

THE HAMMERHEAD

January 2005

From the Pilot's Seat

By Steve Till

Why Compete?

When I began to learn Aerobatics, I never considered "competing". I learned my basics at Executive Flyers, from Ron Burns, an active competition pilot, so the idea of competing was there. However, it was enough for me to get checked out in the Decathlon and go off by myself and have fun working on the maneuvers I'd learned.



After a while my trips to the practice area began to have sameness to them. I got competent at the basics. Repeating them over and over began to lose its' charm. About that time Ron invited me to visit the Orange contest. I visited more out of loyalty to Ron than any strong interest in the competition.

I was surprised when I visited, because it didn't seem like a competition at all. There were judges and numbers but there was no sense of anyone competing. What I saw were a bunch of pilots talking about aerobatics and having a good time. I decided it might be something I could do.

The next year I did go to Orange as a competitor. Having the competition as a goal gave shape to my flying. I knew what I had to practice. Instead of the same old stuff I felt I would never have enough time to practice as much as I wanted.

January 2005

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The other thing I discovered about competing, the thing that has stayed with me, is that the Contests are peak experiences. That is not to say I haven't been hot and bored being a boundary judge, or gotten tired of schlepping things around in my van. The peaks come in my contest flights. They are the culmination of lots of work and focus. I have flown many practices, worked on meditating to calm my nerves, visualized my flight, danced my flight and then at a particular place and time strapped myself into a Decathlon and tried my best. All the preparation makes those flights special. There have been great moments, such as the time I beat a strong cross box wind at the nationals while scoring higher than I ever had before. There have also been some great mistakes; at the same nationals I

added some points to a roll which weren't part of the sequence. Mistakes or triumphs, putting so much work into a twelve minute flight makes that flight rich in experience.

The other part of the experience is the people. We were all out there experiencing the same thing. The support I got from the other pilots made the peaks of flying higher and the mistakes were met with sympathy from other pilots who have been there themselves.

“Sport aerobatics is not about flying better than your peers, its being with friends and together working to achieve success.” Alex Belov (President IAC 52)

The Frank Price Cup



I am pleased to announce the Guenther has been awarded the 2003 Frank Price Cup. This is a national award given each year to "recognize persons who have contributed the most to the sport of aerobatics. The chapter should be aware of how substantial a contribution Guenther's maintenance of the ACRO e-mail list is to the aerobatic community world wide. Guenther will join the ranks of Mike Heuer (1983), Eric Muller (1984), Jose Aresti (1985), James M.K.Black (1986), Chuck Mann (1988), Dan Rihn (1994), Chuck Alley (1996), Richard and June Rihn (1997), Jim and Jean Taylor (1998), Lois Rose (1999), Robert and Karen Minkus (2000), Brian Howard (2001) and Gerry Molidar (2002) as recipients of the Frank Price Cup." I have quoted from a letter sent to me by Lisa K. Popp, Executive Director of the IAC.

We hope to make the award at the banquet, since Guenther couldn't make the Nationals, where the award is presented.

News Flash

Sheldon Apsell has announced that the Banquet will again be held at his house. He and Paula have graciously offered us their hospitality. Currently they are arm wrestling to set the date.

The Emperor's Nashua Subjects

By Andy Cooper

On behalf of our illustrious leader and Emperor Till, and his glorious Crown Prince Becla, I bid you welcome from the aerobatic community at Nashua, NH. Following their imperial diktat we, his loyal subjects wish you all well and bid you compliments of the season. To whom, you might ask, does “we” refer to. Let us introduce ourselves to the broader Chapter 35 community:

All hail the illustrious and famed Chief Arbitrator Jim Ward, in whose presence at competitions all lesser Judges bow down before. His munificence has been practicing the fine art of aerobatic

flying and judging for far, far longer than this lowly scribe has known him. Jim needs no real introduction, since his familiar and trademark phrase “You are cleared into the box. Have a great flight.” has ushered all new competitors into the aerobatic box at various competitions for several years. Jim’s wealth of judging and flying experience, coupled with his extremely approachable and laid back style and wonderfully incisive wit has taken the ragged edge of nerves off of countless new and regular competitors. Newly upgraded to an Extra 300L, we all eagerly await Jim’s next competition flight.

Moving down the line, it is my distinct pleasure to introduce Steve “King Air” McCalmont. Freshly recovered from a nasty bout of tummy-itis, we were all pleased to see Steve at the recent Outlaw III competition in Keene and at the close of the competition enlisted his considerable navigational skills to guide a flight of a King Air, Pitts Specials and an Extra 300L back to our home base at Nashua. When not piloting his King Air, Steve can be found tearing up the skies in his pristine white and blue Extra 300L.

The team of Wes and Ann Liu are further luminaries in our band of imperial subjects. Hailing from a daredevil past of skydiving, Wes and Ann form our Ministry of Parachute Repacking, an essential and much appreciated service to our local community. Accompanying Wes to competitions, we are all grateful for Ann’s stellar volunteer work on the judge’s line and in other areas of competitions. Wes’ trusty white steed, a Pitts S-2A, with Wes in his matching white helmet, have become a regular sight at Northeast region competitions, with him carrying the Chapter 35 flame as far down as Warrenton, VA.



Taking 3rd place in the 2004 U.S. Nationals and 10th place overall at the 2004 AWAC, and the monotonously regular winner of umpteen regional Advanced competitions, Admiral Lord Sir Robert J. “the Ultimate will be done on Tuesday” Holland has, in the past 2 years, made a huge impression on the local aerobatic community with his founding of Aerial Advantage and his passion for aerobatic flight. He has become a familiar sight tumbling through the air in Burning Blue’s Pitts S-2C. We are eagerly awaiting the upcoming first flight of the Ultimate 20-300S, which reliable intelligence indicates will be flying on Tuesday. We’re just not sure which Tuesday, and which year.

Newly introduced to the joys of aircraft ownership, the emperor’s loyal subject Farrell Woods is the new proud owner of a Super Decathlon. We, his fellow peons, expect great things from him in the coming season as he moves up into the Sportsman category.

Crown Prince Janusz Piotr Becla, heir apparent to the Chapter 35 throne and our new Vice President is a stalwart of the local flying community. Having recently moved from life as an

engineer to the demanding role of flight instructor, Janusz has dreams of imperial conquest. Engaged in a yearly battle with the denizens of Chapter 52, Janusz has sounded the battle cry “ascendo tuum” before and after many competitions as he takes to the skies in Lady Liberty, the Pitts S-2C.

And finally dear friends, we come to your devoted subject and scribe, Defender of the Competition Zero, author of the Hammerslide and Other Fine Ways To Score Poorly (required reading for next year’s competition season) and general rabble rouser extraordinaire, me. A member of the illustrious Order of Pitts Pilots, most weekends will at some point find me in the company of other loyal subjects at Nashua airport.

With that, from all of us at Nashua airport, we wish you a wonderful festive season and the best of fortune in the New Year.

A Note From Steve

If any member is not listed in the IAC 35 Yahoo group, and does not want to join, please send your e-mail address to Chapter President Stephen Till, <setill@comcast.net> and he will train his computer to e-mail you along with the Yahoo group.



2004 Outlaw Report

By Wes Liu

Keene, NH - In true criminal fashion, the date, time, and place of the 2004 Chapter 35 Outlaw Aerobatic Contest were a closely held secret until only a few days before the event. Shortly before the event, presumably giving the authorities minimum time to respond, newly elected chief felon, "Emperor" Steve Till passed word that this year's arena for aerobatic high crimes and misdemeanors would be the airport at Keene, NH, Saturday, November 20. There must have been leaks in the Till administration, because the Keene Sentinel carried a notice warning the general populace of the aerobatic acts planned for their airport...

Seriously, Chapter 35 had a fun and safe Outlaw Contest this year in Keene, NH. The day of aerobatics was welcomed by airport director Ed Mattern, and received favorable articles in the

Keene Sentinel and New Hampshire Sunday News. Mother Nature provided crisp temperatures, a high overcast, and light winds for the flying. A number of the neighbors stopped by to watch the flying, with Bill Sconce and Steve Till providing group walking tours around the ramp and the airplanes. Andy Cooper volunteered to be the chief of the judges, pointing out the incoming flyers to the group of friends, significant others, and passer-bys drafted to score the aeronautical events that occurred in front of them. The chapter flew 18 flights, 9 "Felons", and 9 "Misdemeanors" in Pitts, Decathlon's, a Sukoi, Extra's, and a Cassutt. As in previous years, there were points for flying, and bonus points awarded for costumes and originality. At 3PM, the final standings were:

FELONS

- 1 Bill Matakaitus 1041
- 2 Ryan Retelle 686
- 3 Rob Holland 553
- 4 Jim Ward 530
- 5 Hans Bok 462
- 6 Andy Cooper 456
- 7 Sheldon Apsell 454
- 8 Janusz Bekla 436
- 9 Dave Watson 362

MISDEMEANORS

- 1 David Shaver 931
- 2 Daniel Marcotte 879
- 3 Weston Liu 647
- 4 Dean Hickman Smith 571
- 5 Ray Moorman 566
- 6 Matt Crane 564
- 7 Doug Durand 547
- 8 Danny Sica 546
- 9 Mike Ganor 337

Danny Sicca deserves special mention. The Executive Flyers Decathlon had a mechanical problem, and those pilots arranged to use another Decathlon. Unfortunately, the airplane sharing took so much time, delaying the event late enough, that completion by sunset became an issue. Danny graciously chose to not fly so we could close out the event and all get home before dark. Danny's 8th place was the result of a judge scoring bonus points on the figure 5 that he did not fly.



At the end of the day, the chapter members blasted off for their home bases. At least one tower was confronted with aeronautical mayhem, a 4 ship formation flyby of King Air-Pitts-Extra-

Pitts. The chapter left the Keene airport management has a positive impression of aerobatic events, opening the possibility that Keene could be the site of a fully sanctioned IAC contest. The chapter also got favorable reporting in TWO newspapers, one local, and the other the "newspaper of record" for the state. We can try to make this a trend. Next up - The annual chapter banquet! See you there!



Hanscom Field

By Matt Crane

Hanscom, as well as being home to a growing fauna of corporate jets, is the focal point for a small but energetic aerobatic community. These pilots, scattered across the four corners of our village-sized airfield probably don't see much of each other unless they're at a contest. However, with the spirit of a Wildlife Biologist, this author has been observing their comings and goings with interest.

My outpost is the relatively lively and civilised trading station known as Executive Flyers Aviation, located near the West Ramp. From this vantage-point, I can observe activities across most of this habitat. The proximity of my outpost to the T-Hangars and Pine Hill seems to strike the balance of reasonably good access without unduly interfering with the creatures too much. The species to be found in this habitat are predominantly of the airborne variety, and for me at least the genus *Acrobatica* is of greatest interest. Having been hired in June 2003 specifically to exercise and care for an *Acrobatica* decathlon, I knew this species well and had some dim notion of the other members of the genus *Acrobatica*. It was but a few weeks after I started work that I spotted two other species, comfortably installed in a hovel-like nest, known as a "Hangar". These were two prime examples of *A. Cap* and *A. Extra*, of the 232 and 200 subspecies, respectively. This was a most thrilling discovery, but more was to come, as an *A. Pitts*, of the S2B variety, with a rather worn coat and tired wings joined them in this location shortly thereafter, and stayed a very long time. Its caretaker (called colloquially as a *pilot*), I later discovered, had a devil of a time trying to persuade the beast to leave this sanctuary. Apparently they settled on the creature obtaining a new set of wings, and are now getting-along famously.

Having discovered these species, I then tried to set-about studying their habits. The decathlon, for example, seems to be a most active of animals, needing to be taken out for exercise numerous times a week. For this reason I have to feed and clean it quite frequently. Occasionally, it gets in such a hurry to return to the ground for feeding that, upon landing, its rotating wiskers get bent. Then begins the long and very painful process of straightening them out: a traumatic experience for all involved. I hear the pitts is not immune from this behaviour either, as rumours have reached me that one based at a not too distant reservation also had to have some work done on its wiskers. All in all, an *A. Decathlon* is a very rewarding, if a little troublesome, friend. The cap species also seems to fly a great deal, perhaps with more vigour though, as it seems to

need a wider hunting ground than the others, preferring to roam the country for months at a time. I hear our specimen migrated south for the Winter... a wise decision I must say. Pity its pilot couldn't do the same, but I hear that his other job requires him to stay at Hanscom, and besides he's an avid Hockey player they say, and won't mind the cold at all.

Plane and pilot having made their peace, the red and white pitts S2B was often to be seen, tracing a sinuous path on taxiway Sierra, wagging its tail, as it were, in anticipation of the delights it would soon experience in the skies over New England. Furthermore, it has come to my attention that we have not one, but two extras at Hanscom. The second is a richly coloured 300L. As I understand the matter, having worked very hard for the Northern Lights, this worthy avian was "put out to pasture" so to speak, in the supposedly quiet northeastern United States. Well, pastures are hard to find hereabouts and, as illustrated by the fact its pilot seems to feel compelled to wear a cowboy hat, it is clearly evident that this extra's fighting days aren't over.

My duties increasingly draw me away from my little decathlon and I recently resigned myself to the notion that others should help in caring for it. Luckily for me, enough pilots have been introduced to the friendly ways of the decathlon that three souls volunteered for the task. Some names you may already be familiar with, others you will soon come to know. Suffice to say that they, like us, appreciate the unbridled joy of riding a beast of the genus *Acrobatica* in the most exhilarating experience one can have and still be able to talk about it without blushing.

So dear friends, these are the creatures and pilots I'm aware of, who knows, I may discover more, or others may join us soon. Perhaps after the cold winter chill draws to an end, we will look about us and find a larger community than we remembered. We can hope, can't we?



Calendar of Events

January 15th, 2005

Chapter Meeting

Mansfield

Andy Cooper discusses the Intermediate Sequence

February 5th and 6th

Introduction to Aerobic Judging

Nashua, NH

Daniel Webster College

February

Chapter Banquet

TBD

April 28th – May 1st

New England Aerobic Contest

Orange, MA

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Chapter 35 mailing list signup (highly recommended):
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February 2005

From the Pilot's Seat

By Steve Till

1/18/05

The Unknowable.

I have been noticing the discussion about improving scoring and judging that has been unfolding on my computer. The e-mail "exploder" deposits it there daily. I like to compete. I do pay some attention to my scores. I find the arguments about TBLP and Judges' qualifications interesting in the way one would find a Bolivian soccer match interesting. You can appreciate the battle, but the outcome seems unimportant.



Flying aerobatics is a world unto itself. It can take up your entire life, employing all your faculties. We can approach that world from many different directions. The mathematical dissection of scoring is only one. If you attend the Judge's school you will see great attention paid to the way figures are flown and observed. Analyzing the aerodynamic forces, which shape our figures, can be a source of great conversations and learning. Many of us are minutely, mechanically involved with the care and maintenance of our aircraft.

All these approaches to aerobatics have something to teach us. We need a solid, scientific, and mechanical understanding of what we are doing to be safe and to fly clean figures. We are, however, pilots, not computers, and analyzing aerobatic data leaves out the essence of aerobatic flying.

For most of us aerobatics is a series of short vacations from the rest of our lives. Whatever else we spend our days and evenings engaged in, the world inside the cockpit is in contrast. And what contrast! We can unhinge our usual perspective of the world and enter a space that is entirely otherwise.

We control immense power with our hands and feet. We have free will to go in any direction, in any orientation we want. We can make the earth rotate, disappear or fill our vision by pushing and pulling with our arms and legs. We can throw ourselves violently around the confines of the cockpit amid great noise and visual confusion. Or we can lightly tug ourselves out of the seat with a shrug on the controls.

The essence of aerobatics lies near these sensations. Our sense memories constitute the gravity which draws us back into the whirling sky. Analyzing data and studying theory does not have the mass required to pull us aloft. Our presence in the sky's blue box is supported by something weightier and harder to define...

The Chapter Banquet

The IAC Chapter 35 Banquet is on for Saturday February 5th. Drinks are on at 6:00 with Dinner at 7:00. Chez Apsell is at 20 Malubar Lane in Newton. This is a really swank joint so none of your t-shirts and old jeans. White tie and tails would be nice, but a clean shirt will do. Wives and Girlfriends are invited. The cost is \$35.00. Please notify me of your intentions so we can work out seating and food amounts.

I hope to see you all there

Stephen Till

Email Issues

If your name or email address is listed below, please contact Steve Till at setill@comcast.net. There are problems with sending you email. Thanx.

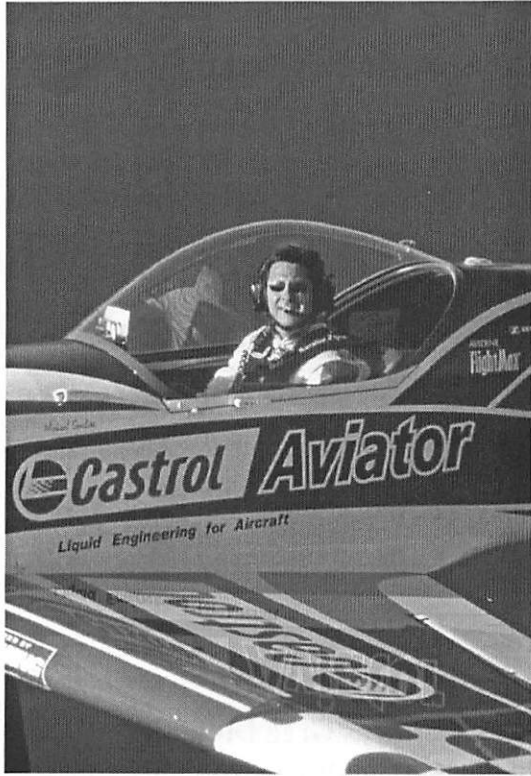
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Hanscom Ramblings

By Matt Crane

As I write this article, one can observe the first decent flying day in several weeks slowly winding down into an inky night. You would imagine not much had happened at Hanscom since my last log entry. Not so. Let me introduce you to our *dramatis personae*. They are roughly divided into three categories: owners based at Hanscom, Executive Flyers staff, and Executive Flyers renters.

Owners then. Most illustrious of owners, and recently returned from his 2004 campaigns, we have **Michael Goulian**, who typically flies a CAP 232, but will occasionally fly a pair of ice skates. Does that count as flying? Well, he's floating on a fluid, taking the occasional tumble and narrowly avoiding traffic ... sounds like flying to me. Next and, oh, I should add that though I'm employed by Michael, you should read absolutely nothing – I mean nothing – into the order of presentation. So, next we have **Ray Moorman**, who flies a Pitts S2B. Ray occasionally flies with



one of my students. This student, who used to wax lyrical on the virtues of a Decathlon, now craves a Pitts ... coincidence? I'm not so sure.

So that takes care of two, but we have more: there are **Charlie Schumacher** with a Pitts S1T which he flies in Advanced and **Sheldon Apsell**, with the Northern Lights' Extra 300L and a large hat – did it come with the plane, I wonder? And finally there is **Neville Hogan**, in the white and red Pitts S2B with refurbished wings. He is notable for having developed the technique of spotting those telltale tail wiggles which accrue lost points in any looping segment. Armed with this knowledge, in 2005 I'm going to keep my elevator ab-so-lutely still with both hands and feet. Neville, you won't catch my tail wiggling.

Among the crowd of Executive Flyers acro pilots, you will find **Greg Ryan**, who used to instruct at EFA but now flies Falcons. His company – Liberty Mutual – recently leveled our old hangar in order to make space to build their own, so maybe you won't see him flying our Decathlon next year after all. Then there's, oh, I'm shy even to mention it, but, well, actually we're honored to have amongst us a true legend. Yes, folks, give it up for none other than, (drumroll please) the **Emperor Till**. Well, we will if we buy a new Decathlon. See, this Emperor is not interested in new clothes, no sir, he wants something tangible like a new *plane*. Well, he is on a new plane, so why shouldn't he have a new plane. We, your humble subjects, will do what we can. Okay, okay, he has his own forum so I'll move on.

Dean Hickman-Smith still flies our Decathlon; he is, however, the above-mentioned student and is slowly but surely migrating towards the purchase of a Pitts. **David Shaver** recently qualified to fly Decathlons and chose the Outlaw as his first contest; I wonder what he made of us? **Danny Sica**, who also recently qualified, almost flew at the Outlaw, but we ran out of daylight. He is also considering ownership of a Pitts, hoping – I imagine – that this will increase his chances of actually getting to fly at a contest. Good luck Danny, the absence of your namesake at future contests will make this a tough proposition for all of us. **David Smith** is hibernating in a legal library somewhere in



Massachusetts, but we expect him to shake off the dust and snowflakes in time for Orange. Last summer, company policy obliged him to take me along for one flight as he “refamiliarized” himself with the Decathlon; it was so much fun, I’m not sure who was teaching whom. Watch out folks, he’s looking for a high(er) performance monoplane. No sooner was he checked-out in our Decathlon, that MIT Senior **Anibal Marra** escaped to Texas. He’ll be back in the Spring, having probably practiced more than most of us! **Michael Lester** competed in the Montreal Acro Challenge actually flying 40AC to the contest with me has reverted to being an impecunious grad student at HBS, while **Lee Delaney**, who chose to drive up to that same contest, is still to be found occasionally tooling around in 40AC; we hope he’ll come to more contests: Dean’s kids absolutely love his golden retriever. **Byron Brumbaugh** and **Eric Cohen** traded the California monsoons for the New England deep-freeze, and were recently added to our squadron of Decathlon flyers. Byron’s technique is to practice assiduously - usually at dusk - while Eric’s is to hightail it to Florida for the month of January and fly Embry-Riddle’s Pitts. We’ll see which one works best.



Amongst the staff at Executive Flyers, there number such luminaries as **Greg Dinning**, long-time tamer of wild Decathlons and recent winner of a gold gong in Sportsman, currently engaged in a Quixotic quest to make himself truly enjoy flying spam cans. **Michael Cappiello**, who – together with the other Michael, whose CAP 232 he has the unenviable task of ferrying around North America – has won my respect by reversing the trend set by the likes of Eric and Anibal by actually moving northwards from Florida to spend his winter with us in the North East. He teaches aerobatics together with our newest arrival, **Sam Montgomery**, a Pitts owner and former Hanscom-based Air Force officer who, after having rented our Decathlon for a few months, must have carried with him such a happy memory of the event that he left the air force, got his ratings and is now back here to fly acro full-time!



We come to yours truly, **Matt Crane**. I have considered myself very lucky indeed to be associated – however tenuously – with the above-mentioned characters for quite a while. I was very happy also that Emperor Till let me share (“inflict” maybe?) my musings with you all. However, I now have another reason to be rejoice (read ‘drool’), as Hanscom will soon be graced by another lovely *Acrobatica* beast: a brand-new *extra 300L* which my fellow instructors and myself will have the good fortune to fly to (and “in”, I hope) local and not-so-local IAC contests this season. In an unquestionably shameless plug for my company, I am thrilled (you really have no idea how much) to announce that Executive Flyers is now a distributor for Extra aircraft. We’ll be giving demo rides too, so – who knows – we may achieve the unimaginable: increasing the number of aerobatic planes at Hanscom whilst at the same time reducing the total number of wings.



Making the Nationals Happen

Greetings my fellow IAC35 members, this is your humble vice president. I would like to share with you a few thought regarding the Unites States National Aerobatic Championships, and some ideas I have for helping to increase the participation of the Northeast chapters.

For the last several years in late September the best aerobatic pilots in the country congregate in Sherman Texas for the US Nationals. Grayson County Airport located just a few miles outside of Sherman hosts the completion. A long sense decommission military training facility, it is an ideal location for this event. Available to the participants are large staging ramps, plenty of hanger space and very large runways.

Last year was my second consecutive appearance in Texas, and it was one of the best experiences in aerobatic flying I have had so far. It was very exiting to have the opportunity to examine the large variety of airplanes, a full aerobatic box and most of all meeting every one who came to complete as well as the large number of volunteers. The IAC makes available several resources as listed on the US Nationals website which make the trip financially feasible. For those of us on flight instructor salaries, this includes reasonable rates on hotels and transportation. Typically every night at the conclusion of flying there is some sort of event where you can hang out with all the acro-heads have a warm meal and plenty of beverages.

For most of us a trip to Texas presents several difficulties that have to be overcome. Primarily it will require at least eight days out of your schedule, preparation for the competition, the flight out to Grayson Count and back, which is approximately 1,200 NM, and the cost. My proposal is to reduce some of this burden by providing an airplane to transport your luggage; I will also handle all the navigation flight planning and radio procedures for the entire route of flight. Last year Andy Cooper, Rob Holland and I made the trip with three aircraft, the slowest one was Andy’s S-2A, with an approximate speed of 120mph. We still managed to get there in a

day and a half. This year we hope to decrease the travel time to one day, with the availability of faster airplanes and proven routes. For the cargo aircraft I have access to a C-182T, BE-58, or PA24-260. To conserve time and maximize efficiency the segments we chose are along a direct track from NE to Sherman, there are plenty of airports along the way providing relatively inexpensive fuel, plenty of services and hotels. In my opinion the concept of formation flying long distances also adds a level of security as we all watch out for each other and have plenty of fun.

For those interested in making the trip this year, please send me an email with any questions or concerns you might have. I have prepared an Excel spread sheet with the brake down of all expenses, and airport locations based on last years excursion, with slight modification to the fuel price you can expect an approximate cost of around \$2,300.00. I will also be working with Alex Belov and some of the 58 folks that have already expressed an interest in returning to the US Nationals this year. If we combine our efforts this could turn out to be fun adventure. We must combine our legions and launch the assault on the Southwest.

J.P. Becla

EAA's Aviation Services

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from “How do I register my homebuilt?” to “What’s involved in the A&P exam” to “How do I convert my ultralight for the new sport pilot rule?” and more.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot website page is also developed by the Aviation Services team.

Two of the most popular “hands on” offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 –EAA-INFO. They're ready for your questions!

Calendar of Events

February 5th and 6th

THE JUDGING SCHOOL HAS BEEN CANCELLED

February 5th

Chapter Banquet

Drinks at 6:00pm, Dinner at 7:00pm

20 Malubar Lane

Newton, MA

March 19th

Chapter Meeting

Location TBD

April 28th – May 1st

New England Aerobatic Contest

Orange, MA

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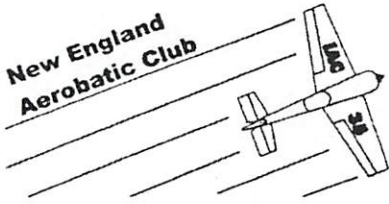
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Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.co

New England
Aerobatic Club



International Aerobatic Club – Chapter 35
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THE HAMMERHEAD

March 2005

From the Pilot's Seat

By Steve Till

2/25/05

A Contest Proposal

Sheldon Apsell once suggested to me that each IAC chapter should maintain a Decathlon a Pitts and an Extra. Instead of us each bringing our aircraft to a contest we would all use those supplied by the sponsoring chapter. This would make winning the contest a matter of pilot skill, not superior aircraft.



There are all sorts of arguments to be made against this idea. The practical questions of providing insurance and how we would sequence contest flights with only three aircraft stand out. There are also "cultural" questions that come to bear on the situation. For instance-are we ready to give up our personal aircraft?

Between Sheldon's idealistic dream and the way the sport is pursued lies a great gulf. Maybe it would be worthwhile taking a few steps into that gulf to see if we might achieve some of the benefits if the idea without having to sell off thousands of Pitts.

I have had some experience doing just what Sheldon suggested. I have flown in Contests throughout the Northeast, in Canada and at the Nationals in Decathlons owned by others. My costs per contest are much less than my compatriots who have to bring their mount along. I can travel by car or (gasp!) commercial airlines at relatively few bucks per mile. I don't have to worry about weather enroute. I don't have to pay the fuel bill to shlep a Yak to Pennsylvania. (The cost of the Yak's oil alone would bankrupt Lichtenstein) .I pay rental for the time in the aircraft which often comes to less than an hour's practice. When the Decathlon is ferried to the contest I pay my percentage of the ferry costs, which depends on how many pilots are sharing the plane. Because my costs are less I can attend more contests each year. Provided I can find a Decathlon to rent I can go to contests much further afield.

There are a fair number of pilots in Chapter 35 who aren't airplane owners. Many of them flew their first contest in one of several school Decathlons. These regularly attend our two New England contests, Orange, and Springfield as well as the Kathy Yaffee Challenge Maytown, and Gatineau in Canada.

Because we all know each other the common use of these aircraft is easy to arrange and the instructors from the school can be comfortable with the skill level of their renters. When I went

to the Nationals, the school which rented me the Decathlon, required a check-ride with one of their pilots.

We could take a few simple steps to make something like Sheldon's idea possible. The first thing we could do is ask if aerobatic flight schools would be willing to open the use of their aircraft to people from other regions of the country. In those situations where the schools agree, the availability of the aircraft and a contact number for the school should be part of the contest information. This would give prospective contest pilots a chance to contact the school and arrange for a check ride when they arrive at the contest. Possibly if this practice catches hold we might work on a certification, which any aerobatic school could provide, which would shortcut this requirement.

There are also pilots who would allow visiting pilots to fly their craft with them as a safety pilot. This, of course, comprises a weight penalty for the competing pilot, but this is an acceptable burden if it allows you to fly another contest.

Sheldon's fantasy was based on an interesting idea. A way for more people to fly in more contests. We may not be able to make Sheldon's fantasy a reality but we can pursue our dreams one small step at a time.

Dues Are Due

It's time for dues to be paid!

As spring approaches and we ready our trusty craft for the season ahead, please remember to do your part to maintain the Chapter that provides you with so much fun.

Dues are \$35.00 (with the Hammerhead coming by mail) and \$25.00 (with the e-mail version of the HH).

Dues to-

Sheldon Apsell
20 Malubar Ln.
Newton, Ma. 02458

Your Emperor thanks you!

Volunteers Needed for Orange

As you all know, running an aerobatic contest requires volunteers to man several key positions. Without these key volunteers a contest can't happen. I currently need to fill the following positions:

Registrar – Needed Thursday through Sunday. The registrar handles registration of pilots and creates the pilot paperwork needed for the judging line.

Volunteer Coordinator – Needed Friday through Sunday. The VC coordinates volunteers so that contest flying runs smoothly.

Scorer – Needed Friday through Sunday. Takes scores from the judges line and enters them into the computer.

If you know anyone who might be willing to do any of these jobs, please contact me at 781-646-5038 or email rjpetit@earthlink.net.

Thanx

Rob Petit
Orange Contest Director

Have You Hugged Your Parachute Lately?

By Weston Liu

[This article was printed in IAC Chapter 35's March 1998 newsletter, "The Hammerhead."]

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

With Spring coming, its time to pull your parachute out of the corner and get safe and legal for the new season. First, don't just ship it off to your neighborhood parachute rigger for repack. Start the season by putting it on, sitting in your airplane, and going through a bailout. If you are in the middle of the box, you hear BANG, and the airplane stops going in the direction you want to point it, what procedure is going to get you out of the airplane and under an open parachute?

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

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

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

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

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

“Red Book” Prints

Farrell Woods has some extra printed copies of the 2005 rules. If you would like to purchase a copy, drop him an email at ftw@adelphia.net. First come, first served.

Regional Series Results

The official regional series results were posted. Here are the results for the northeast region:

| | | | | |
|--------------------|-----------|-----------|--------|-----------------|
| Weston Liu | Sportsman | Northeast | 79.88% | 1 st |
| Tom Parsons | Sportsman | Northeast | 79.43% | 2 nd |
| Rob Holland | Advanced | Northeast | 80.52% | 1 st |
| Alex Belov | Advanced | Northeast | 79.00% | 2 nd |
| Andy Cooper | Advanced | Northeast | 69.41% | 3 rd |

Congratulations to all!

Announcing the 2005 New England Aerobatics Contest

The New England Aerobatic Contest will be held at Orange Municipal Airport in Orange, MA from April 29th through May 1st. This again is a little earlier than normal.

This will be a 5 category power (Primary through Unlimited) contest. Registration will be available and the box will be open for practice on Thursday April 28th.

Preregistration, directions and other details are below. We hope to see you there!

Rob Petit
Contest Director

PREREGISTRATION

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

To preregister online, visit http://acro.aerobatics.ws/pre_reg_contest.html.

For registration by snail-mail, contact:

Rob Petit, rjpetit@earthlink.net, or (781) 646-5038

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.
- 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.

PLANNED SCHEDULE

Thursday, April 28

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

Friday, April 29

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

Saturday, April 30

0700 sharp Pilots' briefing - all categories
0800 Registration (Primary and Sportsman)
0830 - 1830 Contest flying -- all categories
1900 Banquet

Sunday, May 1

0900 Pilots' briefing
1000 - 1400 Contest flying -- all categories
1430 Awards ceremony

HOTELS

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. Great place. 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. (978) 544-8864.

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

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

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)
-

FEES

Contest registration

| | |
|--------------|------|
| Primary | \$60 |
| Sportsman | 70 |
| Intermediate | 80 |
| Advanced | 85 |

Hangar, per night \$20

Saturday evening banquet: \$35 per person

WHAT TO BRING

For the aircraft:

Copies of airframe and engine log pages showing current annual/condition signoff; 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); ** 9 ** 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 2005); 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 ? mile West; find the airport on your left.

CONTACT INFORMATION:

Contest Director: Rob Petit, 319 Lake St., Arlington MA, 02474, (H) 781-646-5038, (W) 978-858-9538, rjpetit@earthlink.net.

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

Calendar of Events

April 9th

Chapter Meeting/Practice Day

Mansfield, MA

April 28th – May 1st

New England Aerobatic Contest

Orange, MA

Chapter Information

President- Steve Till
779 North Road
Carlisle, Ma. 01741
(978) 369-8592 H
setill@comcast.net

Vice President- Janusz Becla
janusz1@eudoramail.com

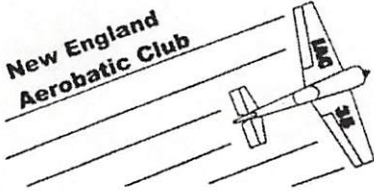
Treasurer- Sheldon Apsell
20 Malubar Lane
Newton, MA 02459
617-332-4795 H

Chapter 35 - Web Site
<http://iac35.aerobatics.ws>

Newsletter stuff goes to:
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THE HAMMERHEAD

May 2005

From the Pilot's Seat

By Steve Till

4/5/05

Managing Risk

The season is underway, and I am trying to find time in my workday to get off to the airport and get up in the Decathlon. As we all take to the skies after a long winter, I have been thinking about safety. My wife is uncomfortable about the fact that I fly aerobatics. I think that competition aerobatics is a safe sport but we have to work to keep it that way.



I have been a carpenter for 30 years. Carpentry is a risky business. I have succeeded in remaining uninjured over the length of my career because I have gotten good at managing the risks involved in building. When I am setting up a ladder, or about to cut something on my table saw I think about all the things that could go wrong and take measures to keep them from happening.

My approach to flying aerobatics is similar. I rent the aircraft that I fly at a reputable flight school, so there is an expectation that it has been properly serviced, but I always preflight carefully and pay attention at run-up. I have aborted a number of flights at each of these junctures because I have found problems that concerned me. An engine running rough on the left mag, or a film of oil under the fuselage, have stopped practice sessions before they started.

I have thought through the possibility of having to leave the aircraft in flight and established an altitude by which I must leave the aircraft without further attempts to fix the problem. When I shut down at the end of the flight I consider my exit from the aircraft a practice for leaving in the air. My parachute is always on when I exit and I think about what I can grab to help me out.

In the air, I generally run short practice sessions because my ability to learn by paying attention to the details degrades after about 20 minutes of acro. I don't want to face the busy traffic pattern at Hanscom with a fatigued brain.

Each of us flies with a different set of circumstances, so the particulars that you have to face are different, but the risks you manage are the same. I want all of you to be around for the season. Please pay attention to keeping yourself safe.

Orange

By Steve Till



Orange was a battle against the elements. Particularly the rain which threatened to close out the contest even before we started. Rob Petit, Hans Bok, and myself used our extensive understanding of the vagaries of New England Weather (for “extensive understanding” read “dice”) to make a measured decision to go ahead. As it turned out our decision was the correct one because we did succeed in wedging a contest between the raindrops.

On Friday the Intermediate and Advanced pilots had to deal with a stiff breeze, but a clear sky. Their experience showed in the few “out” calls in these categories. But it was a good thing for them that we don’t score landings because having to land with a hefty ninety degree cross wind in a high performance aerobatic aircraft is not a formula for grace.

The primary pilots got the best weather, clouds to keep the sun out of their eyes and minimal wind. They put it to good use flying off in every direction, including, occasionally, along the x-axis of the box

Sportsman pilots had to ration their adrenaline carefully. Starting and stopping the sportsman flying two hundred and fifty times left them all limp from psyching up and unpsyching. Scott Kirk got to fly into the box so many times that the FAA has granted him a permanent waiver. He was only outdone in longevity by Doug Lovell whose contest flight also counted as a cross country for his Instrument rating.



It was interesting to have our sport elevated by the presence of an ESPN crew filming Ron Sheradin. Pilots treated them well and answered their questions intelligently both off and on-camera. When the final product appears on the tube as a study of aerial insanity, I’m sure we’ll all be proud.





I finally wanted to mention the people who made this difficult thing go. Rob Petit was competent at organizing and then reorganizing as we faced delays and re-arrangements. Janusz Becla kept the registrations flowing and helped out in innumerable ways. Guenther Eichorn ably assisted by Hans Bok and the bi-coastal Dave Watson, ran the contest flying and judging with efficiency and great flexibility when faced with the weather problems. It is worth pointing out that all three of them flew with Guenther taking a second in Advanced. Mary Gannon got to exercise the new scoring program, and help find some of it's new bugs. Most importantly,

Dick Gould did a wizard job juggling a set of volunteers who were just enough in number to fill the needs of the contest.

I was pleased by the strong presence of Chapters 52, 58 and 38 (Dave Watson) in the contest. We should all make an effort to attend and support their contests. Maytown and the Kathy Jaffee challenge are easily within our range. Perhaps we can even get a contingent out to Passe Robles!!

Orange Results

The New England Aerobatics Contest spanned four windy, rainy days at the end of April. We managed to get two flights for the Intermediate and Advanced competitors. Primary and Sportsman got one flight each.

I want to thank all the volunteers who helped make this contest happen. VC Dick Gould, Scorekeeper Mary Gannon, Chief Judges Guenther Eichorn, Hans Bok, Dave Watson and Registrar Janusz Becla did a superb job with roles they were all new to. A special thanks to all the folks who outlasted several weather breaks to get the Sportsman category completed on Sunday.

Here are the results:

Primary

| | Pilot | Known | Total | %pp |
|---|-------------------|-------|-------|--------|
| 1 | Jay Hewett | 329.5 | 329.5 | 73.22% |
| 2 | David Turner | 201.5 | 201.5 | 44.77% |
| 3 | Guy C. Roberge | 135.0 | 135.0 | 30.00% |
| 4 | Michael Zeltrevic | 101.0 | 101.0 | 22.44% |
| 5 | Farrell Woods | 19.5 | 19.5 | 4.33% |

Sportsman

| | Pilot | Known | Total | %pp |
|---|----------------|--------|--------|-----------|
| 1 | Gregory Ryan | 1225.5 | 1225.5 | 84.51724% |
| 2 | Sam Montgomery | 1189.0 | 1189.0 | 82.0% |
| 3 | Douglas Lovell | 1185.5 | 1185.5 | 81.75862% |
| 4 | Stephen Till | 1161.5 | 1161.5 | 80.10345% |
| 5 | Matt Crane | 1147.0 | 1147.0 | 79.10345% |
| 6 | John Everson | 1119.0 | 1119.0 | 77.17241% |

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| | | | | |
|----|------------------|--------|--------|------------|
| 7 | Douglas R Durand | 1077.0 | 1077.0 | 74.27586% |
| 8 | Byron Brumbaugh | 1071.5 | 1071.5 | 73.89655% |
| 9 | Weston Liu | 1069.5 | 1069.5 | 73.75862% |
| 10 | Mark Lander | 975.5 | 975.5 | 67.27586% |
| 11 | Peter Ring Jr. | 865.5 | 865.5 | 59.689655% |
| 12 | David Shaver | 817.0 | 817.0 | 56.34483% |
| 13 | Ron Sheradin | 620.0 | 620.0 | 42.75862% |
| 14 | Scott Kirk | 0.0 | 0.0 | 0.0% |

Intermediate

| | Pilot | Known | Freestyle | Total | %pp |
|---|-----------------|--------|-----------|--------|------------|
| 1 | Ron Chadwick | 1722.5 | 1623.0 | 3345.5 | 82.19902% |
| 2 | Bill Gordon | 1587.0 | 1636.0 | 3223.0 | 79.18919% |
| 3 | Sheldon Apsell | 1624.5 | 1511.0 | 3135.5 | 77.039314% |
| 4 | Janusz P. Becla | 1608.0 | 1492.0 | 3100.0 | 76.167076% |
| 5 | Neville Hogan | 1535.5 | 1543.5 | 3079.0 | 75.65111% |
| 6 | David Watson | 1496.5 | 1331.5 | 2828.0 | 69.48403% |
| 7 | Kendal Simpson | 1064.0 | 1645.5 | 2709.5 | 66.57248% |
| 8 | Stephen Seidel | 977.5 | 1491.5 | 2469.0 | 60.66339% |
| 9 | Chris Getz | 857.0 | 1047.0 | 1904.0 | 46.781326% |

Advanced

| | Pilot | Known | Freestyle | Total | %pp |
|---|------------------|--------|-----------|--------|------------|
| 1 | Robert Holland | 1996.5 | 2640.0 | 4636.5 | 82.79465% |
| 2 | Guenther Eichorn | 1837.5 | 2504.5 | 4342.0 | 77.53571% |
| 3 | Andy Cooper | 1658.0 | 2490.0 | 4148.0 | 74.07143% |
| 4 | Dennis Thompson | 1578.5 | 2530.5 | 4109.0 | 73.375% |
| 5 | Hans Bok | 1417.0 | 2181.0 | 3598.0 | 64.25% |
| 6 | Bill Matukaitis | 1590.5 | 1613.0 | 3203.5 | 57.205357% |

The Van's Big Adventure



Putting out sighting devices can be hazardous to your vehicle...

Precautionary Landing

By Farrell Woods

Just over one month ago I had the thrilling if unfortunate experience of putting some of my non-aerobatic flight training to the test. Specifically, the engine-out training I had received from a few instructors over the years became a lot less abstract and a lot more real.



For a while I have been concentrating on the quarter-clover figure in this year's Sportsman sequence. For some untold set of reasons this figure wasn't working for me, even after a number of discussions with friends and my instructor, Rob Holland. After more discussions and more thinking I was ready for another practice session in my recently acquired Decathlon.

After work I arrived at the airport and rolled my plane out of the hangar. It had been running well since I purchased it back in November 2004 and flew it home from southwest Illinois. I expected no less because the engine had fewer than 200 hours on it since a field overhaul at Central Air Parts in Staunton, IL. By this time I figured any teething issues should have surfaced. The airplane had been well cared for by its previous owners and had flown regularly.

The pre-flight inspection was uneventful as was the runup and other pre-takeoff checks. Takeoff, initial climb, and cruise climb to the local practice area were equally undramatic.

Once out over the practice area I did a safety check: roll inverted, listen for things that go "clunk", watch for things that might come sailing by my face, and watch for fluctuations in the oil pressure. There was a drop in oil pressure: from about 80 pounds which has been the norm to 60. This drop was greater than normal but 60 is still in the green arc. I held inverted for a moment and there was no fluctuation. Satisfied that things were in order for aerobatics, I rolled back upright.

Within a second or two of rolling upright, the engine began to run very rough. There was a severe drop in power and the revolutions dropped from 2500 to about 1300-1400. I experienced a moment or two of shock: the engine had never done this before. In fact in my brief experience of 300 hours, no engine had ever done this to me before. Except for the roughness it was as though someone had simply yanked back on the throttle. I almost turned around for a look to see if Rob had snuck into the back seat. I wanted to hear "you lost your engine" over the intercom. But I knew he wasn't there and that this wasn't a drill. This was real.

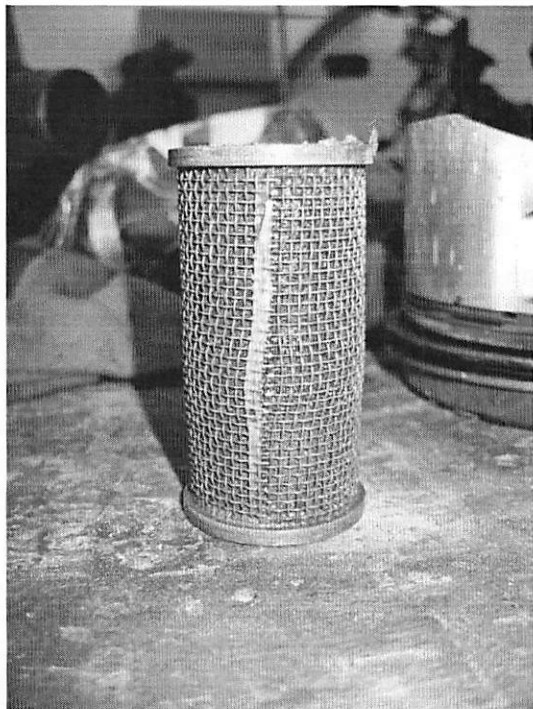
Getting my head together, I ran through the Emergency checklist like I practiced with my instructors. Pitch for max 1/d airspeed. Fuel: on. Mags: both on. Cycle mags: RPM drop on either side. Mixture: full rich. Prop: forward. Cycle alternate air: no effect. Curiously I could gain a few rev's by pulling the prop back a bit, but this had no apparent effect on power: I had very little. I was losing altitude.

Next up: where to land. I had a decision to make here. I was 10 miles away from home and had dropped from 6000 feet to a bit over 5000 feet while coming to the realization that this was actually happening and then running through the engine checklist. Making a run for home was tempting. I could easily see it, it looked close. But another airport was closer, about two miles away. This is a 2000 foot strip, 25 feet wide, approachable only from the north due to 100-foot pine trees starting about 50 feet from the southern edge of the runway. The northern edge drops off sharply into a swamp. It is not a place for the unprepared.

As tempting as it was to make a run for home I had this sagging feeling I would not make it. This was a good feeling, it helped me make a good decision. As scary as the small strip was to me I honestly felt it represented my best chance for a successful outcome. Making the decision to land there actually brought relief. I knew I would not come up short; it was a more a matter of not arriving there too high and fast to stop before the stop sign at the south end.

Another checklist item was to make a call to the tower at the home field to tell them I was in trouble and would not return. If I did in fact land in the trees then someone would know where to look. There was little they could do for me but they did ask. Wishing to convey optimism about the outcome I asked if they'd send someone out to fetch me.

With the emergency checklist out of the way I had time to "relax" and to prepare for the approach to my chosen landing spot. I maintained max 1/d for most of the descent, and I circled north of the airport and kept the runway in sight. Once I was low enough I aimed for the runway. I was high, I slipped the plane. I was also fast, because my heart was racing and I didn't want to let the airspeed bleed off and enter spin. I crossed the threshold high and hot like I didn't want to do. I touched down about half-way down the runway. This is where I discovered that



Decathlon brakes are rather effective: with the stick full back I was able to bring the tail wheel up in my effort to slow down. I backed off a tiny bit to bring the tail down, and came to a halt about 20 feet or so before the end of the pavement.

The engine was still running but was rough. I had power to pull off the end of the runway and then I shut down.

There turned out to be two things wrong with the engine. These two things appear to be unrelated.

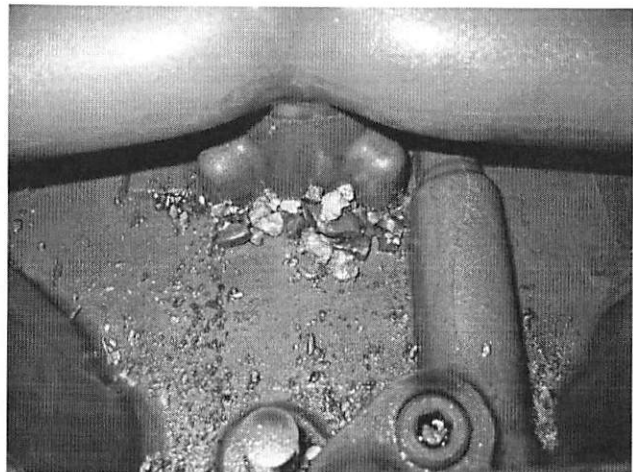
First was that I suffered a clogged fuel injector. Shortly after I landed, help arrived and my friends and I diagnosed a clogged injector. But the engine still didn't run right after the injector was cleaned. At this point I was about out of daylight, and I left the plane where it was. I did not want to try to nurse a sick plane back home in the dark.

Next day I cleaned all of the injectors. But this time when I started the engine, it ran for no more than five seconds before stopping abruptly. I noticed that it was now difficult to pull the propeller through. This prompted me to pull the oil screen. The screen was clogged with metal, almost to the point of bursting (they are designed to burst if they become too badly plugged.)

Needless to say the plane wasn't going to fly for a while. With help I pulled the engine and took it to a local engine shop at my home field. There we discovered that a valve spring broke due to corrosion, and this led to a chain-reaction that resulted in most of the valve lifters disintegrating. The chunks of lifters flying around the engine did significant damage to the case, the cylinder skirts, pistons, and rods. The crank was also cracked. Although I am told that this level of damage could not have occurred in the course of a single flight, I did not notice any unusual noise or experience performance problems prior to that last flight. The clogged injector was unrelated but was in its own way a stroke of luck. The engine was on its way to seizing and would have done so in flight otherwise. Perhaps when I was not so close to a runway.

I made a point of thanking my instructors, the folks who worked on engine-out procedures with me. That training gave me a number of tools that I was able to use to make a successful landing in some stressful circumstances. First was the ability to clear my head. Second was the engine checklist. Third was to use some common sense in choosing the much closer if scarier runway, instead of trying to make it home only to end up in someone's back yard. Fourth of course is to make a call on the radio to someone (if possible) and let them know where to find you.

Effective, recurrent instruction in emergency procedures very clearly saved my life and health. It's not as fun as doing figures and sequences. Well actually, I think some instructors do get a kick out of pulling the throttle on a busy student. For me this exercise became very real just over a month ago and I am grateful that I was able to recall the training I received when I needed it the most.



Calendar of Events

June 3rd – 5th

Maytown (N71)

Maytown, PA

June 11th

Chapter Meeting/Practice Day

Mansfield, MA

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setill@comcast.net

Vice President- Janusz Becla
janusz1@eudoramail.com

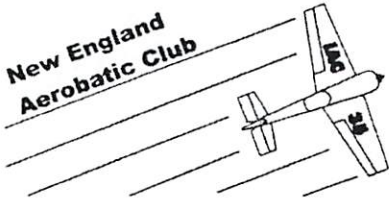
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Newsletter stuff goes to:
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rjpetit@earthlink.net

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

New England
Aerobatic Club

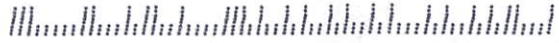


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THE HAMMERHEAD

July 2005

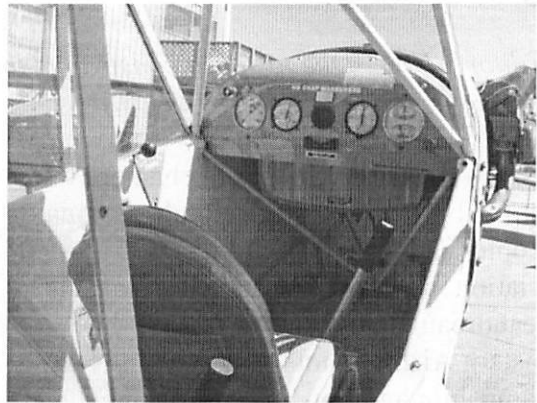
From the Pilot's Seat

By Steve Till

6/27/05

Aerobatics as play

When my younger brother was two he drove his tricycle down the cellar stairs. I have a vivid memory of him furiously pedaling down the hall and taking an unexpected right turn into the open cellar doorway. My brother was given to this sort of thing. He always played to his limits.



I recently was asked to give a seminar about Aerobatics to a group of pilots who had built RV aircraft. I wanted to describe to them what Aerobatics was. I do not think that Aerobatics is “the most fun you can have with your pants on” or “like having an orgasm and a car crash at the same time.” I do think Aerobatics is about the same kind of purposeful play that my brother and the rest of us engaged in as toddlers.

When we were one or two we found out about the world through our play. Play was jumping off the bed, sticking our fingers into things, eating stuff, and doing whatever came into our ambitious minds. We felt and observed the results of our manipulations of the world and our bodies. From these experiences we learned about what was fun and what hurt.

Aerobatics is the same kind of play. What we are discovering is what we can do with an airplane. We push the throttle a little more, we pull the stick harder, we try it inverted and we experience the results of our actions.

When we learn Aerobatics we need the safe hand of our parent/instructor to keep us from spinning in the way my brother did. Luckily, all he has to show for his lack of judgment is a small scar on his forehead. We risk much more as we begin to play. I needed to tell this to the RV pilots as well. I didn't want them to go play without an understanding of the dangers inherent in experimenting with aerodynamics.

Happily we all can learn more quickly than our two-year-old selves and they will quickly reach that point where we have to, in the words of my instructor, the late Ron Burns, “go out and burn gas.”

Go out and burn gas, go play.

The Past and Present of Chapters 35 and 52

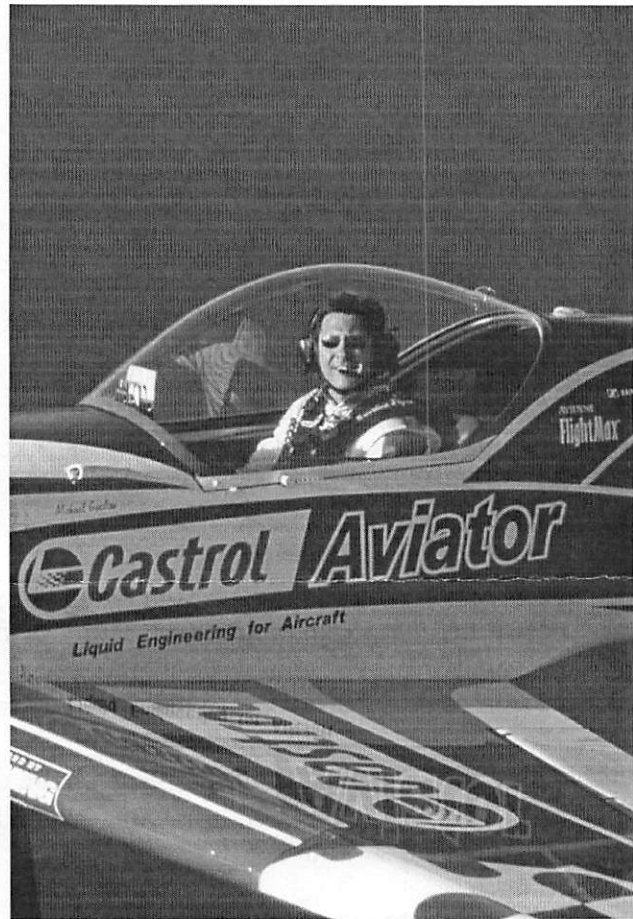
By Michael Goulian

(Editor's Note: Due to space constraints this article, which should have appeared in May, was delayed. I apologize for the delay.)

As you could imagine, both chapters were started by some very great and passionate people who were devoted to aerobatics and aviation. Chapter 35 was started by Val Beaudreault and Ward Bryant. Both were Eastern Airline pilots that lived in New Hampshire and flew out of Logan.

Val was a very gregarious guy who you just couldn't help but love. He was always the chief judge at our Chapter 35 contest which was held every fall in Jaffrey, NH.

Val flew the P47 in WWII and rumor has it that he was the first fighter pilot to shoot down the ME262 German fighter. For confirmation of that story, I would ask Ward Bryant. Ward was VP of Chapter 35 for a long time and was great friends with Val. Both of those men were the reason that Chapter 35 survives today. Many of you may know Ward because he was the Chief CFI for EFA for the last few years. I can tell you that Ward still loves to fly today as much as he did when he was running the chapter. And he is one of the best all around pilots I know.



Val's wife Priscilla was the Chapter 35 historian and documented some neat stories that we all should know. Perhaps we should get in touch with Priscilla to try and get the chapter history book from her so that we can continue that tradition.

Chapter 52 was started by the French Connection. Daniel Heligoin and Montaine Mallet were the spirit behind the Chapter which was one of the most active in the country at the time. My first official contest was at Orange County, NY in the spring of 1986. There were about 60 pilots at that contest which was typical in the late eighties and early nineties.

From my perspective, there are two big differences in aerobatics at the regional level today, compared to when I started. First, the equipment is dramatically different. Decathlons, Pitts, and Skybolt's were the norm.

Most of the Pitts were S1S types. In fact, there were very few S1T or S2B models out at that time. When Erik Flemming showed up at the Orange County contest in 1986 flying his S2B, we all looked upon that plane with awe because for many of us, it was the first time we had seen a "B" in person.

Today, the ramp is filled with six (and nine) cylinder monoplanes of all types. Knowing how great they are to fly, I can certainly sympathize with their proud owners but I have to say that the Pitts S1T or S2B are still incredibly capable machines and I wish we saw more of them at regional contests.

The second biggest difference I see is that people seemed to have more fun in the "old days". It seemed that the flying activities always took a back seat to the evening activities at many of the contests. In Jaffrey, there are many stories that Ward can tell about the Saturday banquets in the barn across the street from the airport in Jaffrey.

My advice is to try and remember that we are all in this sport because we love it and we should let it show at our contests. Our goal should be to mentor the new pilots and help bring our sport to a higher level.

As for me, I flew my first aerobatic lesson on April 2, 1985 in Decathlon N2520Z out of the Lawrence Airport. Donald Dutton was my instructor which was special for me because his dad taught my dad how to fly out of the old Haverhill Airport in the 1940's. My dad worked there raking the grass etc. to earn flying time.

What I didn't know that day was that the flight would change my life. In fact, aerobatics has been the major influence in my life since then. Even though I am President of Executive Flyers and it takes a lot of my time, I think about aerobatics every day all day.

I was not a rich kid by any terms but I was very fortunate in that my dad was incredibly supportive of all of my efforts in life. Whether it was hockey, golf, or flying, my dad would do all he could to help me be successful. Our deal was, I pay for the plane and the insurance and he would pay for my gas and maintenance. That was all of the incentive I needed to make the most out of a great opportunity.

As many of you know, aerobatics is never easy and if you want to do it as a pro, it is even harder. Along the way, my desire has been tested many times. For instance, in 1995, I could not afford the payments on my Extra 300S and our company could not afford to make them either. I had only one choice and that was to make the payments on my credit cards in hopes that better times were ahead and I would be able to get out of debt.

Well, I was lucky enough to win the US Nationals that year and I got some sponsor money that helped me pay off the almost \$15,000 of credit card debt I had accumulated.

Then in 1996, as I initiated a 3/4 outside snap roll on a vertical down line, I snapped the stick of my Extra almost in half and mostly used the trim to pull out of the dive at about 200 feet. That

event certainly rocked my confidence for quite a while but I didn't let that stop my dream. However, it did take almost a year to get rid of the ghost on my back after almost dying in my plane.

Let's talk a little about airshows and competition. For me, I never really fully transitioned to the airshow business until I stopped competing. I certainly flew both disciplines at the same time but my brain was always in competition mode and not airshow mode. Airshows were simply a way to pay the bills during my contest years.

In 2002, I really made the mental switch to the airshow side and that is when I started my relationships with the Fortune 50 companies that I am so lucky to be associated with. To me, representing Castrol and now Ford Motor Company are some of the biggest honors that I have been given as an aerobatic pilot.

My full time job is now promoting and selling their great products. Castrol is a fun sponsor because they are so rich in history with aviation and auto racing. They have passion for all things fast and they make a great oil. I hope that you will all consider using their great oil in your planes.

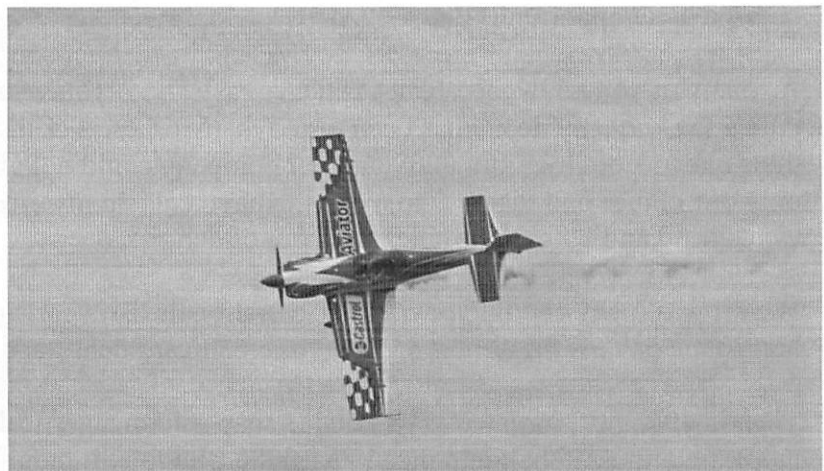
Ford is a brand new sponsor for me as of last week. That's right, you guys are the first to know. As many of you know, Ford was instrumental in EAA's countdown to Kittyhawk and they are a huge sponsor of AirVenture.

Flying is now very little of what I do. My job is really working for these great companies and making sure that we surpass the objectives and goals they have set for us. I have a team of four working full time to make sure we do that.

Many of you are probably thinking that stinks. If you live to fly, you are right. But flying is my job and just like a NASCAR driver, taking care of my sponsors is at the top of the list in my job description. However, I am incredibly lucky to be able to make a living in this sport and it's because of them that I can do so.

The airshow game is incredibly fun but also incredibly unforgiving. Many people may not know this but last year, I did an accident analysis on airshow crashes over the last six years.

The biggest thing we learned is that almost 50% of all airshow crashes occur in high performance aerobatic planes performing gyroscopic or spin type maneuvers. For example, last year we lost one



person performing a flat spin, one in a tumble gone wrong, and one person performing a torque roll that developed into a spin.

The lesson to be learned is that if you are new to flying airshows and are flying a lot of gyroscopics in your routine, be careful. The margin for error with tumbles in the airshow business is small.

This may sound funny, but I am always just a little nervous when flying shows. Does that make sense? I hope so. I think if you are not on your mental edge, you are in trouble. People that have no fear scare me.

Airshow flying is dangerous, PERIOD. To believe otherwise is crazy. To me, the only way to fly airshows is to go for it 100%. Otherwise, the price is too high.

The airshow business will keep me on the road for approximately 28 weeks this year. For us, the shows start on Wednesday and end Monday so we are on the road quite a bit.

I would not trade one day in my life. I am so lucky to be doing something that I love to do. In fact, my enthusiasm for this great sport is the same today as it was when I started.

See you all in the sky,

Michael Goulian



Upcoming Contests

Kathy Jaffe Challenge

Thursday, August 4 - Sunday, August 7, 2005 - Lumberton, NJ Northeast Region Kathy Jaffe Challenge sponsored by IAC 52. The competition will be held at Flying W Airport - locator N14. Primary through Unlimited Power categories will be flown. Practice and registration will be Thursday, August 4, 2005. Rain dates are Thursday, August 11 - Sunday, August 14, 2005. For more information contact Contest Director Ron Chadwick at (732) 671-6089; or e-mail at bubbaron@comcast.net. Contest website: <http://www.iac52.com>.

Green Mountain Aerobatic Contest

Saturday, August 27 - Sunday, August 28, 2005 - Springfield, VT- Northeast Region Green Mountain Aerobatic Contest sponsored by IAC 35. The competition will be held at Hartness State Airport - locator VSF. Primary through Unlimited Power categories will be flown. Practice and registration will be Friday, August 26, 2005. For more information contact Contest Director Hans Bok at (508) 994-5957; or e-mail at hans.bok@comcast.net. Contest website: <http://iac35.aerobatics.ws>.

East Coast Aerobatic Contest

September 16-18. Warrenton, VA. East Coast Aerobatic Contest sponsored by IAC Chapter 11. The competition will be held at Warrenton-Fauquire Airport-locator W66. Primary through Unlimited categories will be flown. Practice and registration will be Friday, September 16. For more information contact Contest Director Carl Hunt at 703-368-8766 or email at carlvhunt@cs.com.

For Sale

G-200 - Bill Crawford is selling his G-200. For information call Bill at 617-680-8581 or email wec@tiac.net.

1984 Pitts SIT



S/N 1021 - 1520 TTAF, 130 hours Since Aviat Factory Rebuild. New lower wings, new gear, new tires, brakes, new steerable tailwheel, new fuel tank, many others.

AEIO-360-A1E 130 SMOH. 10-to-1 Lycon pistons, bored cylinders, new camshaft, new bearings, etc. 230+ horsepower. All new hoses. New Slick mags. Solid crank. Newly overhauled B&C starter/Alternator/Battery.

MTV-2-B-C 130 SPOH by MT Germany/MT USA, 10 since MT USA Inspection

Airplane has a long winning history and shows great in the box. A well-proven competition airplane with outstanding performance well into Advanced. Originally owned by Cecilia Aragon who qualified for the US Unlimited team in this airplane some 15 years ago.

Contact: Alex Belov, (973) 204-2172 or belov@iac52.org

See tappix.com/720668 for more details.

Calendar of Events

July 9th

11:00 am

Chapter Meeting/Practice Day

Mansfield, MA

August 4th – 7th

Kathy Jaffe Challenge

Medford, NJ (N14)

www.iac52.com/kjc2005.html

August 26th – 28th

Green Mountain Aerobic Contest

Springfield, VT (VSF)

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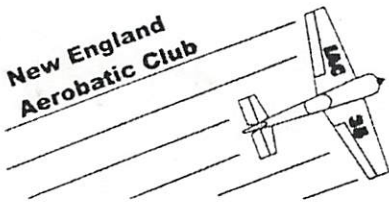
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Chapter 35 - Web Site
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Chapter 35 mailing list signup (highly recommended):
iac35-subscribe@yahoogroups.co

New England
Aerobatic Club



International Aerobatic Club – Chapter 35
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THE HAMMERHEAD

October 2005

From the Pilot's Seat

By Steve Till

9/13/05

Change is Constant.

We love it. We hate it. We plan for it and then throw away our plans when it arrives.

The image I have for dealing with change is Surfing on the wave of change, remaining balanced on the ever-moving wave of time as it rolls into the future. Of course, then I fall off my board and get thoroughly tossed about.



Running the chapter is just like this sort of surfing.

My sense of balance has been momentarily disrupted because Janusz Becla, our beloved vice president, has left us to pursue a job flying Beech Jets out of Chicago. I have invited Wes Liu to take his place. Wes has accepted and is full of ideas, and energy.

There is also a possibility that we may loose Orange as a contest site because there is some agreement among the upper echelons of the power structure that early May is not a good time, regarding weather, to run our flagship contest. Kowabunga, dudes!

At our meeting last Saturday we spoke about the possibilities of a contest in Rochester NH. To replace Orange or to add to add a fourth contest to our illustrious schedule, that is the question. We did also did touch on the upcoming election of Chapter officers. I will run for President again with Wes as my Vice presidential pick. Sheldon will run again for Treasurer. We will vote at our October eighth meeting. There are currently no contests in our election. The chapter is run by the people who have the energy and interest to do so. Luckily we continue to have just enough people to do that.

It would be prudent for the chapter's continuing health for more members to be versed in the main activity of the chapter-to wit, running contests. To that end Wes is promoting a plan to have a judges school this winter. This is a thoroughly good idea. Judges schools produce judges, which we have a continuing need for, and Judges schools also teach us more about successful contest flying. Knowledge that we all could use.

Rob Petit has become a treasure chest of knowledge about how to organize contests. Wes and I are trying to pry him open and will present on the pages of the Hammerhead those things that we find. (Not the liver or kidneys, but the contest stuff.) Our collective hope is that this knowledge will bring a clearer understanding of the many people and tasks necessary to run our contests. Furthermore we expect that this knowledge will empower our membership to become more involved in the work of conducting our contests.

Please join us Chapter 35 Surfers as we balance on the wave of the future



Proposed Knowns and Rules Changes Now Online

The IAC has posted the proposed knowns for 2006 as well as the proposed rules changes. The knowns can be found at <http://members.iac.org/knowns/knowns2006/>. The rules changes are at http://members.iac.org/contests/2006_proposed_rule_changes.pdf. Take this opportunity to comment on these proposed changes. Our board representative in the northeast is Greg Dungan, DunganGD@hotmail.com. Stay tuned for future newsletters with evaluations of the new sequences.

Minutes of Sept. 10th Chapter meeting

1. Discussion of Springfield Contest problems

Chairs-We need about five more chairs to cover the Judges area

Box size

We need a method to verify the size of the box,

Wes offered use of his measuring wheel.

A way to signal a shift change to get contestants attention
Consensus was the Chapter's bullhorn was not enough
We need an air horn to really wake people up.

Having a dedicated computer system consisting of two laptops and a printer would
be a better way to keep contest scores
Rob will attempt to acquire some used laptops and set up this system

We should raise the entry fee to \$100.00 and provide Saturday lunch and plenty
of water as part of the contest.
We need some coolers as part of our contest equipment

An inventory of existing chapter contest equipment and a list of those things
which we feel are necessary for contests should be compiled.

2. The notion of a Contest at Skyhaven airport in Rochester NH was raised.
We would like to push the dates for the "Orange" contest further into May, this
could mean that we would not be able use the Orange airport. Rochester was
suggested as a possible alternative or an additional contest.

The name of Mike McMann was raised as a possible Contest Director.

3. President Steve is beginning to plan the Outlaw contest,
A date of Saturday October 29th was suggested

4. Contents of this newsletter were discussed

Springfield Results

Here are the results from the Green Mountain Aerobatic Contest held in
Springfield, VT on August 27. All of the results reflect flying that was
done on Saturday as weather prevented flying on Sunday. Thanks to all who
came to the contest and especially those who helped to make everything
happen.

Primary

| Pilot | Known | Total | %pp |
|---------------|-------|-------|--------|
| JAY HEWETT | 358.1 | 358.1 | 79.58% |
| MIKE MCMAHON | 358.0 | 358.0 | 79.56% |
| FARRELL WOODS | 350.2 | 350.2 | 77.82% |

The Hammerhead – October 2005

Sportsman

| Pilot | Known | Freestyle | Total | %pp |
|-------------------|--------|-----------|--------|--------|
| WESTON LIU | 1203.8 | 1169.6 | 2373.4 | 81.84% |
| MATT CRANE | 1159.9 | 1197.4 | 2357.3 | 81.29% |
| DOUGLAS LOVELL | 1139.4 | 1178.5 | 2317.9 | 79.93% |
| GREGORY RYAN | 1189.6 | 1110.7 | 2300.3 | 79.32% |
| JOHN HOMROK | 1113.0 | 1165.5 | 2278.5 | 78.57% |
| ROBERT MARSICANO | | | | |
| | 1135.2 | 1143.0 | 2278.2 | 78.56% |
| JOHN FELLENER | 1092.8 | 1144.6 | 2237.4 | 77.15% |
| SAMUEL MONTGOMERY | | | | |
| | 1108.5 | 1115.4 | 2223.9 | 76.69% |
| DOUGLAS DURAND | 1104.0 | 1106.8 | 2210.8 | 76.23% |
| BYRON BRUMBAUGH | | | | |
| | 1060.8 | 1030.6 | 2091.4 | 72.12% |
| JOHN EVERSON | 932.5 | 1110.0 | 2042.5 | 70.43% |
| DAVID SHAVER | 1001.4 | 976.7 | 1978.1 | 68.21% |
| PETER RING | 884.6 | 820.6 | 1705.2 | 58.80% |
| JIM WELLS | 320.8 | 1182.4 | 1503.2 | 51.83% |
| DANIEL MARCOTTE | | | | |
| | 319.0 | 0.0 | 319.0 | 11.00% |

Intermediate

| Pilot | Known | Freestyle | Total | %pp |
|---------------------|--------|-----------|--------|--------|
| BILL GORDON | 1762.3 | 1682.7 | 3445.0 | 84.64% |
| LARRY BASHORE | 1745.9 | 1684.8 | 3430.7 | 84.29% |
| NEVILLE HOGAN | 1744.3 | 1582.9 | 3327.2 | 81.75% |
| TOM PARSONS | 1633.0 | 1639.1 | 3272.1 | 80.40% |
| SCOTT FRANCIS | 1723.8 | 1469.3 | 3193.1 | 78.45% |
| PETER ASHWOOD-SMITH | | | | |
| | 1719.5 | 1445.4 | 3164.9 | 77.76% |
| SIGRID BAUMANN | 1436.5 | 1436.9 | 2873.4 | 70.43% |
| CRAIG WISMAN | 1334.4 | 1105.7 | 2440.1 | 59.95% |

Advanced

| Pilot | Known | Freestyle | Total | %pp |
|----------------|--------|-----------|--------|--------|
| KENDAL SIMPSON | 1733.6 | 2149.8 | 3883.4 | 69.35% |
| ANDY COOPER | 1623.5 | 2088.6 | 3712.1 | 66.29% |

Unlimited

| Pilot | Known | Freestyle | Total | %pp |
|-----------------|--------|-----------|--------|--------|
| DENNIS THOMPSON | 1914.8 | 1998.1 | 3912.9 | 52.52% |
| HANS BOK | 1263.7 | 0.0 | 1263.7 | 16.96% |

Chapter 35 Needs Contest Help - Learn To Judge

At contests this year, we were short of judges and assistants who could really read Aresti. Chapter 35 is planning to host a Judges School this winter, and we really really need chapter members to attend so that they can help out on the contest judging line. This year, Wes Liu found himself judging Unlimited at his second contest as an official judge. Normally they have more experienced staff score Unlimited. Fortunately the Unlimited pilots are nice guys. Attending a Judges School will make you smarter as a contest pilot, show you the full Aresti catalog of aerobatic figures, explain the standards the judges use to award scores, and cover the rules for creating free programs. Please contact Steve Till now and let him know that you will block out a weekend in January or February to attend a Chapter 35 judges school. The chapter needs to hear from enough members in order to go forward with scheduling having an instructor come in from IAC. Steve's e-mail and telephone number appear at the end of this newsletter

The Kathy Jaffe Challenge



The Hammerhead – October 2005

Primary

| | Pilot | Known | Known2 | Known3 | Total | %pp |
|---|-----------------|--------|--------|--------|---------|--------|
| 1 | Kirill Barsukov | 374 | 379.9 | 384.5 | 1138.4 | 84.33% |
| 2 | Farrell Woods | 351.33 | 363.2 | 385.4 | 1099.93 | 81.48% |
| 3 | Patty Anderson | 294.33 | 357.4 | 230.9 | 882.63 | 65.38% |

Sportsman

| | Pilot | Known | Free1 | Free2 | Total | %pp |
|----|-----------------|---------|--------|--------|---------|--------|
| 1 | Douglas Lovell | 1181.83 | 1208.1 | 1238.7 | 3628.63 | 83.42% |
| 2 | Weston Liu | 1131.5 | 1183.1 | 1183.6 | 3498.2 | 80.42% |
| 3 | Douglas Durand | 1135.5 | 1178.4 | 1179.9 | 3493.8 | 80.32% |
| 4 | John Homrok | 1121.33 | 1174.7 | 1173.2 | 3469.23 | 79.75% |
| 5 | Jim Wells | 1174.67 | 1113.4 | 1178.2 | 3466.27 | 79.68% |
| 6 | Wesley Hebert | 1126.17 | 1154.5 | 1166 | 3446.67 | 79.23% |
| 7 | Scott Kirk | 1201.83 | 1111 | 1013.2 | 3326.03 | 76.46% |
| 8 | Greg Stringer | 1034.33 | 1055.3 | 1078.4 | 3168.03 | 72.83% |
| 9 | Michael Haller | 1120.17 | 1086 | 891.3 | 3097.47 | 71.21% |
| 10 | Stephen Till | 1116.83 | 1051.5 | 812.6 | 2980.93 | 68.53% |
| 11 | Merrill Evans | 1030.17 | 969.2 | 816.2 | 2815.57 | 64.73% |
| 12 | Byron Brumbaugh | 1034.33 | 774.8 | 861.3 | 2670.43 | 61.39% |
| 13 | Steve Winkelman | 834.83 | 769.9 | 782.8 | 2387.53 | 54.89% |
| 14 | R. Marsicano | 961 | 284.8 | 1027.7 | 2273.5 | 52.26% |

Intermediate

| | Pilot | Known | Free | Total | %pp |
|---|-----------------|---------|--------|---------|--------|
| 1 | Ray Franke | 1664.67 | 1616.6 | 3281.27 | 80.62% |
| 2 | Tom Parsons | 1599 | 1584.7 | 3183.7 | 78.22% |
| 3 | Janusz P. Becla | 1690.17 | 1411.2 | 3101.37 | 76.20% |
| 4 | Bill Gordon | 1347.17 | 1660.5 | 3007.67 | 73.90% |
| 5 | Neville Hogan | 1713.83 | 1288.1 | 3001.93 | 73.76% |
| 6 | Chris Getz | 1611.17 | 1344.2 | 2955.37 | 72.61% |
| 7 | Stephen Seidel | 1428.5 | 1360.5 | 2789 | 68.53% |
| 8 | Sheldon Apsell | 1267.33 | 1413.7 | 2681.03 | 65.87% |
| 9 | Scott Francis | 1556.17 | 1123 | 2679.17 | 65.83% |



Advanced

| | Pilot | Known | Free | Total | %pp |
|---|-----------------|--------|--------|--------|--------|
| 1 | Rob Holland | 1920.5 | 2681 | 4601.5 | 82.17% |
| 2 | Bill Finagin | 1608.8 | 2303.9 | 3912.7 | 69.87% |
| 3 | David Dodds | 1682.9 | 2179.5 | 3862.4 | 68.97% |
| 4 | Bill Matukaitis | 1668.2 | 2170.6 | 3838.8 | 68.55% |
| 5 | Hans Bok | 1808.2 | 1763.5 | 3571.7 | 63.78% |
| 6 | Kendal Simpson | 1539 | 1946.5 | 3485.5 | 62.24% |

Unlimited

| | Pilot | Known | Free | Total | %pp |
|---|-----------------|--------|---------|---------|--------|
| 1 | Dennis Thompson | 2219.5 | 3707.72 | 5927.22 | 79.56% |
| 2 | S. Grohsmeyer | 1989.6 | 3411.55 | 5401.15 | 72.50% |

For Sale

G-200 - Bill Crawford is selling his G-200. For information call Bill at 617-680-8581 or email wec@tiac.net.

1984 Pitts SIT



S/N 1021 - 1520 TTAF, 130 hours Since Aviat Factory Rebuild. New lower wings, new gear, new tires, brakes, new steerable tailwheel, new fuel tank, many others.

AEIO-360-A1E 130 SMOH. 10-to-1 Lycon pistons, bored cylinders, new camshaft, new bearings, etc. 230+ horsepower. All new hoses. New Slick mags. Solid crank. Newly overhauled B&C starter/Alternator/Battery.

MTV-2-B-C 130 SPOH by MT Germany/MT USA, 10 since MT USA Inspection

Airplane has a long winning history and shows great in the box. A well-proven competition airplane with outstanding performance well into Advanced. Originally owned by Cecilia Aragon who qualified for the US Unlimited team in this airplane some 15 years ago.

Contact: Alex Belov, (973) 204-2172 or belov@iac52.org

See tappix.com/720668 for more details.

Calendar of Events

October 8th

11:30 am

Chapter Meeting

Elections and '06 Planning

Mansfield, MA

October 29th

The 2005 Outlaw

(Tentative Date)

Keene, NH

Chapter Information

President- Steve Till
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Carlisle, Ma. 01741
(978) 369-8592 H
setill@comcast.net

Vice President- Janusz Becla
janusz1@eudoramail.com

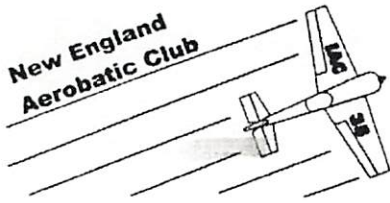
Treasurer- Sheldon Apsell
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617-332-4795 H

Chapter 35 - Web Site
<http://iac35.aerobatics.ws>

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

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

New England
Aerobatic Club



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

PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

0024/1430



THE HAMMERHEAD

November 2005

From the Pilot's Seat

By Steve Till

10/21/05

Chapter 35, the New England Aerobatic Club, is about to embark on another year. The new administration is in place. At our last meeting I was re-elected president and Wes Liu succeeded Janusz as V.P. Sheldon was re-elected Treasurer, but we have a vacancy for Chapter Secretary. We will continue to do what we have done best, to hold Contests. We will also have a winter banquet, hold some practices and generally support one another in our attempts to defy gravity and the horizon.



A large number of Chapter members turn out for our various events. Some newer members have to keep our events running in their usual well-oiled manner. But there are new ideas on the horizon, and we need new blood to bring them into fruition.

The two most important projects are to have a Judges' School sometime this winter and to have another contest. Qualified judges are always in demand and besides we can learn to fly better figures by understanding how they are judged. Another contest would mean that our chapter would hold four, gasp, four contests in a year, including the Outlaw. You can't beat that if you want to be a successful aerobatic competitor. Just by the laws of chance you are 1,534.67 % more likely to come home with a trophy, if we have four contests. Did I mention my superb grasp of numbers? This is why I am President and Sheldon is Treasurer.

Other ideas about ways we might expand our club have been suggested. Having a spring training camp, having a presence at East Coast Air shows, and buying an AN 2 to act as a traveling clubhouse (and storage for box markers) are just a few of the ideas that have been kicked around.

To accomplish all of these exciting ideas we need volunteers. We could have a committee of three or four members working on each one. We have the expertise among us. So beside the task of perfecting your outside snap, consider taking on an event which will spread joy and the gospel according to Aresti. We will be there to help and applaud.

Stephen Till
President IAC 35

Results from the 2005 Nationals

The 2005 US Nationals took place September 25th through the 30th in Texas. Pilots from around the country came to compete. Chapter 35 had two representatives. Bill Gordon competed in Intermediate and finished 9th, Rob Holland competed in Advanced and finished 4th. Rob also qualified 2nd for the advanced world team. Congratulations to both on their performance. Some other results are listed here.



| | <u>Primary</u> | <u>Sportsman</u> | <u>Intermediate</u> | <u>Advanced</u> | <u>Unlimited</u> |
|-----------------|-----------------|------------------|---------------------|-----------------|------------------|
| 1 st | Sam Tilleman | Jason Dusel | Doug Bartlett | Hector Ramirez | Kirby Chambliss |
| 2 nd | Joe Stockhausen | Joe Haycraft | Reinaldo Beyer | Jeff Boerboon | Michael Racy |
| 3 rd | Robert Bismuth | D R Bales | Bud Judy | Todd Whitmer | Zach Heffley |

“THIS IS THE STUPIDEST THING I’VE EVER DONE”

By Bill Gordon

That’s what I thought and told everyone who asked on my seven-hop trip to Sherman TX for the National Aerobatics Championships. I was flying in good weather only to land at my destination a few hours before the hurricane symbol was forecast to be right over the hangar where I would be parking my Pitts S2B. The forecast was for 10 to 20 inches of rain, thunderstorms and tornadoes as the storm stalled over northern Texas. I followed the high clouds defining the leading edge of the storm. I frequently checked the IAC website, which said that everything would remain on schedule. So I pressed on, questioning my judgment all the way.



Well, as luck would have it, the storm just missed us and we had very hot and windy weather, but the entire week turned out to be clear and flyable. Even the 1300-mile trip home was uneventful.

My first impression was an overwhelming feeling that I was in way over my head. Pilots and planes that I only had seen in magazines and places like Oshkosh surrounded me. In attendance were planes including the Red Bull, a Velox, an MX2, and lots of Suk's and Yak's. There was only one Super Decathlon, which won Sportsman, and a highly modified Clipped Wing Taylorcraft that competed in Intermediate. Monoplanes seemed to be in the majority.

The practice day went well in spite of a 35-40 knot cross-box wind that blew you out every two or three figures. The wind persisted all week but not that bad. All categories were affected equally; there were lots of outs.

It was finally my turn to fly the Known on Monday. We all pushed our planes to the number painted on the ramp corresponding to our order of flight. Since I was thirteenth, I decided to take a look at my competition's hardware. As I walked the line, I was impressed to see several planes with the pilot's accomplishments painted on the tail. Like World Advanced Team 2003, etc. One had so many Advanced World competitions on his tail that there was no room for the tail number. Maybe I was in the wrong order of flight? Nope, I'm in the right place. Wow, this is pretty discouraging; I don't have a chance. I later found out this was a common practice. You would think that their ego buckets would be full enough that they would give the new guys a better chance.

The box was great. It had two parallel runways, a taxiway, and the ramp, all different colors, right under you. It was easy to tell when you were out, which happened often during the week.



I believe in setting goals, and I did before I left home. 1. Don't embarrass myself. 2. No zeros in any sequence. 3. Place in the top 10. My three flights went pretty well. I have flown better, but I also have flown much worse. Since I accomplished all three goals, I feel pretty good about it. Scoring almost 80% leaves much room for improvement, but is not far from what I score in the Regional contests.

Overall, I had a great fun time. I saw some spectacular flying. Including Rob Holland, who got there late due to the Hurricane, overcame the protests, flew three flights back to back, and was second in the Advanced Team selection. Congratulations. By volunteering for the judging line, I was able to watch the competition from that aspect also. The quality of the judges was very high and appeared to be tough but fair.

As a side note, I learned not to trust AirNav to plan my trip without calling ahead also. On the way down, I stopped at KTEL for some less expensive gas. When I landed, not a soul was in sight, not an airplane in view, and the couple hangars locked up tight. No problem, there was a shiny new self-service pump on the field. I promptly swiped my credit card and up came the response: "SEE CASHIER". Only 5 gallons of gas left! Luckily, I had another card that worked. On the way home, I stopped at an airport that I had previously used. For some reason, they decided to take the weekend off. The pump was locked up. A spray plane pilot, who was loading chemicals, thought he knew where the key was. No luck. After snooping around, I found some bolt cutters in the hangar, snipped the lock off, filled up, and left a note with my home info on it. They called after I got home and were very nice about the whole thing.

If anyone from the NE region is planning to attend next year, for planning purposes, it cost me about \$3000, for the 14 hop round trip (\$1000 in gas), food, car rental, lodging, and entry fees. I thought the experience was well worth it, and you might see me there next year. It's addicting.

Chapter 35 Needs Contest Help - Learn To Judge

Chapter 35 is planning to host an IAC Judges Scholl at the end of January or the beginning of February. Primary and Sportsman pilots will find the explanation of the judging criteria for the maneuvers especially useful. Find out why your scores aren't 10's! The chapter needs judges to have contests, so please contact Steve Till (setill@comcast.net or 978-369-8692) to let him know you will attend. You can also give Steve your preferred weekend(s). The chapter needs a headcount to schedule an IAC course director.

CHAPTER 35 - THE BEGINNING

By Ward Bryant

The early days of Chapter 35 seem like a few short months ago, but in fact the first two organizational meetings were held at the Beverly Airport in 1973. The impetus for the meetings came from my trips to Oshkosh and Fond du Lac, Wisconsin. I was in awe as I walked onto the flight line at Oshkosh just in time to see Bob Hoover perform a slow roll on take off in his P-51. Years earlier I had played around with aerobatics in an Air Force Flying Club T-34 not really knowing what I was doing, and lucky if I didn't lose 200 feet during a slow roll, not even close

to Mr. Hoover's precision. The exposure to precision flying was further reinforced after I stopped at one of the first aerobatic contests being held at Fond du Lac, Wisconsin and watched pilots like Duane Cole, Art Scholl, Mary Gaffney and many other great aviators flying in competition under the auspices of the newly formed organization "International Aerobatic Club". I became fascinated and obsessed with this precision flying concept.

This new organization, the IAC, I learned promoted local Chapters such as EAA does. I wondered, just wondered if per chance there was enough interest in New England to form a Chapter. This led to two successful "lets try it out" meetings at the Beverly Airport and with about 30 people in attendance at each meeting, we had demonstrated there was indeed interest in this type of flying. Two close friends, Val Beaudrault and Dick Kaiser agreed to help with the task of organizing a regional IAC Chapter.

We negotiated a place for the Chapter to meet and fly with Harvey Sawyer at the Silver Ranch Airpark in Jaffrey, NH. Harvey and Lee's enthusiasm and hospitality gave us a friendly out of the way place to fly aerobatics. A now retired United Airlines Captain, Gerry Zimmerman, traveled East from Denver to teach a judges school. We received a tremendous amount of help from Mr. Joe Ferrucci at the Portland FSDO (GADO back then). Joe was a tremendous help in the beginning by arranging airspace waivers and giving his blessing to the whole idea of aerobatics. As time went on Joe would fly to Jaffrey and give low altitude waivers to those of us who flew and qualified for them. Finally some paperwork and phone calls to the then IAC President Bob Heuer and Chapter 35 was born.

Our first fly-in meeting held at Jaffrey turned out to be a beautiful clear day and we attracted the following people with airplanes. Bill Brady arrived in his Pitts S1-C, Ev Keeler and his two sons arrived from Conn. in a French Stampe and Bucker Jungmann, Paul and Paulette Gilman came from Conn. in their Taylorcraft, Dr. Dave Rowell flew from Saranac Lake, NY in his 180 HP Pitts and Ellis Barrett from Keene, NH was there in his PJ-260. I had a 7KCAB at the time. After a short business and get to know each other meeting, we planned a "Mini-Practice Contest" and broke for lunch. During the lunch break someone advised me that there had been an accident at the airport; thoughts that this was going to be the first and last meeting of Chapter 35 ran through my head. It seems that a Pitts landed on runway 16 while the pilot's good friend landed on runway 34 in a Citabria, they met at the center taxiway. The damage was minor, injuries non-existent, everyone remained friends and as you know Chapter 35 flourishes.

The years have passed all too quickly but my association with IAC and in particular Chapter 35 have been some of the most rewarding and enjoyable times in my life. When I attend a Contest these days and see the good spirit and comradery of competition flying still alive, it makes me proud to have been part of the sport during its early days.

Following is a list of the people who have served as Chapter 35 officers through 1988. Some have flown West but some names you will recognize. All of them deserve credit for the continuing success of Chapter 35.

The Hammerhead – November 2005

President

| | |
|----------------|-----------|
| Ward Bryant | 1973-1980 |
| Val Beaudrault | 1981-1987 |
| Neal Frangesh | 1988-?? |

Vice President

| | |
|----------------|-----------|
| Val Beaudrault | 1973-1980 |
| Ward Bryant | 1981 |
| Dennis Sawyer | 1982 |
| Ward Bryant | 1983-1986 |
| Ed Morse | 1987 |
| Augie Bohn | 1988 |

Secretary Treasurer

| | |
|----------------------|-----------|
| Dick Kaiser | 1973-1974 |
| Tom Bowman | 1975-1976 |
| Asher Negin | 1977-1981 |
| Bill & Judy Fletcher | 1982-1985 |
| Rocky Ammon | 1986-1987 |
| Ken Voegtlin | 1988 |

Chapter Meeting Location Updates

Chapter meetings will now be lunch meetings. Same time (11:30am), new place. The Nashua meetings will be held in the Mid Field Café upstairs in the terminal. Alternate meetings will be held in Bedford until practice season rolls around again. We are looking for suggestions for a restaurant. Send any suggestions to setill@comcast.net.

For Sale

G-200 - Bill Crawford is selling his G-200. For information call Bill at 617-680-8581 or email wec@tiac.net.

1984 Pitts SIT



S/N 1021 - 1520 TTAF, 130 hours Since Aviat Factory Rebuild. New lower wings, new gear, new tires, brakes, new steerable tailwheel, new fuel tank, many others.

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Contact: Alex Belov, (973) 204-2172 or belov@iac52.org

See tappix.com/720668 for more details.

Calendar of Events

October 29th

The 2005 Outlaw

Briefing at 10am

Keene, NH (KEEN)

November 13th

Chapter Meeting

Nashua (KASH)

December 11th

Chapter Meeting

Bedford (KBED)

Meeting Locations

ASH – The Mid-Field Café. Upstairs
in the terminal building.

BED – TBD

Chapter Information

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779 North Road
Carlisle, Ma. 01741
(978) 369-8592 H
setill@comcast.net

Vice President- Weston Liu
weston.liu@charter.net

Treasurer- Sheldon Apsell
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Chapter 35 - Web Site
<http://iac35.aerobatics.ws>

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

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

Local Aerobatics Training

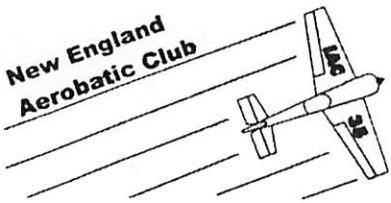
Aerial Advantage

Rob Holland, CFI
Nashua, NH (KASH)
(603) 598-3180
aerialadvantage@earthlink.net
www.aerial-advantage.com

Executive Flyers

Bedford, MA (KBED)
(781) 274-7227
www.executiveflyers.com

New England
Aerobatic Club



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29 OCT 2005 PM 18 T



International Aerobatic Club – Chapter 35
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