

WELCOME --- New Members!

Chapter 35 continues to grow and would like to extend a warm welcome to the following new members who have agreed to help us continue our domination in world competition – El Hilliard, George Hendricks, Wes Liu, Hilton Tallman, Dave Smith, Lee Champigny...more on these folks and others in future editions.

***In the Works for April 20th:
'Flying the Box' Session by Michael Goulian***

There are plans being made to hold a discussion on flying the aerobatic box; led by Mike Goulian. The preliminary date is April 20th, the location and time are still being worked out. Keep your eye on the exploder or you can call me (Mike Ganor 617-335-2825) as the date draws nearer and I will try to have the information available.

Editor's Freestyle

The warm weather is knocking at the door (maybe one of you could get that) which means that contests are just a month away. So I thought it might be a good time to reprint this fine

**Orange (ORE) Contest
May 16th thru May 19th
*Details Enclosed***

In this Issue:

**Competitor of the Year
Flying the Box – April 20th
New Members**

**** Note:** Chapter 35 Dues are due for 2002, if you have not already sent yours in, you can forward them, \$35, payable to 'IAC Chapter 35', to the Treasurer's address, listed elsewhere in this edition, thank you for your support.

example of safety practices and good decision making, which was on the exploder.

I would like to inform all of the list (mostly the persons who replied my questions about power increase), that I crashed the airplane yesterday, in a practicing session. I was diving to start my free sequence when a vibration started in the stick, ending in total loss of the left aileron. I didn't managed to regain control of the airplane as the airplane was spiralling in a high speed dive, and took the quick decision to bail out, which happened around 1000 ft AGL. That was very successful, with the chute deployed immediately after being commanded, guiding me to a soft contact with the ground. The airplane was totally destroyed.

Thank you Manley Butler. Your equipment made an excellent. I am totally uninjured after the incredibly event.

Flying in a safe altitude and a good safety equipment were the responsible for saving my life.

Paulo Henrique - Brazil

Paulo's aircraft was an Extra 230. The English may be broken, but the message is clear – play safe and when it's time to go...it's time to go.

Advanced Trike Category?....

(Thank you Rob Petit for this article, Ed.)

So there I was, lined up for takeoff in a Piper Arrow on runway 32 at Mansfield. Craig was taxiing out in the Decathlon, the sun was shining, it was a good day. Power to go, all systems green, we're rolling for lunch at Nantucket. Airspeed alive, controls alive, when OH MY GOD! WHAT WAS *THAT!*,... a bird? – no, it's on fire,... a missile? – no nothing in Mansfield worth hitting,... fireworks? – nope going the wrong direction,... the Giles – no, going too slow...and again, on Fire!...

It was amazing, streaming towards the ground just beyond the departure end of 32, flaming like Little Richard at a Vegas Night Show, a fireball of spectacular brightness.

Perhaps it was a small meteorite, or maybe a stray Russian hammer from the space station. It was definitely quite a sight.

(yes, I have a witness, and no we were not smoking any bad gangi prior to departure)

ORANGE CONTEST ANNOUNCEMENT

The 2002 New England Aerobatic Championships will be held May 17-19 at Orange Municipal Airport, Orange, Massachusetts. Sponsored by IAC Chapter 35, the New England Aerobatic Club. The box will be open beginning Thursday the 16th at 0900 for anyone looking to practice and register early.

This is a 5-category, power-only contest.

After a bit of a drought in Unlimited the last couple of years, the pendulum is now swinging in the opposite direction, with most of the regional pilots as well as many as 3 world-level pilots expecting to be there.

We anticipate and look forward to Danny Adams' return as the Aviat factory rep, offering his technical services for any participating Pitts / Eagle airplanes, as well as others I'm sure.

Details elsewhere in this mailing. We hope to see you there!

Steve Pennypacker
Contest Director & Ch. 35 VP
steve@pennypacker.org

Two years ago I began to research ultralights. I wasn't sure what to expect at first. I honestly didn't think ultralights would be too exciting. You can't pull 6 G's, fly 180mph, or hang inverted (at least not in most ultralights). How exciting could it be? Well, much to my happy surprise, ultralights are a lot more fun than you may think.

"Low and Slow" is the name of the game in ultralights. The thrill comes from flying "low and slow" with one of the best views offered by any cockpit in aviation. Open cockpit GA aircraft may give you a glimpse, but there is nothing like the feeling you get in the mostly exposed cockpit of an ultralight.

There are four basic types of ultralights. The "fixed wing" ultralights are smaller cousins of your typical general aviation airplane. The powered parachute is a wheeled, powered carriage with a large parachute for a wing. The gyroplane uses auto-rotating blades for a wing with a normal prop for thrust. Finally the trike is a wheeled, powered carriage attached to a hang glider style wing.

After taking an intro ride in a trike, I was hooked. I started learning to fly them last spring. The trike fly's much like a hang glider. You control the aircraft by shifting the weight of the carriage (including the engine, pilot and passenger) beneath the wing. The shifting of weight deforms the wing and rolls or pitches the wing. There is no yaw control in a trike. The dynamics of the flexible wing compensate for adverse yaw. From the viewpoint of the pilot, the weight shift is accomplished by moving the wing's control bar. This leads to some interesting "relearning" for a student. To turn right, you move the control bar left which shifts the weight of the trike right. Many wrong turns later I finally got the hang of it...

There are some other interesting features of trike flying. The wing will stall, but won't really spin. You can fly fairly tight turns with pretty steep (80 degree) bank angles. Takeoffs are quick with 200 – 300 ft rolls and 800-1000fpm climbs depending upon the wing and engine. Landing is a pretty steep descent compared to GA aircraft, mainly to maintain speed on final. Because there's no yaw control, crosswind landings are accomplished by turning into the wind and then

straightening out just before flare. The general feeling while flying a trike is more like being a bird than any other aircraft I've been in.

If you'd like to learn more, check out www.aircreation.com (which is the manufacturer of the trikes I've been flying), www.usua.org (which is the united states ultralight association) or drop me an email at ripetit@attbi.com.

-Rob Petit

For Sale

S2B PARTNERSHIP

Why an S2B, you ask? Well consider this: you can get dual in the same airplane you're competing in. If the plane is ever down temporarily or a contest is too far to fly to, you can always find another one to fly, that flies the same way as yours. You don't have the "education" of owning someone else's homebuilt. Easier to fly/land than an S1, the larger size presents well in the box, more luggage space for a contest weekend, and you can give rides.

Why this S2B? It's in terrific shape (ask Dennis Sawyer, the Aviat factory, or anyone else who knows it). Maintained by Dennis. No worries about the prop/crank ADs that are driving other owners nuts right now. Longer engine life with The Claw, and easier to fly maneuvers, too. Prop is more durable & longer life than the MT-3. Awesome hang time in a vertical.

Why a partnership? Way lower costs, no scheduling problems (trust me, it's true). Someone else pays for the 2nd chute & headset. Financial exposure in case of major unexpected repair bills (early engine/prop overhaul, etc) is cut by 2/3. When your chute is out being packed, your partner's chutes are available to fly. Everyone has the same top-quality maintenance attitude. The engine gets more use, meaning longer expected TBO.

Yes, I am regrettably selling my 1/3 share. This is one of the nicest, cleanest S2B's around: Hartzell "Claw" 3-blade composite prop, clean airframe, clean engine (not a drop of oil leaking from anywhere), and great fabric/paint. 780 TTAE. Maintained by Dennis Sawyer, March annual.

It's got typical features & extras like Tanis preheater, Hooker harness, fuel computer, King radios & Mode C, smoke, and rudder/elevator gap seals, as well as 2 Staudacher sighting devices and a Lang tailwheel. Flies straight, no problems.

This is a terrific airplane and a very smooth running partnership. \$34,000.

Steve Pennypacker, (508) 429-1171

The BANQUET in Review

On February 23rd over thirty chapter 35 members and guests came out for our Annual Banquet. The evening began with friends gathering around the bar catching up on the past few months and then proceeded on to dinner. We watched some videos, met new members and had a variety of people share some of their experiences with the group.

The night was capped off with the competitor of the year award and finally with the drawings for the raffle prizes. Through the very generous donations of a number of members we were able to raise some money to help run the chapter as well as offer some great prizes including everything from memorabilia, to books, to airplane rides in an Extra 300L and a Sukhoi SU-29.

We have received some great feedback on ways to improve the event and I look forward to making it bigger and better next year.

Thank you, to those of you who made it out this year and I hope we continue to see more new faces next time.

-Mike

CONGRATULATIONS! to HANS BOK 2001 COMPETITOR OF THE YEAR

One of the things Chapter 35 is most proud of is its large membership. While many of us just enjoy being a part of the group and use it as a way to stay in touch with friends and the sport of aerobatics, the chapter also wants to recognize the efforts of those who have gone out and participated in competition. A considerable number, thirty-three, of our members did just that and made it to contests this past year.

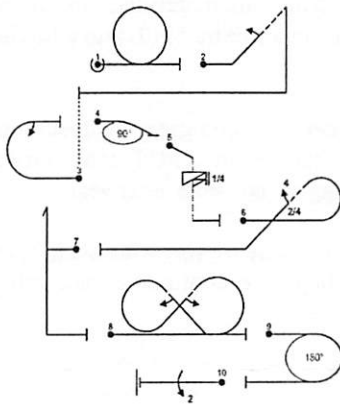
Each year a 'Competitor of the Year' is determined based on a point system which takes into account the number of events attended and placings at those events. The point system is as follows:

- 1 point for competing at a contest.
- 3 points for a 1st Place finish.
- 2 points for a 2nd Place finish.
- 1 point for a 3rd Place finish.
- 1 extra point for Nationals.
- 2 extra points for World Competition.

- Chapter 35 Competitors of the Year 2001 -

This time chapter 35 is pleased to present the award to Hans Bok. Flying his Laser in the Advanced category, Hans made his way out to five contests last year and had two first place finishes. For his fine performance, Hans was presented with a handsome glass trophy at the annual banquet and received a warm round of applause from his fellow competitors - Congratulations Hans.

The complete listing follows. Please be aware that the list is only as complete as the information received. If you go out to non-Chapter 35 contests, be sure to let Hans know, he is also the keeper of the list (hmm..coincidence?..☺).



Wes Liu – Bio / Welcome

I want to welcome Wes Liu into the chapter. Wes has been a pilot and a skydiver for a long time and also packs or our members' parachutes, including my own.

Until recently, Wes has been jumping out of all the airplanes he wears his chute in (can't blame him, since his other airplanes have to keep the shiny side up). But he's now corrected that situation, and has bought an airplane worthy of staying in for an entire flight: a Pitts S-2A. Congratulations, Wes!

Though Wes has found a great way to avoid repacking his chute after every flight, I suspect that flying it in and out of the 2000'x24' strip nestled in the trees at his home field in Brookline, NH will more than make up for the saved labor... he'll have a lot more loads of laundry to do.

- Steve Pennypacker

Contestant	Points	Ranking
Hans Bok	16	1
Craig Lesinski	13	2
Neville Hogan	8	3
Jim Wells	8	3
Larry Bashore	7	5
Dick Gould	5	6
Charles Schumacher	5	6
Dave Watson	5	6
Mike Ganor	4	9
Bill Gordon	4	9
Steve McCalmont	4	9
Bill McKinney	4	9
Stephen Till	4	9
Jim Ward	4	9
Sigrid Baumann	3	15
Ron Burns	3	15
Guenther Eichhorn	3	15
Michael Goulian	3	15
Rob Holland	3	15
Sheldon Apsell	2	20
Greg Dinning	2	20
Joe Keenan	2	20
Ford Rackemann	2	20
Bruce Green	1	24
Dave Klingbiel	1	24
Bill Matukatis	1	24
Bill McGoldrick	1	24
Ray Moorman	1	24
Steve Pennypacker	1	24

Chapter 35 – Officers

President/Secretary - Hans Bok
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 508-994-5957 home
 hbok@attbi.com

Vice President - Steve Pennypacker
 68 Pilgrim Road, Holliston, MA 01746
 508-429-1171 home
 steve@pennypacker.org

Treasurer - Sheldon Apsell
 11 Lancaster Road, Newton, MA 02458
 617-332-4795 home

Orange Contest, cont'd. cont'd.

WHAT TO BRING

For the aircraft:

Airframe and engine logs; airworthiness certificate; registration certificate; operating limitations; current weight and balance data, in-pack chute (<120 days) & pack card; proof of insurance (\$1 million minimum), tiedowns if you anticipate leaving your airplane outdoors.

For the pilot:

Pilot and medical certificates; IAC membership card; FAI license (Unlimited competitors only); 7 copies each of free style forms A, B and C, signed and dated by a current IAC judge in 2001 or 2002 (must be 2002 if you use figs. 1.32 - 1.39); cash.

Photocopies of documents are permissible for IAC contest registration; however, FAA requirements may differ.

HOW TO GET THERE

By air: NY Sectional, Gardner (GDM) VORTAC 292 degree radial, 10.3NM. 42.34.04N, 72.17.28W. VOR and NDB approaches.

Runways 14-32: 4998'x150'; 1-19: 5000'x75'. Field elevation 555'MSL. Orange Unicom 122.8. Runway 1-19 will be closed during practice and contest flying. Expected NOTAMS: 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. No touch and goes.**

By car: U.S. Route 2 to exit 16 (U.S. Route 202, Amherst-Belchertown exit). Go left off the exit. Travel 1 mile North and turn left onto Partridgeville Rd. Travel ? mile West; find the airport on your left.

CONTACT INFORMATION:

Registrar: Rob Petit, 319 Lake St., Arlington MA, 02474, (H) 781-646-5038, (W) 781-398-8804, rjpetit@ne.mediaone.net

Chief Judges: Jim Ward, Craig Lesinski

Contest Director: Steve Pennypacker, H: (508) 429-1171, W: (508) 810-1389, Steve@pennypacker.org

Orange Municipal Airport manager: Len Bedaw, (978) 544-8189

Are Russian Formations Migratory?

IAC Chapter 35 website: <http://acro.harvard.edu/IAC35>
Send Newsletter Stuff to: mikeganor@yahoo.com



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For more Information Contact
Craig Lesinski
508.397.8775
508.695.0002
Aerobatika@aol.com

Calendar of Events

General

April 20th Flying the Box - Mike Goulian

Contests

May 3 - 5 Warrenton, VA

May 16 - 19 Orange, MA (ORE)

May 31 - June 2 Pennsylvania Aerobatic
Championships (N71)

June 28 - 30 Ottawa/Gatineau -
Canada


August 9 - 11 Springfield, VT (VSF)

Svetlana... her permanent fly

PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

International Aerobatic Club - Chapter 35
Dave Watson
59 Whitewood Rd. Westwood, MA 02090





The Hammerhead

Your Membership is of Great Value to
Chapter 35
Are your dues up to date?

In this Issue:

Springfield, VT Contest Info.
Contest Results
Photos from Orange

'Flying the Box' Session, a Unanimous Success

This year's competition season received a great kickoff thanks to the efforts of Michael Goulian. Towards the end of April about thirty competitors gathered at the Holiday Inn in Mansfield to listen to Mike talk about competing and making your sequence look good to the judges.

The topics covered in the lecture included how to practice effectively, mental preparation, box entry, sequence planning, visual cheats, energy management and a variety of questions and answers brought up by the attendees themselves. Whether you competed in Primary or Unlimited or simply wanted to know more about the details of competition, there was something there for everyone.

Mike's easygoing manner and unselfish enthusiasm made for an enjoyable time for all, as he shared technical ideas as well as stories from his own experiences over a number of hours. Everyone agreed that this really helped them to get motivated back into the sport, especially with this year's somewhat delayed springtime weather.

Many thanks to Michael for his time in preparing such a well-rounded presentation, and to Hans Bok for his efforts in organizing the event.

Editor's Freestyle

Just when you think you know what you're doing, something in life happens and makes you realize you don't know jack -

I began flying about three years ago and from putt-putt airplanes, I moved into Bill Crawford's Zlin 242 for aerobatic training, which I thought was great, pretty nimble, does all the tricks. Then onto Dave Watson's Super Decathlon, and boy was it *super* - a little more speed and roll rate to boot. This past fall Steve Pennypacker was determined to show me there was something even better and took me up in his S2B.

Now this was an excellent plane, pushes you back into the seat on takeoff, climbs out near vertical (+ or -), and roll rate is really getting good now.

So at this point, I'm thinking that I've got some good experience in different sporty aircraft, can fly a crisp aerobatic figure every now and then, just became a flight instructor, heck I know my stuff – *hmm... maybe not.*

You see, Hans recognized my increasing ego and subsequently decided to make good on his 'ride in the Sukhoi' prize which I had won at this year's banquet.

Now, I've watched all the local top pilots fly their fancy machines in the contests and airshows, but I'll tell you, I wasn't even close to realizing the unbelievable ride available in one of these high-performance airplanes.

No sooner had I taken control of the stick to try a couple of loops and rolls, when I heard a hissing sound, yes it was my ego deflating. I quickly succumbed to the realization that my thirty hours of Decathlon time had not prepared me to fly with the delicate yet deliberate touch needed to control an airplane as nimble as the Sukhoi. Fortunately, Hans didn't let me wallow in it too long and agreed to show me some real flying.

From 400 degree per second rolls, to vertical rolls, to tailslides, to negative pushes, he took me through a series of maneuvers which I had never experienced before. It was definitely a bitter-sweet experience, though. There I was riding in the ultimate toy, with one of the best pilot's around and I couldn't help but think with each new figure, that I really had no idea how to truly fly an airplane.

Thank you Hans for the experience of a lifetime, and I would like to now pass the Humble Pie on to the next contestant (it's ok, trust me, ...it tastes like chicken).

And Now a Word about Our Sponsor.....that's YOU!

Chapter 35 is a volunteer organization that attempts, each year, to continue to promote our unique sport of aerobatics. We do this through holding both educational and fun seminars, training judges, and hosting contests. In addition, we also provide monthly meetings and this newsletter as ways to communicate to those of you who aren't necessarily active competitors but have an interest in the sport.

We have been able to continue to do these things through the membership dues each of you has generously paid each year. While the \$35 may not seem that important, the officers of the club would like you to know that it truly means everything to the survival of Chapter 35 and the good things our club does for the sport. Nearly all of the club's annual income comes from the membership dues alone, everything else just costs money.

It's no secret that the economy has hit hard on everyone this past year, we even see many acro planes for sale, and not many people buying them. So, as we the officers would like to extend a sincere thanks to those of you who have sent in your \$35 for this year's membership and would encourage those of you who haven't had the chance yet, to take a few minutes and consider writing a check which will enable the Chapter to continue its efforts in promoting our sport and *keep you on the mailing list.*

Thanks for your generous support, and remember if you would like to see us do something differently, don't hesitate to drop a line to one of the officer's as they want everyone to realize a benefit by being a member.

Checks can be made out each year (due in January) to 'IAC Chapter 35' and mailed to our Treasurer - Sheldon Apsell, 11 Lancaster Road, Newton, MA 02458

Against the odds, and the winter weather we did succeed in holding the New England Aerobatic Contest at Orange, MA. We had a decent turnout, four in primary, thirteen in sportsman, twelve in intermediate and two each in advanced and unlimited.

Before we get to the weekends events I want to preface my remarks by noting the remarkable job that Steve Pennypacker has done in organizing and running this contest for the last three years. Steve and his amazing assistant Rob Petit make things flow. From this font of careful planning and management comes a contest that seems effortless.

The weather looked dodgy all week, but Thursday the sixteenth dawned bright and became windy. Upon arriving at the airfield at eight in the morning the first evidence of a contest was Aviat's Danny Adams full of good will and wild tales after having dodged Boston traffic during rush hour. Danny is just plain nice, and combined with his encyclopedic knowledge of the Pitts line, he is hard to beat as a companion at a contest. Of course, we immediately put him to work doing tech inspections on Decathlons. The box was laid out by the stalwart box markers and opened around nine in the morning for practice. Twelve airplanes and twenty pilots crowded in for a windy practice session, suggesting an "enormous" turnout, which alas, the weather was to degrade to "healthy".

Friday the seventeenth started with dark layers of clouds, which threatened to deny us the air. However we opened the box around eight thirty and practice went on as more craft arrived. We were blessed with the arrival of four Russian round-motored airplanes. Chapter 35 President Hans Bok had somehow traded in his Laser for a pristine Shukoi 29. The titanium landing gear legs on this highly engineered craft are worth more than many aerobatic airplanes. Craig Lesinski drove in his and Dave Watson's trusty tractor- the Yak 55. And a clean Yak 52 arrived with Sergey Prolagayev, a Ukrainian Unlimited World team pilot who aimed his skills and the Yak 52 at the Intermediate category. Now things were really getting interesting! As if this were not enough, another 52 arrived with a visitor just checking out the contest. We should have known from all this Russian metal that snow was not far behind.

After a nice hanger lunch buffet laid on by dedicated volunteer coordinator Bill McGoldrick, we held the pilot's briefing at two o'clock and were soon flying. The well-oiled judging machinery under the expert management of Jim Ward was quickly in place and ready to roll. Roll we did on that breezy afternoon and the weather just got better. We rolled through the Intermediate known, the Advanced known, the Unlimited known and the Intermediate free. We did have some trouble with communicating with some of the planes in the box hold due to a frequency mixup, but through the use of the pony express and semaphore flags we got Hans back from New Hampshire. The end of day found us tired but satisfied with a good days flying.

Chapter 35 claims the unique position of being the only chapter to have a snow delay in their contest. Saturday was a perfect day for flying if you were prepared to fly the flat sequence at 500 ft. in the white stuff. The ramp looked like the training camp for the Soviet aerobatic team: full of snow covered Russian airplanes.

Many of us sat around the small airport lounge swapping tales and then sat around the 202 Restaurant and then sat around the lounge some more and then sat around the restaurant some more. Mike Goulian led an overland expedition to see Star Wars in Worcester. Some never made it back.

The best part of Saturday was the banquet. The food was good and the crowd was boisterous. At the close of the meal we held a raffle of items generously donated by the aerobatic community. Michael Goulian, Patty Wagstaff, Craig Lesinski, Gene Beggs, Alan Cassidy, Hans Bok, Aeroshell, the EAA, ASA Books and the Old Mill (our banquet location) all donated items ranging from autographed books to a case of oil to a ride in that spectacular Sukhoi. The proceeds help keep our contest afloat. Both the financial and spiritual support from these people and organizations is highly appreciated by Chapter 35.

Sunday arrived with crisp air, clear skies, and a roaring breeze from the west. We all hustled the aircraft out from the hangers and were ready to fly by the pilot's briefing. The plan was to fly the combined

Primary and Sportsman categories twice back to back and then see what other categories time would allow. As the judges huddled in the wind, Jim masterfully ran two holding patterns and kept moving aircraft through the box. A wide range of aircraft, from Extras to Yaks to Pitts to Decathlons a plenty took to the blustery skies. Much flying there was.

There were eight first timers in this lot. A number of pilots in Primary/Sportsman flew rented aircraft. These included the second and third place finishers in Sportsman and all of the Primary winners. Those of us bit by the aerobatic bug but without a bankroll big enough to buy a plane should take note.

Among this group there was a remarkable woman El Hilliard, who had decided as a child that she wanted to fly aerobatics. El, after years of hard work and personal struggle made her way into the company of Mike Goulian and the folks at Executive Flyers (where she now works). With help and coaching from Mike and her buddy Ford Rackemann and much support from the Northeast acro community, El flew the Primary sequence after only ten hours in the EFA's Decathlon. The ramp was full of El's supporters, faces and hearts turned up to her as she flew her sequence. She did well and medalled in her category. The crowd roared. Great work El, we hope to see you at many more contests.

By the time we had worked through the seventeen Primary/Sportsman competitors twice over, and flown the Advanced freestyle and the Unlimited Unknowns our time was growing short. There was concern that we not fly so late that people would have a hard time making it home before dark. The Contest Director wisely decided that we would have the medal ceremony followed by Craig Lesinski and Michael Goulian flying the unlimited four-minute free style.

The Awards ceremony was not ceremonious. We were shocked to learn that the scurvy knaves of Chapter 52 had won the trophy for the highest combined score. Fearless leader-Alex Belov, and his Weather Channel connections may have played a strategic part in ordering up weather that favored his chapter's pilots, including the Ukrainian ringer-Sergei. A congressional investigation is underway.

Though he didn't bring home any wood, one other pilot deserves special mention. "Barefoot" Johnny Hutchinson flew his first contest ever at Orange one year ago, flying Sportsman in an S2B and placing 4th of 17 pilots. This year he was back flying Intermediate in a new Giles G-202. After placing 2nd in the Known with a strong flight, Johnny dropped a few places after the Free. But don't let the placing fool you. With only 40 hours in the airplane, he flew an Advanced level Free, in preparation for his next contest, which will be in that category. Johnny is flying the airplane very cleanly and crisply. Here's a guy to watch in the future.

After the merriment had died down and the various trophies had been awarded, we again turned our attention to the skies to be dazzled by first Mike and then Craig flying 4-minute freestyles that had us laughing in wonderment.

After that there was nothing to do but pick up the box and fly home.
-Stephen Till

For Sale

S2B PARTNERSHIP

Yes, I am regrettably selling my 1/3 share. This is one of the nicest, cleanest S2B's around: Hartzell "Claw" 3-blade composite prop, clean airframe, clean engine (not a drop of oil leaking from anywhere), and great fabric/paint. 780 TTAE. Maintained by Dennis Sawyer, March annual.

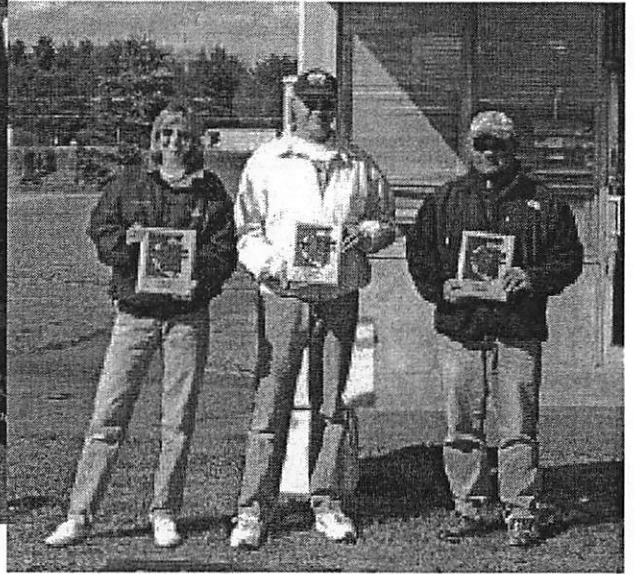
It's got typical features & extras like Tanis preheater, Hooker harness, fuel computer, King radios & Mode C, smoke, and rudder/elevator gap seals, as well as 2 Staudacher sighting devices and a Lang tailwheel. Flies straight, no problems.

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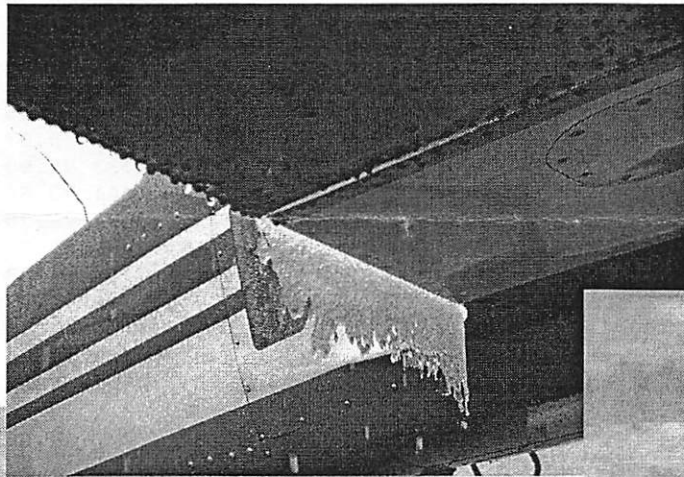
Snapshots from Orange, MA Contest



Danny Adams informs Mike Goulian that he must purchase an Aviat bumper sticker before he can sign off his tech inspection.



Primary Winners – El Hilliard, Mark Lander, and Janusz Becla display their take.



Left – only Hans Bok would think of using Ice on the trailing edge to improve the cornering capability of his Sukhoi.



Contest Director Steve Pennypacker looking for the stack of papers that used to be in his right hand.



On the Judging Line – Dave Watson gives a German salute indicating ten points as Bill Gordon and his son assist.

New England Aerobic Contest**2002 Results****Orange, MA****PRIMARY**

Rank	Pilot	Knwn 1	Knwn 2	TBLP	Tot	%pp
1st	Janusz Becla	376.8956	365.1877	742.0833	75.72	
2nd	Mark Lander	353.3126	252.6960	606.0086	61.84	
3rd	El Hilliard	335.6532	257.4681	593.1213	60.52	
4th	Alex Baranov	282.8008	286.9730	569.7738	58.14	

SPORTSMAN

Rank	Pilot	Known	Free	TBLP	Tot	%pp
1st	Sheldon Apsell	934.7061	1042.2958	1977.0019	73.22	
2nd	Greg Dinning	980.3115	984.7214	1965.0329	72.78	
3rd	David Smith	915.0180	960.9989	1876.0169	69.48	
4th	Bruce Green	914.1201	945.6724	1859.7925	68.88	
5th	Ryan Retelle	827.6892	972.0222	1799.7114	66.66	
6th	Mike Ganor	606.8045	1027.9107	1634.7152	60.55	
7th	Rolfe Tessem	852.6878	711.6921	1564.3799	57.94	
8th	Wes Liu	726.8559	800.5938	1527.4497	56.57	
9th	Greg Mirkin	1046.9670	335.6028	1382.5698	51.21	
10th	Alex Brulin	352.7739	1012.2662	1365.0401	50.56	
11th	Chip Drapeau	704.7621	400.4735	1105.2356	40.93	
12th	Bill Gordon	0.0000	691.0740	691.0740	25.60	
13th	Stephen Till	0.0000	0.0000	0.0000	00.00	

INTERMEDIATE

Rank	Pilot	Known	Free	TBLP	Tot	%pp
1st	Alex Belov	1742.1410	1575.8158	3317.9568	82.95	
2nd	Steve McCalmont	1478.4831	1560.4383	3038.9214	75.97	
3rd	Sergey Prolagayev	1571.0467	1464.8926	3035.9393	75.90	
4th	Dennis Thompson	1481.5272	1464.0169	2945.5441	73.64	
5th	Neville Hogan	1544.8901	1365.2720	2910.1621	72.75	
6th	Johnny Hutchison	1714.1603	1167.7533	2881.9136	72.05	
7th	Ray Moorman	1494.0228	1379.2898	2873.3126	71.83	
8th	David Watson	1463.8715	1365.1234	2828.9949	70.72	
9th	Peter E Bocon	1548.1690	1187.3003	2735.4693	68.39	
10th	Ronald Burns	1230.3261	1451.8559	2682.1820	67.05	
11th	Sigrid Baumann	1256.5862	1320.6603	2577.2465	64.43	
12th	Scott Higgins	1082.6264	0.0000	1082.6264	27.07	

ADVANCED

Rank	Pilot	Known	Free	TBLP	Tot	%pp
1st	Guenther Eichhorn	1970.1250	2366.7500	4336.8750	70.29	
2nd	Hans Bok	1762.2500	2366.6250	4128.8750	66.92	

UNLIMITED

Rank	Pilot	Known	Free	TBLP	Tot	%pp
1st	Mike Goulian	2718.1250	2996.0250	5714.1500	73.35	
2nd	Craig Lesinski	2273.2500	2564.3438	4837.5938	62.10	

4 MINUTE FREESTYLE

Rank	Pilot	Prog 4	TBLP	Tot	%pp
1st	Mike Goulian	3492.000	3492.0000	87.30	
2nd	Craig Lesinski	3216.000	3216.0000	80.40	

Contest - PA Aerobatic Champ May 31-June 2, 2002
 Contest Director - Larry Bashore

Category - Sportsman

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chapter	Known	Free	TBLP	Tot	%pp
1st	Rob Bond		1120.5017	1080.7082	2201.2099	81.53	
2nd	Greg Mirkin		1067.1325	1095.0400	2162.1725	80.08	
3rd	Alex Bruhn		1079.7440	1074.5864	2154.3304	79.79	
4th	Bob McAndrew	58	1042.6231	1032.3901	2075.0132	76.85	
5th	Doug Carter		1015.4037	956.5200	1971.9237	73.03	
6th	Ron Sheradin	52	918.9201	852.0254	1770.9455	65.59	
7th	Dan Freeman	11	771.8300	884.0162	1655.8462	61.33	
8th	Pat Obert	58	627.7950	811.5560	1439.3510	53.31	
9th	Alex Baranov	52	0.0000	859.1263	859.1263	31.82	

Category - Intermed

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chapter	Known	Free	Unknwn	TBLP	Tot	%pp
1st	Alex Belov	52	1621.8002	1674.3473	1275.8525	4572.0000	81.94	
2nd	Chuck Stiff	11	1565.7798	1694.0687	1066.7302	4326.5787	77.54	
3rd	Scott Gusakov		1681.1243	1451.7637	1145.2985	4278.1865	76.67	
4th	Dennis Thompson	52	1622.8150	1726.3706	897.8263	4247.0119	76.11	
5th	Greg Dungan	58	1617.5130	1534.1461	1084.6189	4236.2780	75.92	
6th	Sergey Prolagayev	52	1669.0723	1315.9908	1220.9566	4206.0197	75.38	
7th	David Watson	35	1377.3413	1534.2241	1178.8201	4090.3855	73.30	
8th	Ron Chadwick	52	1327.7002	1605.5355	1107.9521	4041.1878	72.42	
9th	Bill Green	58	1477.1116	1364.9619	923.6145	3765.6880	67.49	
10th	Phil Abrams	52	1550.0789	1427.4027	728.2391	3705.7207	66.41	
11th	William Wilson	58	1564.1712	1270.8520	856.9287	3691.9519	66.16	
12th	Karen Greenfield	58	1321.2060	1539.8485	684.7826	3545.8371	63.55	
13th	Jon Wood	11	1487.3726	1561.7607	0.0000	3049.1333	54.64	
14th	Lee Graves	11	701.8944	0.0000	903.6735	1605.5679	28.77	

Category - Advanced

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chapter	Known	Free	Unknwn	TBLP	Tot	%pp
1st	Mark Dunkerley	11	2446.3405	2594.1504	2011.1289	7051.6198	78.00	
2nd	Mike Herbert	11	2325.6362	2595.1237	2031.4251	6952.1850	76.90	
3rd	Andrew Wright	58	2337.8560	2514.0644	1891.4538	6743.3742	74.59	
4th	Bill Finagin	11	2310.6758	2429.3877	1809.1838	6549.2473	72.45	
5th	Hilton Tallman	35	2366.0330	2576.5233	1419.5193	6362.0756	70.38	
6th	Hans Bok	35	1533.8514	2418.7276	1911.3255	5863.9045	64.87	
7th	Arthur Hicks	35	1979.6030	2239.5314	1627.8570	5846.9914	64.68	
8th	Mark McKibben	11	2427.6130	2541.6088	664.2309	5633.4527	62.32	
9th	Johnny Hutchison	58	2238.7356	2243.7446	936.1429	5418.6231	59.94	

Category - Unlimited

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chapter	Known	Free	Unknwn	TBLP	Tot	%pp
1st	Mike Ciliberti	58	2381.4107	3791.7050	2024.5488	8197.6645	68.37	
2nd	Craig Lesinski	35	2188.9404	3300.3874	2592.4582	8081.7860	67.40	
3rd	Steve Grohsmeyer		2609.1321	3329.6242	1812.5945	7751.3508	64.65	

AUGUST 9 -11, 2002 - SPRINGFIELD, VT (VSF)
2002 Green Mountain Aerobatic Contest sponsored by IAC Chapter 35 at
Hartness State Airport - Springfield, VT (VSF).

❖ Basic thru Unlimited power flights will be flown.

PLANNED SCHEDULE

Friday, August 9

1200 - 1900 Registration; box open for
practice

1900 Food on the field, TBD

Saturday, August 10

0700 SHARP Pilots' briefing - all categories

0800 Registration

0830 - 1830 Contest flying -- all categories

1900 Banquet

Sunday, August 11

0900 Pilots' briefing

1000 - 1500 Contest flying -- all categories

1530 Awards ceremony

HOTELS

The Hartness House Inn 802-885-2115

Holiday Inn Express 802-885-4516

Inn At The Weathersfield 802-886-9217

Abby Lynn Motel 802-886-2223

BANQUET

This year's banquet will be held Saturday evening at 7:00 p.m. at The
Hartness House Inn in Springfield, VT.

AWARDS

In addition to trophies for the top 3 pilots in each category, we will
award:

- * Best First-Time Sportsman Award
- * Chapter Team Award
- * Pitts Cup (Highest placing Pitts/Eagle driver)
- * Grass Roots Achievement Award
- * Most Entertaining Flight

FEEES

Contest registration

Basic \$75

Sportsman \$75

Intermediate \$75

Advanced \$75

Unlimited \$75

Food on the field (Fri): We ask only for a
reasonable contribution

Saturday evening banquet: \$35 per person
Hangar, per night \$15 subject to change

WHAT TO BRING

For the aircraft:

Airframe and engine logs; airworthiness certificate; registration certificate; operating limitations; current weight and balance data, in-pack chute (<120 days) & pack card; proof of insurance (\$1 million minimum).

Please remember that 2-way radio communication is now required to compete in IAC contests.

For the pilot:

Pilot and medical certificates; IAC membership card; FAI license (Unlimited competitors only); 7 copies each of free style forms A, B and C, signed and dated (in '01) by a current IAC judge; ca\$h.

Photocopies of documents are permissible for IAC contest registration; however, FAA requirements may differ.

HOW TO GET THERE

By air: NY Sectional, Lebanon (LEB) VORTAC, 228 degree radial, 24 NM.
43o 20'37"N, 72o 31'04"W. GPS, RNAV, LOC, LOC/DME and NDB approaches.

By car: U.S. Route 89 to exit 7 (U.S. Route 11, Springfield exit). Travel North and pass through the center of Springfield. Take Route 106 North to the airport. Drive approximately one mile. A sign for the airport will be on the right hand side.

Arrival: Runways 05-23: 5,498'x100'; 11-29: 3,000'x75'. Field elevation 577' MSL. Springfield Unicom 122.8. Runway 11-29 will be closed during practice and contest flying except with 15 minutes prior arrangement by phone or radio. Fly right traffic for runway 23, left traffic for runway 05. Caution: The aerobatic box is southeast and parallel to runway 5-23 and over the approach end of runway 29. Do not overfly the airport

CONTACT INFORMATION:

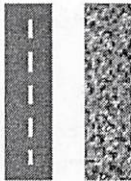
Contest Director:
George Coy
Gesoco Industries, Inc.
802-868-5633 office
802-868-4465 fax
george@gesoco.com

Springfield Municipal Airport manager
Craig Chamberlin 802-886-8594

New ChiaBox **As seen on TV**

Cover-Up those distracting runways in your aerobic box, with new ChiaBox!

B4 - After



Just spread it on, let it rain, and watch it grow..

CALL TODAY
1-800-CHI-ABOX

Calendar of Events

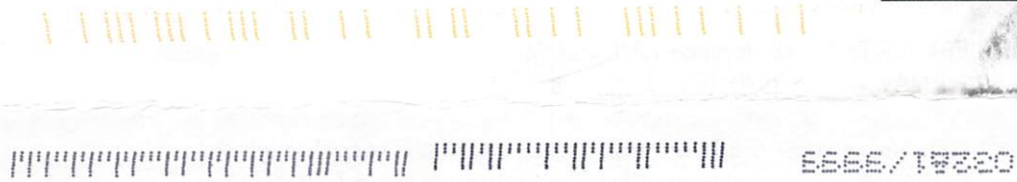
Contests
August 9 - 11 Springfield, VT (VSF)

Chapter 35 - Officers

President/Secretary - Hans Bok
PO Box 79335, No. Dartmouth, MA 02747
508-994-5957 home
hbok@attbi.com

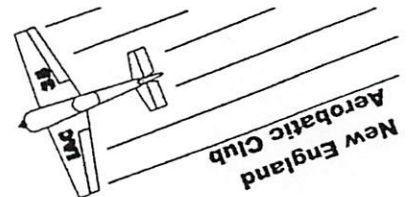
Vice President - Steve Pennypacker
68 Pilgrim Road, Holliston, MA 01746
508-429-1171 home
steve@pennypacker.org

Treasurer - Sheldon Apsell
11 Lancaster Road, Newton, MA 02458
617-332-4795 home



PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

International Aerobic Club - Chapter 35
Dave Watson
59 Whitewood Rd, Westwood, MA 02090



The Ham Project

Don't Miss "Flying the Unknown", by Michael Goulian, November 16

In this Issue:

New President & VP

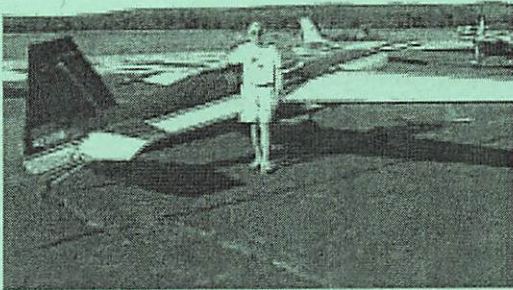
Outlaw Classic Reincarnated

U.S. Nationals & Green Mountain Contest Reports

Calendar of Events

... and more

Bok Talk, by Hans Bok



This will be the final Bok Talk as Steve Pennypacker will be replacing me as the President of Chapter 35 as of October 19. Stephen Till will replace Steve as VP. After being President for almost 4 years, I felt that it would be beneficial to the Chapter to have someone of Steve's capabilities in the position. In leaving, I want to thank everyone for their support over the years, particularly all of the Chapter officers, newsletter editors and so many others that were always there to volunteer to help.

Sheldon Apsell and I went down last weekend to Farmville, VA, for their contest. The weather was a problem for Friday and Saturday and made flying down in one trip impossible. Chapter members Dave Watson, Rob Holland and Charles Schumacher had planned on going down but unfortunately could not make it due to the weather. While traveling through New York, we decided to fly down the Hudson corridor, which is now open just as it was before 9/11. For those of you who have never done this flight, it is really spectacular and is a worthwhile trip by itself. We made it down to Fredericksburg, VA before the weather finally forced us to stop and continue on the next day. The contest was great. The aerobatic community is fairly small so going to a contest always seems like coming home. As with our contests, Darwin Jones and his crew were very accommodating to the late arrivals and did everything they could to get all of the flights in. This was my first contest since Maytown and it was good to get back into competition flying. Unfortunately, this will also be the last contest of the season for me as it will be time to start on the winter projects for the Lazer and the Sukhoi before it gets too cold. The return trip was just

as good as the trip down. With the time change, we had to leave at 12:00 in order to return before it would be dark in Massachusetts. Sheldon and I elected to fly over the NY airspace rather than under it. The view is just as spectacular from higher altitude as it is from lower altitudes.

In case it is not mentioned elsewhere in the newsletter, the Chapter is planning on holding a Judge's School in early 2003. Steve will coordinate the schedule and keep you informed accordingly.

Again, thanks for the support over the years. I look forward to seeing you at the upcoming Chapter meetings and contests.

Taxi & Fly Safe,

Hans

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



New leadership

After a long and hard-fought politically charged battle, the long years of bitter campaigning, back-channel maneuvering and bribery have finally paid off. Either that or I finally took pity on Hans after so many years of leading the chapter. Either way, I've found myself now trying to fill his shoes (and they're big ones, too... have you *seen* those things? The Lazer has two cowl blisters on top just for his feet) as Chapter President. I'm excited to have the opportunity to inject some new energy and ideas into the club. And I'm thrilled to have a super-enthusiastic Steve Till as our new VP. Within five hours of being sworn into office, Steve was already on the phone with me after having set the wheels in motion for no less than three programs that we're going to be working on for our members. This bodes very well for the chapter.

Steve and I have spoken a number of times in the week since then, and we both have some very similar ideas for what needs to be done. Many of you know that Steve flies a Super Decathlon in Sportsman and competed in the Nationals for the first time this year. He's written about that experience and more in this newsletter. He's also been a huge help as a volunteer at the Orange contest for the last several years, leading the box marking and cleanup crews, taking pictures and writing up great post-contest articles, coming up with important safety ideas, and generally arriving early and staying late to help out wherever he's needed. To add some stability to the leadership, Sheldon Apsell and Craig Lesinski have agreed to continue as Treasurer and Safety Officer, respectively. Though in some ways perhaps a bit less visible, we rely heavily on these guys to make sure we remain a viable organization, and help keep us all thinking SAFETY. Thanks, guys.

...with new directions

I've got a pretty clear idea of where I plan to take the chapter. I have three priorities. At the core of our chapter are a number of dedicated members whose primary interests revolve around competition and the skills improvement and friendship that go along with it. These are the same people who have historically carried most of the weight of the chapter on their shoulders. Without them, Chapter 35 simply wouldn't exist. We'd be crazy not to continue to focus a significant amount of our energy on these activities, so this is one of the priorities. But we need to pay more attention to some of the other 6 billion people in the world who are not yet packing our meeting room on the third Saturday each month, whether that's due to excess common sense or, lacking that, for any number of other reasons. So the second priority is to revitalize the chapter by building up events, programs, and communication that are aimed squarely at two groups of people. First is our current members who are not active competition pilots (yes, I do mean you!). Second is everyone else in New England who's interested in aerobatics but isn't currently a member. We're generally an inwardly-facing group. We haven't always made it easy for people to find us, or made it easy and interesting for them to get and stay involved. This needs to change if the sport and our chapter are going to survive and thrive over the long term. Speaking of inward focus brings us to the final priority. For a number of reasons which are arguably intrinsic to the sport

of aerobatics itself, we as an organization do precious little to benefit the outside world or otherwise justify or promote our existence. Some of you are probably thinking that's fine, we don't need to do that. And technically, that's correct. But it misses the point. Even mentioning that there are plenty of people and groups who feel less than charitable about our existence is obvious and borders on redundancy. On the other hand, there are people and groups who can truly benefit from our unique skills, experience, passion, and energy. So the third priority will be to direct some of our energy outward, to benefit others. What goes around comes around. As the noise issue, building development, and other challenges facing aerobatic pilots and threatening our practice areas continue to grow, we're going to need some friends to help us stand our ground. We've got some friends already but we need more, and we need to strengthen the relationships. We'll be working on that, without giving up our rights as pilots.

... and new events

In the coming months, expect to see a continuation of our established events: the annual chapter banquet in February, two annual contests, judging schools, seminars, practice days, and the like. We also feel strongly that a consistent newsletter schedule is absolutely mandatory to keep in touch with our members, particularly the silent majority whose primary benefit is the newsletter. We've already been working hard on that, and we'll continue to do so. But also look for some new (or even old but dormant) ideas. In this issue, look for news of Craig Lesinski's resurrection of Jim Thompson's Outlaw Classic "uncontest" with some new twists (hint: it's all about FUN), as well as a seminar on flying Unknown sequences that Michael Goulian will give on November 16. We're working on a number of other projects that we'll roll out over the next several months, including some that are completely "competition-free". More will continue to be added to the list. Most importantly, we'll keep in touch and hope you will, too.

Thanks for putting up with my babble,
Steve

Sign Up Now for "Flying the Unknown", November 16



On Saturday, November 16, IAC Chapter 35 will host a seminar by Michael Goulian on flying Unknown sequences. With Unknowns typically the most challenging flight of a contest, this should be a very popular topic. Now that the 2002 contest season is over in the northeast, the timing is good as it will give you time to practice what you've learned before it gets really cold, then plenty of time to think about it before jumping into next season.

Anyone is welcome to attend, regardless of whether you're a member of Chapter 35 or not, and regardless of competition experience.

Attendance is limited to 20 people, and slots will be reserved based on the order that people sign up.

Time: 9:00 a.m. - 2:00 p.m.

Location: Daniel Webster Flight Center (*)

(In the tower building at Nashua Airport)

Cost: \$30/person. Of this, \$20 will go to the US Aerobatic Team.

Make checks out to IAC Chapter 35.

To reserve a space, contact me at:

H- (508) 429-1171

W- (617) 428-4444

steve@pennypacker.org

I hope to see you there.

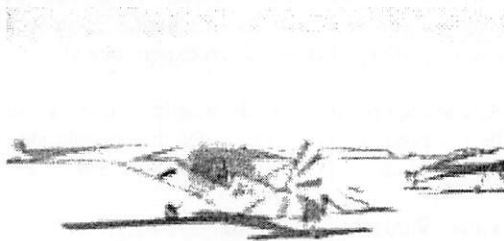
(*) It is possible that the location may change. If so, I'll be in touch with everyone who has signed up.

Flying at the Nationals, by Stephen Till



Grayson county airport, Denison Texas-cowabunga! This place is huge. It goes on forever in the bright sun. The ramp is about as big as all of Orange. There are a lot of Aerobatic airplanes gathered in little archipelagos spotted up and down the ramp, loosely tied to these brightly colored islands are pilots of all shapes, sizes, and fame. What am I doing on this windswept concrete a thousand miles from the New England skies I am used to?

My plan was to find out about what the Nationals were like by just going and volunteering and generally scoping the place out.



When Mike Goulian heard my plan he said "If you're going you ought to find a plane to rent and fly in the contest!" So I did and found myself in registration sitting next to Kirby Chambliss-

He-Have you been to the Nationals before?
Me-This is the first time.
He -Well you're going to have fun.

And he was right.

The Nationals are just like the regional contests we go to, on steroids. The number of contestants

was similar to a good turnout at Orange except for the twenty five unlimited competitors. The quality of flying in the categories covered a wide range, although I think it's safe to say that at the top of each category there were some great pilots at the top of their game. Given this, I felt welcomed as a competitor and treated like an equal by everyone I talked to from Dave Martin, to the only other Decathlon driver, Hannah from Colorado.

I did have fun-

...meeting the famous:



Mike to Debbie-Rihn Harvey- "Debby, this is Steve, one of my guys, unless he doesn't place in the top three, then I don't know him."

Debbie- "And if he does place in the top three he doesn't need you any more!"

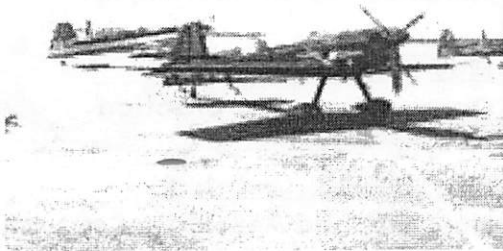
...flying in a Box that was fully marked- all the corners and everything!! (I didn't know such things existed)

...seeing all sorts of interesting planes and great flying, like the Unlimited gliders.

The greatest challenge and most fun for me was flying a strange Decathlon in windswept box.



The Decathlon I rented from a school near Fort Worth was clean and well maintained and it even had a tape deck! (Unfortunately I had left all my 8-track tapes at home). However what it lacked was power. This may have been due to a different density altitude than I am used to flying in or it may have had a limp engine. I found myself consistently starting figures with 10 to 20 less MPH than I was used to. But this was not an insurmountable problem because in Sportsman the figures can be flown at those speeds. I succeeded in making my highest scores of the year there. On my second flight being the "wind dummy" (or first competitor of the day), I had to battle a cross box wind that was not evident at ground level. I still scored well in that flight. My last flight was marred by some sloppy flying but I came away from the experience a happy pilot.



I understand from talking to Hilton Tallman, Alex Belov and Dennis Thompson, that typically pilots who have higher ambitions than simply making a personal best spend a week or more before the Contest with a coach, tuning themselves up. I admit this makes sense, but it also increases the pressure to perform well. I think, in an odd way, I may have had more fun and better flights because I had less pressure to perform.

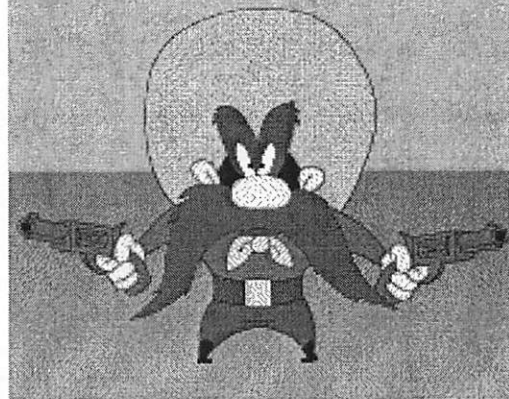
I intend to return to the Nationals next year because I found it a worthwhile endeavor. Next year I'll get coached and have a greater stake in doing well. I still intend to enjoy myself!

Annual Banquet... Homeless??

The Holiday Inn didn't exactly earn our continued business last year, so we're looking for a new home for our banquet in 2003, which we expect will again be held in February. Current contenders are McDonalds in Mansfield

and *Chalet de la Porte Jaune* in Paris. If you have a favorite place you'd like us to consider, please send your nomination to any of the chapter officers. We promise we won't make you plan the whole banquet!

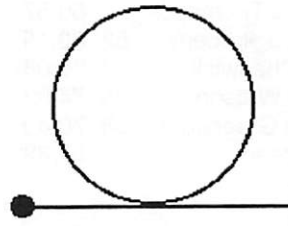
Return of the Outlaw



I jumped into aerobatics with Jim Thompson just around the time he ran his last Outlaw Classic. I've heard so many people since then say what a great time they had, that I've always felt I really missed something. Craig proposed rekindling the idea at the November meeting, and I'm happy to say that the Outlaw will be back, though with several new twists that will surely make it even more fun.

For anyone wondering why we're associating with outlaws, the idea is a fun and very informal day of fun flying. Originally catering to aerobatic students in and around Massachusetts, the 21st-century reincarnation will be open to everyone at all levels, with enough silliness (after all, it *is* Craig's brainchild) to make sure that the fun factor dominates over everything else except safety. In fact, the best way to prepare may be to not throw out your Halloween costume...

Look for more details in The Hammerhead in the coming months.



You and Your Mug Shot



OK, it's not acro-related, but it's important to get the word out. As a direct result of 9/11, all pilots are now required to carry photo ID while flying. As of October 28, FAR 61.3(a) has been changed to say, "Each person must carry a photo identification acceptable to the Administrator when exercising the privileges of a pilot certificate." Don't ask me what "acceptable" means. Bring your driver's license. If you need help falling asleep at night, check out <http://www.faa.gov/avr/arm/pir01023.htm> for more detail.

Kathy Jaffe Challenge Results

Monticello, NY, Sept. 6-8, 2002

Primary:

Rank Pilot	Chapter	%pp
1st Kendal Simpson***		78.38
2nd Daniel Day		72.29
3rd Olga Mitchell	52	66.48

***for Patch Only

Sportsman:

1st Bill "Loop" Gordon	35	81.51
2nd Janusz Becla	35	78.28
3rd Dan Freeman	11	76.43
4th Weston Liu	35	72.63
5th Robert Butts	88	68.40
6th Pat Obert	11	64.28
7th Ron Sheradin	52	61.09
8th Stephen Till	35	60.05
9th Kendal Simpson		56.63
10th Brian Beaudry		52.27
11th Alex Bruhn	58	27.31

Intermediate:

1st Alex Belov	52	84.86
2nd Lloyd Suter	52	82.04
3rd Dennis Thompson	52	80.57
4th Ron Saglimbene	52	80.15
5th Ron Chadwick	52	80.08
6th David Watson	35	74.02
7th Karen Greenfield	58	70.49
8th Bill Green		57.89

Calendar of Events

November 16, 9:00 – 2:00

"Flying the Unknown", Daniel Webster Flight Center, Nashua Airport

December 14, 11:00

Chapter meeting, Mansfield Airport (note holiday date change)

January 18, 2003, 11:00

Chapter meeting, location TBA

February

Annual Chapter 35 banquet

May 15 (tentative)

Orange opens for practice

May 16 – 18 (tentative)

New England Aerobatic Contest, Orange, MA

June 25 – July 4

World Aerobatic Championships, Lakeland, FL

9th Bob Bellospirito 52 22.22

Advanced:

1st Robert Holland	35	79.83
2nd Mark Dunkerly	11	77.50
3rd Johnny Hutchison	56	76.72
4th Mike Herbert	11	75.62
5th Mark McKibben	11	74.68
6th Darwin Jones	19	74.06
7th Bill Finagin	11	72.14
8th Tom Hanks	19	70.19
9th Charles Schumacher	35	68.72
10th Craig Lesinski	35	49.88

S2B PARTNERSHIP After being off the market for most of the summer, my 1/3 share of my S-2B is again for sale. This is one of the nicest, cleanest S-2B's around, as attested by anyone who knows the plane. It's had the Hartzell composite prop for most of its life, and engine/prop/airframe/covering/paint are all in great shape. Well-running partnership means greatly reduced costs. Literally way too many features and benefits to list in an ad, so contact me for details. \$34,000 includes well-funded reserve accounts for engine/prop/airframe overhauls.

Steve (508) 429-1171



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steve@pennypacker.org



Евил Емпире

АЕЯОВАТІКА

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- ❖ Rides
- ❖ Training
- ❖ Airshows
- ❖ Competition

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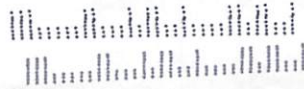
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New England
Aerobatic Club

International Aerobatic Club - Chapter 35
Dave Watson
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MS PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281



... and more

- Classifieds -

- Event Calendar -

-New Events -

- The U.S. Nationals -

- Chapter Leadership Change -

Plus...

Don't miss Michael Goulian's
seminar on November 16.
Details inside

IAC Chapter 35

The Newsletter of The New England Aerobatic Club

November 2002

The Ham merhead

*Chapter 35 Meeting to be held
on Saturday December 14th
In the newly renovated Mansfield FBO
NOT the third Sat. - Holidays*

In this Issue:

Springfield, VT in Review

Contest Rules Changed

2003 Knowns



Springfield 2002, by Stephen Till

Springfield, VT, August 10-11, 2002

Springfield was big this year. George Coy's peach of a contest drew a large turnout. (I was pleased to note no fewer than seven Decathlon's attended.) The weather for the weekend was best New England blue with nary a snow shower in sight. Peter Ashwood-Smith made it down, which should allow us to refer to the contest as the "Green Mountain International" (T-shirt makers take note).

Jim Ward and Craig Lesinski ably kept the judges in line. However, complaints have been heard from the peanut gallery about Dave Watson's stealth entry into the box, allowing him to score a perfect "10" for his first maneuver. If you can't see any problems with the figure, you don't make any deductions. I have documentary evidence of the judges' malfeasance (see the photo on another page). Alex Belov, fearless leader of our archrival Chapter 52, heard of Dave's ploy and painted his Pitts S1-T sky blue to give him an edge at the Nationals.

Bill "Loop" Gordon appeared in Johnny "Barefoot" Hutchison's yellow Pitts S2B which he had acquired, and flew second in Sportsman after barely a dozen hours in his new craft. Obviously having to push that Starduster around the sky has honed Bill's skills to the point where all he needed was a plane with enough power and away we go! Next year Bill plans to fly his old F-4 in Intermediate.

In the Intermediate and Advanced category, those of us who aspire to follow these intrepid types one day had a good time watching the flying of the "Unknowns". At one point I saw a group of Intermediate pilots doing a kind of close order drill- hand flying the unknown in unison. I came to see that it wasn't the pilot that flew the perfect Unknown who won the flight- it was the pilot who messed up the least who finished on top. One word says it all- "Inverted turns".

We should have as much fun and good weather at every contest.

Results and Photos Springfield 2002

Primary:

Rank	Pilot	Chapter	%pp
1st	George Hendricks	35	73.30
2nd	Sean Ehret	35	69.30
3rd	Bob Bacon		52.40

Sportsman:

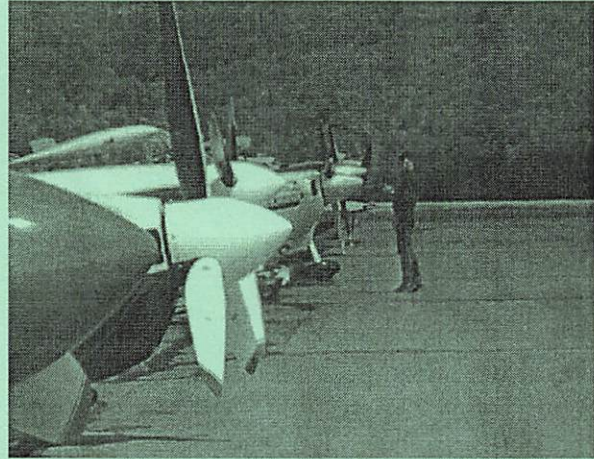
1st	Alex Bruhn	58	79.35
2nd	Bill Gordon	35	79.03
3rd	Greg Dinning	35	77.83
4th	David Smith	35	77.81
5th	Matt Edson	28	77.75
6th	Janusz Becla	35	77.71
7th	Sheldon Apsell	35	77.68
8th	Weston Liu	35	75.89
9th	Douglas Durand	35	75.66
10th	Ryan Retelle	35	74.35
11th	Rolfe Tessem	52	74.26
12th	Michael Henning	35	73.83
13th	Robrt Bellospirito	52	72.23
14th	Steve Till	35	70.00
15th	Andy Cooper		69.03
16th	Chip Drapeau	35	62.48
17th	Bill Wade		27.82

Intermediate:

1st	Larry Bashore	58	79.87
2nd	Neville Hogan	35	78.89
3rd	Dennis Thompson	52	78.26
4th	Phil Abrams	52	74.87
5th	Dave Watson	35	74.30
6th	Ray Moorman	35	72.15
7th	Sigrid Baumann	35	69.95
8th	Peter AshwoodSmith		64.87
9th	Craig Wisman	58	57.68

Advanced:

1st	Guenther Eichhorn	35	76.88
2nd	Robert Holland	35	75.63
3rd	Charles Schumacher	35	73.63
4th	Arthur Hicks	35	68.77
5th	Hilton Tallman	35	49.36



Guenther interviewing aircraft.

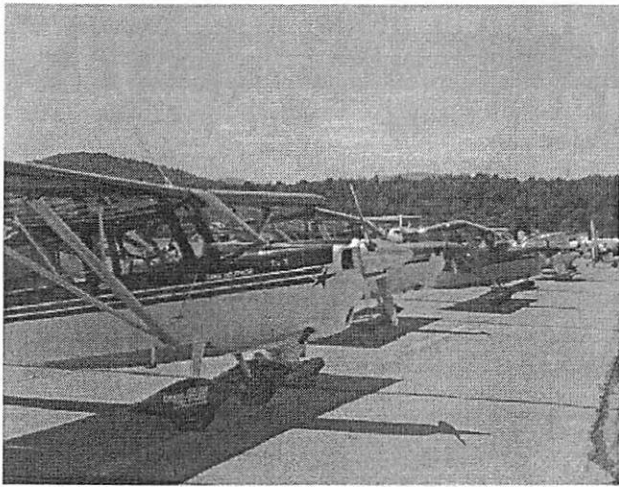


"Mind if I cut in?"

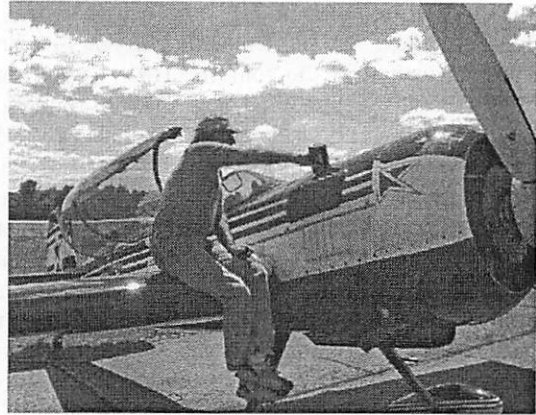
Looking
for Mr. Watson



More Photos - Springfield 2002



Art Hicks feeds his Sukhoi



Decathlon Row



Hey! Don't Forget Me!

Can You Identify the Picture Below ???

Is it:

- A) The entrance to your favorite nightclub.
- B) How the road signs look after visiting your favorite nightclub.
- C) The newly resurfaced runway at Orange.



No Excuses this Year – in order to help the members of Chapter 35, the folks at Orange have painted the newly refurbished runway such that it cannot possibly be mistaken for the other one, it is now 2/3rds displaced threshold.

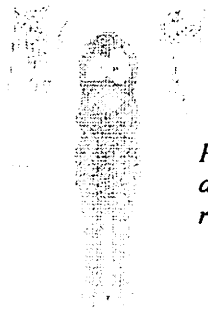
The game this year won't be seeing who gets confused, but who actually touches down in the landing zone!

The Pitts Stop, by Steve Pennypacker IAC Chapter 35 President

I'm starting to get a complex. No, not the kind of complex that requires a logbook endorsement. A mental complex. Check it out. For 8 years in a row, beautiful weather for the contest. Then, as you surely know by now, I let Jim Ward talk me into running the contest. It rained all weekend. The next year? More rain. If you weren't at Orange you can probably guess what happened this year. Rain? Nope, wrong. Gotcha. Sorry. Snow. We get friggin' SNOW at an aerobatic contest in late May! Up until then I'd figured all the threats of sacrificing me to the weather gods would end when we finally had a nice warm contest again. Now I'm watching my back. Paranoid. Recently I was asked to run the club so Hans can spend more quality time with the instruction manual of his new Russian toy (hint to aspiring acro competitors: judges will tend to score you better if you turn your fuel selector to the "ON" position). You guys should have known better than to have me move over from First Officer to the left seat. First thing I do as president is help to set up a little event- a seminar up in Nashua. Several people are planning to fly in from out of the area. What happens? More snow AND rain. Possible icing keeps even the IFR guys grounded. It seems that it hasn't stopped raining or blowing since. So if you get itchy for a nice warm VFR day for any of our chapter events, you know what you need to do. Get me out of the picture. Just don't strap me to the windsock in a thunderstorm.

Despite the weather keeping a few folks away, the classroom was packed and Michael's seminar on how to fly Unknowns was a huge success.

With winter we may have fewer flying events, but it doesn't mean the chapter will be hibernating. Steve Till is busy planning the banquet, which we expect will be in February. We hope to be able to run the Introduction to Aerobatic Judging seminar on the same weekend as the banquet and are working to make that happen. We've got lots more ideas that we're starting to look into, but we also need you to tell us what you want. Give us a call, shoot us an email, use smoke signals, whatever. Let us know what's on your mind.



*Please fly safe this Holiday Season
and avoid hand - propping your
reindeer at all cost.*

The Doo-Doo on the New Dues

Good News! For the same cost... or less... you can remain a supportive member of the coolest aerobatic club in the country [*yes, chapter 35*], for the 2003 calendar year.

Many of you have expressed an interest in receiving this newsletter via e-mail and since the publishing of it represents one of the chapter's largest expenses, we would like to pass the savings on to you.

So this year, you have a choice in your membership:

\$25 - membership with *Color* email newsletter.

or

\$35 - membership with b&w paper newsletter - and email version, if you would like it.

We'll be sending out separate reminders in early January. The officers and volunteers have made a real commitment to giving you the best newsletter we can write, getting it out on a monthly basis, holding more events and getting more people more involved. You can help us out by sending in your dues and saving us the cost and effort of sending the reminder.

Please make checks payable to IAC Chapter 35.

Send to: Sheldon Apsell, 20 Malubar Lane, Newton, MA 02459. Include your email address.

The BIG Picture, by Stephen Till

Here is some thinking about Chapter 35 starting from the big picture.

The universe is expanding. The forces of entropy work towards the slowing down and coming apart of all matter. In our solar system things are winding down but at a rate that is so slow that we cannot experience it over several hundred generations. Our planet is into its own development cycle which lacks connection with these other facts because of the time period involved.

Change on our planet is driven by the increase in human population and knowledge, (except for the occasional asteroid strike-which is impossible to predict). The increase in population and knowledge gives us the ability to achieve huge changes in the environment but an inability to understand or control those changes. The current political/economic organization of the planet has focused wealth and political power in the United States & Western Europe

but the increase in successful political/economic organization on the Asian mainland suggests the possibility of a shift in power & wealth in that direction over time. The timing of that shift is impossible to predict so we should ignore it as a factor for now.

In America, wealth and technology have allowed a certain tiny percentage of the population the free time and wealth to pursue activities such as Aerobatics. The power for making the organized pursuit of Aerobatics possible comes from energy of those people who have sufficient interest and wealth to do so. In this group both factors, wealth and interest vary independently of each other. The IAC and the chapters exist to organize the wealth and interest of its members in the field of Aerobatics. Currently the IAC central organizing body is in disarray about what its goals are in terms of organizing the wealth and interest of its members.

The IAC may succeed in focusing its energy and defining its roll, however even if this occurs its power to control the fate and direction of its chapters is minimal because it does not have fiscal or intellectual power over the chapters. The chapters will abide by directions from the IAC as long as it is in their interest to do so. Because the active members of the IAC are interested in going to contests, the contests are what defines the IAC to its active members.

The Chapters, therefore are left with the job of defining their roll in Aerobatics. The members of the chapters have varying amounts of wealth and interest in Aerobatics. This is expressed through their participation in Chapter events. The chapter events which draw the most interest from IAC members are the contests.

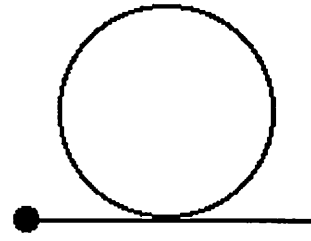
In Chapter 35 we see the wealth and interest of our members consistently expressed at our two contests. Next in terms of participation, is our Chapter banquet generally held in February. After that participation in meetings/seminars focused on improving our knowledge or skills especially in regard to competing is the next most important draw. Finally on the list, chapter meetings, especially in conjunction with practice sessions pull some members together.

My point of view taken from the above facts is that we should spend most of our resources running and enhancing the contests and providing support for the members engaged in that activity, because that is where the members demonstrate their interest. I believe that we should also attempt to make friends of those people who come into contact with the Chapter at the contests, of people at the Airports which we fly from, in the Aviation community at large and finally in the general

population. I believe this because I feel that for us to continue flying Aerobatics we need to be accepted in those communities.

My question to you is-Is this the model of our activities that you carry around in your head? If not where does your model vary?

How are we in agreement with the models of the chapter members? And what does that agreement suggest about what we can do?



Yes, I am a loop, and I am round.

2003 Contest Rule Changes

Each year the IAC goes through a rules change process. Proposals are submitted and made public for comment during the year, and voted on by the Board of Directors in early November. I was happy to see that a number of our members provided comments on some of the proposals. Your comments were heard by the Board- the process worked.

This year all of the proposals were accepted. Most are pretty benign. Crossover spins are gone, and Sportsman and Intermediate pilots can now choose from all of Family 8 for their Frees rather than a subset. The Primary sequence has reverted to the traditional Basic sequence with the spin, and the Sportsman Known got a bit of a facelift.

The rule change that arguably has the widest impact is that the flat sequences have been eliminated on grounds of safety and some administrative reasons. The vast majority of feedback I received from you argued in favor of keeping the flats. Having run 3 straight contests where weather limited the number of flights we could fly, I'm pretty firmly in favor of keeping them. But Chapter 35 and our neighbors in Chapter 52 were the only ones in the country arguing against dumping them. The democratic majority spoke, and the flats are gone. Though I personally don't agree with the safety concerns (or the other arguments for that matter), they are reasonable arguments and IAC has chosen the more conservative route. It's hard to find fault with that.

What's Known about the 2003 Knowns

Primary – Old Basic Sequence, see 2001 Basic Known, IAC.org [members] [knowns].

Sportsman – as shown below (different than proposed on IAC website).

Intermediate – see 2003 proposed Intermediate, IAC.org [members] [knowns].

Advanced / Unlimited – not yet approved by IAC board of Directors, however CIVA selected the British Advanced proposal and the French Unlimited proposal.



B	Contest:		Category: Sportsman	
	Date: 2003	Program: Known	Pilot's No.	

wind direction

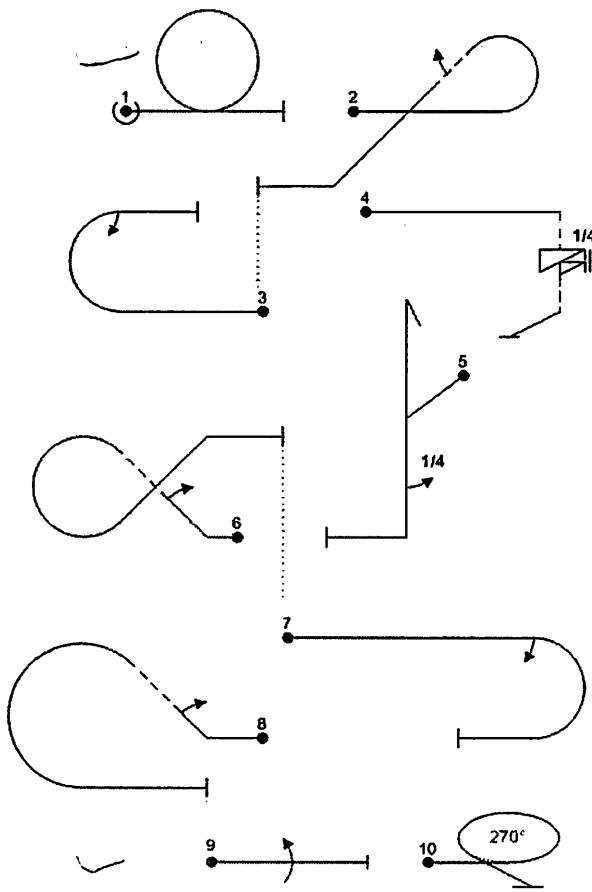


Fig 1	7.5.1	10	10
Fig 2	8.42.1 9.1.4.2	10 4	14
Fig 3	7.2.1 9.1.3.2	0 4	10
Fig 4	1.6.3 9.11.1.5	10 4	14
Fig 5	5.1.1 9.1.5.1	17 2	19
Fig 6	7.20.1 9.1.2.2	14 0	20
Fig 7	7.3.3 9.1.3.2	6 4	10
Fig 8	8.32.1 9.1.2.2	10 0	16
Fig 9	1.1.1 9.1.3.4	2 0	10
Fig 10	2.1.3	5	5
Total K = 128			

Calendar of Events

December 14, 11:00

Chapter meeting, Mansfield Airport (note holiday date change)

January 18, 2003, 11:00

Chapter meeting, location TBA

February 8

Annual chapter banquet. Details TBA.

February 8-9

Judges' School: "Introduction to Aerobatic Judging". Details coming soon. Contact Steve to register.

May 15 (tentative)

Orange opens for practice

May 16 – 18 (tentative)

New England Aerobatic Contest, Orange, MA

June 25 – July 4

World Aerobatic Championships, Lakeland, FL

**Come One, Come All!
and enter the Chapter 35
FIRST ANNUAL HAIKU CONTEST!**

If bad weather has you grounded and grumbling, or its annual time and your plane's in parts, pick up the pen and put your craziness to paper.

A Haiku (as you may remember from high school) is a poetry form from the Japanese.

It goes -
five syllables, seven syllables, five syllables. References to nature and beauty are standard but we are not.

Some examples-
Spring is nearly come
my Pitts needs an annual,
tears in the hanger.

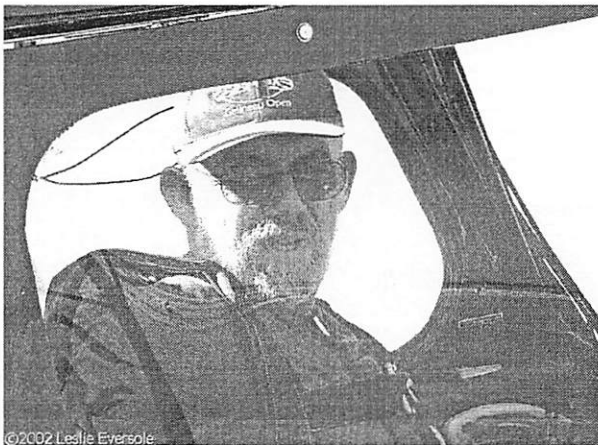
Note: Send Haiku entries to Steve Till via mail or e-mail

A screw flys by,
where the hell did that come from,
time to roll upright.

Steve Till is nuts,
why would pilots care to write,
strange Japanese poems.

Prizes will be presented at the Banquet, so get cracking

-Steve2T



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Quark Experience?
IAC needs someone with experience with the Quark publishing package to help out with getting the rulebook revisions done. S if Quark means more to you than just as strange flavored subatomic particle, the you're it! Should be pretty minimal work this year because there are so few changes.
-Contact IAC or Steve Pennypacker

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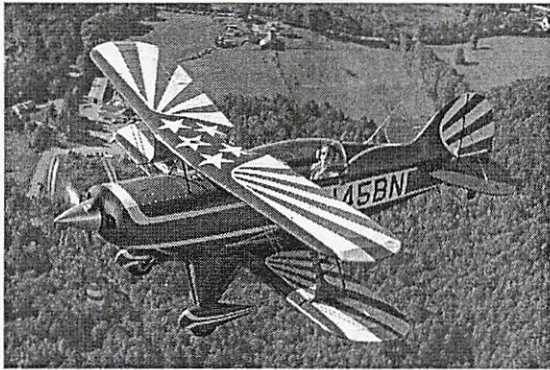
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