handle, put BOTH hands on it, and pull it as hard and as far as you can. If the entire cable is not flopping free in front of you, you haven't pulled it far enough. The next WHACK!

you feel should be the parachute opening.

Wondering what pulling the ripcord feels like? When you take your parachute to be packed, put it on and have the rigger catch the parachute as you pull the ripcord. Everyone should do this once a year. After all, if you wait until you have a big problem in your airplane before you try this, its not practice anymore.

Anyone who wants to talk about bailing out, or to get their parachute repacked is welcome to give me a call at 603-595-0943. I pack parachutes at the Nashua, NH airport and charge \$35 for 3 day turnaround. Overnight service is \$50.

Green Mountain Contest

By Jeffrey Seckendorf

The 4th Annual Green Mountain Aerobatic Contest will be held the weekend of June 19-21, 1998 at the Hartness State Airport (VSF) in Springfield, VT. This is the contest that has been held in Rutland for the past three years. 5 powered categories will be flown. Practice and registration will be on Friday, and the contest will be flown on Saturday and Sunday. For more information or a pre-registration kit contact me at 518-587-7407, fax 518-587-7584, or email at jeff@snaproll.com.

Feb. Chapter meeting notes

By Bill "Scoop" McGoldrick

The monthly Chapter meeting was held as it is always held, on the third Saturday in February at Mansfield Airport in the King Aviation FBO office. Which, by the way is open to us free of charge

thanks to Dave Dineen, who happens to be a great guy and also happens to run a great FBO. Please do fly into Mansfield and buy gas from Dave! Chapter members present were: Hans Bok, Jim Ward, Steve Pennypacker, Art Maynard (no Jim Ward, Art is not 106 years old), Peter Bocon, Janet Guzowski (new member, just joined) and your intrepid reporter. We covered many issues, including recaps of the banquet and the judges school, as well as new issues regarding our upcoming contest.

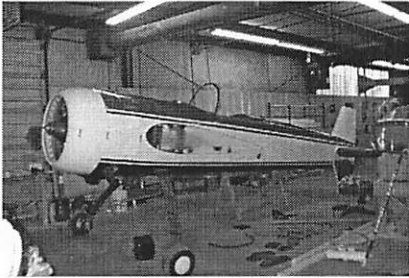
First of all both the judges school and the banquet were successes. Thanks goes out to Louis Rose for coming up to teach the school. Major kudos should go out to both Karen and Bob Minkus for doing such a great job on the redesign of the Red Book. As was noted earlier the banquet was a success and allot of fun.

Hans brought up the fact that Hilton Tallman is trying to get support for a new category that would fit between Intermediate and Advanced. I am sure that there are many Intermediate pilots who would be very supportive of that idea.

A motion was brought up to get some IAC Chapter#35 membership forms to Mike Goulian @EFA, to include with his Aerobatic Curriculum. This task was voted on and delegated to the Chapter Secretary, Kent Christman. So Kent, whether you know it or not, this is your assignment.

Some projects were brought up, a new member Jim Wells has purchased Jeff Secendorf's Giles 200 project and is progressing with that. It seems as though the Skunkworks, of Craig Lesinski's is also progressing as planned (see

picture.)



Our own Bill Crawford's Giles 200 is back in Taunton, painted beautifully and he has also purchased a ZLIN 242. Peter Bocon and crew will be passing paperwork on Art Hick's S2B, he and his cohorts will soon be terrorizing the skies over Rt. 495. The trio of Bill Matukaiski, Steve Pennypacker and Kent Christman were thwarted in their attempts to purchase a ZLIN when a freak tornado crushed it in Florida. So they are still on the prowl.



I guess that they are all bored flying Decathalons. Didn't anyone ever tell them that "it is the Indian not the Arrow!"

There has been some noise regarding an attempt by Hilton Tallman and Jeffrey Secendorf to procure the use of a "legal" Aerobatic box in Springfield, VT. Nothing is complete yet, but they are trying and your fearless reporter will stay on this story for you.

Hans Bok, was recently involved in a project by a few student engineers from R.P.I. regarding a design to try and create the "perfect" Aerobatic aircraft. We will see what they come up with. Hans, by the way actually has a copy of the infamous movie "Sky

Dancer" which he has generously offered as the first addition to the Chapter #35 movie library. Those interested in checking the movie out, should contact Hans.

It was brought up that we need to try and organize some critique sessions and Steve Pennypacker has volunteered to try and organize a few sessions this year.

The next part of our meeting concerned the contest. Jim Ward is again our contest director, and his greatest needs right now are for a Chief Judge and a Registrar. Jerry Gerdes cannot make it, so we need a volunteer to step forward quickly who is qualified to fill this position. If you have any suggestions for either position, please forward them to Jim. Steve Pennypacker has volunteered to again, be our banquet coordinator and he has already secured the Old Mill as the banquet facility. Peter Bocon has again graciously volunteered to be the Hanger Coordinator. We also need a scorekeeper and a safety director. We more than likely will need even more volunteers for many other duties, so please do not be shy, step forward and volunteer. Box setup date will be Wednesday May 13th, practice and registration will begin on Thursday May 14th and competition will start on Friday May 15th and will continue through Sunday May 17th.

Our next meeting will be held March 21st @10:00 am and will be held at Norwood Airport in the classroom facility at Wiggins. Craig Lesinski will discuss flying the maneuvers and flying in the box from the standpoint of both the competitor and the judge. This is a great way to start the spring season.

We still need to confirm this but tentatively the meeting for April 18 will be held at Taunton Airport at American Aero

Services. Mike DuPont will be discussing Aerobatic aircraft maintenance and Chuck Braga will be discussing parachute use and care.

1998 New England Aerobatic Championships, sponsored by the New England Aerobatic Club, IAC Chapter 35.

By Jim Ward

We in the New England Aerobatic Club, IAC Chapter 35, invite you to join us for the 1998 New England Aerobatic Championships -- our annual springtime five category contest. Orange, Massachusetts is this year's contest site once again. We've added one half day on the front end of the contest in an effort to thwart the sometimes-unpredictable weather gods; our goal is to get everyone in all categories flown for 2 (Basic and Sportsman) or 3 (Intermediate through Unlimited) flights.

Contest

1998 New England Aerobatic Championships, sponsored by the New England Aerobatic Club, IAC Chapter 35. A 5-category (power) contest, May 14-17 at Orange Municipal Airport, Orange, MA (KORE). Airport office phone 978/544-8189.

Tentative Schedule

May 14 Thu	0900 - 1900 registration; box open for practice 1900-food on the field, TBD
May 15 Fri	0900 - 1200 registration; box open for practice

1200-briefing --
Intermediate,
Advanced &
Unlimited
1300 - 1830
contest flying --
Intermediate,
Advanced &
Unlimited
1900-food on the
field, TBD

May 16 Sat 0700-briefing
0800-registration
0830 - 1830
contest flying -- all
categories
1900-banquet

May 17 Sun 0800-briefing
0900 - 1430
contest flying -- all
categories
1500-awards
ceremony

Pre-registration

We encourage you to preregister for the contest. If you do, we'll add your name to Thursday's practice list and give you priority on hangar storage for your aircraft. (Hangar space is limited at Orange.) For a pre-registration kit, just drop a note via e-mail or postcard; or, call me: Jim Ward, Contest Director
E-mail:jimw@orbital.mv.com
15 Cleveland Hill Road,
Brookline, NH 03033
Phone (home): 603/672-6336
Fax (home): 603/672-4825
Phone (work): 603/672-8600 x232

Be sure to include your name, USPS mailing address, daytime and evening telephone numbers.

Awards

In addition to awards for the top 3 pilots in each category, we offer:

* Best First-Time Sportsman Award

* Chapter Team Trophy
* Most Creative Freestyle (but only if it wasn't intended to be) Award

Fees

Hangar, per nite \$10

Contest Registration:
Basic \$40
Sportsman \$45
Intermediate \$55
Advanced \$60
Unlimited \$70
Banquet \$25

Banquet

Steve Pennypacker has arranged for this year's banquet to be held Saturday evening at 7 pm at The Old Mill Restaurant. It's the same Westminster, Mass venue we used for last year's telling of tawdry tales and doing of dubious debauchery. Steve promised them we'd behave this time.

Lodging

Steve has also procured a discounted rate at the Super 8 Motel in Gardner, Mass, about 20 minutes east of the field on Route 2. (We'll provide transport.) Mention IAC and receive a room for 1-3 people of \$60.20. All rooms have double beds. Forty rooms are blocked off for us until April 21. Reach the Super 8 at Motel at 978/630-2888.

Other area hotels to which we'll provide transport:
Bald Eagle Motel
Orange, MA 978/544-8864 (20 rooms available nights of 14th and 15th, none 16th)\$
Quabbin Gateway Motel
Orange, MA 978/544-2986 (\$)
(14 rooms for 14th, 15th, 16th)
Wachusett Village Inn
Gardner, MA 978/874-2000 (\$\$)
(35 rooms available)

Colonial Bed and Breakfast
Gardner, MA 978/630-2500 (\$\$)
(109 rooms available)
"Rooms available" are as of noon on 6 March.

Orange Airport

By air: NY Sectional, Gardner (GDM) VORTAC 292 degree radial, 10.3NM. 42.34.04N, 72.17.28W. VOR and NDB approaches. By car: U.S. Route 2 to exit 16 (U.S. Route 202, Amherst-Belchertown exit). Travel 1 mile N and turn left onto Partridgeville Rd. Travel .5 miles W; find the airport on your left. Arrival: Runways 14-32: 4998'x150'; 1-19: 5000'x150'. Field elevation 555'MSL. Orange Unicom 122.8. Runway 1-19 will be closed during practice and contest flying except with 15 minutes prior arrangement by phone or radio. Fly right traffic for runway 32, left traffic for runway 14. Caution: The Aerobatic box is southwest and parallel to runway 32 and immediately over runways 1-19. Do not overfly the airport.

What to Bring

Aircraft: airframe and engine logs; airworthiness certificate; registration certificate; radio; operating limitations; weight and balance data; in-pack chute (<120 days) & pack card; proof of insurance You:pilot and medical certificates; IAC membership card; FAA license (Unlimited competitors only); 7 copies each of free style forms A, B and C, signed and dated ('98) by a current IAC judge; Photocopies of documents are permissible for IAC contest registration; however, FAA requirements may differ.

IAC CHAPTER #35 OFFICERS

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Steve Pennypacker

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E-mail: spenny@vicorp.com

BOK TALK

By Hans Bok

I hope everyone is taking advantage of the warmer weather to start practicing the new

sequences. To help us prepare for the upcoming season, Craig Lesinski will be on hand at the next meeting to discuss flying the sequences. He will discuss this from both the pilots and the judges viewpoint. **The meeting will be held at Wiggins Airways at Norwood Airport on March 21, 1998 @ 10:00 AM.**

As noted in the newsletter, work is progressing on some of our member's aircraft. Craig Lesinski is progressing on his YAK and he hopes to be in the air sometime in April. It is amazing how much surface area is on a YAK and Craig now personally knows every square inch. Bill Crawford's G200 has received a great looking paint job and should be ready to go in April as well.

This is also a good time to thoroughly inspect your aircraft to make sure it is ready for the upcoming season. It is also important to prepare yourself for the season as well. Slowly ease into the higher G maneuvers rather than starting abruptly especially with outside maneuvers.

The judges school was held on February 7 and 8 with great success. Ray Rose did an excellent job and hopefully we will see a few judges come out of the class. I know that some of the people, including myself, have already sent in the home study course. Special thanks goes out to Len Carroll of Wiggins Airways for allowing us to use their class room for the judges school as well as this month's chapter meeting.

CD Jim Ward is again doing his outstanding job of organizing our contest. We are still in need of several volunteers. An update will be given at the meeting on the 21st. See you there. **Hans**

IAC CHAPTER 35 MEMBERSHIP INFORMATION FORM

Annual Dues are \$25.00

Send to Kent Christman,
4 Clement Circle, Cambridge,
MA 02138

NAME: _____

SPOUSE: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP CODE: _____

EAA MEMBERSHIP #: _____

EXPERATION DATE: _____

IAC MEMBERSHIP #: _____

EXPERATION DATE: _____

AIRCRAFT STATUS: _____

OWNED: _____

RESTORED: _____

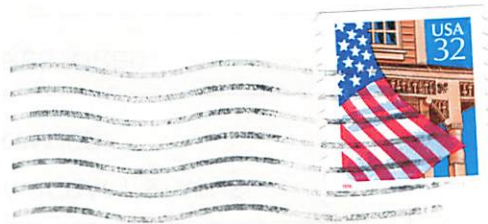
BUILDING: _____

ADDITIONAL INFORMATION: _____



Separated at Birth????

William E. McGoldrick
Susan A. Hehir
4 Eric Road
Norfolk, MA 02056-1913



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

03281-9801



The Hammerhead

ORANGE IS COMING!!
ORANGE IS COMING!!

By Bill McGoldrick

Hope you are ready, because I am not! You know that Flying competitive aerobatics for me is very reminiscent of when I use to run long distance road races. When you got to the start of the race, you'd see some of your friends. They would hobbling around talking about their knees or the ankles etc... Saying that they haven't run at all in five weeks and they are just out there for fun. The next time you'd see them would be at the finish line after just running 5:30's for the last 10 miles. Pilots do the same thing, "Oh I haven't flown since last year," or "I have not even done the entire sequence yet." The next thing you see is they hit 85%, and they are telling you that, "oh it was just luck etc..." Well I really have not flown at all, so who knows....

Back to my job here, yes the contest is almost here and we do have some work to do. We still do not have a Chief Judge and it is getting critical now. We do have some contingency plans but we'd rather not use them, so if you are a chief judge we are in desperate need. We are also in need of some folks to help us put the box together and if you are willing please contact Jim Ward or Bill Crawford ASAP. One other major position that we are still lacking this year is a Chief Registrar. We

need someone who is very detailed oriented and if that is you please contact Jim Ward ASAP.

One large issue regarding the contest is that the FAA will be there and they will be doing ramp checks. So please remember ARROW! Have your paper work and be prepared. Further on in this issue I have a brief recap of what to expect if you do get ramp inspected.

The waiver looks good according to Mr. Ward and we should be in good shape as far as that goes. We will have food and drink on Thursday and Friday and we also need someone to help coordinate that. Other than that all is looking good for another great Orange and we hope to see you all there. Even if you cannot make the entire weekend do come by for one of the days because we will need help.

LAST TWO MEETINGS
RECAP

By Bill McGoldrick

The last two meetings gave us the usual excitement. I'll start with the meeting we had at Wiggins on the 21st of March, which had a great turn out by the way, with about 15 Chapter members attending. Craig Lesinski did a great presentation on a number of topics. He spoke about how to practice, how to go about winning, using your energy wisely, positioning, different types of aircraft, various styles and various maneuvers. I had to leave before he got to the meat of the discussion which was this years known sequences. But, I did hear that the rest of the session was scintillating, with one warning for those of us in Sportsman, watch out for altitude! Craig put together a very nice powerpoint overhead presentation that I am sure he would copy for you, if you would like. Craig, maybe you can e/mail it to Guenther and have him post it on the Chapter web page?

Our most recent meeting was held at Mansfield Airport (Thanks Dave Dineen, again!) We had the usual

INSIDE

- 1 How Strong is your parachute?
- 2 Mancuso update
- 3 Bok Talk
- 4 Misc....

suspects, Hans, Art, Jim Ward, Kent, Bill Crawford, Craig, Steve Penneyacker and you intrepid reporter. For the most part it was to go over last minute details for the contest. At the end we did get to pull Craig's plane out of hiding and it looks great! I had to leave but I do think that he did his inaugural season flight. May's meeting will not be held since we will be having the contest, so see you then.

HOW STRONG IS YOUR PARACHUTE??

By Weston Liu

As you dive into the box, waggle your wings, and pull to start your first gyroscopic tumbling maneuver, the parachute that you sit on should be the farthest thing from your mind. To keep it that way, you should spend a little time on the ground making sure you sit on the right parachute.

It should be obvious that an Unlimited competitor diving his or her Extra to 250mph and pulling +10 to start a Free sequence needs a more rugged parachute than a Sportsman competitor in a Clip-Wing Cub. What most pilots do NOT know is how to shop for a parachute that meets their needs. Many parachute dealers have exactly zero experience as acro pilots. Too many parachute dealers push the rig that they have in stock without considering how it might be used. They show you the color coordination of their rig with your airplane. They don't consider whether their parachute is adequate for all of the situations where your airplane might come unglued on you.

I'll start by stating my bias. You can NEVER have too strong a

parachute. Never. When the indicated airspeed and "G" are both at the red lines and you hear the back of the airplane go BANG, you can never have too strong a parachute. You can get all of the different models in your favorite color and with comfortable harnesses. When "it" hits the fan, what counts is knowing absolutely, positively, that your parachute will hang together while you try to figure out how to succeed as a novice skydiver.

Printed on each parachute, or in its owners manual, is a rating summarizing how the parachute was tested before it was approved by the FAA or Department of Defense. You will find a weight and speed rating. National lists combinations of weights and speeds. My favorites, starting with the toughest, are:

USAF C-9 parachute in Softie or Strong container/harness rated 250lbs at 225kts

Strong 28' Aerosport parachute in Strong container/harness currently rated 254lbs at 150kts.

Note: New parachute. Higher speed testing and certification in progress. Expect to be rated stronger than USAF C-9.

Phantom 26' parachute in National 425 container/harness rated 220lbs at 140kts, or 192lbs at 148kts, or 165lbs at 157kts

Strong 26' LoPo parachute in Strong container/harness rated 225lbs at 130kts

Preserve Ia parachute in Softie container/harness rated 220lbs at 130kts

There are a number of other parachutes available. Pioneer, Security, etc. Check their weight and speed ratings before buying. Many are only good for glider use. The parachute you

fly with should match your flying weight and the speed at which you can break your airplane.

An Advanced or Unlimited pilot needs an Advanced or Unlimited parachute. When you bail out, as in the movies, "there are no points for second place."

UPDATE ON MIKE MANCUSO

By Steve Pennypacker

As some of you know, Mike Mancuso of Long Island's Chapter 91 was involved in a serious accident during a training flight in Illinois in his Extra on April 12. The following information is from his colleagues at the Mid Island Aerobatic Center.

As Mike remembers it, he blacked out or passed out during a knife-edge spin. He woke up too low to pull out, but high enough to take some corrective action before impact. There's some information and speculation beyond that point, but those are the basics.

Mike was severely injured in the resulting crash. Without going into the details, suffice it to say that he has numerous broken bones in all four limbs, in addition to some shattered vertebrae in the lower back and at least one internal injury. From there, the news gets brighter. There was apparently no damage to the spinal cord, and he is able to move his toes. Paralysis does not seem to be a concern. The major internal damage has been corrected. He has undergone at least 21 hours of surgery at this point, and by the weekend (April 25-26) he should hopefully be out of intensive care. He will recover.

Cards can be sent to:

Mike Mancuso
c/o Bill Thacker
RRI Box 7

Chenoa, IL 61726

Having been through a serious accident and all the attendant recovery and physical and emotional ups and downs myself, I can tell you that he will need all the support we can give him. Our Chapter does have plans to do more to help out when the appropriate time comes. Your support will be greatly appreciated. However, as of April 22, it is still too early for flowers, visitors, phone calls, etc to be accepted.

UPCOMING EVENTS!

May 14 - 17, 1998 New
England Aerobatic Championship
Orange, MA

May 29 - 31, 1998
Pennsylvania Aerobatic
Championship Maytown, PA

June 12 - 14, 1998 Red Roof
Inn Ohio Aerobatic Open
Columbus, Ohio

June 19 - 21, 1998 Green
Mountain Aerobatic Contest
Springfield, VT

July 13 - 17, 1998 IAC
Championship
Fond Du Lac, WI

Sept. 7 - 11, 1998 US National
Aerobatic Championship
Denison, TX

Oct. 16 - 18, 1998 Mason
Dixon Clash
Farmville, VA

BOK TALK

By Hans Bok

This time of year is important to our Chapter as we are preparing for our May contest. Hopefully everyone is getting the opportunity to practice before going to the contest. This year, I am involved to a much greater extent than ever before and I can only appreciate all the efforts that everyone has put in previously. We are very fortunate in having Jim Ward again as our Contest Director as he seems to have this down to a science. As the contest is the first of the season in the northeast, we are expecting a large turnout providing the weather cooperates

i accompanied Jim to meet with Marilyn Pearson of the Bradley FSDO to review our contest. Marilyn is the person responsible for providing approvals for the airshow and contest waivers in their regional area. She also used to own a Skybolt which was built by Dennis Sawyer. We had a very productive meeting and they are supportive of our contest. During the meeting, we discussed the waiver and the presence of the FAA at the contest. Some of the points which were brought up were spectator safety and aircraft checks. They have asked that the ramp area be limited to pilots, mechanics and contest associated personnel and to keep non-contest personnel away from the aircraft and ramp areas. This is in keeping with good safety habits and the purpose is to prevent injury to people and possible damage to aircraft. They will also look at aircraft on the ramp. A list of the items they are looking for is listed

elsewhere in the newsletter which are similar to those mandated by the IAC for aircraft competing at contests. The FAA's main concern, like ours, is that we run a safe contest. Marilyn indicated that she did not see any problems with obtaining the waiver.

The greatest difficulty is having people volunteer. It appears that we have filled the significant positions except some which can be filled at the contest. Bill Crawford will be hosting cocktail party for the contest volunteers at his Boston home at some date after the contest. The timing will be determined later.

For those of you who are not on email, Mike Mancuso, an unlimited pilot from Long Island, was recently in an accident while practicing for his debut performance with the Northern Lights. Steve Pennypacker has stayed in close communication and has written an article found elsewhere in the newsletter. We all wish Mike a quick recovery.

See you at the contest.

Hans

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IAC CHAPTER 35 MEMBERSHIP

INFORMATION FORM

Annual Dues are \$25.00

Send to Kent Christman,
4 Clement Circle, Cambridge,
MA 02138

NAME: _____

SPOUSE: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP CODE: _____

EAA MEMBERSHIP #: _____

EXPERATION DATE: _____

IAC MEMBERSHIP #: _____

EXPERATION DATE: _____

AIRCRAFT STATUS: _____

OWNED: _____

RESTORED: _____

BUILDING: _____

ADDITIONAL INFORMATION: _____

AWARDS GIVEN AT RECENT MEETING



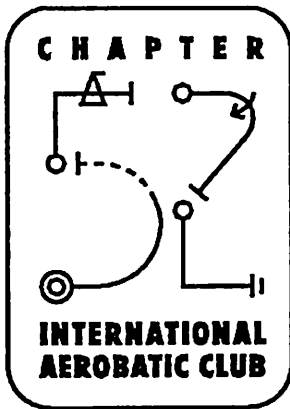
Neal Frangesh, for Lifetime Achievement.



Paul Voegtland, for Lifetime Achievement.



Roy Speeg, IAC Chapt#35 1997 Pilot of the Year.



1998 Green Mountain Aerobatic Contest

June 19-21, 1998

Hartness State Airport, Springfield, VT Chapter 52 Pre-Registration Checklist

This is your pre-registration kit for the 1998 Green Mountain Aerobatic Contest. Please follow the checklist and return the pre-registration package to us. We will then sign you up for hangar space and put you on the Friday practice list. Hangar space is on a first come, first served basis.

When you arrive, please get your technical inspection first (remember, you will have your Official Contest Entry Form with you). After you are tech'd, come to registration with your signed Contest Entry Form and your check. Sign the waiver then find the practice coordinator.

If you have any questions, contact Jeff Seckendorf at 518-587-7407 or via email at jeff@snaproll.com.

Checklist

- Fill out the IAC Official Contest Entry Form, but do not mail it to us. Bring this form with you to the contest.
- Fill out the Chapter 52 Contest Registration form.
- Fill out the Volunteer Sign-Up Sheet.
- Fill out the Order of Flight worksheet.
- Print your name on each of the enclosed labels.
- Mail all these forms (except the IAC Official Contest Entry Form) to us using the enclosed envelope.
- Bring to the contest with you:
 - Personal documents
 - Aircraft documents
 - Parachute with pack card
 - 10 copies each of forms A,B, and C (Intermediate through Unlimited)
 - IAC Official Contest Entry Form
 - Payment for entry fee, hangar, and banquet
- Double check the following documents:
 - Pilot certificate and BFR date
 - Medical certificate
 - Proof of insurance
 - IAC membership
 - FAI license (Unlimited only)

We look forward to seeing you at the Fourth Annual Green Mountain Aerobatic Contest!

Things to consider to help make your Aerobatics Competition FAA ramp inspection a brief and satisfactory experience.

91.7 No person may operate an a/c in an unairworthy condition. The a/c does not have to meet the comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation, nor does the a/c have to be maintained in accordance with part 43. The a/c is considered airworthy when it is maintained in the same condition as was originally certificated and maintained in accordance with the operating limitations. In some cases the operating limitations may require the a/c to be maintained in accordance with some sections of part 43.

91.307 Parachutes must be of an approved type (meet the TSO). Must have been packed by a certificated and appropriately rated rigger within the preceding 120 days for synthetic material or 60 days for natural material.

91.313 Restricted Cat.- Operate for purpose for which it is certificated. No other persons on board except for training. Shoulder harness if mfg. after July 78. Operating limitations compliance if issued. No densely populated areas, congested airways or busy airports with pax carrying.

91.319 Exper Cat.- Operate for purpose for which it was certificated. Operating limitations compliance. Day VFR only unless ops limits allow otherwise. Pax must be notified of exper nature of the a/c.

91.203 Airworthiness Cert and Reg. Cert on board. (no copies) (operating limitations are part of the A/W Cert.) Although this part requires the a/w cert to be displayed at the cabin or cockpit entrance, it is acceptable to stow the documents due to the nature of the aerobatics flight.

21.181 Must make certificates available for insp. by FAA.

21.182 & 45.11 Except for Exper Cat a/c not amateur or kit built, I.D plate secured in such a manner so as not to be defaced or removed during norm ops or lost or destroyed in an accident. Must contain builders name, model desg., ser #, TC or PC if any (45.13). Data must be legible and located on aft fuselage exterior. If mgr. before 03/88, may be located at an interior or exterior location near an entrance, but must display model and ser # externally on aft fuselage.

45.22 May display 2 in. N#s if a/c was built 30 yrs ago or is amateur built and has same external config. as a 30 yr old a/c. N# must indicate airworthiness certification of a/c (R-restricted, X-experimental etc.) or the word "experimental", "restricted" etc as the case may be, located near each entrance to the cockpit or cabin in letters no larger than 6 inches or smaller than 2 inches in height.

FAA Order 8130.27 Experimental "Exhibition" must possess and operate IAW program letter as well as operating limitations.

If Operating Limitations are in compliance, you should have no problems.

Note: This is a cursory overview of the FAR requirements and should not be considered all inclusive.

12 12

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Susan A. Hehir
4 Eric Road
Norfolk, MA 02056-1913*



**VAL BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281**

03281/9801 