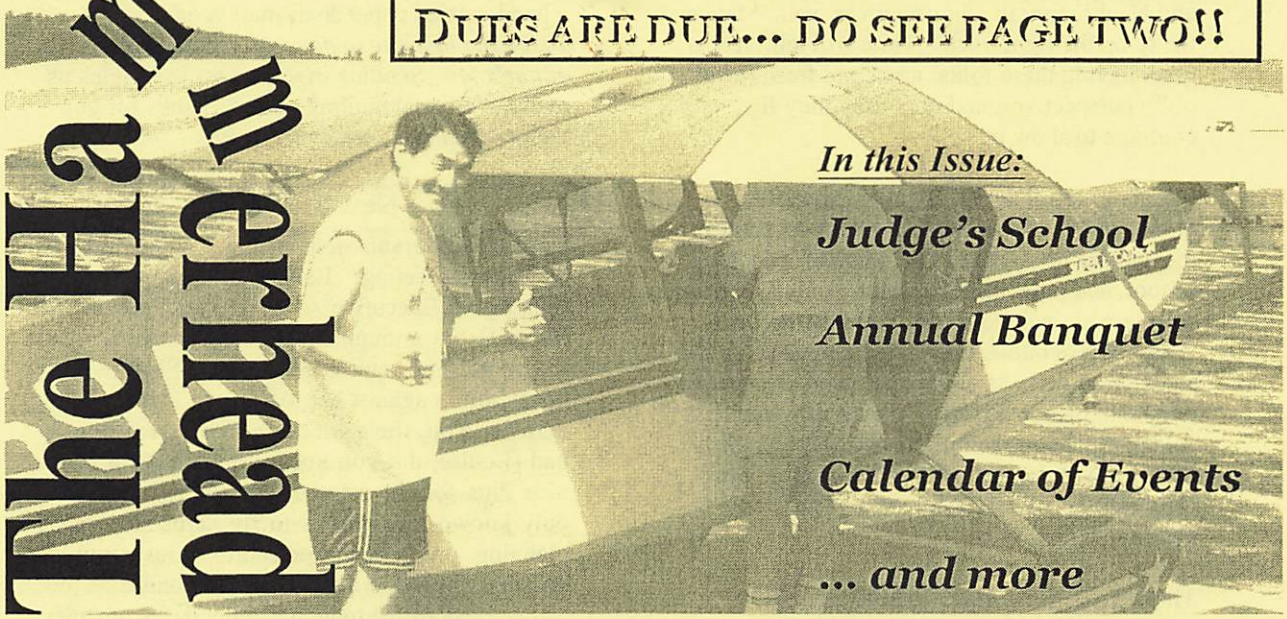
January 2003 The Newsletter of The New England Aerobatic Club
IAC Chapter 35

The Hammerhead

DUES ARE DUE... DO SEE PAGE TWO!!



In this Issue:

Judge's School

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... and more

Don't Miss out on the Annual Banquet - Prizes, Poetry, and winter commaraderie

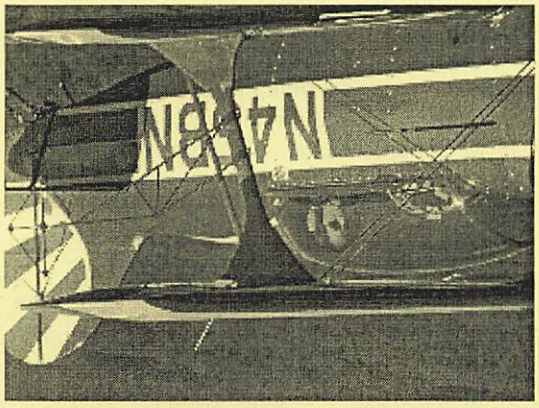
Out with the New, In with the Old

Thank you Mike G!

No, not THAT one. Mike Ganor has been our newsletter editor for the last two years. Mike's creativity and sense of humor were the glue that gave the newsletter it's personality and really made it great. Unfortunately for the rest of us, Mike resigned after the December newsletter to focus on other needs in his life right now. I'm not sure what could possibly be more important or more rewarding than publishing the Hammerhead each month, but we're all bummed to see him resign. Fortunately (and maybe foolishly), Dave Watson had just mentioned that he had some spare time to kill, so we put two and two together and now he's taken back the editorial post that he held before Mike took it over. Hopefully the fact that his prop spins backwards doesn't mean we'll all have to learn to read right-to-left or learn the Cyrillic alphabet.

Mike,
A huge thank you for your great work,
And we're sorry to see you go.
Good luck with your archery,
Chapter 35

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Happy New Year! I'm not much for reminiscing about the past year, but I am happy to look back and see that we had another safe year in 2002. Let's keep up the great record and have an incident-free 2003.

I was happily surprised to see a steady stream of people show up for the December meeting at Mansfield. We had one of the largest turnouts I remember seeing at any meeting. In addition to a bunch of the regulars, we pulled in a new member, Louise Anderson, and three of the early Chapter 35 members- Paul Voegtlin, Bill Stuart,

and Neal Frangesh- showed up as well. Maybe we're on the right track? Time will tell. It was great having these folks' input and fresh (new? old?) perspectives, and hopefully they'll continue to show up.

The first part of the meeting was spent discussing dates for upcoming events –contests, the chapter banquet, and the upcoming judging school, and practice days, among others. Those dates are all included in the calendar in this issue. We're publishing events and dates in the calendar as early as possible to make it easier for people to plan in advance. To do this, the calendar contains some events that are at the 80% level of confidence. That is, before the information is 100% confirmed. These are clearly labeled.

There's a definite desire to hold more practice/critique days. Expect to see them showing up on the calendar soon.

We had an interesting discussion about IAC's proposed "aerobatic rally" program. This is a program IAC has been developing for a over a year now. IAC's vision is that a rally is a recreational aerobatics event aimed at promoting aerobatics and aerobatic safety for pilots interested in acro but don't plan to compete. My personal view is that the target audience should be expanded to also include current and prospective competition pilots, and that activities should be structured for all three of these groups. The details are still being defined and it's not clear how much flexibility there would be. Two things are clear, however. First, the insurance issues that were holding the program up last year have been resolved, meaning that rallys are going to start to happen this year. Second, there was pretty much unanimous support for the rally concept at the December meeting- with the caveat that we need to understand the details before throwing our full support behind it.
Steve

The Dues and Don'ts of Club Membership

Annual dues are due! Chapter 35 needs your do's payments or you are not gonna get this literary peace of work no more. **Send your dues payments to Sheldon Apsell (address on pg. 8), with your current mailing address, email address, home & work phones, & IAC/EAA numbers.** $25 gets you the color email version of the HH plus all member benefits, $35 gets you a hand-carried paper snail-mail version too. ***Being the last one to pay gets you the HH editor's job.*** Sending in your dues now helps us avoid additional mailing costs. Thanks for you cooperation and your membership.

New Members

Louise Anderson joined the chapter at the December meeting. Louise did her initial acro training at Executive with Rob, mostly in the Super-D but enough in the S-2C to be beyond the point of no return. She owns a Skyhawk but don't hold it against her too much. After talking with her a bit, she's got the acro bug really really bad (Louise, did you know you can get a really nice Pitts for the price of the 172?). Since the only known medicine is to fly aerobatics, she's planning on getting back into it as soon as possible. Maybe we'll see her at Orange.

Ryan Retelle has joined the chapter. Ryan instructs for Aerial Adventure in Nashua and has been spotted in the rear seat of both the Super-D and Pitts. He has definitely started out on the right foot, placing 5th in Sportsman in his first contest at Orange this spring, then following it up with a win at Ottawa/Gatineau. Ryan has just recently accepted a new job flying Citations for a fractional ownership company. Congratulations, Ryan!

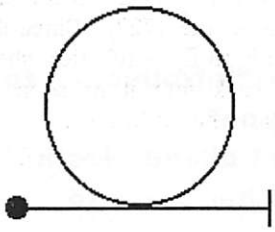
Judge's School 2003

As anyone who's been to a contest or two knows, judges are always in short supply. So to make sure we have enough qualified and competent judges to staff our contests with full lines of 5 judges, we'll be holding the Introduction to Aerobatic Judging Seminar in February. **If you want to become a judge**, this is the course to fulfill the classroom requirements to become certified. **If you're already a judge**, this counts towards your recertification. And **if you're a competitor**, it's a great way to improve your scores by learning what the judges are looking for.
In short, stop whining about your scores and do something! Instead of reading this newsletter, get your judging certificate! You know the best way to get back at those judges that have been hammering you on you hammerheads is to hammer them back!!!

*Notice – the preceding comment was an editorial comment and does not represent the attitudes or beliefs of the IAC, Chapter 35, or any of its members. – **NOT!***

Judges School Details

When? Feb. 8-9. 8:00 a.m.. The annual chapter banquet will follow the class on Saturday.
Where? Daniel Webster College, at Nashua Airport. Room 202 in the Eaton-Richmond Center (same room as the Unknown seminar).
Instructor: Greg Dungan.
Price? Around $65. – ***see below***
Nearby hotels:
Marriott: (603) 880-9100
Crowne Plaza: (800) 962-7482
Comfort Inn: (603) 883-7700
and lots of others



You could be here saying, "Very nice loop. Give it a 7.5"

For Judge's School Registration: Contact either Steve Pennypacker. Contact info on pg. 8.

Wicked Cool Deal – The Bill Crawford Scholarship Fund will reimburse any Chapter 35 member for his tuition for the Judges School if s/he becomes a Judge within 12 months of taking the course.

The fine print: to qualify member must be in good standing and must promise to give Bill (and the newsletter editor) nothing lower than 8.5 on any figures for the subsequent year (not that either ever performs figures deserving of less than a 8.5).

Annual Banquet 2003

This year's banquet will be held in conjunction with the Judges school in Nashua on Saturday February 8th. The location is Martha's Exchange, a restaurant at 185 Main St in Nashua. We have the single function room all to ourselves, and there is plenty of space so bring a friend.

We will announce
- the Competitor of the year award complete with trophy
- the Hammerhead Award (this is going to be fun – trust us).
- the Winner of the Haiku contest with its own special trophy

And there will be additional entertainment:
- Dave and Craig doing Russian folk dances.

This place was recommended to us on the basis of its food. We will congregate at 6:00 for drinks (you pay) and Hors d'oeuvres with dinner to start at 7:00. You have your choice of Chicken, Beef, or vegetarian-Pasta Primavera. The Price will be $30.00 per person.

We will need to know how many plan to attend and your choice of Menu so please RSVP and send a check with your food choice (or send an e-mail and pay at the door) to Steve Pennypacker.

Driving directions to Martha's Exchange are as follows:

Take Rte 128 or 495 to Rte 3 North

Take Route 3 North to Exit 5e Nashua (Rte-111-e)

Follow Main Dunstable Rd. for 0.3 of a mile

Bear right onto Kinsley St. and go 1.4 miles

turn Left onto Main St. and go 0.3 miles to Martha's Exchange.

Haiku Contest Reminder

You can't be flying, because it is snowing! So put your mind and hand to work and enter the Chapter 35 Haiku contest.

A Haiku is a Japanese form of poetry, but can be thought of as a word game of three lines. The first line must contain five syllables the second must contain seven syllables and the third line five syllables again. Those wishing to be pure of form should try to mention a season and a singular thought, those of you willing to debase the form (and don't we all like to debase something now and again) can write about anything.

To get your creative juices flowing here are three examples of computer error messages, which are done in the Haiku form in Japan-

Serious error
All shortcuts have disappeared
Screen, mind, both are blank

Windows NT has crashed
I am the blue screen of death
No one hears your screams

A crash reduces
your expensive computer
to a simple stone.

There will be a wicked cool trophy for the winner to be presented at the banquet, so get your pencils sharpened and submit to-

Stephen Till
779 North Rd.
Carlisle, Ma.01741

or e-mail to

setill@earthlink.net

Write now a Haiku.
Win not the banquet contest,
If not you submit.

-Confucius or Yoda (I can't remember)

Calendar of Events

January 18, 2003, 11:00
Chapter meeting, Mansfield Airport

February 8
Annual chapter banquet, Martha's Exchange Brewing Company, Nashua, NH. Contact either Steve to register.

February 8-9
Judges' School: "Introduction to Aerobatic Judging", Daniel Webster College, Nashua, NH. Contact either Steve to register.

March 15
Chapter meeting, TBA

April 19
Practice Day & chapter meeting.

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

July 29 – August 4 – Oshkosh

August 8-10
Green Mountain Aerobatic Contest, Springfield, VT

August 30-31
Aerobatics Canada contest- Gatineau (near Ottawa), Quebec

Mike Goulian explains the Unknown
by Steve Till

Steve Till has shared his notes and comments from the Unknown Seminar - Edited to fit –

On a cold raw November day, in a warm conference room at Daniel Webster College adjacent to the Nashua Airport, Mike Goulian stood fearlessly at the board, marker in hand ready to face the Unknown. We, assorted members of Chapter 35 of the IAC, were there to learn about how to analyze and fly the Unknown sequence from an expert. The chapter regularly runs seminars on aerobatic subjects from parachutes to contest preparations as part of our support for the Aerobatic community in the New England area.

Mike Goulian, the well known unlimited competitor, airshow performer and an active chapter member, presented a four-hour tour of unknown sequences. We learned what figures we could expect to see, how we could practice them before contest time and how to analyze the unknown sequences at the contest. Then we looked at several sequences with an eye on how to fly the sequence.

You can practice the Known and your Freestyle until you are sure of scoring well. These flights will determine your position in the field. The Unknown means hanging on to survive, often it is a matter of who screws up the least rather than who flies the best. In the hope of making it possible to excel rather than just hold-on, let's look at how Mike Goulian prepares to face the Unknown.

How can you practice the unknowable?

The figures that can be used to make Unknowns can be found in the IAC rulebook in Appendix 3. "Allowable figures for power unknowns". In order to be prepared by contest season pilots can take those maneuvers allowed for their category and make up SLUMS.

SLUMS consist of two to four of these maneuvers intelligently combined in to a mini-sequence, which can be flown inside the confines of the box. You need to think about the figures you combine, a split S followed by a spin would be hard to fly because you will be carrying too much airspeed and not enough altitude when its time to spin. A horizontal eight followed by a loop with a snap at the top, followed by a shark's tooth would require a box two miles wide to complete

Draw these SLUMS two to a card and then go out and practice them. On the first day practice the first line. Make sure you can fly the maneuvers and practice the ones that give you trouble. Do your rolls in both directions, this can help your presentation and in unlimited unknowns you will have to roll both ways. On the second day go on to line number two, and so on.

As you are SLUMming work on your positioning. Look through your floor panels as you enter your box (or whatever geographic features you use to make up your box) and note the sight picture from two thousand feet. Then try it at three thousand. Work the figures into the wind then downwind, and then with a crosswind.

You will be practicing well rested (hopefully, and if you <u>are</u> tired-why are you out here flying aerobatics?) and in cool winter air. Think about how the figures will fly after you have been sitting out under the blazing summer sun on the judges line and the thin summer air won't support a butterflies' wing. Figures or sequences, which have prolonged inverted legs followed by hard pushes or pulls may put out your lights. The heat will magnify altitude loss. You need to predict these elements and be able to adjust to them.

As you practice make notes about how much speed and altitude each maneuver takes in your airplane under different conditions. When analyzing a sequence these will be useful to figure out where you will be scraping the floor of the box, so you can make adjustments before you get the sense that the sagebrush is way too close.

Remember to set up to fly your SLUMs as if they were the first figures in a sequence. By the time you have entered the box and flown your first two figures the judges will have formed an impression of you. If these figures are hurried or sloppy, your scores for the remaining figures will drop no matter how well you fly.

After you have practiced your SLUMs, get some past unknowns from friends or from the web and go out and try them.

<u>At the Contest</u>.

You will receive your Unknown eighteen hours before your category is scheduled to fly. Please remember that those hours should include some food, plenty of liquids (it will be summer and you will be sweating) and, hopefully, some sleep

The first thing to do with an Unknown is analyze it for safety and "flyability". These are written on paper not set in stone and if you see the potential for safety problems, you can make a protest and ask for a different unknown. Better yet, go to the most prominent pilot in your category and have her protest, or talk with the other pilots and make a group protest. It is up to you to keep this sport safe.

The next step is to analyze the sequence for your combination of aircraft & skill. Start with altitude. From your practice book you can assign altitude loss or gain to each of the figures. Add these figures up and then add a fudge factor of 100ft per maneuver to cope with the heat, and then give yourself some margin at the bottom of the box. Added together these figures will give you an altitude with which to start your sequence. Pay attention as you add and subtract altitudes, your lowest point in the sequence may not be at the end of the last figure.

On your card mark several points in the sequence to check your altitude. It would be smart to put these at places where you have some flexibility in case you happen to be significantly off. If you have a spin it doesn't make sense to check your altitude at the beginning of the spin because you have no way to adjust it. But perhaps the figure before the spin is a low "K" figure, which you could compromise to gain some altitude. Perhaps there is a looping segment before the spin, which you could enlarge for additional altitude. Those are the places to check your altitude and make adjustments.

Look at the direction and speed of the wind and make a plan for how and where you will enter the box. The first maneuver in any sequence is the box entry and wing rock. You know what altitude and lateral position you want to hit, so set up your entry to arrive there at the right airspeed. You must adjust your entry plan to fit the sequence. You can't come screaming down from seven thousand feet if the first maneuver is an inverted spin. You should remember to wing rock canopy towards the judges, and subtract four hundred feet of altitude for those three wing rocks. Remember that you are creating a picture for the judges.

After the "cross box" or wind-correcting figure you want to be up close and personal with the judges. Plan your flight so you will be there. Remember that snaps will tend to offset your line of flight and use that knowledge to help your position. When you watch previous contestants fly and half are turning cross-box one way and half are turning the other-fly the sequence your way. Last minute changes will tend to be confusing, and you will have enough mental junk to contend with.

Now that you've analyzed your sequence, walk through it several times to learn it cold. Then do a walk-through, visualizing your positioning in the box, with respect to the judges and the wind. Now walk through it with you detail sheet adding those notes to the mix. On your walk-throughs, visualize your aircraft flying through the sky, and how you want it to look.

Just before you fly

Before your flight walk through it six times. On the second walk-through try a "screw-up" scenario just in case. The rest of the walk-thoughs should be as planned.

If you have time it might be worthwhile to watch a couple of unknown flights preceding yours to get some sense of the wind direction and strength. Don't focus on how the other pilots are flying it! You have your plan, and as they say- "plan the flight and fly your plan".

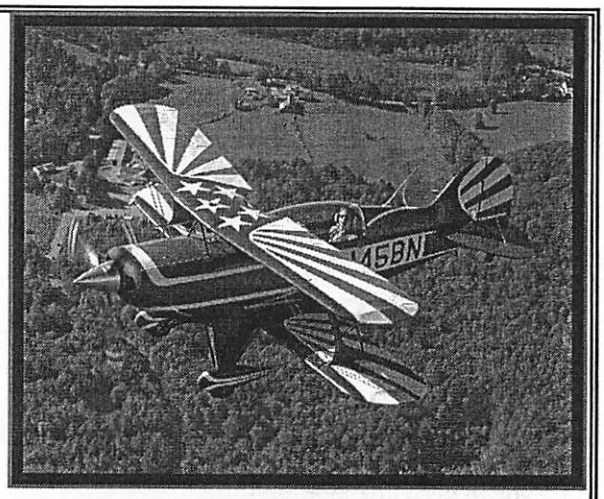
Now is the time, the sky is yours, go out and show them how its done!

"The Unknown Seminar doubled as a fundraiser for the U S Aerobatic team and raised more than $350.00."

Can we find you?

We're trying very hard to make sure our roster and mailing list are kept up to date. If we have your address wrong, or if you know any chapter member who's not getting the newsletters, please do let us know so we don't lose track of you.

S2B PARTNERSHIP 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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Don't miss out this year's annual banquet – details inside

Plus…

- Judges School -

- Unknowns by Mike Goulian-

-New Events -

- Event Calendar -

- Classifieds -

… and more

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New England Aerobatic Club

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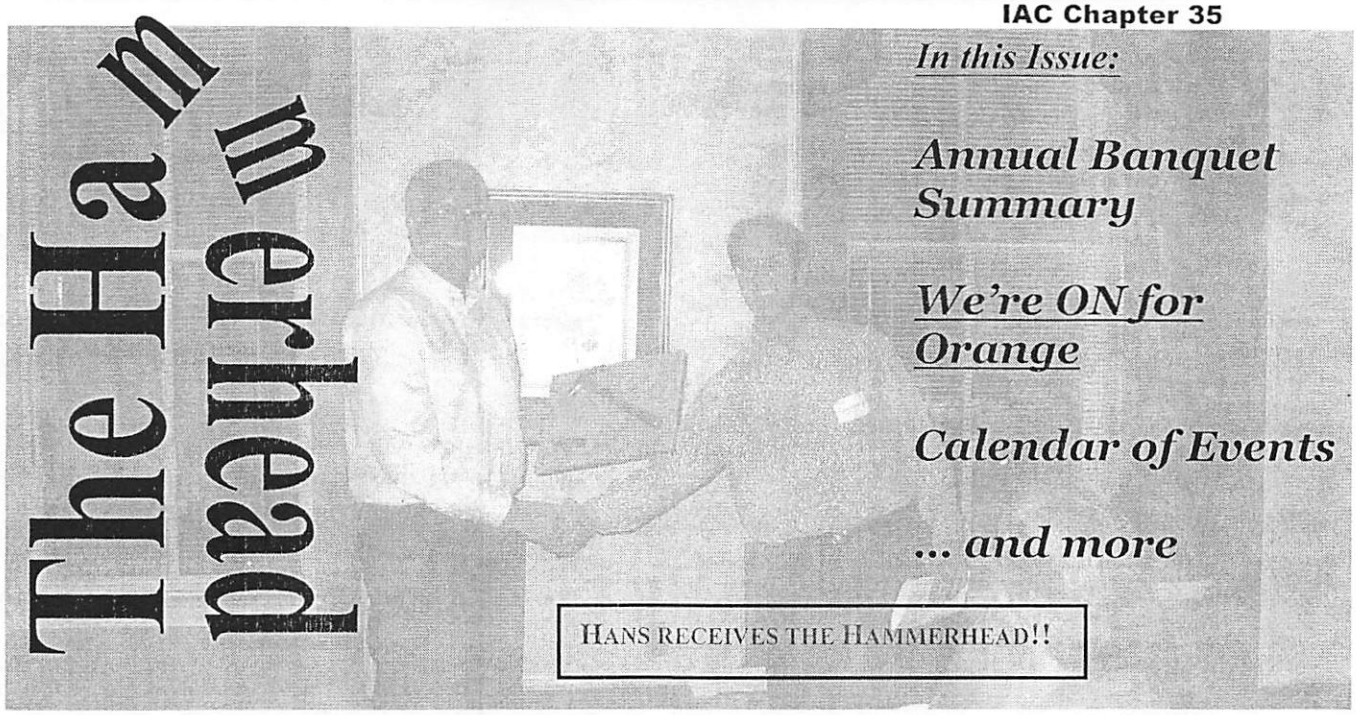
IAC Chapter 35

The Hammerhead



In this Issue:

Annual Banquet Summary

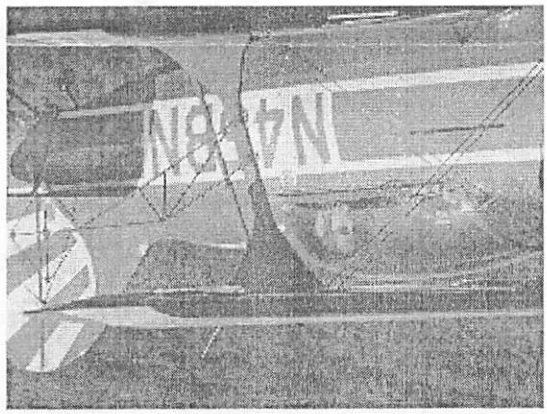
We're ON for Orange

Calendar of Events

... and more

HANS RECEIVES THE HAMMERHEAD!!

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



I normally don't write these until the last minute. I'm thinking about it in the back of my mind all along, so the ideas are usually there early, but nothing actually gets written until it has to. This month is different. I'm writing this in early January, just as the January Hammerhead hits the mail. Why? Because a perfect flight leaves you totally pumped up, and the feeling doesn't last a month.

With winter, most of us take our planes down for annuals, upgrades, and the like. But when we let the birds fly, winter weather can be awesome. I just had one of those rare absolutely perfect flights that can only happen in winter: fresh snow on the ground, beautiful deep blue cloudless sky with a bright sun turning the cockpit into a nice warm greenhouse, but cold enough outside to give the ailerons, rudder, and elevator a nice crisp feel and give the engine, Claw, and wings that extra bite that just isn't possible in summertime. The plows had recently left their signature thin layer of packed snow in their wake, so the run-up was a joke- by the time I had it halfway to run-up RPM, I was skidding and accelerating towards the far side of the apron. That same packed layer smiled on me big time during one of those incredibly rare Pitts landings where everything goes so perfectly it's almost surreal. There was just enough snow that I honestly couldn't feel or hear whether I had touched down. Life is good. At least until my next landing.

Fast forward to February. Good thing I wrote that up last month, because I'm way behind on the newsletter. The record cold weather, my work schedule, and other urgent priorities have conspired to keep me ground-bound most of the past month. All are starting to improve, so I can already feel the conspiracy starting to crumble. Besides, it could be worse: I could be spending 10+ hours a day for weeks straight, plowing an airport, the way Len had to do at Orange in January.

The banquet this past weekend was a total success, thanks to Steve Till's planning and overflowing creativity, and to George Coy's willingness to share with us some of his adventures buying and importing various eastern-bloc airplanes like Yaks and Antonovs from eastern Europe. It was great to get a bunch of us together for the first time in months, the Haiku and indoor aerobatics contest were a blast, and I can't remember ever seeing such a totally cool and well-adorned robe as the one George brought back from his latest trip and wore for his story telling. (on second thought, I do actually remember... oh, never mind). We'll have more on the banquet in next month's Hammerhead.
-Steve

The Dues and Don'ts of Club Membership

Annual dues are due!

NOTE: if your name and address appear in RED on your mailing label – *we have not received your 2003 dues. PLEASE send in your dues.* For those of you on the e-mail list, we will catch up to you too....

Chapter 35 survives by this revenue, without it we cannot hold contests, practice sessions or pay the HH editor his outlandish salary. **Please send your dues payments to Sheldon Apsell (not to the HH Editor - because I'll keep it!!), with your current mailing address, email address, home & work phones, & IAC/EAA numbers.** $25 gets you the color email version of the HH plus all member benefits, $35 gets you a hand-carried paper snail-mail version too. Sending in your dues now helps us avoid additional mailing costs. Thanks for you cooperation and your membership.

Quality, Not Quantity

I still hear from a lot of people who aren't aware that Chapter 35 has it's own email list which Guenther set up on Yahoo. Traffic volume is very low, maybe one or two messages a month- it will not flood your inbox. But what's there is high quality and directly relevant to our members, such as event announcements, contest info, and classifieds. Any member can post to the list. I highly recommend for each of you who have email access to sign up at: http://acro.harvard.edu/IAC35/communications.html or by sending an email to: iac35-subscribe@yahoogroups.com.

Calendar of Events

Thursday, March 13
"Crash Course", Northeastern University
5:45 Chapter 35 booth opens
7:00 main event, seminar

March 15
Chapter meeting and practice day, location 1B9 at 11:00

April 12 (note: non-standard date due to Easter weekend)
Chapter meeting, location TBA

April 26
Acro Fly-In at ASH - See Details

May 15 –18
Orange Contest

May 30 – June 1
Maytown Contest

June 20-22
Warrenton, VA Contest

June 25 – July 4
World Aerobatic Championships, Lakeland, FL

July 29 – August 4 – Oshkosh

August 8-10
Green Mountain Aerobatic Contest, Springfield, VT
Friday practice, Sat/Sun competition.

August 29-31
Aerobatics Canada contest- Gatineau (near Ottawa), Quebec

Annual Banquet 2003 Summary

The annual banquet was held last month and it seemed more like a reunion seeing so many of our colleagues together after the last few months of weather induced acro abstinence. This year's banquet was punctuated by a humorous yet informative presentation by George Coy on the idiosyncrasies of aircraft dealing in the former "Soviet Union". For those of you who don't know him, George has been importing Russian and other former Soviet block aircraft since the early 90's and has been our contest director at the Springfield Contest for the past four years. In addition to his presentation, George won the "Best Dressed" award with his formal Armenian dress jacket (a souvenirs from his recent trip to that country. These heavy cloaks serve well to conceal all the cold hard cash that he duct-tapes to himself on these trips.

George Coy in his Armenian Dress Jacket and matching Mickey Mouse tie.

As usual, one of the reasons to get together is to celebrate the accomplishments (good and bad) from the previous season. The following presentations were given.

The Competitor of the Year

Topping the awards list was the coveted Competitor of the Year award. Rob Holland took it this year despite his two-point penalty for getting his entire formation stranded on Long Island on the way to the Farmville Contest last year. Rob competed in only three contests but took two firsts (Gatineau and Montecello) and a second at Springfield. Way to go Rob.

Rob Holland receives the Competitor of the Year Award.

The Hammerhead

Almost as important as winning the Competitor of the Year Award is not winning the not-so-coveted Hammerhead Award. This year's winner was selected from a short but sweet list of events that the nominees sure hope will soon be forgotten. This year's winner was almost won by Dave Watson (HH editor) for his last-minute bone-head maneuver of bringing his digital camera to the banquet devoid of batteries [thanks to Steve Till for the photos]. However, this year's award went to Hans for his awesome demonstration of power-off vertical penetration of the SU-29 at the Orange Contest. Hans performed this maneuver not once, but twice. *I think that qualifies him for nomination next year too.* Also note that the other nominees included the Chapter President and Newsletter Editor – *so you see, holding a prestigious office makes you impervious and slippery just like Teflon.*

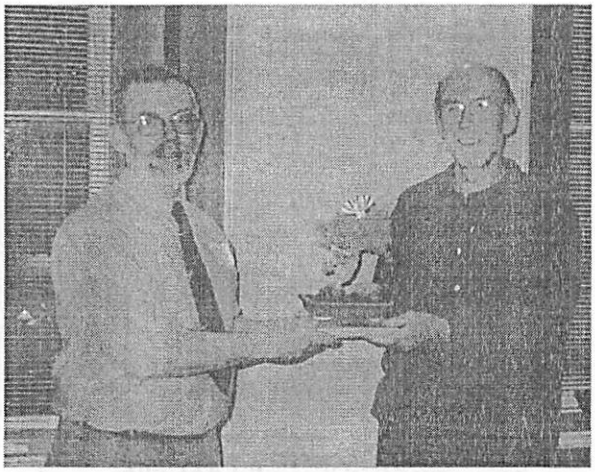
Haiku Contest Winner

Ron Burns won the Banquet Haiku contest with a finely engineered aircraft/poem made from the following three Haikus-

Winter sky too cold
Banquets and hand-flights must do
Earthbound suspension

Visualizing
Now, white fields morphing to green
Anticipation

The return of spring
Ritual Aresti dance
Exhilaration



Ron Burns (Rt) receives his bonsai trophy for his poetic work from Steve Till.

Crash Course: Tuesday, March 13

My first awareness of Chapter 35 came a bazillion years ago at an evening put on by the Aero Club of New England and AOPA's Air Safety Foundation called "Crash Course", where the chapter had a booth set up before the main event along with many other organizations, and you could talk with some of the members like Michael and Charlie. We're going to be participating in it again this year with Steve, Michael, Charles, and myself answering peoples' questions as a way to increase awareness of the chapter among other pilots interested in aerobatics. Come on out and support us, stay for the seminar, have a good time, check out the other groups, and learn something new while you're at it. Doors open at 5:45 pm for the exhibits & booths, and the main event starts at 6:45. It's at the Marshall Simonds School, 114 Winn St, Burlington, MA. ACONE expects a few hundred people. For more information and directions go to: http://www.acone.org/ccf.pdf

April Showers Bring... Aerobatics

Keep your calendars open for the last couple of weekends in April. We're working on finalizing one or two events on those weekends. Expect something like the Son of Outlaw or an acro-only fly-in. We'll publish details as soon as possible.

WAC 2003

You already know the Worlds will be held in Lakeland this year. A bunch of us are planning to make the trip down there for at least a few days if not the whole thing. If you're thinking of coming, let me know and we'll try to drum up even more interest and hook up while we're down there. If you're not sure of which days to go, you might be interested in part of an email I got from Lisa Popp at IAC:

"...best days to be there Wednesday, June 25 for opening ceremonies....parade of nations and night airshow...Saturday and Sunday, June 28 and June 29...competition plus ancillary events on the grounds...forums, exhibits, hot air balloon rides, airplane rides, remote-controlled aircraft competition...and Friday, July 4th for 4-minute Free, closing ceremonies and awards banquet."

New Members

We have the pleasure of adding three new members to the club roster this month.

Jay Hewett of Cumberland ME, Eric Lawerence of Andover MA and Mary Ann Serian of Troy NY. *Welcome All*

Aerobatic Airplane Fly-in

We will be having an "Aerobatic Airplane" Fly in at Nashua Airport Sponsored by Aerial Advantage Aviation and Chapter 35 on the 26th of April with the 27th as a rain date. Any Airplane the is certified to do any type of aerobatics is welcome. From RV's to T6's, Pitts Specials to Clipped wing cubs and anything in between. There will be Food and Raffles. This is just a general fun gathering of good people and cool airplanes to kick of the good flying weather of Spring, Summer and fall. Any Questions Please call Rob Holland at 603-598-3180 or e-mail at robertholland@hotmail.com

I hope to see everyone there. Rob

A message from Comrade Craig

I would like to thank the chapter and all the folks for the nice plant and card you all sent to me while I was in the hospital. It brought a smile to me when I needed it. Thanks

For those of you who have not heard I had a heart attack on Feb 2. It appears that it was caused by medication I was taking for my long suffering headache problem. I got a team of DR's working on me now and should have a better plan soon. Good news is that my heart has no arterial or mechanical problems other than the damage done by the heart attack. The drug I was taking is a vasoconstrictor so it may have triggered a spasm in the artery to my heart. So complete recovery is in the future, it's going to take some time, have to go slow for a while. Bad news is I won't be flying for a while (any kind of flying) and I have also decided to retire from aerobatics. The amount of cardiac stress flying Unlimited or even Advanced is too much risk right since part of my heart will always be damaged.

I will be putting up For Sale my portion of the Yak. If you would like to own a great acro plane with proven winning potential please give me or Dave Watson a call.

Sorry I missed the banquet, I heard it went well and glad you all had a good time. Thanks again for the encouragement. I'll be back at an airport near you soon.

Fly Safe, Stay Well Craig

A Different Shade of Orange

The good news is in case you haven't yet heard, the entire Orange Airport was repaved shortly after we packed up our stuff last spring. The runways, taxiways, ramp, and even the areas leading to, from, and between the various hangars have all been redone. So if the tire-eating fissures have kept you away in recent years, fear not. You should be able to make it home with the same tail wheel you arrived with.

Also note that as of March 6th the dates for Orange have been confirmed. The contest will take place May 16-18, with practice on the 15th due largely to the diligent work of Steve Pennypacker working with the Orange Airport commission. More to follow in the next HH. Because of the early uncertainty of the contest date, we could not block rooms. This year room reservations will have to be done solo. This may seem like a bad deal, but the cancellation policies for "blocked rooms is always more severe than when made independently. We will provide transportation to these listed hotels:

Hotel recommendations for the Orange contest:	
Bald Eagle Motel	978) 544-8864
Quabbin Gateway Motel	978) 544-2986
Wachusett Village Inn	978) 874-2000
Colonial B&B	978) 630-2500
Super 8	978) 630-2888

Chapter 35 – Officers

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Chapter 35 - Web Site

http://acro.harvard.edu/IAC35

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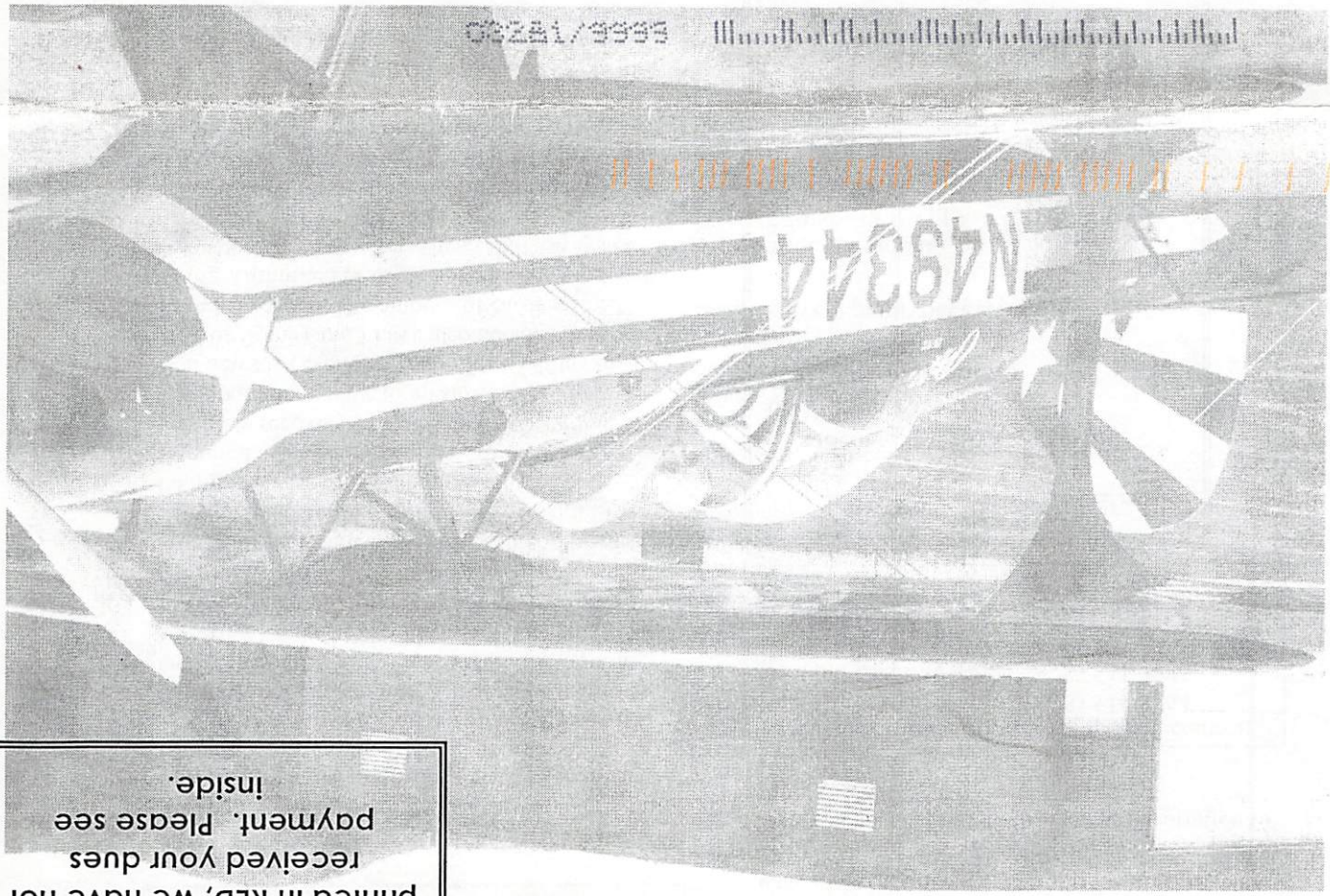
Hammerhead35@attbi.com

Chapter 35 mailing list signup
(highly recommended):
iac35-subscribe@yahoogroups.com

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

PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281



March 2003 The Hammerhead

Chapter 35 – Dues are Due

If you address label is printed in RED, we have not received your dues payment. Please see inside.

New England Aerobatic Club

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

BROCKTON MA 02301
PM
18 APR
2003

37

Chapter 35 – Dues are Due

If you address label is printed in RED, we have not received your dues payment. Please see inside.

PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

March 2003 The Newsletter of The New England Aerobatic Club
IAC Chapter 35

The Hammerhead

In this Issue:

This month we feature the Su29

Orange Contest Details

Calendar of Events

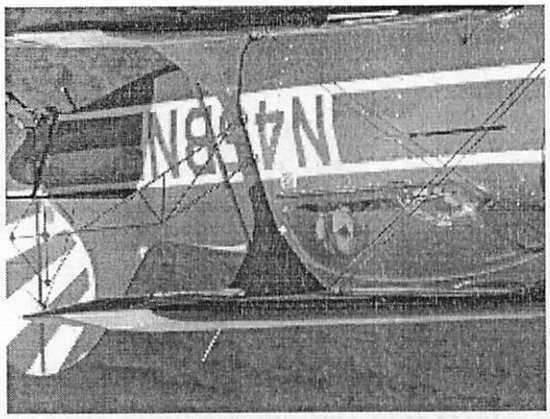
Nashua Fly-in

... and more

ONE LUCKY PERSON CAN FLY THE SU29 WITH HANS!! DETAILS INSIDE!!

PLEASE RENEW

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Pitts Stop, April 2003

If you have email, this month's column is probably old news. For the rest of you, even though this is past history, it's a big enough issue of general interest that I thought you might be interested in what's been going on.

"Before" (condensed from an email I sent to our members on March 4):

We are at risk of losing the airport at Orange for our contests.

Many of you are aware that we have had varying degrees of difficulty with the skydiving club at Orange over at least the last 4 years. The problem has escalated this year and there is the potential to lose the airport permanently, including this year. Although we have alternative locations that we expect will work for us without even having to reschedule, this would be a big setback for the chapter.

In 2000, we had to reschedule the contest because Jumptown had made some commitments that ultimately took precedence over the contest. 2001 went pretty smoothly, but in 2002 Jumptown resisted moving off the field as they have had to do each year for our contest. This is written into their lease. They have grown a lot, and relocating their operations for the weekend is getting more expensive and logistically difficult. I spent hours, days and weeks with some of our key members and with Jumptown's leader, trying to come up with some sort of solution that would work for everyone.

This year, Jumptown is negotiating with the airport for a long term lease in much larger facilities. Big bucks for the airport. Orange is in rough economic shape, so this is a big issue for everyone involved. Jumptown is using this as leverage to get the airport to change their contract, which would shut us out of using the airport. In early January, the airport committed to hosting our contest. On February 20, the airport rescinded that commitment, making this the 3rd time in 4 years that we've had to deal with major skydiving issues.

So we've been scrambling to come up with a proposal that would not only be acceptable to the jumpers, but would actually benefit both them and the airport financially. The goal was to present the airport with a solution that would be so good they couldn't refuse it. I've had lots of terrific help from a lot of you- Steve T, Jim, Hans, Wes, Michael, Charles, Neville, Sheldon, IAC HQ, EAA HQ, the IAC chapter presidents, one of the airport tenants, and so on. We've worked with everyone we can think of on all sides of the issue, with the notable exception of Jumptown who we are not in a position to get input from.

Past precedent with skydivers vs. acro throughout the country is not in our favor.

While the jumpers' arguments are entirely inwardly focused on how much money they lose when they have to relocate (despite this being built into their contract with the airport), our proposal focuses on the economic benefits *to the airport and to the town*. Basically it calls for us to still hold our contest, Jumptown to continue to relocate, we help Jumptown generate additional revenue through an annual event that we would hold with them, and we make ORE our "home", to include some unspecified leases (hangar, classroom, etc) and usage fees that all flow directly to the airport, in exchange for the right to use the airport for practice, training camps, and the like when it doesn't interfere with jumping.

Our proposals have been the only ones that are win-win for everyone involved. The others are all win-lose, which I simply don't believe is necessary or appropriate. The airport, the jumpers, and us are all very small communities, and if we disappeared, the world wouldn't notice. We need to support each other, not fight each other. We've also included a detailed financial analysis, and frankly the results happily surprised me- we're contributing more to the town than I would have expected, and a lot

more than Jumptown would even attempt to take credit for themselves.

I sent the proposal to the airport with a decision deadline of March 6, beyond which we would relocate on our own initiative. This was necessary for several reasons, including that the contest planning is currently paralyzed and needs to get unblocked. It also serves a secondary purpose of removing ourselves from being used as a bargaining chip by either Jumptown or the airport in their negotiations. A possible risk is that by establishing a deadline, we could be forcing ourselves out if the airport isn't ready to make a commitment. My response is that we've been at Orange since at least 1994, and this issue has been going on for at least 4 years. If the airport doesn't already know whether they want us there, they never will, and we can't go through this situation every year.

There's a lot more going on "behind the scenes", but I've tried to keep this letter focused on the facts, leaving out the interpretations, motivations, political garbage, and everything not fact-based.

Next steps:

By Thursday, we will know whether our contest will be at Orange or at Springfield, which has generously offered the airport for both of our contests this year. I don't know what our chances are. When we look back on it from the future, it will all look obvious. We don't intend to lose, but we're far from in control of the local politics. The good news is that we have built up very good relationships with many of the influential people at the airport. If we win, it will be for a lot of the right reasons. If we lose, it won't be for lack of trying.

After (the night of the airport commission's decision):

We won.

The Airport Commission met tonight and voted 4-1 in favor of having the contest at Orange. I would be happier with 5-0, but I think we will settle for this vote.

There are essentially no strings attached. The only requests that they have made are along the lines of community relations- letting the town know when we are coming and making a real effort to let spectators know what is going on and answering their questions. We can pretty easily do these but we are going to need some volunteers during the contest to explain what's going on.

It's not yet clear whether they voted on just this year or as a longer term issue. For now, I don't think we will have a problem at least for the next few years and maybe much longer than that. There are some other things we'd still like to do at Orange, like practice days and training camps. I hope to start to feel them out about these tomorrow. If the airport is open to these sorts of things (and I suspect they will be), we will be starting from a much stronger position than we were when they were part of a deal to keep us on the field.

Thank you to everyone who helped out on this- and there are a lot of you.

And now on to today:

The airport commission was pretty burned out after this whole process, which was a difficult and contentious issue for them. They never did discuss our proposal to expand our use of the airport, or what to do about future years. These will be on their agenda for a future meeting now that the urgent issue is resolved. Although we'd ideally like to get this started immediately so we can use it for the 2003 contest season, we're going to get the best results if we show some restraint and let the commission take these up on their own schedule. I'm very optimistic about holding the contest there into the future, and I think we've got a good shot at the other things we want to do, if we continue to keep the airport's interests in mind.

The one thing that is certain is that we will not go through this debate again next year.

- Steve

The Dues and Don'ts of Club Membership

Annual dues are due!

NOTE: if your name and address appear in RED on your mailing label – *we have not received your 2003 dues. PLEASE send in your dues.* For those of you on the e-mail list, we will catch up to you too....

Chapter 35 survives by this revenue, without it we cannot hold contests, practice sessions or pay the HH editor his outlandish salary. **Please send your dues payments to Sheldon Apsell (not to the HH Editor - because I'll keep it!!), with your current mailing address, email address, home & work phones, & IAC/EAA numbers.** $25 gets you the color email version of the HH plus all member benefits, $35 gets you a hand-carried paper snail-mail version too. Sending in your dues now helps us avoid additional mailing costs. Thanks for you cooperation and your membership.

Aerobatic Airplane Fly-in

We will be having an "Aerobatic Airplane" Fly in at Nashua Airport Sponsored by Aerial Advantage Aviation and Chapter 35 on the 26th of April with the 27th as a rain date. Any Airplane that is certified to do any type of aerobatics is welcome. From RV's to T6's, Pitts Specials to Clipped wing cubs and anything in between. There will be Food and Raffles. This is just a general fun gathering of good people and cool airplanes to kick of the good flying weather of Spring, Summer and fall. Any Questions Please call
Rob Holland at 603-598-3180 or e-mail at robertholland@hotmail.com

I hope to see everyone there. Rob

The Su29 by Steve Till

Hans Bok's Sukoi 29 is a big, smooth, beautiful, and distinctly Russian industrial machine. It has a lot of titanium and fancy composites in its structure. It has a huge immensely powerful and indestructible M-14P radial engine and it has its quirky bits, like the fuel gauges (or lack of them), its wind-up clock with the battery leads, and the paired right side up, up-side down G-meters.

I was talking with my wife trying to explain why the Sukoi was a great aerobatic airplane.. I said, " It has this big engine and the structure of the plane is very strong. You know on the Decathlon the control surfaces on the wing go halfway from the wingtip to the fuselage? Well on the Sukoi the ailerons go from the wing tip to the wing root and they are big. The elevator and the rudder are big too. You have these big control surfaces which are connected to the stick by push-pull tubes which are very tight so that any little movement of the stick means these big surfaces move and so does the plane." Hans said the same thing in a different way. He said, "The Sukoi is a hard plane to learn to fly well."

Hans spoke about flying with Nikolay Timofeev. He said that Nikolay he would do a quarter roll and then stop the plane at exactly ninety (not ninety one) degrees and the whole plane would go "bang," and then he would do it again and the plane would go "bang!" But Hans could not make the plane go "bang!" because it came from putting the stick in just the right place at just the right time. Hans said that the stick was "not really that tall" but my distinct impression from sitting in the cockpit was that this big responsive lever shot way up from between my knees and trying to put the top of that lever in the right place would definitely take some doing. The stick forces are quite light, especially in the roll, making this even more difficult. Gerry Molidar wrote an article for Sport Aerobatics about the Sukoi and he commented that the stick stayed light even as the G-forces increased. It is not hard or uncomfortable to pull 10 G's in this plane.

It is not that the Sukoi is a difficult aircraft to fly or land. According to Hans it lands easily and is not hard to control on rollout. Gerry even suggested that a pilot with no tail wheel time could successfully land the Sukoi.

What the Sukoi 29 is, is a large highly evolved piece of industrial aerobatic machinery. The wings have a pair of carbon fiber spars with a number of "w" shaped ribs. The Kevlar and Nomex wing skins are attached to the spars and ribs with screws, which are just visible on the wing skin. The fuselage from the engine back to just behind the cockpit is of welded stainless steel tubing. Behind the cockpit the fuselage is constructed of a sandwich of composite skins with a honeycomb core. This makes the Sukoi 29 almost as light as the single seat 26, which

carries the stainless tubing back to the empennage.
The full span ailerons are half the chord of the wing at the tip and are very light and well balanced. They and the elevator are attached to the stick with push pull tubes. The rudder is attached by a closed loop cable system, which ties the pedals to each other as well as to the rudder. The result of well-balanced control surfaces and a control system which minimizes slack are light and positive controls.

Because the Russian teams practiced near their airfields they didn't worry about fuel quantity. The Sukoi has two fifty-two gallon fuel tanks, one in each wing, and a fuselage header tank of seventeen gallons, it has no fuel gauges. What it has is a light for each of its three tanks that lights up when the tank goes below seven liters or about nine minutes at economy cruise. Hans relates being on final with all three lights on and Nikolay in the front seat musing about whether the engine was missing or out of fuel!

Because the Russians didn't have a G meter that went "negative" enough so they put two G-meters in the Sukoi one right side up one upside down. Further the Sukoi has a wind up clock/stopwatch with two-battery leads-for a heater.

The engineering, both quirky and ingenuous are the result of some highly experienced technicians and a well-equipped workshop at the Sukoi Design Bureau. The combination of talent and materials which put this aircraft together no longer exist. This particular answer to the question of how to build a high performance aerobatic aircraft will never be answered in exactly the same way.
-Steve Till

Chapter 35 - Web Site
http://acro.harvard.edu/IAC35

Newsletter stuff goes to:
Dave Watson at
Hammerhead35@attbi.com

Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.com

Hans and his son, Kris with the Su29 at Orange last year.

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Editor's Comments (Su29):

I recall a Japanese proverb that says:
Suki-not-Yaki

Because of my devotion to putting out the Hammerhead month after month, Hans took me for a ride in his beautiful Sukoi (anybody want to take the editor's job now?). When Steve talks about Nikolay being able to roll with a "bang", he's right. But Hans can do it too. In fact, while Hans was demonstrating the roll rate to me, there was a 'bang" each time he rolled to point. All of which resulted from my helmet hitting the canopy with significant force, *and I was in tight*. The pre-flight strap-in reminded me of the scene in Apollo 13 when the flight engineer stands on the astronauts' shoulders when they get buckled in, Hans can really pull those straps tight! Without the stick in your own hands, the roll rate is just too fast to anticipate and it is almost impossible to keep your head still (unless you just keep your neck flexed through out the whole flight - which as you are flying between plus 8 and minus 6 G's, as we did, is not a very good idea). Even as a Russian aircraft rider (Yak 55), I was blown-away with the Suk. Its flying characteristics do not resemble the Yak 55's in any way (with the exception of fuel and oil consumption, and that funny right-rudder hammerhead thing!). The stick is twitchy as compared to tractor I fly. My first full roll could only be described by a numerical series reminding me of my calculus days (i.e.: 1 1/8 – ¼ + 3/16 – 1/8 + 1/16 .....) you get the picture. It is remarkably easy to stall at any speed, so much in fact that Hans was paranoid that I'd Snap-out of each maneuver I flew (thankfully I disappointed him, but I really had to pay attention to control forces). The best part of the flight for me was the experience of significant negative G's. We flew my first outside loops and I am happy to say my scalars stayed white (didn't pop any blood vessels), so Advanced here I come! Hans also demonstrated for me (*can you say* - sadistically subjected me to) a half-Snap to inverted. What fun (my ass), plus 5G's immediately followed by –3G's within half a second. Talk about rolling with a bang, this maneuver not only went off with a bang, but also a long series of pops as my vertebrae responded to the changing inertia of that big useless lump at the end of my spine.

So, now do you want a ride in the Su29? Take over the HH editor's job and I'll get you one. Dave

Calendar of Events

April 26
10am-3pm Acro Fly-In at Nashua
Details: Rob Holland (603) 598-3180

May 10
Orange warm-up: Practice session, Crawford Research and Performance (C.R.A.P.) Center, Plymouth Airport

May 15 –18
Orange Contest
Details:
http://acro.harvard.edu/IAC35/2003XContestXannouncement.htm

May 30 – June 1
Maytown Contest

June 20-22
Warrenton, VA Contest

June 25 – July 4
World Aerobatic Championships, Lakeland, FL

July 29 – August 4 – Oshkosh

August 8-10
Green Mountain Aerobatic Contest, Springfield, VT
Friday practice, Sat/Sun competition.

August 29-31
Aerobatics Canada contest-Gatineau (near Ottawa), Quebec

November
Wright Experience @ PYM
Acro details TBA

DETAILS FOR THE ORANGE CONTEST

The entire airport has been paved and repaved.
We finally have a hard commitment from the airport to host the contest again.
It's rained and snowed on us the last 3 years, so this year just HAS to be better.

Oh, did I mention the whole friggin' county has been repaved? Runways, taxiways, ramp, hangar entrances. Everything. All the way to the furthest hangars out back. No more tire-eating fissures. No more Mr. Universe style aircraft pulls through the soft dirt. Maybe the ice and snow will even be gone by then.

So, there's no more excuses left, so it's finally time to announce the 2003 New England Aerobatic Contest.

The contest will be held May 16-18 at Orange Municipal Airport, Orange, Massachusetts. Sponsored by IAC Chapter 35, the New England Aerobatic Club. The box will be open beginning Thursday the 15th at 0900 for anyone looking to practice and register early.

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

We expect that Danny Adams from Aviat will be back to keep the planes safely in the air and keep us all smiling with his infectious good cheer.

Details below. We hope to see you there!

Steve Pennypacker
Contest Director

PREREGISTRATION ***(even if you're not sure if you'll be there)***

Please do preregister, even if you might not show up. It helps us tremendously.

To preregister online, visit http://acro.harvard.edu/ACRO/pre_reg_contest.html.

For registration by snail-mail, contact:
Rob Petit, rjpetit@attbi.com, or (781) 646-5038, or
Steve Pennypacker, steve@pennypacker.org or (508) 429-1171

Be sure to include your name, home mailing address, daytime and evening telephone numbers with your request.

If you do, we will:

- Greatly appreciate it.
- Put your name at the top of the Aviat tech inspection list.
- Be able to run the contest more efficiently, meaning more flying time for you, the pilots.

Please don't send any payment until you show up at the contest.

We used to try to incent people to preregister by giving them hangar priority. That doesn't work. If we artificially constrain the way we pack the hangars, we are going to end up with fewer planes indoors and that is counterproductive. As we've done in the past, we will do everything we can to make sure everyone gets indoors at night. There's more news on this under the HANGARS section below.

PLANNED SCHEDULE

Thursday, May 15

0900 - 1900	Registration; box open for practice (optional for any competitor)
1900	Food on the field, TBD

Friday, May 16

0900 - 1200	Registration; box open for practice (also optional)
1200	Pilot's briefing -- Intermediate, Advanced & Unlimited
1300 - 1830	Contest flying -- Intermediate, Advanced & Unlimited
1900	Food on the field, TBD

Saturday, May 17

0700 sharp	Pilots' briefing – all categories
0800	Registration
0830 - 1830	Contest flying -- all categories
1900	Banquet

Sunday, May 18

0900	Pilots' briefing
1000 - 1500	Contest flying -- all categories
1530	Awards ceremony

HANGARS *** NOTE THIS POLICY HAS CHANGED SINCE YOU LAST SAW THIS ***

As planes are getting larger and larger, hangar space is getting tighter. Last year there were a few airplanes left outside on Saturday night (the only night we are likely to overflow). Here's what we're doing about it this year.

First, we may be able to scrounge up a few extra spots at Orange. We're working on that now. Second, we're actively looking for additional space at some nearby airports that are convenient to both the airport and the hotels and banquet.

If it looks like space will be tight, we will give some number of pilots the option of leaving their planes outdoors or moving them to alternate locations for the night. There are many variables that need to be considered in deciding which pilots will stay in the hangars at Orange and which will not. Examples are whether there are still Unknowns to fly and which categories are flying first on Sunday. Therefore, the contest jury will make this decision on Saturday. Before we announce the list, we will ask for volunteers to give up their hangar spot on the field. Any volunteer who wants to fly to another airport for the night will need to be approved by the jury. We ask for your support and understanding if we aren't able to get you in the hangar. We will also pay your hangar fee for that night, and we'll make sure everyone gets ground transportation. The briefing isn't until 9:00 on Sunday, so there's ample time to get to Orange on time. If you're held up due to weather, you won't be penalized in any way.

TRANSPORTATION

We'll provide transportation to & from any of the hotels above. If you fly in, you won't need a car. But if you want the additional flexibility, here are a couple places that have been willing to leave a rental for you at the airport:
Athol Ford (978) 249-3531
Enterprise (413) 774-5092

HOTELS

This year we have not been able to block off discounted hotel rooms, so you're on your own for reservations. The rate info here is a few years out of date but should give a decent indication of prices.

Colonial Bed and Breakfast, in Gardner. They were great about cancellations with the rainout in 2000, so probably deserve to be rewarded (expect a 48-hour cancellation policy). About $95 with breakfast, $90.00 without. (978) 630-2500. 20 minutes east of the airport on Rte. 2.

Wachusett Village Inn, in Westminster (where the banquet is). Very nice hotel, and they clearly want our business. May get discounted rates in the $100-$120 range. (978) 874-2000.

Super 8 Motel in Gardner, Mass. Their cancellation policies took a turn for the worse a couple years back, so inquire if that's a concern to you. (978) 630-2888. Standard room rate is $75 for 1 or 2 people.

Executive Inn, Orange, Mass. Improved from previous incarnation as the Bald Eagle. (978) 544-8864.

Quabbin Gateway Motel, Orange, Mass. (978) 544-2986

BANQUET

7:00 Saturday evening at The Old Mill restaurant in Westminster, Mass. What can I say. These guys are the greatest. Terrific place and everyone walks away happy and very well fed.

AWARDS

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

* Jack Nolan Memorial Trophy (Best First-Time Sportsman Award)
* Chapter Team Trophy
* Pitts Trophy (Highest placing Pitts/Eagle driver)
* American Champion Award (Highest placing 7- or 8- Series pilot)
* Grass Roots Achievement Award
* Most Creative Freestyle Award (but only if it wasn't meant to be)
* ... and a few others

FEES

Contest registration	
Primar	$56
Sportsman	66
Intermediate	76
Advanced	81
Unlimited	86
Hangar, per night	$16
Saturday evening banquet:	$36 per person

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 (it is your responsibility to ensure your Free is legal for 2003); 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:

From Boston: I-90 West to Rte. 128 (I-95) North to Rte. 2 West. Continue below.

From anywhere: 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 ½ 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@attbi.com.

Chief Judge: Jim Ward
Contest Director: Steve Pennypacker, H: (508) 429-1171, W: (617) 428-4444, Steve@pennypacker.org
Volunteer Coordinator: Ann Salcedo, AnnSalcedoRN@aol.com.
Orange Municipal Airport manager: Len Bedaw, W: (978) 544-8189

JULY?

The Hammerhead

Upcoming meeting
Saturday, July 19, 11:00
at Mansfield Airport

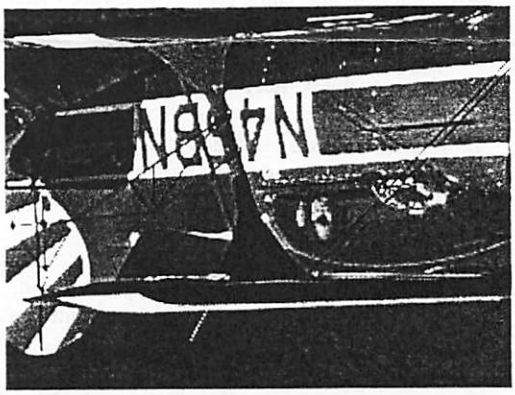
In this Issue:

Orange Contest Reports

Calendar of Events

... and more

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



The Pitts Stop July 2003

It's 5 A.M. on the 5th of July, and I'm sitting in an airport terminal in Orlando. I'm the only one tapping away at a laptop, which is unusual. I'm probably the only one who voluntarily went to Florida in July for vacation to sit out on the edge of a swamp and bake in the sun. Just me and the 'gators, a few cows, and some Sandhill Cranes (5 feet tall, 7 foot wingspan)... big enough to have transponders and airstairs. Anywhere else, I'd be locked in a padded cell. At the WAC, I had to stand in line for swamp duty. With a trip like that, who wouldn't want to write about it even before the sun wakes up?

This was my first WAC, and it was awesome. Out at the corners where I hung out with the wildlife, you get to clearly see so much of the cheating: unstalled spins flown through a spiral, aileroned snaps with just a bump of elevator to start them off, and point rolls with over/under rotated points to present a cleaner profile to the judges. If you're smart (or maybe just dumb), you walk out to the corner marker when the warmup pilot is drawing the low-low lines. There's nothing like a CAP or a Giles dipping to a precision knife edge at 200mph just 164 feet directly above you.

Back at the ranch, Ann Salcedo and Greg Dungan were running such a smooth 75-person volunteer operation that you'd almost think it was easy. It's nothing like easy, but after watching how Ann ran the volunteers at Orange and seeing some of her year-long prep work, it's just what I expected. CD Phil Knight ran a tight ship, and I heard nothing but compliments and saw nothing but smiles all week. All except for most of the Russians, who could barely force themselves out of their business-like stares even on the medal podium which they so thoroughly dominated. I've heard some disaster stories of the last U.S.-based WAC, in Oklahoma City, which gave IAC and the team a bit of an international black eye. 2003 showed the world

July 3

how to put on a great contest and erased a lot of what went wrong at OKC.

More on the WAC in the next newsletter.
You've probably noticed that it's been a while since the last newsletter, which came out just before Orange. There are a lot of reasons for that. With summer contests, vacations, and generally crammed schedules, the club pretty much runs on autopilot between Memorial and Labor Days. The major exception, of course, is Springfield, which George Coy will again be running (thanks George!) on August 8-10. We'd like to get newsletters out every month and we need your help. Let us know what you'd like to see in the newsletter. Even better, write up an article and send it to us. You don't even have to have a topic. I guarantee that no matter who you are or what your involvement is, in a few minutes on the phone we could come up with a bunch of ideas that you could write about and other members would want to read about.

-Steve

Maytown Highlights

A small contingent of Chapter 35 members went to the Maytwon contest and came back winners. Rob Holland placed first in Advanced. Janusz Becla took second and Andy Cooper took third in Sportsman. As a team they beat out chapter 52 for the highest percentage score. Dan Day, one of Rob's students, also did well, taking second in Primary.

A note from Marc Nathanson

I am once again, a FAA Designated Examiner. I will be glad to extend a discount to any of our chapters members who would like to take a check with me. Presently, I am available to administer the Private, Commercial, and Instrument checks. I will look at the need for my services in the multiengine area soon-most likely have this added as EFA has a Duchess. In one year I will be able to administer checks for CFI renewal, ATP, CFII. I am also looking at giving checks in warbirds such as the T-6/SNJ.
(Steve's note: Marc is at (978) 952-2866, Marterr@aol.com. He's a former military pilot, current international FedEx pilot and sometimes works for EFA as an acro instructor and also has taught a lot of formation flying. Well qualified to teach in Pitts and most anything else you might have lying around the hangar.)

Orange 2003 by Steve Till

Orange was different this year. We had new people helping to run the contest. We had a new public face to our event, and best of all, two days of consecutive good weather.

The week running up to the contest was unending gloom and showers. The creative/pagan members of Chapter 35 found that threatening to sacrifice stalwart contest director Steve Pennypacker to the weather gods brought good results. Final clearing was achieved on Saturday morning by actually placing a noose around his neck. This brought us two fine days of sun and light winds. However, this is a risky way to assure good weather because if we had to go all the way, we would lose the man who year after year makes this contest go.

A big difference this year was the presence of Ann Salcedo who came all the way from Florida to be our Volunteer Coordinator. Ann's amazing skills and great humor brought clockwork precision to the contest mechanism. Backed by Rob Petit's superb paperwork she managed ten-minute changeovers in the judging line. With our recalcitrant, grumpy mob of Judges this rates a Nobel Prize in organization.

Something that was thankfully not different was the presence of Aviat's Danny Adams. Besides lending his educated eye and talented hands to all the Pitts community, there was one pilot who would not have competed except for Danny's goodwill and smarts. The pilot in question broke a brake assembly in a taxiing incident on Thursday and thought that his goose was cooked. Danny managed to order up the parts and get him back into the air before his first contest flight, thereby removing his goose from the oven and allowing him to finish second in his category.

Good weather and a front page picture in a local paper of Steve Pennypacker piloting his Pitts brought the public out to the airport in larger numbers than the past. Usually they stand around and try to figure out what's going on. This year, as the ad hoc chapter public relations guy, I made a large bulletin board. We posted on it a description of the contest, a depiction of the

box, Polaroids of all the pilots next to their mounts, a short course on Aresti, and the sequences we were flying. As we got the results they went up there too. The pilots and the spectators mixed at the board and many Orange conversations were struck between the two groups. We also gave plane tours. Every hour I would take a group of fifteen to twenty [are you understating here? It looked like more to me] people out onto the ramp and introduce them to a Decathlon, a Pitts and an Extra. I talked about the lineage and construction of each aircraft and their different flying abilities. They asked good questions and seemed to enjoy the experience. We in the Aerobatic community need all the friends we can get.

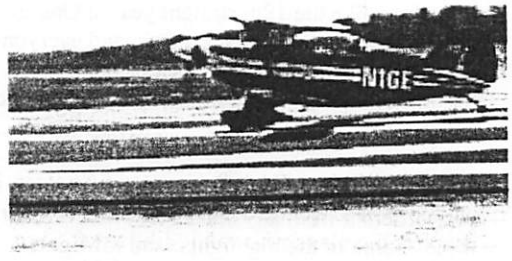
It is different when a Decathlon wins Intermediate. Dave Watson brought his Yak out on Thursday but made the mistake of flying it home that afternoon. He got weathered in and had to use his trusty Decathlon at the contest. Demonstrating both his good spirit and versatility Dave flew to first place, besting a field of thirteen. Intermediate was the largest category this year, followed by ten sportsmen, five Primary pilots and four Advanced.

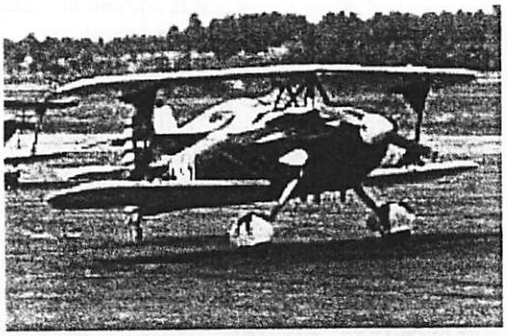
Rob Holland won advanced in the Pitts S2C, Rob has been a consistent performer in his last several contests, and we were all pleased that his aerobatic school, Aerial Advantage, brought six contestants to Orange. Rumor has it there would have been significantly more, but for the temporary loss of his Decathlon due to engine troubles. Bruce Green took top honors in Sportsman in his Eagle. The top of the sportsman heap was hotly contested with first and third place separated by less than seventy-five points. Primary was won by Greg Dinning, who had just returned from nine months abroad, (and nine months without flying!)

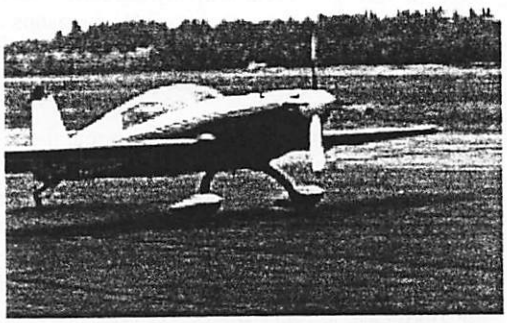
Also flying in Primary was intermediate pilot, Neville Hogan. Because his Pitts was down for maintenance, Neville asked the generous Sheldon Apsell if he could compete in Primary in Sheldon's Extra 300 [might consider mentioning Neville had never flown a high-performance monoplane before?]. Sheldon came along to handle the take-off and landing and to act as safety pilot in between. Stick forces in the Extra are quite different from the S2B. Neville demonstrated this by pulling 6 G's as he shuddered his way up the front of the loop. Sheldon was thinking he was about to demonstrate spin recovery techniques in the 300, but they slid down the backside without incident. Following the one hundred eighty degree turn the roll was carried out at lightening speed because you don't need six inches of stick displacement to fly a "slow" roll in an Extra. The judges had a hard time scoring Neville because they were rolling around on the ground laughing. In contrast his second flight was much almost good enough to put him in first place.

An unhappy difference in this year's contest was the absence of "comrade" Craig Lesinski, who is working through a medical situation. Craig's energy and good humor were missed by all. We look forward to his return in any capacity to the community. Also missing for medical reasons was long time competitor and instructor, Ron Burns. We want you back, Ron.

On a final note it is interesting to see that the highest performing aircraft did not win their categories, proving that it's the pilot and not the plane, which makes the difference. We also note that only one competitor averaged scores above 78%. This winter had not been kind to pilots in the northeast. Should we change the contest name to the "Cobweb Classic"?







New England Aerobatic Contest Results
by Steve Pennypacker

We held the New England Aerobatic Contest (can't say Championships) last weekend, for something like the 12th straight year at Orange. Lots of flying, no safety problems, and everyone seemed to go away happy. As a CD I can't ask for much more than that, though sometimes I do anyway.

There were some real differences that made this year different from any other year I've been out there. Some of the highlights (and lowlights):

* What started out as a joke turned out to be probably the best thing we've ever done. Ann Salcedo offered to fly up from Florida to be our VC, and her impact was incredible and noticed by everyone (despite her incomprehensible accent :-). We've always felt we've been pretty good at getting a lot of flights efficiently through the box, but 10 minute judging line changes all weekend had us in awe, and her great sense of humor kept even the grizzled judges smiling as she kicked 'em back out to the line for another round. THANK YOU ANN!!!

* Danny was back out from Aviat to keep 'em flying. One pilot busted an entire brake assembly in a taxiing incident early on Thursday and thought he was done for the weekend. As much as I tried to convince him he'd be flying before the contest started, he was pretty sure he was done. It took some time for the parts to arrive, but of course he was back in action before his first contest flight, ultimately placing second in his category. Of course there were plenty of other smaller stories as well. If there's anyone else in the acro community called Danny and whose last name isn't Adams, they're going to have to change their name 'cause there's only one Danny, just as there's only one Leo or Patty. The goodwill that Stu Horn and Aviat have built up by sponsoring this program is immeasurable.

* We unleashed Steve Till's unending creative talents on the local community this year as our public relations guy. The results were awesome, which has become a trend whenever Steve takes on a job. I won't steal his thunder because he's going to write up something separately, but let's just say that the best way to find Steve was usually to look for the red cap at the center of the crowd that continually surrounded him like bees around the queen.

* We've found the secret to good weather... it improved to blue sky right after Dave Watson hung a noose around my neck. Fortunately Dave realized that sacrificing me meant that he would have to take over as CD, so I got to live another day but the gods obviously bought into the whole sacrifice thing as we ended up with clear skies to the end of the contest. I bet they'll be pretty upset with Dave next year.

* Only one pilot ended up at or above 78%. Winter in the northeast wasn't kind to pilots this year, and most of us are pretty rusty. Maybe we'll rename the contest to the Cobweb Classic. Interestingly, the one pilot over 80% just returned to the U.S. and hadn't flown for 9 months prior to the contest, although he's an experienced pilot who bumped himself down a category this year. Nice job, Greg.

* First Law of Aerobatics, borrowing from Bill Clinton: "It's the pilot, stupid". And the hours of practice. In every category, pilots with lower performance airplanes but more flight time beat out the highest performance planes. If anyone still thinks a mortgage on a big mono can buy

you a plaque at the level most of us fly, forget about it.

* In the 8 or so years I've been coming to Orange, I think this is the first time Craig Lesinski hasn't been there. Craig isn't flying right now while a health issue gets cleaned up, and acro is part of his blood, so I'm sure not flying was difficult, but we also missed a great volunteer and judge who's always working any time he's not flying. Hopefully next year. We're all pulling to see Ron Burns back out there by next year, too.

* Pitts pilot Neville Hogan came sans airplane, so when we needed another Primary pilot to have a category, he volunteered to fly if someone would spot him an airplane. Sheldon Apsell bravely volunteered his Extra 300 and services as safety pilot. I'm not sure which one Sheldon regretted more, but I've never heard an entire judges line burst out laughing before, as Neville whip-stalled his way all the way around his first loop ever in a high performance mono. Of course all eyes were on his second flight, but fortunately or unfortunately (depending on whether your name is Neville or not) it wasn't nearly as entertaining. He's obviously a quick study, as he flew a really nice second flight less than 7 points off the leader.

* We've had more contests without Unlimited than with it the last few years, but this may be about to change. A combination of long time Unlimited pilots and some that I expect will be moving up over the next one to three years (not all of whom made it to the contest this year) should get us solidly back to 5 categories.

* Our awesome staff of volunteers has gotten better and better each year, to the point where even the CD got a chance to relax and enjoy the weekend. Thank you everyone!

On to the good stuff:

Official Results and Final Standings Saturday 5/17/2003 18:37
I.A.C. Scoring System - Version 01

Contest - Orange Contest Chapter 35
Contest Director - Steve Pennypacker
Category - Basic
(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chpt	Knwn 1	Knwn 2	TBLP Tot	%pp
1st	Greg Dinning Super Decathlon	35	377.7883	370.2311	748.0194	83.11
2nd	*Ron Sheradin AcroSport	52	361.4749	333.0553	694.5302	77.17
3rd	*Weston Liu Pitts S-2A	35	335.0848	358.9232	694.0080	77.11
4th	Wesley Hebert	35	362.0150	331.7843	693.7993	77.09
5th	Neville Hogan Extra 300L	35	295.9927	363.3585	659.3512	73.26

* = flew for patch only.

Official Results and Final Standings Sunday 5/18/2003 11:24
I.A.C. Scoring System - Version 01

Contest - Orange Contest Chapter 35
Contest Director - Steve Pennypacker
Category - Sportsman
(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chpt	Known	Free	TBLP Tot	%pp
1st	Bruce Green Eagle	35	1000.1431	997.4342	1997.5773	74.54
2nd	Weston Liu Pitts S-2A	35	966.7052	1007.9945	1974.6997	73.68
3rd	Ron Sheradin AcroSport	52	1004.373	920.5537	1924.9274	71.83
4th	Andy Cooper Pitts S-2A	35	918.4045	965.4362	1883.8407	70.29
5th	Janusz Becla Pitts S-2C	35	838.6723	1005.7344	1844.4067	68.82
6th	Kendal Simpson Little Toot	52	994.0629	842.9925	1837.0554	68.55
7th	Chip Drapeau Pitts S-2C	35	1038.3739	739.4104	1777.7843	66.34
8th	Michael Henning Pitts S-2C	35	787.4599	874.1610	1661.6209	62.00
9th	Douglas Durand	35	785.8230	834.9046	1620.7276	60.47
10th	Mark Lander	35	734.3770	785.4473	1519.8243	56.71

Official Results and Final Standings Sunday 5/18/2003 14:07
I.A.C. Scoring System - Version 01

Contest - Orange Contest Chapter 35
Contest Director - Steve Pennypacker
Category - Intermed
(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chpt	Known	Free	Unknwn	T
	BLP Tot %pp					
1st	Dave Watson	35	1521.4637	1430.1863	1229.0460	
	4180.6960 75.87	Super Decathlon				
2nd	Steve McCalmont	35	1485.2785	1413.7877	1124.3208	
	4023.3870 73.02	Extra 300L				
3rd	Bill Crawford	35	1453.2178	1557.6679	970.5627	
	3981.4484 72.26	Giles G-200				
4th	Jim Wells	35	1280.1225	1361.7119	1094.3601	
	3736.1945 67.81	Pitts S-2B				
5th	Peter Bocon	35	1301.3956	1524.6567	898.6200	
	3724.6723 67.60	Pitts S-2B				
6th	Ryan Retelle	35	1425.8281	1391.6101	879.9762	
	3697.4144 67.10	Pitts S-2C				
7th	Steve Pennypacker	35	1382.0868	1443.0637	863.2732	
	3688.4237 66.94	Pitts S-2B				
8th	Bill Matukaitis	35	1211.5515	1364.3649	1105.0001	
	3680.9165 66.80	Super Decathlon				
9th	Ray Moorman	35	1353.1025	1373.7025	856.0565	
	3582.8615 65.02	Pitts S-2B				
10th	Sheldon Apsell	35	1121.0704	1428.7748	881.6133	
	3431.4585 62.28	Extra 300L				
11th	Bill Gordon	35	1298.3238	1242.9399	772.6075	
	3313.8712 60.14	Pitts S-2B				
12th	Sigrid Baumann	35	883.2800	540.6795	917.5237	
	2341.4832 42.50	Extra 200				
13th	Peter Ashwood-Smith	35	1065.4024	977.4652	0.0000	
	2042.8676 37.08	Pitts S-1T				

Official Results and Final Standings Sunday 5/18/2003 14:52
I.A.C. Scoring System - Version 01

Contest - Orange Contest Chapter 35
Contest Director - Steve Pennypacker
Category - Advanced
(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chpt	Known	Free	Unknwn
	TBLP Tot %pp				
1st	Robert Holland	35	1646.8976	2332.5005	1979.0461
	5958.4442 71.10	Pitts S-2C			
2nd	Guenther Eichhorn	35	1602.3261	2420.4667	1790.2236
	5813.0164 69.37	Pitts S-2A			
3rd	Alex Belov	52	1175.9945	2234.5700	1377.4938
	4788.0583 57.14	Pitts S-1T			
4th	Dennis Thompson	52	1079.5670	1856.0427	1280.2722
	4215.8819 50.31	Laser			

Grass Roots: Greg Dinning, Super Decathlon
American Champion Award: Greg Dinning, Super Decathlon
Pitts Trophy: Bruce Green (Eagle)
Team trophy: Chapter 35 team of Greg Dinning, Wes Hebert, and Dave Watson.

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Rob Petit at
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Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.com

Calendar of Events

July 19 – 11am
Next Chapter Meeting
Mansfield Airport

July 29 – August 4 – Oshkosh

August 8-10
Green Mountain Aerobatic Contest, Springfield, VT
Friday practice, Sat/Sun competition.

August 29-31
Aerobatics Canada contest- Gatineau (near Ottawa), Quebec

September 5-7, 2003
Kathy Jaffe Challenge sponsored by IAC Chapter 52.
Monticello, New York - Northeast Region

September 21-26, 2003
U.S. National Aerobatic Championships
Sherman/Denison Texas

November
Wright Experience @ PYM
Acro details TBA

New England Aerobatic Club

International Aerobatic Club – Chapter 35
Rob Petit - Editor
319 Lake St. Arlington MA 02474

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August 2003 The Newsletter of The New England Aerobatic Club
IAC Chapter 35

The Hammerhead

In this Issue:

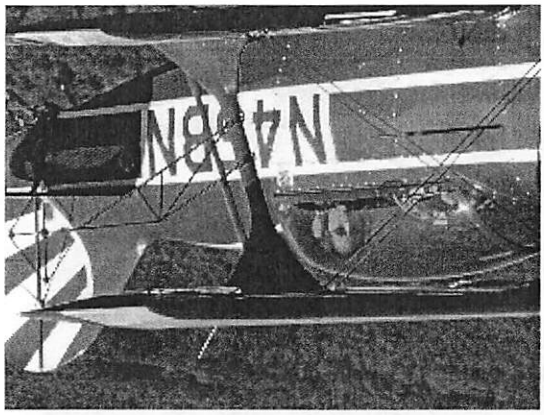
Remembering Ron Burns

Report from the WAC

News on Springfield

And more...

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Ron Burns joined Chapter 35 a dozen years ago, in 1991. He was chapter VP back in 1993, before most of us started flying acro. Until a couple years ago, he flew a beautiful S-2B that he had worked his mechanical magic on and "improved" in various subtle ways. Back problems motivated him to upgrade to the more reclined seat of an Extra 230 that he completely rebuilt, using his intuitive mechanical ingenuity to restore it like a Phoenix back into the top quality machine that it had been a long time ago. He brought home a fair amount of contest wood to go along with his machines, peaking in 2000 with wins in Intermediate at both Orange and Springfield and placing 2nd in a field of 14 at Maytown. Along the way, Ron picked up his CFI and taught folks to fly a Pitts, myself included. He even taught me to land it, though not until I challenged him with his first would-be ground loop. When you teach in a Pitts you need to expect some of those, but what made this one interesting was that it wasn't just my first back seat flight, but also his first from the front seat, with a real live student at the controls. I've never lost the vivid memory of that landing, and I doubt that Ron did either. His comment, after the screeching stopped, the tower crew got back up from under their chairs, and after he somehow returned the airport to its proper place and alignment beneath my smoldering landing gear, was "That was interesting, but I would have preferred you to wait until the second landing to do that."

Ron was always helping someone with his boundless mechanical expertise. Whether it was routine maintenance, building custom parts, or designing a better mousetrap, you always came away knowing more than you did a few minutes or hours before. Ron earned many friendships as a result, and it shone through at his memorial service. If you haven't already heard, Ron lost

his 11 month struggle with cancer on July 25. His aerobatic friendships were so deep that his wife, Janet, scheduled Ron's memorial service around Oshkosh and his friends' weekend flying activities. I'm sure the wait wasn't easy for her. Thank you Janet, from all of us. And goodbye and thank you to Ron, from all of us. We'll miss you.

Some of our members closest to Ron have offered to help Janet sell Ron's plane. Help spread the word that there's a very high quality, newly rebuilt, Extra 230 available [See Ad below].

Ron Burns

Ron Burns died quietly at home on his sofa in his sleep on the afternoon of July 25th. Ron had been battling cancer since it was found by accident during gall bladder surgery last August.

Ron was well known in Chapter 35. He had been on the scene for years competing originally in a Decathlon, later in N-5327C his beloved and fussed over Pitts S2B. Last year he started flying (and tweaking) an Extra 230.

Ron led an interesting life. He married his high school sweetheart, Janet, (who survives him with their son Jason and his family). After graduating from Princeton he worked at the High Energy Physics lab at Harvard and was fired for being a labor organizer. During this period he raced motorcycles, often returning from weekend races with a broken bike and damaged body.

The intermediate section of Ron's life was a ten-year period during which he used his knowledge, skill and creativity to invent an accurate computer based X-ray detector for molecular analysis used in Cancer and drug research. Remarkably he produced this device in the basement of his home in Cambridge, beating out several huge and generously funded research labs, which were working on the same idea. After he sold this device he spent a couple of years in Madison Wisconsin overseeing its entry into production.

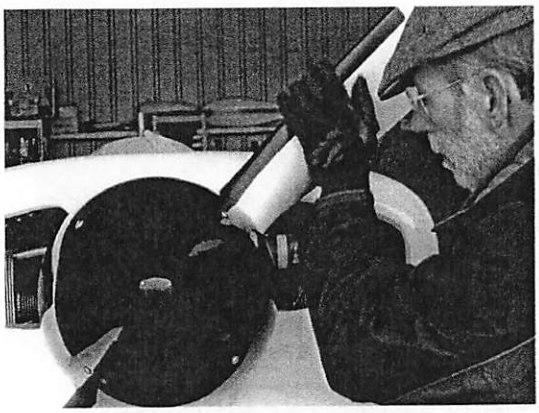
On his return to Cambridge he decided to take up flying and found his way to Executive Flyers. After he got his Private certificate Ron became interested in Aerobatics. His instructor was Mike Goulian. Mike introduced Ron to both aerobatics and competition. Ron took to aerobatics like a duck to water. Ron later became an aerobatics instructor at Executive flyers in the various EFA Decathlons and his S2B.

Ron's engineering was always brought to bear on the aircraft he flew. The mechanics at EFA said that Ron had rigged his Pitts so carefully that it flew 10 miles an hour faster than any other S2B. Hans remembers him using a laser theodelite and a lathe to true his tailwheel to the .000th place so the aircraft would track straight on the runway. He enjoyed the process of understanding how the world, (and especially the mechanical world) was flawed and then laboring over it to set it right.

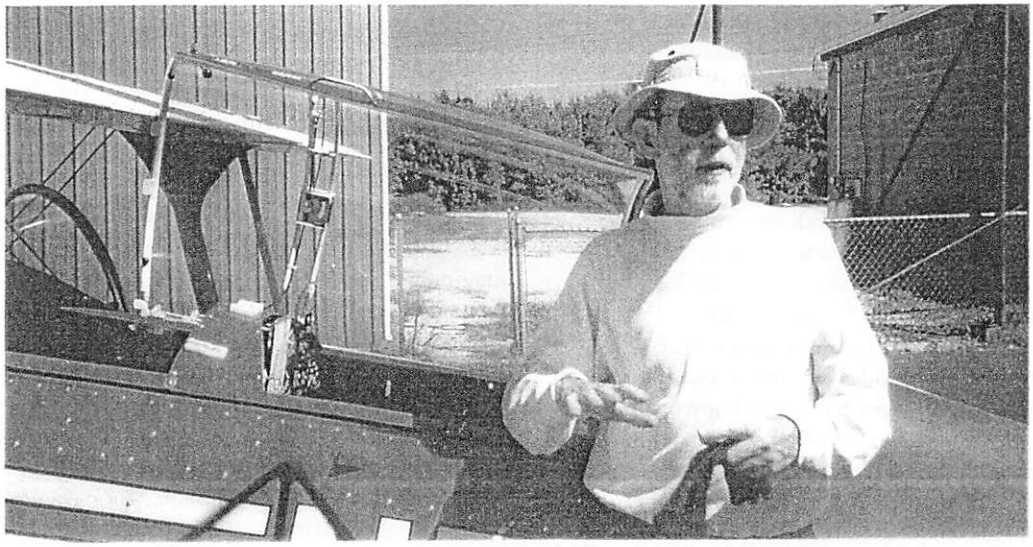
In the last 11 months of his life Ron brought his engineering skills to bear on his body which he referred to as his "final engineering project." He brought his dogged good will and creativity to the problem of coping with his demise. He saw it as his job not just to manage the difficulties of his body, which were many, but to make his passing as easy as possible for his wife, son, daughter in-law and granddaughter, Ripley, who he had hoped to teach to fly.

Ron told me in June that he had led a lucky life, I feel lucky to have known him.

Stephen Till



Ron Burns - Our teacher, our friend. We will miss you.



May 12, 1943 – July 25, 2003

High Flight
Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle flew -And,
while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.
John Gillespie Magee, Jr.

(Thanks to Elle Hilliard at Executive Flyers for this tribute page)

Springfield Contest Rescheduled

The Springfield, Vermont contest, which was postponed due to weather, has been tentatively rescheduled for October 17th, 18th and 19th.

New Hammerhead Head

What do you do when the newsletter editor for most of the past 4 years wants to resign? You threaten to force him to fly with you, until he caves in and keeps the job for a few more months while you figure out what to do. But when he starts offering rides in someone else's Suke for whoever replaces him (unbeknownst to the person paying the Suke's bills), you know time is running out. Editing a newsletter is obviously a highly visual job, so naturally after wading through the piles of resumes that flooded my mailbox, I handpicked Rob Petit for the job. His salary requirements were reasonable, and he assures me that once he gets that new telescopic lens figured out, he'll actually be able to see parts of the newsletter he's been publishing for the last couple months. Meanwhile, with Hans' SU-29 parked for the time being, we've given Dave a complimentary subscription to Trade-A-Plane so he can start to make good on his offer. So when you see Dave, thank him and his family for pumping out our newsletters for the past 4 years. And when you see Rob, don't tell him it's a 4-year term, OK?

... by the way, for those of you who believe the inverted picture of me in the B at the head of this column unequivocally demonstrates my mastery of inverted flight, stop reading right here. OK, now that nobody's reading... no, the "forgery" isn't a lame attempt at self promotion. Dave W put that in originally and it just kind of stuck. Maybe trees really –do- grow upside down...

WAC Report

I don't even know where to start writing about the WAC. The whole experience was so great and so varied. Last month's Pitts Stop column hit some highlights but barely scratched the surface.

The flying was great, but the trip wouldn't be much fun without so many friends and other like-minded people, and that's what really made it a special event. There were a handful of Chapter 35 folks helping out and hanging around the volunteer area: Peter Ashwood-Smith and his family, Rob Petit, Dave, Lori, and Ryan Watson, George Hendricks, Steve McCalmont, and Jim Wells. I airlined down to Florida by myself, but George spotted me at breakfast on my first day there, and that was the last time I was ever alone until the flight home. Jim and I were scheduled to fly down to meet Curtis Pitts in Jim's Baron, but Curtis' health nixed that at the last minute. Disappointing, but as a result we were treated to a day of Unknowns and some of the best flying imaginable. Peter's son Simon had to be the most enthusiastic person at the whole event. At an evening party, we pointed out various pilots from all the various teams, and he'd go right up and get their autographs in his program. He didn't miss many. During the flying, he was the only one who always had the order of flight (it wasn't publicly posted) and knew who was flying. Ryan Watson mostly just abused me for carrying around an extra wing on top of my airplane, even after reminding him that at least I –have- my own airplane that I can fly. He thinks he's going to quit his day job as starter at Orange and enter the contest next year. We'll see about that!

Tied for most enthusiastic was Alex Belov, who got to know just about everyone as the official weatherman of WAC 2003 (even though his job at The Weather Channel, which he has since left, was as a network guy). Ron Chadwick got a few of us past security to tour the flight line and hangars. The Russians had lined up all their Sukhois for a photo shoot. As we walked towards them, we saw a tiny little S-1T being paraded past all the Sukes and taking it's place at the end of the row. The Russians scowled and growled with indignity, until they realized it was Alex's plane. At that point the jeers became more good-natured and I wished we had a translator.

Various dinners, banquets, and parties were scheduled for each night. Kermit Weeks hosted the most perfect, warm, and inviting party imaginable. If you've never been to his personal playground, Fantasy of Flight, put it high up on your list. This night, the grounds were open only to WAC folks. After winding through a Disneyesque entrance traveling back through the history of flight and culminating in a hands-on walkthrough of a B-17 complete with crew, ammo, and realistic videos through the bomb bay doors, we walked through one of the museum hangars out to the tarmac where he had pushed

several of his largest planes to make room for the party in another hangar. We'd been told to expect hors d'euvres and cash bar, but in addition found a full dinner and open bar for several hundred of Kermit's "closest friends". And it was all free. He gave a nice talk and birthday ceremony for the oldest IAC competitor (94 yrs young), topped off by an enormous cake with 94 full-size dinner candles, wheeled in and extinguished by the Lakeland Fire Department in full firefighting dress. After that, I headed over towards Kermit's P-51C in the back corner. His D-model, Cripes A Mighty, has won Grand Champion Warbird at Oshkosh and is arguably the most authentically restored 51 in the world. This one is no different. Both are exquisitely polished aluminum with drop tanks, ammo stores, and so on. Keep that in mind when I tell you that as the crowd started to thin out, Kermit opened up the C to let people climb on board and sit in the cockpit. About 20 of us took him up on it. As some of that crowd dispersed, a dozen of us quietly headed off through some back doors and got treated to the same deal with his Spitfire. Kermit himself was around for part of this but left us in the hands of one of his employees for the Spit. The whole evening, all the doors to the hangars and even the unguarded gates to the grounds were thrown wide open, inviting everyone to come in, enjoy the company, and explore the museum. That's just the kind of guy he is.

I got to Lakeland in the middle of the first Unknown program. From the very first flight, you could see that while the pilots were all incredibly good, they weren't perfect. It was a tough Unknown and wind was a factor. There were lots of zeros and only Robert Armstrong escaped with no outs. Each flight had mistakes. Some had more than others, and some were more egregious than others, but they all had them. Still, the pilots made it look easy. Unknown 2 was easier to keep in the box and there was little or no wind, but still maybe 1 in 5 pilots had an out or two.

Flying for the judges is all about perception, and here is my perception. Pilots love to complain about judges. My favorite complaint was that the pilots were so obviously fooling them with figures that should have been severely downgraded at best, and preferably zeroed. But this is the illusion of world class aerobatics. The Sukhois were particularly notable for flying their way through spins. You could see it from the volunteers' viewpoint 50 yards behind the judges, but it was blatantly and painfully obvious from the box corner positions. Many hesitation rolls had knife-edge points that were intentionally over- or underrotated to the point that each 90 degrees of roll took noticeably different amounts of time to execute. 45's were uniformly steep- diamond loops made this particularly obvious as they were much taller than they were wide. And so on. But that's all what the judges wanted to see, and the pilots knew it. There were some great flights and some not so great flights, and for the first Unknown, we all picked Robert Armstrong as the best. The judges agreed, and Robert won the flight. Had Robert had even a single out, he would have landed in 2nd place to Mikhail Mamistov. We generally agreed with the judges' other rankings for the flight as well. Just as at regional contests, the judges are far from perfect but they seem to pretty much pick the right ranking in the end.

Then there were the softer style differences. Unlike at IAC contests, humpties were all flown until the planes pretty much ran out of steam, then gently coaxed around an impossibly slow and small radius bump at the top. I can only imagine the buffeting and torqueing they're going through, but it was never perceptible from the ground. Both unknowns had an outside loop with 4- or 8-point roll at the bottom. Most pilots made some attempt to keep the roll on an arc, though much flatter than the rest of the loop. Better to downgrade than snap out and zero it. A few pilots flew a half loop down, point roll on a line, then half loop up. To me, those are separate maneuvers and should have been zeroed. I didn't see those scores, so I don't know if they were zeroed or not. Only Sergey Rakhmanin truly maintained the same arc the whole way around the 8-point loop, which may have been the difference between his gold medal flight and Kirby's silver. Point rolls in general showed varying styles with soft vs. hard points, and verticals were slightly positive or negative when viewed from the corners. Tailslides were all visibly cheated to avoid flopping the wrong way. Some pilots chose to ride the whole line positive, while others pushed to positive only when approaching the top.

Sukhois dominated the field, with smaller numbers of CAPs, Edges, and one or two Giles. There were no Extras, and although it was old news, Ryan still couldn't help reminding me there were no biplanes. The Edges were

generally the loudest planes flying (no surprise there, but certainly not a good thing) and performed nicely. Only Alan Cassidy in a G-202 had under 300 hp.

There was some controversy about who would be allowed to fly 4-Minute Free, as many pilots who intended to fly didn't register in advance as required, and there was a question of whether the independent pilots (not affiliated with national teams) would be allowed to fly since they had been cut from Programme 3 (2nd Unknown) due to time constraints. In the end, all 18 pilots who wanted to fly it were allowed to. As you'd expect, each flight was completely different. Some flew to music from Johann Strauss to Eric Clapton, others flew only to the sounds of their engines. Some were artistic, refreshing, and absolutely amazing. Others were a bit more vanilla.

Eddy Dussau and Robert Armstrong both flew spectacular 4-Minutes. Debbie Rihn-Harvey flew a unique box entry, a beautiful and perfect 12 of 4 on a 45 downline, in perfect sync to the music. It doesn't sound like anything special but it was very effective. She came by shortly after the flight and we told her what a great flight it was, but she wasn't happy with it. The judges seemed to like it, as she was the top placing woman for the flight, though not quite at the top overall. Although some of the high-speed stuff was cool, it was the low-speed maneuvering that defined the 4-minutes. Lots of CAP pilots did the CAP "hover" where the plane ends up inverted and seemingly stationary. Most of them flew away into multiple horizontal slow rolls. Eddy flew away by slowly pushing the nose up to vertical and flopping around into the worlds smallest (and most egg-shaped) outside loop. I don't know if it's the planes or the pilots, but the Edges couldn't hold a candle to the CAPs and Sukes in the low-speed & tumbling department. I don't think I ever saw an Edge fly a tumble that was much more than an outside snap. (Note I've since watched some of Kirby's videos, and this is pretty clearly not an airplane limitation).

One of the less experienced competitors flew a maneuver down low right over the crowd, in probably the worst safety violation I've ever watched. It almost happened a second time on the same flight during a roller, but the pilot aborted the roller and yanked hard to narrowly avoid another deadline intrusion.

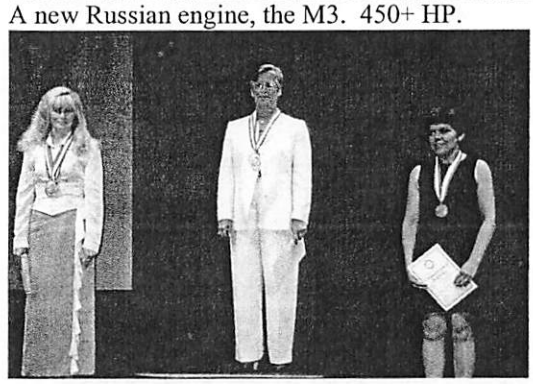
The star of the 4-Minute was a Sukhoi 26 M3 shared by Svetlana Kapanina and Victor Chmal. I'm told it's got a different wing and a brand new engine. The M14 has been replaced by an experimental M9. It's currently putting out 450 hp, but still under development and they flew it at partial power while using the WAC as a testing ground. When they get the final injection system installed, they expect 500hp and supposedly a 1:1 thrust/weight ratio. Finally a plane that has almost enough power! Victor stole the 4-Minute Free in it, with some terrific tumbles, a tight/fast rolling & snapping 360 with the nose pointed way up, and flying off horizontally from the first pendulum swing after a tailslide. Then he pointed the nose up 60-70 degrees and just about hovered. That 1:1 thrust ratio isn't very far off. This airplane is so far above the capabilities of anything else around that I would expect the Russians to dominate the 4-Minute until either everyone else starts flying 500hp Sukhois or someone develops a similar capability in another airplane.

When the 4-minutes were complete, Lakeland turned into a ghost town as everyone headed for the closing festivities at Sea World. After a nice dinner, we headed to the awards ceremony, which was at least a step or two above the ones we hold outside in the dirt. The large number of medals and trophies could have dragged on forever, but Mike Heuer and Phil Knight ran the ceremony quickly, efficiently, and with the honor these pilots deserved, and nobody got bored. The Russians absolutely dominated the evening, and Svetlana had to start holding her medals so they would stop clinking on her way down the steps. That got a good-natured chuckle from the crowd, which embarrassed her a bit. Most of the Russian pilots had to force themselves into an uncomfortable smile for the cameras. The one exception was Elena Klimovich, who clearly enjoyed being there. I've never met her, but she has all the looks of a truly classy lady. On the other end of the spectrum from the Russians, Robert and Debbie thoroughly appreciated and enjoyed their time on the podium, and the crowd responded well to that. The pilots of other nationalities were somewhere in between the Russian stoicism and the American joy. By now you all know how things ended up, with Russians in the top 3 slots overall. The top 2 slots were pretty well locked up by Sergei and Svetlana, but just 0.3 points out of 10,000 (0.003%) kept Robert off the podium and looking forward to 2005.

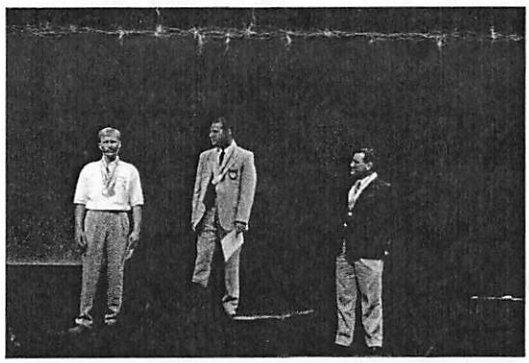
Nature puts on an air show at the boundary.

A new Russian engine, the M3. 450+ HP.

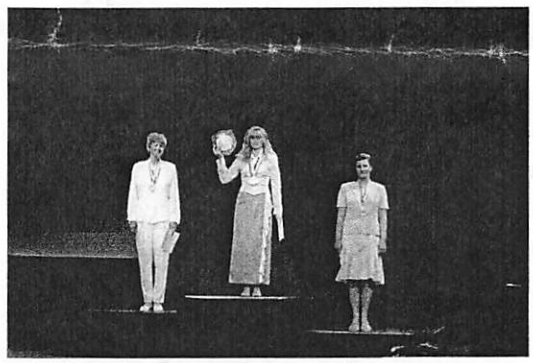
Men's unknown winners. 1st – Robert Armstrong (USA), 2nd - Mikhail Mamistov (RUS), 3rd - Sergey Rakhmanin (RUS)



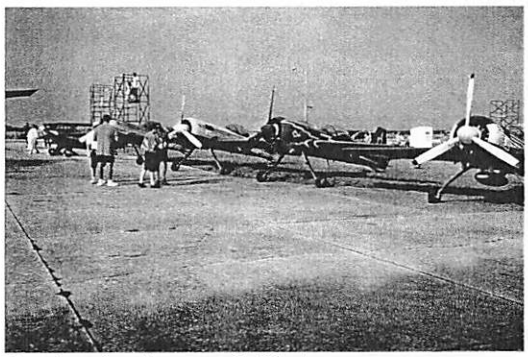
Women's 4 min. free winners. 1st - Debby Rihn-Harvey (USA), 2nd - Svetlana Kapanina (RUS), 3rd - Sylvie Breton (FRA)



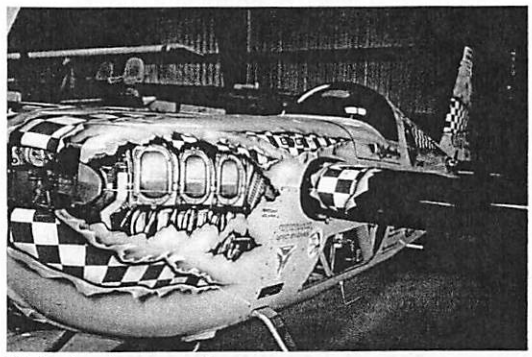
Men's overall winners. 1st - Sergey Rakhmanin (RUS), 2nd - Alexander Krotov (RUS), 3rd - Robert Armstrong (USA)



Women's overall winners. 1st - Svetlana Kapanina (RUS), 2nd - Elena Klimovich (RUS), 3rd - Svetlana Fedorenko (RUS)



Russian dominance. Sukhoi row.



Kirby's plane up close.

(Photo's by Dave Watson and Steve Pennypacker)

Plymouth Airport Fun Day

Those not attending the contest in Gatineau on Labor Day weekend may want to check out the Plymouth airport fun day and barbecue at Bill Crawford's hanger. Here are the details:

On Labor Day Sunday, August 31
(Rain Date Monday, September 1)

Barbecue Grill Ignites at 1PM
Air Show Ignites at 3PM

My Doctor says I mustn't get excited, much less electrified.
Does Airport Fun Day Put Me at Risk?

Absolutely! Plymouth Airport throws a ***Thrilling Air Show*** featuring heart-pumping, mind-numbing aviation action. There'll be parachute jumpers, endless noisy fly-bys, airplane rides, helicopters dashing hither and thither, demonstrations of implacable American might, and a flea market and craft fair that will destroy your faith in progressive Darwinism. And this year is the 100th Anniversary of Powered Flight. Come celebrate!

You're probably thinking, "Dude, this thing sounds even better than Monster Trucks. I'm there—unless of course it means missing a *Buffy* rerun. But will I really get fed?"

Well sure you will, generally speaking. You'll be in the recently washed culinary hands of co-host and dear friend Chef Bobby Thissell. He's a multi-tasking master mechanic who can flip burgers (animal-based or politically correct vegan, your choice) while expertly timing the magnetos on any Cessna in the fleet!

This is a family-friendly event; so don't hesitate to bring the tykes. It's important they lose their hearing early and learn to support airport bond issues. Bring your husband. Bring your boyfriend. (Bring them both!) But on account of the party-chilling effects of whirling propellers, no unchained pets, please!

Are you a pilot? Wow! That must be really stimulating! Arrive by air and show off the hardware. The field is scheduled to close at 3PM for the Air Show. But Check NOTAMS

Not a pilot? Washed out of training? Weak stomach? Too damn yellow? Then arrive by car. Gate 4, your private entrance, will be open until 3PM, so arrive before then. If you're late, call the cell at 617 680-8581 and we'll send a rescue team with a key, maybe.

Don't forget your manners. RSVP head count to Bill at wec@tiac.net or 617 267-8945

What if it looks like rain? Then call the cell number above, or the airport office, at 508 746-2020, to confirm. Remember the rain date!

DIRECTIONS TO PLYMOUTH AIRPORT

Airport Fun Day

From Boston:

Take **Route 3 South** (Boston to Cape Cod)

From Route 3 South, take **Exit 6b, Route 44 West, Carver.**

Go west on Route 44 three full stoplights.

At the third stoplight (1.1 miles from Route 3), turn approximately 60 degrees **left onto Seven Hills Road,** toward Myles Standish State Forest.

Continue on Seven Hills Road, 0.7 miles, bearing slightly right as required, until you come to **the next stoplight** and South Meadow Road. Turn **right onto South Meadow Road.** Plymouth Airport is 2.2 miles.

The common riff raff with enter Gate 2. Plan to enter **at Gate 4.** When you do, go down the road and take the first paved left turn. Pass between the buildings (there's a red one on your right) and through the gate and keep going straight until you see hangar 15A on your right. The number is on the left side of the big door.

From Route 495:

Take **495 to 44 East to 58 South.** Pass through Carver Center; take a **left onto South Meadow**

Road to Plymouth Airport. **Gate 4** is not clearly marked from this direction. Look for Gate 6 on your right, and then **Wade Street** on your left. **Gate 4** comes up immediately after Wade Street, on the right, after the mailbox. It's about 2.2 miles from Route 58. If you see the **Town Line sign, you've gone too far.**

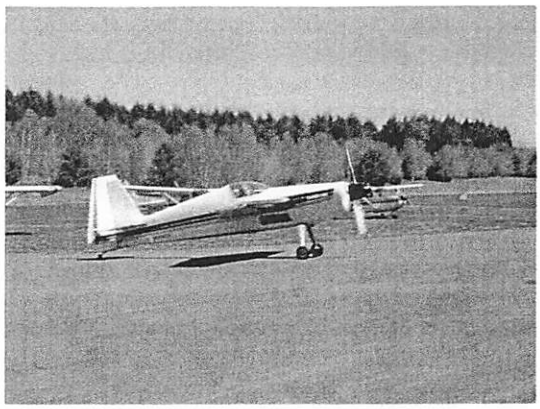
Drive slowly on the airport, and watch for moving aircraft.

If Gate 3 is open, go through the gate and immediately turn right, then left, then right. There will be hangars on both sides. You'll pass a large red hangar on your left. Our gray hangar, number 15A, is next.

If you get lost, Bill's cell number is 617 680-8581
During your wanderings, if you need to get through a pedestrian gate and someone official inquires, the password is "I'm going to Bill Crawford's hangar."

For Sale

Lazer 230, 1996, 225 TT, Lycoming IO-360 220 HP, 225 SMOH, 10:1 pistons, MTV-15 prop, Sky Dynamics oil sump and 4-into-1 exhaust, Christen inverted oil, Christen Fuel pump, Grand Rapids engine monitor with fuel flow indicator, digital G meter, header tank, B&C oil filter adapter, B&C starter, B&C alternator, symmetrical airfoil wing, push/pull ailerons, sighting device, lexan floor, Grove landing gear, Haigh tailwheel, Icom IC-A23, Garmin 95 GPS. Aircraft is built for a 6'2" pilot. $64,800. 508-994-5957, hans.bok@comcast.net



EXTRA 230, 535 TT, 50 SMOH, Fuel totalizer, Electronic Oil Pressure & Oil Temp, Becker Comm, Garmin GPS, Sight Gauge. Price $79.9K. Call Charlie (603) 885-6719, Hans (508) 994-5957

Calendar of Events

August 29-31
Aerobatics Canada contest-
Gatineau (near Ottawa), Quebec

August 31
Plymouth Airport Fun Day

September 5-7, 2003
Kathy Jaffe Challenge sponsored by
IAC Chapter 52.
Monticello, New York

September 20
Chapter Meeting
LocationTBD - Mansfield or Nashua

September 21-26, 2003
U.S. National Aerobatic
Championships
Sherman/Denison Texas

October 17-19
Springfield, Vermont
(Tentative)

New England Aerobatic Club

International Aerobatic Club – Chapter 35
Rob Petit - Editor
319 Lake St. Arlington MA 02474

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September 2003 The Newsletter of The New England Aerobatic Club
IAC Chapter 35

The Hammerhead

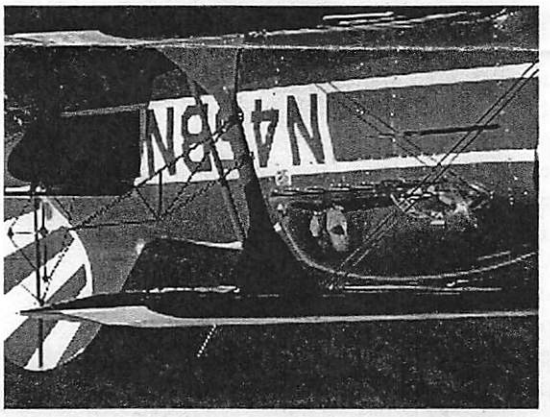
In this Issue:

Proposed 2004 Knowns

Kathy Jaffe Results

And More...

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Pitts Stop Sept. 2003

This month I'll spare you from the lengthy verbage I've been spitting out for the last few months. Not that anyone actually reads this stuff anyway. This will be a pretty short column since I've got to head out to the left coast in a few hours and for whatever reason, there just doesn't seem to be that much news to relay.

Gatineau (Ottawa) and Monticello (Kathy Jaffe) were both held recently. A triad of enroute weather, holidays due to a conflict with the WAC, and the economy conspired to keep Gatineau attendance low this year. Even so, Chapter 35 managed to take top honors in two of the three categories flown. I'm sure next year's attendance will be better. Monticello had a bigger bunch to duke it out, with Rob Holland making his usual habit out of prevailing over anyone else who dares show up in Advanced. I don't have full results but I do hear it was a great contest with great weather.

We've had to cancel the Springfield contest because the ramp is being torn up and repaved. I'm not sure whether this was a miscommunication or a change in plans at the state level, but either way it's the same result. The good news is that George Coy has signed up to run the contest again in 2004. Thanks, George! We may try to do something a bit less formal for one or both days that weekend, so hold your schedule open for now.

I've heard feedback from a few people that not everyone within or outside the chapter had heard the news of Ron Burns' passing. Please keep this in mind in any conversations you may have.

We're planning the Son of Outlaw at Plymouth later this year. Stay tuned.

Some local acro pilots held and attended a meeting in August regarding the noise issue. This affects everyone, whether a chapter member or not. If you're thinking it doesn't affect you, talk to someone who was at the meeting or give

me a call. It might save you some trouble.

Proposed 2004 Knowns are available for comment. They're printed later in this issue.

There are lots of proposed rule changes this year, many more than other recent years. If you're a competitor, judge, registrar, Chief Judge, or jury member - basically if you show up at a contest - these will affect you. Comments are taken up to October 1, after which the IAC board will consider the comments and vote on the changes. Feel free to not comment, but if you don't, you've got to accept the changes. Send comments to Brian Howard (BK@NewAttAero.com or (520) 360-7655) and to Howie Stock (IACVP@aol.com or (815) 338-4584). If you'd like send them to me and I'll forward with or without your name attached.

Well, I guess there was more to talk about than I thought.

Steve

A Fun Day at Plymouth

Thanks to Bill Crawford, many of us got to enjoy the airport fun day at Plymouth airport. Folks gathered at Bill's front row hanger for BBQ and a great view of the mini air show. The air show featured the Iron Eagles, an impressive pair of Christen Eagles (actually Super Eagles with AEIO540s) doing an array of maneuvers side by side, tandem and sometimes head on! It was an impressive show. A parade of planes segment included Bill in his Airwolf and Sheldon in his Extra 300. A T6 flown by chapter 35's Reese Dill graced the skies as well. A jump team rounded out the show. Nice weather, good food and an entertaining show made for a great Sunday during Labor Day weekend. Thanks Bill!

2003 KJ Challenge in a Nutshell by Dave Watson and Hans Bok

The KJ Challenge started off like last year for me. Finding the wing root fairing of my Decathlon separated from the first rib is always a great way to start a contest. Fortunately I have a spare acro ride and I was able to secure Rob Holland's Decathlon for Mike Ganor. Flights of the Known on Friday were fairly uneventful for MOST. For me however, the judges simply failed to properly reward the sudden 15-degree upward pitch attitude change that I used to signify the initiation of my spin. Snap-roll entry my butt! The Unknowns were flown as the second flight. That was interesting and for at least one chapter 35 blue-Laser pilot (who will remain un-named) flew some of the flight so that it was unknown even to the judges. Fortunately, he had a great Free on Sunday and was able to fight back and capture the Bronze. Then there was that Free on Sunday. Someone apparently snuck into Bill Gordon's cockpit and switched out the program card in his holder. That despicable act of treachery caused Bill to fly his old freestyle instead of the new one that he had submitted – OOPS. And to reward Bill for his beautifully flown, yet Unknown-Free he was awarded the Best Freestyle performance at the closing ceremonies. Rob Holland flew so well that several of the judges have formed a new group, Judges Anonymous. A not-for-profit organization that helps judges deal with the depression of having to say the word *teee...*, *tin*, I mean *ton*, I mean .. greater than 9.5. As you can see my sessions are paying off. Speaking of Rob, the highlight of the Saturday banquet was when our cousins from New York honored Rob with a spectacular plaque for his contributions to the sport – His enthusiasm and contagious love of flying [well]. Rob's flight school posted nine, count 'em nine, new (and returning) pilots at the contest and several of the awards – keep up the great work. Ann Salcedo came up from Florida just to be the Volunteer Coordinator – Again. Wow – what a giving person. Thanks Ann.
As a last word, I'd like to encourage you all to spend a moment and send Aviat a letter of appreciation for their support of our sport. I spoke with Danny Adams at the banquet and found that he goes to 29-32 contests a year!!! That is 3 out of 5 weekends away from his family all year long for the past 4 years. So many of us have been patched, fixed, or trimmed. It's hard to imagine how he keeps it up and impossible to quantify how much he has done. Thanks Danny.

Here are the results from the Kathy Jaffe Challenge.

Primary
1nd Douglas Lovell 52
2rd Mary Gannon
3th John Wood

Sportsman
1st Michael Henning 35
2nd Douglas Durand
3rd Gerald Hansen
4th Mike Ganor 35
5th Kendal Simpson 52
6th Andy Cooper 35
7th Tom Parsons 52
8th Weston Liu 35
9th Dan Freeman 11
10th Janusz Becla 35
11th John Homrok
12th Matt Crane

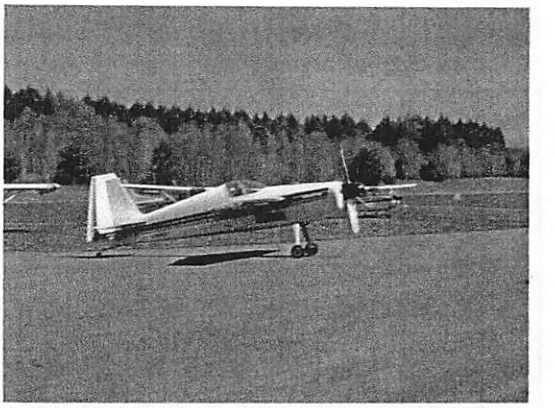
Intermed
1st Larry Bayshore 58
2nd William Matukaitis35
3rd Steve McCalmont 35
4th Derek Dodds 52
5th Lloyd Suter 52
6th David Watson 35
7th Mark Stewart 34
8th Ray Moorman 35
9th Sheldon Apsell 35
10th Bill Green 52
11th Stephen Seidel 52
12th Bill Gordon 35
13th Ron Chadwick 52
14th Karen Greenfield 11
15th Peter Ashwood Smith

Advanced
1st Rob Holland 35
2nd Alex Belov 52
3rd Hans Bok 35
4th Bill Finagin 11
5th Dennis Thompson 52

Unlimited
1st Rick Volker 34
2nd Angelo Cillaroto
3rd Charles Kalko 52

The Aviat Trophy went to Rob Holland.

For Sale



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Yak-55 available for import, $45k ready to go, well under the going rate. Contact George Coy at (802) 868-5633.

B	Contest: PROPOSED		Category: Sportsman
Date: 2004	Program: Known		Pilot's No.

Pilot:

wind direction

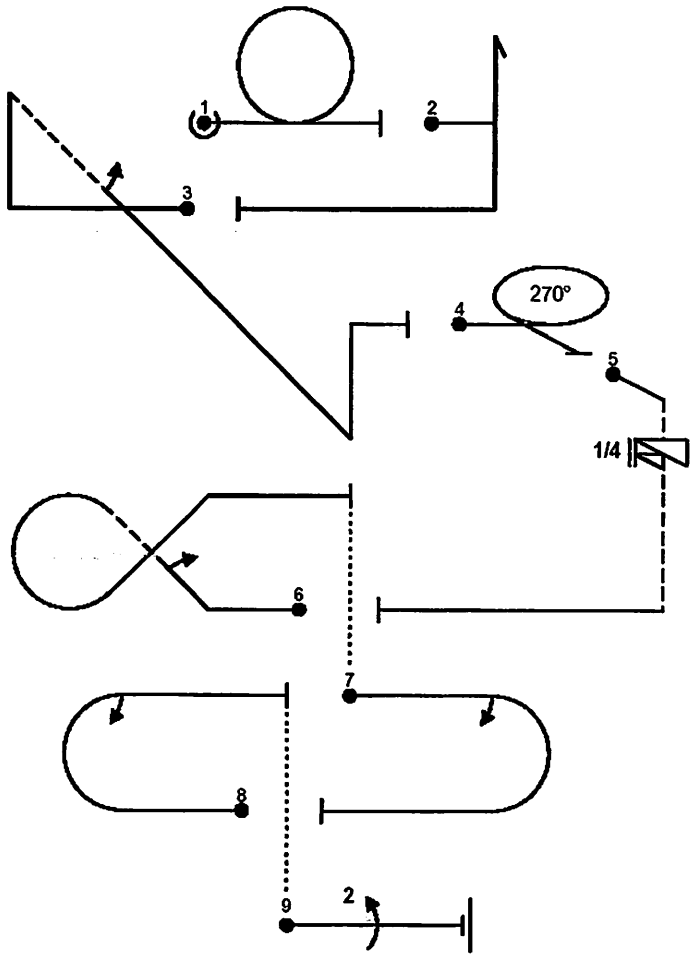

Fig 1	7.5.1	10	10
Fig 2	5.1.1	17	17
Fig 3	1.39.1 9.1.4.2	21 4	25
Fig 4	2.1.3	5	5
Fig 5	1.6.3 9.11.1.5	10 4	14
Fig 6	7.20.1 9.1.2.2	14 6	20
Fig 7	7.3.3 9.1.3.2	6 4	10
Fig 8	7.2.1 9.1.3.2	6 4	10
Fig 9	1.1.1 9.2.3.4	2 9	11
Total K = 122			

A/C:

FREE PROGRAM CHECK BY: (signature/date)

Created Using Aresti g™ software. ACCassidy@aol.com

B	Contest: PROPOSED		Category: Intermediate
Date: 2004	Program: Known		Pilot's No.

Pilot:

wind direction

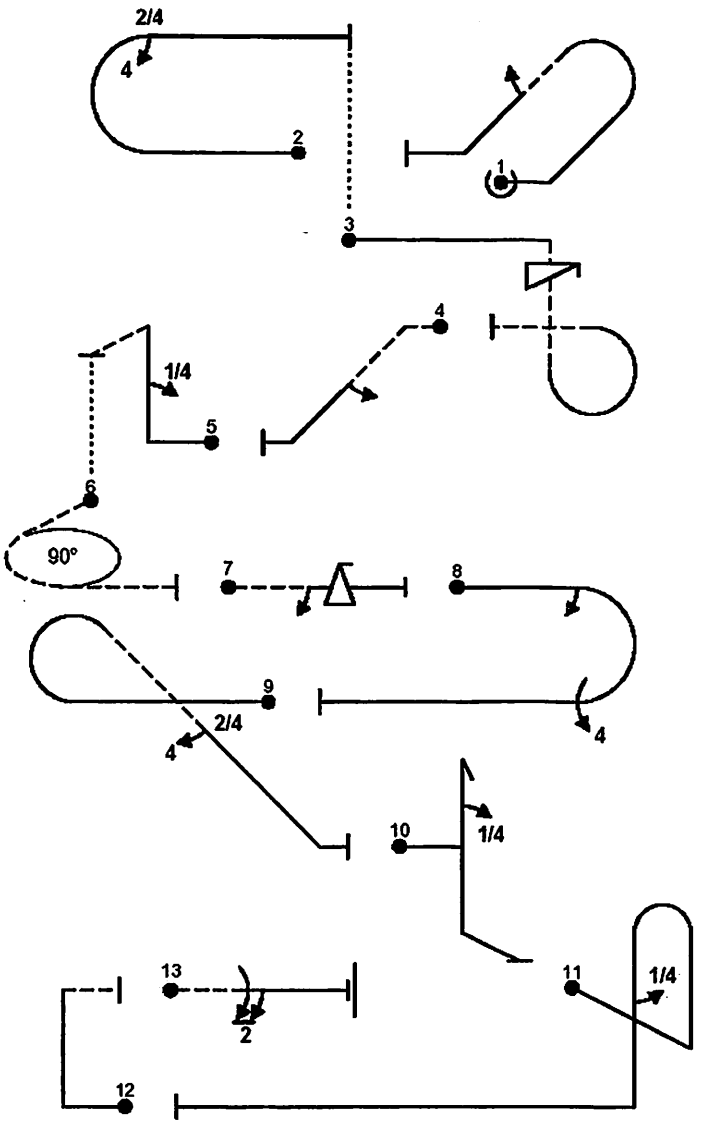

Fig 1	8.14.1 9.1.4.2	12 4	16
Fig 2	7.2.1 9.4.3.2	6 5	11
Fig 3	8.34.3 9.11.1.4	13 5	18
Fig 4	1.3.4 9.1.4.2	7 4	11
Fig 5	1.7.1 9.1.1.1	9 6	15
Fig 6	2.2.4	4	4
Fig 7	1.1.4 9.1.3.2 9.9.3.4	2 4 11	17
Fig 8	7.3.3 9.1.3.2 9.4.3.4	6 4 11	21
Fig 9	8.42.1 9.4.4.2	10 5	15
Fig 10	5.1.1 9.1.1.1	17 6	23
Fig 11	8.1.1 9.1.5.1	13 2	15
Fig 12	1.7.1	9	9
Fig 13	1.1.4 9.2.3.6	2 12	14
Total K = 189			

A/C:

FREE PROGRAM CHECK BY: (signature/date)

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Chapter 35 – Officers

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Safety Officer- Craig Lesinski
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Plainville, MA
(508) 695-0002 H
aerobatika@aol.com

Calendar of Events

September 21-26, 2003
U.S. National Aerobatic Championships
Sherman/Denison Texas

September 7
Practice Day
Plymouth, MA

October 3-5, 2003
East Coast Aerobatic Contest, Warrenton VA

October 18
Practice Day
Littlebrook

November
Wright Experience @ PYM
Acro details TBA

Chapter 35 - Web Site

http://acro.harvard.edu/IAC35

Newsletter stuff goes to:
Rob Petit at
mailto:rjpetit@earthlink.net

Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.com

New England Aerobatic Club

International Aerobatic Club – Chapter 35
Rob Petit - Editor
319 Lake St. Arlington MA 02474

NORTHWEST BOSTON 024
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22 SEP
2003

PRISCILLA BEAUDRAULT
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WEARE, NH 03281

03281/9999

November 2003 The Newsletter of The New England Aerobatic Club
IAC Chapter 35

The Hammerhead

In this Issue:

Right To Fly Update

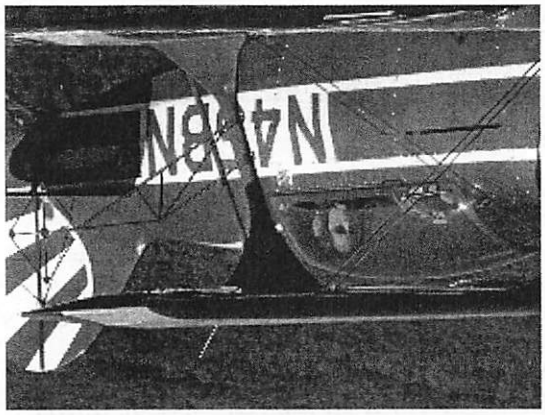
Orange News

Outlaw II Results

Elections

And More...

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Pitts Stop – Nov. 2003

The Outlaw II was of course the big event this month. We had summer weather (almost makes up for the snow at Orange) and 26 pilots flew. Everyone seemed to go away pretty happy, including the FAA who realized pretty early in the day that we knew what we were doing and had things well under control. It was a great way to blow off steam and have some relaxing fun while closing off the flying season. Despite some potential conflicts in the box, we were all over them on the radios and never had any safety issues. The airport manager mentioned afterwards how impressed he was at the smoothness and safety of our operations and Unicom coverage. Great job, everyone.

We ended up with 10 new chapter members that day. Welcome! Like the original Outlaw a bunch of years ago, this year's Outlaw II was for you, to show you that there's fun stuff and a lot of learning going on beyond the basic acro instruction. I enjoyed getting to meet some of you, although briefly. I hope you all had a blast, and hope to see all 10 of you at the banquet in February. Even before then, our December chapter meeting and annual elections will be at the Nashua Airport. We'll try not to force you into indentured servitude (we save that for the long-timers), but this is definitely a way for you to have a say in the future of the club (and maybe even throw that current bum of a president out!!)

Putting along blissfully on my way home and over Mansfield, I spotted a flock of airplanes flying together and headed in my general direction. I dove and pedaled harder, and as I got closer found that it was a rather lopsided formation of 5 birds from our Nashua contingent. Lopsided because they were 4 in diamond formation with one more trailing in right echelon but nothing but a big gap on the left. Feeling my sense of duty to balance the formation lest they get off balance, I eased in to a loose left echelon and hung there until they dropped me off at the doorstep to Hanscom. A friend who I've taken for several acro rides later mentioned he was at a

park with his son when the formation flew overhead. He pointed out to his thrilled 3-yr-old that those biplanes were like the Pitts he flew in, not knowing at the time that one of them –was- the one.

Right to Fly Update

The suit is in the discovery phase with each side asking and answering questions and providing requested materials. EAA and AvWeb have both run articles in the last couple of days, which is helpful for generating awareness. Check out EAA's article at http://www.eaa.org/communications/eaanews/031117_free_skies.html. AvWeb's first three stories in their Nov. 20 issue were three articles based on interviews with Steve, Peter, and Michael (http://www.avweb.com/eletter/archives/avflash/157-full.html#186103). More is in the works that I am not going to talk about until it becomes reality. More importantly, legal bills are piling up. We simply can not allow private individuals to carve up federal airspace into a nationwide patchwork of local ordinances. We've said that we'd be looking for contributions since ultimately this affects everyone. We now have a way to accept contributions from anyone so inclined, so we are "officially" kicking off the fundraising effort. Contact Steve or Michael for details if you'd like to help out.

Separately, Peter, Drew, and Louise have completed the incorporation of AFSA – the American Free Skies Association. Four working groups have been established and are starting to get to work. AFSA's goal is to foster solutions to airspace problems that work for everyone. A key point that people need to realize is that by law and by intent, AFSA is completely separate and distinct from the lawsuit and any that may follow. AFSA funds and efforts will not be used to fight the suit. This is partly in order to qualify for 501(c)(3) tax-exempt status, and partly to ensure that AFSA maintains a certain level of impartiality to fulfill its mission.

Orange 2004

Orange will be a bit earlier than usual this year due to a conflict with high school standardized testing on the traditional weekend. The tentative new dates are April 29 – May 2. This is likely to be a long term change. Bring your skis.

When I agreed to take over running the club last year, I said I'd do that or run Orange but not both. I ended up doing both for one year but this year I got Hans and Rob Petit to fight it out to decide who would take the honors for 2004. Hans won, and Rob is the new CD. He's been our registrar for a bunch of years so he knows how things are run and he'll do fine. But that brings us to the next point, which is....

We Need a Registrar

With Rob as CD, we are going to need a new registrar this year. This is one of the most important jobs at the contest, and without it we obviously don't have a contest. We need a volunteer. Better yet, split the load among two or three people and it turns into a very reasonable time commitment and you can still fly in the contest and have plenty of time left over.

Elections (Ask Not What Your Chapter Can Do For You...)

We'll hold elections for all the officer positions at the December meeting. President, VP, Secretary, Treasurer are all up for vote. This one will be at the Nashua Airport, December 13 @ 11:00 a.m.

2004 Rule Changes

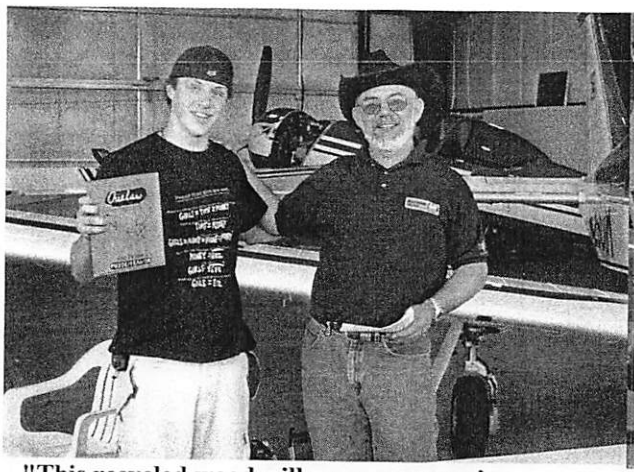
The IAC Board recently met and voted on the rule changes. The biggest one is we now have safety pilots in Intermediate. So all you Pitts students with "dual-only" insurance have a way to continue to show off your training investment.

Watch out for some new penalties for illegal frees. Also, there are some new judging criteria and clarifications that will be good reading if you can't fall asleep some night this winter and probably also justify holding another judges school in the spring. The new section on presentation is practically a chapter in itself.

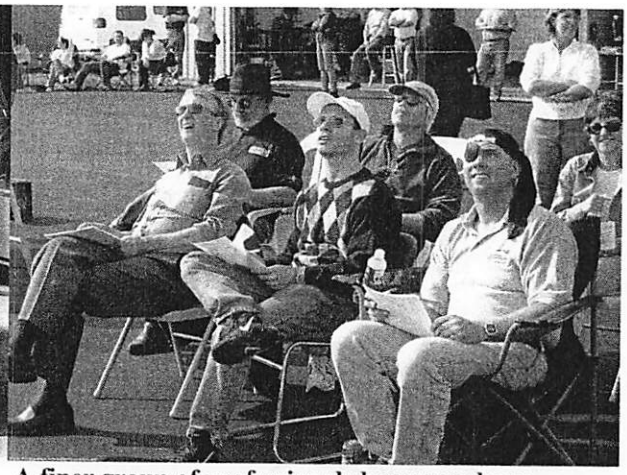
Outlaw II Results and Pictures

Misdemeanors	Final score	Bonus	Flight score
RYAN WATSON	1255	500	755
DAN MARCOTT	1247	750	497
JOE INNAMORATI	1185	750	435
PETER RING	1081	500	581
ERIC SALVE	1065	500	565
MARY GANNON	1058	350	708
STEVE TILL	1026	450	576
JOHN WOOD	909	250	659
KENDAL SIMPSON	849	100	749
MARK LANDER	838	100	738
GREG RYAN	821	100	721
MATT CRANE	809	100	709
PAUL MCKIM	672	500	172
SHELDON APSELL	661	0	661

Felons	Final score	Bonus	Flight score
GUENTHER EICHHORN	1487	1000	487
BILL MATUKAITIS	945	100	845
STEVE PENNYPACKER	822	150	672
DAVE WATSON	812	0	812
ANDY COOPER	795	100	695
JIM WARD	768	0	768
JUNUS BECLA	707	100	607
BILL GORDON	666	0	666
ROBERT HOLLAND	634	-100	734
STEVE MCCALMONT	633	0	633
CRAIG LESINSKI	616	-100	716
NEVILLE HOGAN	568	0	568
HANS BOK	507	-100	607
RAY MOORMAN	507	0	507



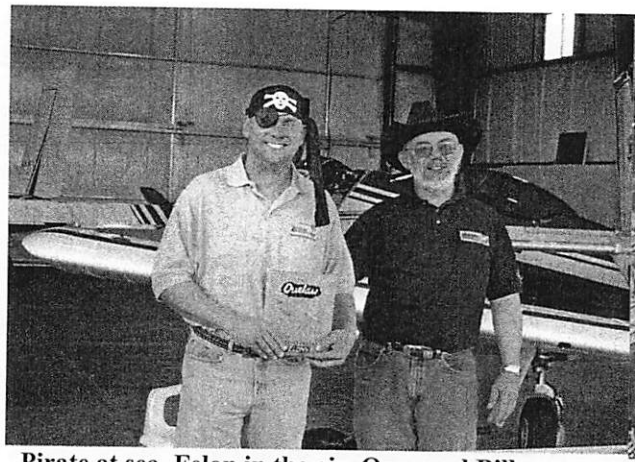
"This recycled wood will score some major points with the girls at school. I'm the man, I'm the man."



A finer group of professionals has never been assembled. (Wake up, Steve!)

Just another average day at the airport.

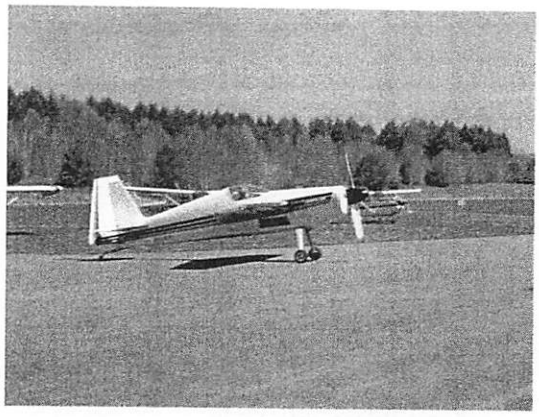
Why is Steve backing away from this champion Felon?



Pirate at sea, Felon in the air. One-eyed Bill accepts his booty from Black Bart.

Neville takes notes on how to fly the perfect loop while Jim Ward - consummate IAC judge - doodles intently during a flight.

For Sale



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Yak-55 available for import, $45k ready to go, well under the going rate. Contact George Coy at (802) 868-5633.

Trip to the Dentist

Yup, it's dues time again. OK, it's a bit early but since this is always like pulling teeth, we'll start a bit early. $25 for email, $35 for paper mail. Send 2004 dues to Sheldon. His address is on the "contacts" page. For all the procrastinators, we're going to pull one tooth each month past January. If you really like paperwork, you can send in the membership form that we've included in this newsletter.

Calendar of Events

December 13
Chapter Meeting
Elections
Nashua (ASH) 11:00
Main Building
(One week early due to Xmas)

Future Chapter Meetings
(Tentative Schedule)

Jan. 17, '04 @ Mansfield
Feb. No Meeting, Banquet
Mar 20 @ Nashua
April 17 @ Mansfield

April 29 – May 2
New England Aerobatic Contest
(Tentative)
Orange Airport
Orange MA

Chapter 35 – Officers

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steve@pennypacker.org

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Treasurer- Sheldon Apsell
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617-332-4795 H

Safety Officer- Craig Lesinski
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aerobatika@aol.com

Chapter 35 - Web Site

http://acro.harvard.edu/IAC35

Newsletter stuff goes to:
Rob Petit at
mailto:rjpetit@earthlink.net

Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.com

NEW ENGLAND AEROBATIC CLUB - IAC CHAPTER 35
MEMBERSHIP INFORMATION FORM

Send to:
Steve Pennypacker, 68 Pilgrim Rd., Holliston, MA 01746.
Home: (508) 429-1171 email: steve@pennypacker.org

Name: _____ Spouse: _____

Address, City, State, Zip: _____

Phone (home): _____ (work): _____

Email: _____ Pilot? _____ Rent/own? _____

EAA #: _____ IAC #: _____

Annual Dues:

_____ $25.00 (color electronic email newsletter) _____ $35.00 – printed/mailed newsletter

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