

THE HAMMERHEAD

January 2006

From the Pilot's Seat

By Steve Till

12/02/05

Citizens! Great changes are on the wing, besides the fact that my computer is broken!

We are not having a contest at Orange this year because the only Date offered to us was the same lousy weekend we have had for the last few years. Weather has been a big problem that early in the season. We've had it all, rain, wind, snow and dark of night. We did not want to repeat the experience.



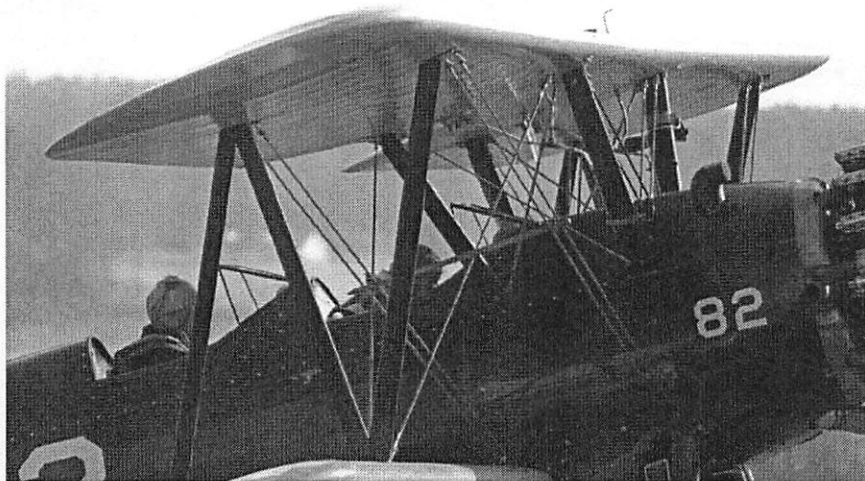
We are, therefore, moving the spring contest to Skyhaven Airport in Rochester NH. Mike McMahon, a newish chapter member, has made us welcome there. He will co-Direct the contest with Rob Petit, who knows running contests like the back of his hand, when he can see it.

Mike and Rob are engaged in the process of choosing a weekend and starting the ball rolling with the feds, who will be Gary Readio. Gary came to the Outlaw and had a good time, so I expect no significant hick-ups with Skyhaven. If Gary can stomach us in our Outlaw looseness, he should have no trouble with the highly disciplined, focused and precise pilots of Chapter 35 at a sanctioned contest.

I still want to run a Judges school but returns have been slow and my computer crash has lost the list. Will all of you who are interested in attending a judges school please e-mail at "setill@comcast.net"

Regards

L'Emperor



Outlaw Results

The Outlaw was a stunning (or sunning) success. The weather at Keene was wonderful, clear and warm, with a light breeze. Unfortunately Nashua and Bedford were socked in until about ten, so we didn't get flying until two. We had an "exceptional" turnout, six pilots flew and we had a few guys visiting to help. Hilton Tallman, who we hadn't seen him in a couple of years, came in from the west and warmed the box up for us. Gary Radio from the Portland FSDO not only wrote our waiver but spent the day with us and proved to be nice as well as supportive. (I was happy to see him looking at a visiting Vultee while Andy Cooper was simultaneously violating the box and the waiver.) Jim Wells came in from Ithaca, flew smartly in his Red Pitts and beat a hasty retreat to beat the sun home. We made up our judges from girlfriends and other onlookers their only training was a two minute briefing about which boxes to up the numbers in. We flew with some efficiency and sent everyone home before those, like Jim, with long trips ahead, had to worry about the sunset.

I want to thank Rob Petit who kept things organized

(and everyone else who had to do all those things which contests require.)



The Scores are as follows-

1st Place Andy Cooper-1465 points (This is why it pays to have your girlfriend on the Judging line)

2nd Place Guenther Eichorn-1200 points (Done in the venerable Stearman-without a costume!)

3rd Place Ray Moorman-1170 points (He kept it in the box-maybe)



Other scores-

Jim Wells- 1090 points

Byron Brumbaugh-1060 points

Joe Innmaoratti-650 points

(We have some beautiful souvenir fleece vests with the exclusive "Outlaw IV" logo- \$20.00 from L'Emperor)

Chapter News and Notes

We are still trying to plan a judges school for early 2006. So far, the response has been light. Please let Steve know you are interested by emailing him at setill@comcast.net. Steve had a computer failure a while back, so even if you emailed him previously, please confirm that he has your name on his list.

The chapter is considering updating its' web presence. If any chapter members would like to volunteer their web development skills, please contact Steve Till.

It's that time of year again. Dues are due. Please send your 2006 dues using the enclosed membership form. Dues are due by February. Keep connected, renew now!

Getting a Contest off the Ground

By Rob Petit

2006 is here. It's time to think about the 2006 contest season. As we start putting together a new contest at Sky Haven for the spring, it's a good time to give you a glimpse into what goes into getting a contest running.

I spent five years handling registration at the Orange contest. By 2003 I had the registration process wired. I thought I had a good idea of what it took to run an aerobatics contest. Boy was I surprised when I took over for the 2004 contest. The previous contest director gave me his contest checklist. The pre contest list was 100+ items long! I had some work to do. Here's a few of the key items that need to be addressed before a contest.

Schedule and Location – The first thing you need when planning a contest is the when and the where. Finding a location that has the facilities to host a contest and is willing to host a contest can be a little tricky. Even when you have a location, like Orange, scheduling can be an issue. At Orange, MA we had to work around standardized testing at the local high schools and work around conflicts with a local airport business.

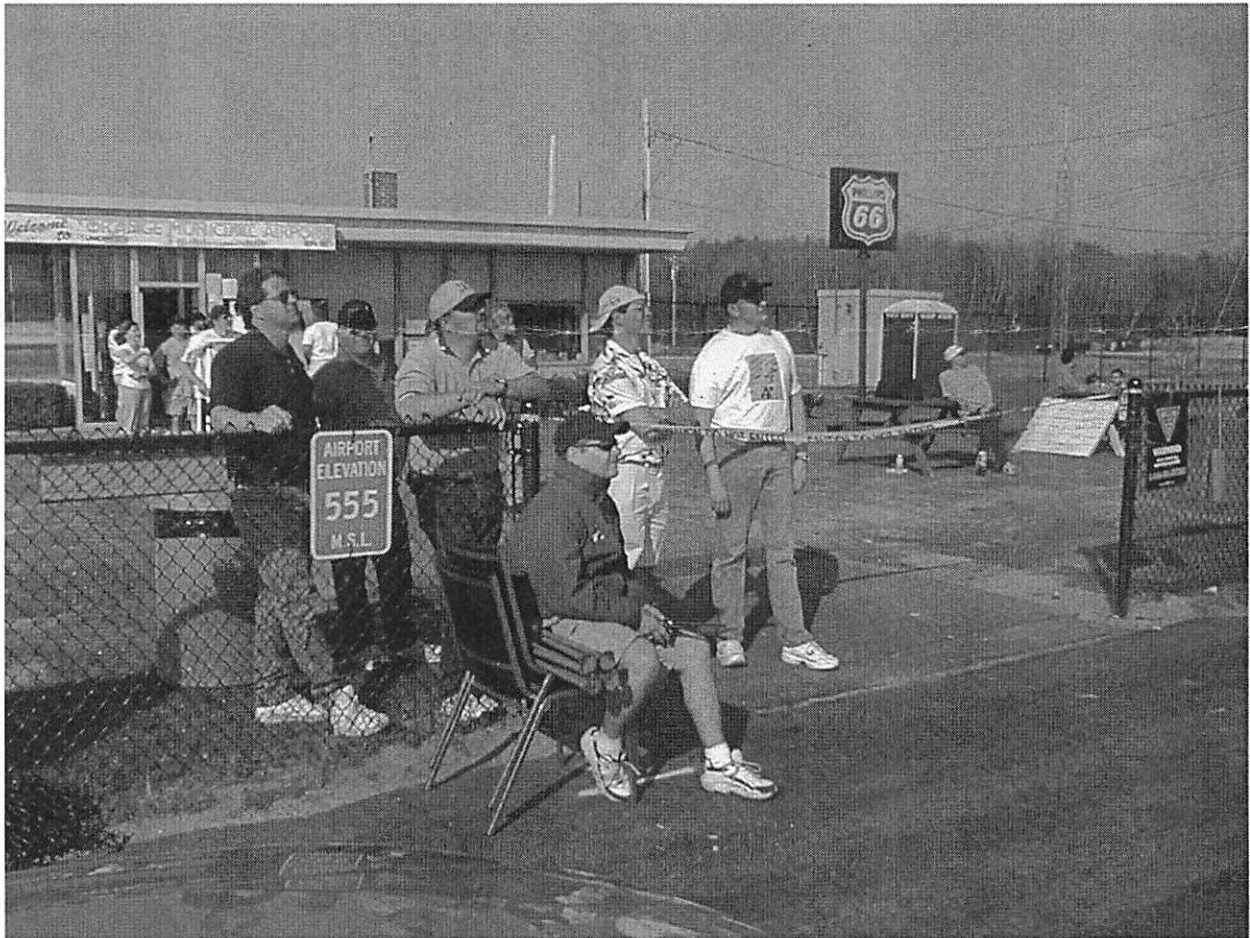
Waiver, Sanction and Insurance – Once there is a time and place for the contest, you need permission from the IAC and the FAA. Typically several sections of FAR part 91 need to be waived. Minimum altitudes, operations in class E airspace and the aerobatics rules usually need to be waived for a contest to happen. The IAC also needs to sanction the contest and insure it.

Facilities and Services – Planes burn fuel and people eat food. They both need shelter at night. Fuel, hangars, food and hotels were looked at when setting up a location but now they need to be finalized. If there is going to be a restaurant banquet, the menu has to be selected and a preliminary head count provided. Some hotels will reserve blocks of rooms for a group at a discount. Ensure that food, fuel and hangar space will be available as expected.

Volunteers – While everything I’ve discussed so far is essential to a contest, there are key volunteers that literally make the contest happen. Registrar, score keeper, chief judge and volunteer coordinator are all critical to a contest and need to be lined up well before the contest begins. How smoothly the contest runs depends on the hard work of these volunteers.

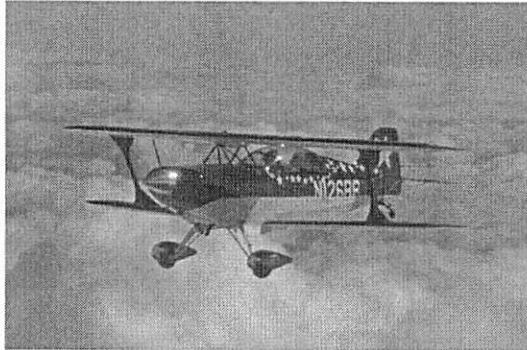
Other Stuff – The list goes on and on. Do we have enough chairs and tables? Who has the box markers, sighting devices for the boundaries and the contest radios. Awards and contest gifts need to be designed, ordered and picked up. Press releases need to be written for the local press so we don’t surprise the neighborhood. Some states aeronautics councils require paperwork as well. Now what am I forgetting...

Now the contest is ready to fly. Next month, we’ll explore running the contest.



For Sale

2001 Pitts S2C



Based at Nashua N.H. (ASH)

Click [here](#) for more details and pictures

Aircraft valued at \$135,000. 975 hours TTAF and Engine, Hartzell (Claw) Propeller, Garmin 420 GPS, Digital engine gauges, Smoke system and more.

For details contact Peter at Burning Blue Aviation. (781) 883-4818. peter@burning-blue.com

G-200

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

1984 Pitts S1T



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

January 14th

Chapter Meeting

11:30

Nashua (KASH)

February 11th

Chapter Meeting

11:30am

Bedford (KBED)

Meeting Locations

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

BED – Conference room at Jet
Aviation

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

Secretary- Farrell Woods
152 Bush Hill Rd.
Hudson, NH 03051-4403
ftw@adelphi.net

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

Newsletter stuff goes to:
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Spouse:

Address:

City, State:

Zip Code:

Phone # (home)

Phone # (work)

Email address:

EAA membership number:

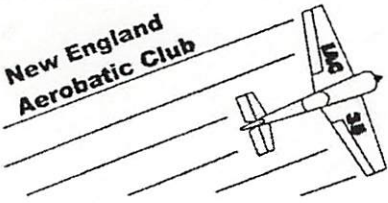
IAC membership number:

Pilot?:

Aircraft owned or building:

**Send to:
Farrell Woods
152 Bush Hill Rd.
Hudson, NH 03051-4403**

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



THE HAMMERHEAD

February 2006

From the Pilot's Seat

By Steve Till

1/31/06

Two Issues.

There are two issues that I have been pushing around my brain for the last month. I want to bring them out into the open for two reasons. The first reason is that I want to get others to think about these issues with the expectation that they will contribute to resolution of these issues and the second, which is closely related to the first, is that I want to create some space up there for other things.



The first issue is the lack of judges in Chapter 35. Wes Liu must take the credit for bringing this situation to light. He noticed it last season, during the contest at the flying "W" when he found himself as a novice judge tasked with judging the Unlimited sequences. We have taken the availability of Judges for granted and we arrive at each contest assuming they will be there to give us our tens or twos or something in between. What you may not know is that there have been contests, maybe even some you have attended, which have almost been called for lack of Judges.

Judges don't grow on trees, at least here in the Northeast. We have to make them by hand. It takes time, a Judges School and some homework to become a Judge. However it is not all selfless labor. Judges know more about the figures we fly and what we can do to score well than your average layman aerobatic pilot. Judging Schools are great places to learn how to raise your contest scores. Where else can you learn this stuff and be a good pilot/citizen at the same time.

We are setting up a Judges School for March. It would be well worth your while to attend and go the full distance to becoming an IAC sanctioned Aerobatic Judge.

The other issue I want to talk about is more philosophical. Farrell Woods is cleaning up our membership roll (get your 2006 dues to him right now!!). Farrell asked me if we should set up another class of member to whom we would send the newsletter, even if they didn't keep up with their membership. My knee-jerk reaction was "NO, we don't want to give away what we ask others to pay for!"

Then I began to think about our roll as an institution of aerobatics. (Some of us are indeed old enough to be institutionalized.) One of our main goals is to promote Aerobatic flying. I have begun to think that with the low cost of e-mail, we should send out the Hammerhead to anyone who is interested. We might print some articles about getting started in Aerobatics for precisely those people. The newsletter is only one small part of the benefits of membership, and one we can easily be generous with.

I want to know what you think and what you want to put in the newsletter for the pilot's out there who are interested.

Banquet News

Citizens!!

Sheldon and Paula Apsell have again graciously agreed to host the Chapter 35 Banquet. They have chosen the date of Saturday March 4th, for the get together. We will have drinks at 7 and Dinner "8ish". Sheldon wants all our members to know that he has extra rooms for those who would like to stay over instead of facing a too-long drive home. (If you are interested in staying over please e-mail Sheldon at sheldona@micrologic.com) Please mark your calendars and take your one good tie to the cleaners, we want to see you there!

Hanger Space Available

For more info, contact Ray Moorman at rmorman@cptech.com.

The hangar is in the Pine Hill area of Hanscom by Sheldon Apsell & Charles Schmacher with their Extra's. Its a large hangar and easily accommodates two Pitts any model and most other aerobatic planes except an Extra, Sukhoi or Decathlon. Its advantage is the convenience to the local area. The price is ~\$250/m.

January Meeting Minutes

IAC Chapter 35 Meeting 14 Jan 2006

Location: Mid-Field Cafe, Nashua Airport, Nashua, NH

Present: Steve Till, Wes Liu, Charley Ryan, Greg Ryan, Rob Holland, Rob Pettit, John Carroll

1) Discussion of communicating with members.

* Chapter will send internet HammerHead newsletter to the entire address list compiled by Secretary Farrell Woods. The internet is essentially free and chapter visibility is good. Members who pay extra dues (\$35 vs \$25) for a paper newletter will also get that.

* The Chapter Secretary, Farrell Woods, will send out an e-mail meeting notice 7 - 10 days

before each meeting to the entire chapter e-mail list. Separating this from the newsletter should reduce the pressure on the newsletter editor. We still want the Hammerhead sent out 7-10 days before meetings.

2) Rochester, NH (airport ID DAW) was discussed.

- * Rob Holland suggested organizing a practice day at Rochester.

- * The club officers will try to visit Rochester on 1/29 to speak with the tentative host, Mike McMahon

3) Judges School

- * Wes Liu will fill out and forward to IAC the request to have a judges school

- * The tentative location is Nashua, Daniel Webster College

- * Steve Till has the list of folks who desire to attend.

4) Chapter dues are due. Dues now go to the chapter secretary Farrel Woods. Rob Holland paid up. Wes Liu paid up. We are going to try to get Sheldon to cash the checks in a more timely manner than in the past.

5) Steve Till will ask Mike Goulian if he is disposed to presenting his seminar on how to fool the judges when flying a sequence.

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Great Bay Aerobatics Contest

Rochester, NH

Skyhaven Airport (KDAW)

June 2nd – 4th

Pennsylvania Aerobatics Contest

Maytown, PA

Donegal Springs Airport (N71)

June 23rd – 25th

Or

June 30th – July 2nd 4th

Aerobatics Canada Chapter 2 Contest

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Aripport (CSU3)

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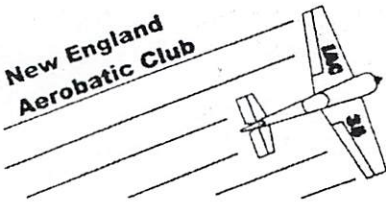
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BOSTON, MA 021

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PRISCILLA BEAUDRAULT
RR 1, BOX 1240
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03281/9999 



The Hammerhead

March 2006

From the Pilot's Seat

By Steve Till

3/6/06

Some of you may know the definition of a helicopter as a large group of spare parts flying in formation. This is also an apt description of the chapter. We are a disparate group of people that fly in formation to create our three contests our banquet and the other events we enjoy together.



In an aside here I would like to note that no other chapter puts on three contests in a year, the closest runner up is Chapter 36 from San Diego and their last contest was run by Dave Watson with Laurie as Registrar and Ryan doing the scoring. We should actually count that contest as ours! But I digress...

When I joined the chapter I had the image of the chapter as a fixed group of guys who had been doing their jobs in the chapter for years and would continue on for years to come. A few years of life inside let me understand that the picture was rather different. The jobs that need to be done remain the same year after year, but the people who do them change as time goes on. Furthermore each time a new person takes on one of these important roles they subtly shape the role with their own interests and strengths.

To keep the chapter vital and functioning we should embrace change. Change in the form of new members who will become active members who will become Judges and Contest Directors and Chapter Presidents in time. We also need to extend a welcome when members who have been "off line" become active again. To both these groups a sense that their presence and participation is welcome and that their contribution has value means everything.

For myself, I have been working through my ratings to reach my goal of teaching Aerobatics. I am finally working on my CFI and in September I am going to step down as Chapter president so I can start doing that. I will continue in my natural role in the Chapter as head of Public Relations. Someone new will become President and shape the chapter and its image according to his/her own interests. Like the helicopter the chapter continues to run and be shaped by its members flying in formation.

Regional Series

The regional series results were released recently. Three chapter 35 members took first place in their respective categories in the North East Region.

Wes Liu	1 st Place	Sportsman
Bill Gordon	1 st Place	Intermediate
Rob Holland	1 st Place	Advanced

Congratulations!

If you are interested in participating in the regional series for 2006 check out the regional series web site at http://www.iac.org/calendar/regional_series_information.html. You need to register by May 1st and pay a \$50 fee. Your results are based on the average of your three best results at contests in the region (and the Nationals). An application is also provided later in this newsletter.

Another Great Banquet!

Once again Sheldon and Paula Apsell hosted a fine chapter banquet at their home in Newton. Thanks to both of them for a great evening.

Many chapter members and some visiting dignitaries were here for the event. The festivities included an opportunity to hear from our regional IAC board member and



chairman of Judge's Education and Certification Greg Dungan.



Some awards were also presented during the evening. Proxies for the regional series winners were handed out (see Wes Liu's first place Sportsman above). Service awards were presented as well for web editor, newsletter editor, treasurer and secretary (left is Guether receiving his "Web Editor" award.)

Hanger Space Available

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The hangar is in the Pine Hill area of Hanscom by Sheldon Apsell & Charles Schmacher with their Extra's. Its a large hangar and easily accommodates two Pitts any model and most other aerobatic planes except an Extra, Sukhoi or Decathlon. Its advantage is the convenience to the local area. The price is ~\$250/m.

February Meeting Minutes

It was great to see such a good number of attendees at the meeting:

Steve Till, Wes Liu, Farrell Woods, Rob Petit, Charles Schumacher, Jim Wells, Charlie Ryan, Hilton Tallman, Greg Ryan, Dave Shaver, Jay Hewett, Rick Sampson

Items discussed:

A few weeks ago I asked how we should "categorize" our chapter's members. We have "paying" members - those who keep current with their dues. We also have a number of folks who wish to stay informed of our activities - these folks are on various people's mailing lists (Rob's, primarily for the Hammerhead, Steve's list for announcements, etc.) We don't want to shut out non-paying folks. But it seems there needs to be some distinction or "benefit" for folks who pay dues each year.

We didn't end up addressing exactly this. What we did discuss or perhaps decide collectively is that we exist for the purpose of promoting the sport of aerobatic flying. To that end we should send or distribute copies of the Hammerhead to groups of pilots who might be interested in learning about aerobatics. This includes places like Daniel Webster College and other, similar organizations.

We need articles for the Hammerhead which will be accessible to new or newer folks. Preferably written by folks who have recently gotten into aerobatics or who have recently joined the chapter. Dave Shaver will put together an article for the next Hammerhead.

We also will mine the IAC's list for pilots who are members of that group who are local but have not joined the chapter. Along similar lines we need to mine the FAA's list of airplanes in our area to look for aerobatic-capable planes so that we can reach out to those owners.

Along the recruiting lines, Hilton mentioned that there is a group

The Hammerhead – March 2006

of acro pilots in Long Island. These folks were apparently once an IAC chapter. Hilton has given Wes some contact info for these folks and Wes will send out a letter to let them know about chapter 35 and to invite them to our contests.

Rochester contest:

Planning is well under way; it looks like were a go!

The box waiver will likely need to account for a couple of industrial buildings under the front edge, but we have ideas on how to work around this. It appears there should be hangar space for most aircraft. Banquet and hotel facilities are within a short drive.

Upcoming chapter meetings:

Chapter meetings are the second Saturday of each month unless otherwise noted. Since we have the banquet coming up shortly we will NOT have a March meeting. The next meeting will be Saturday April 8 at 11:00AM at the Midfield Cafe at Nashua (KASH). Location alternates between the Midfield Cafe at Nashua and Jet Aviation at Bedford (KBED).

On May 13 at KBED our meeting will feature Mike Goulian as speaker. We expect he'll present his talk on how to "cheat" without the judges catching you. Just in time for the Rochester contest!

-- Farrell

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Donegal Springs Airport (N71)

July 13th – 16th

Kathy Jaffe Challenge

Lumberton, NJ

Flying W Airport (N14)

August 4th – 6th

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

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Spouse:

Address:

City, State:

Zip Code:

Phone # (home)

Phone # (work)

Email address:

EAA membership number:

IAC membership number:

Pilot?:

Aircraft owned or building:

**Send to:
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2006 IAC REGIONAL CHAMPIONSHIP SERIES APPLICATION
 Registration deadline May 1, 2006

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Name: _____ IAC No.: _____

Address: _____
Street Address

City/State/Zip: _____
City State Zip

Phone No: () - _____ E-mail: _____

Occupation: _____ Age: _____ Chapter #: _____

Category Primary Sportsman Intermediate Advanced Unlimited

Region: NW SW Mid America South Central NE SE

▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶ **AIRCRAFT INFORMATION** ▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶

Type & Model: _____ Reg. No.: _____
(Examples: Pitts S-2B, Decathlon 8KCAB, etc.)

Horsepower: _____ Factory or Homebuilt? _____

▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶ **PAYMENT INFORMATION** ▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶▶

\$50 Registration Fee Due upon registration

Payment Type:

Check (Make check out to IAC)

Credit Card Type: VISA Account No.: _____ Expire Date _____

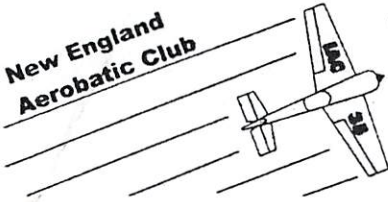
Signature: _____

Send completed form and registration fee to: International Aerobatic Club
 P. O. Box 3086
 Oshkosh, Wisconsin 54903-3086
 FAX: 920/426-6865

BOSTON MA 021

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New England
Aerobatic Club

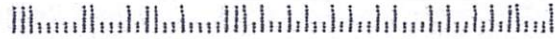


International Aerobatic Club - Chapter 35
Rob Petit - Editor
319 Lake St. Arlington MA 02474



PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

03281/9589



THE HAMMERHEAD

April 2006

From the Pilot's Seat

By Steve Till

4/3/06

A new year's resolution.

"Huh? It's April!" you say. "Why are we talking new years resolution now?" The answer is that April is the beginning of the Aerobatic year, and it is time to make new years resolutions to carry us happily and safely through the upcoming season.



Let's start with the most important resolution- we should all resolve to fly our sport safely! This requires a mind-set that will not allow those little issues with our airplane or our sequences to go by unaddressed. We all need to keep our beloved mounts in good condition, to take care of those things we know need doing. During the season there are always the unexpected glitches that inevitably arise. If everything else has been addressed the unexpected isn't so hard to take. The same goes for our sequences. With our first contest of the year being The Great Bay Aerobatic Contest happening in mid May at Rochester NH, we all have a chance to come to the contest well rehearsed, with a good knowledge of our sequences. So we'll all be scoring much better won't we?

At the contests, how about we resolve not only to remember the sunblock, but to use it this time! A few of you know that I am actually twenty three, but seven years of searing contest suns have made me look like I'm fifty six. Another important resolution is to keep hydrated at the contests. We are going to work harder to keep water available at various places around the contest. Pulling g's is hard enough without trying to pass kidney stones at the same time. If you don't need to pee as your being told to strap in then you are not drinking enough (or you are not nervous enough).

There is one other thing I think you should resolve to do. That is to try to do it better this Year. Fly a little better. Be a little looser. Have more fun. That's what we're all here for.

Judges School Report

Weston Liu

On March 4 and 5, IAC Chapter 35 successfully hosted Introduction to Aerobatic Judging. The course was taught by Greg Dungan, Chairman of IAC Judges Programs and the Northeast Regional Director for IAC. Daniel Webster College in Nashua, NH graciously provided a fully equipped classroom.

Attending the full school were Farrell Woods, Byron Brumbaugh, David Shaver, Jay Hewett, Charles Schumacher, Randol Webb, Josh Allen. Attending the recurrency segment on Sunday were Weston Liu, Jim Wells, Guenther Eichorn.

The chapter charged \$70 for attending the full 2 days, with IAC taking \$60. The chapter charged \$50 for attending only the second day, with IAC taking \$40.

Gross income \$640. To be paid to IAC \$540. Chapter income \$100.

Summary of expense:

Fedex Kinko's - Copies of course handout	\$17.64
Fedex Kinko's - More copies of course handout	\$4.80
Staples - pens	\$1.26
Saturday breakfast Dunkin Donuts - "2 Boxes of Joe"	\$25.98
Saturday breakfast Dunkin Donuts - 1 doz breakfast pastries	\$9.00
Saturday lunch Panera Bread sandwiches	\$52.39
Saturday lunch 7-Eleven individual drinks	\$11.57
Sunday breakfast Dunkin Donuts 1 Box of Joe" & 12 pastries	\$23.27
Tolls on NH Rt3 picking up Greg D at MHT Airport	\$0.75
MHT Airport parking when picking up Greg Dungan	\$2.00
Car for Greg D to drive donated by Wes Liu	\$0.00
Tolls on NH Rt3 dropping off Greg D at MHT Airport	\$0.75

Total Expenses: \$149.41

In addition to the expenses above, Greg Dungan was the chapter's guest (\$50 fee waived) at the annual banquet, held at Sheldon and Paula Apsell's house. Combining the above, the school cost the chapter \$100 income - \$149.41 expenses- \$50 banquet =- 99.41.

We believe that this expense is a wise investment in the chapter's future ability to host and staff contests. In the words of L'Emperor, "We are here to make judges, not money."

A Judge is Born

Congratulations to Byron Brumbaugh who recently completed the oral judge's exam administered by Guenther and Wes. Byron attended the recent judge's school and had previously completed the required assists. Thanks Byron, we'll see you on the line at Rochester...

Good News from the EAA

A recent finding by the FAA Office of Chief Counsel affirms an EAA petition filed in 1998 that sought to accurately define "surface areas" for aerobatic flight areas. FAA denied the petition in 1999, stating that aerobatic flight "may not be conducted within the lateral boundaries of the surface areas of a Class B, Class C, Class D, or Class E designated for an airport." However, in response to a more recent petition filed by an EAA member, FAA reversed that earlier decision and agreed with EAA's opinion.

For full details see http://www.eaa.org/communications/eaanews/060316_aerobaticflight.html

Hanger Space Available

For more info, contact Ray Moorman at rmoorman@cptech.com.

The hangar is in the Pine Hill area of Hanscom by Sheldon Apsell & Charles Schmacher with their Extra's. Its a large hangar and easily accommodates two Pitts any model and most other aerobatic planes except an Extra, Sukhoi or Decathlon. Its advantage is the convenience to the local area. The price is ~\$250/m.

Rochester Details

Chapter 35's first contest of the 2006 season, The Great Bay Aerobatic Contest, will be held from May 18th through May 21st at Skyhaven airport (KDAW) in Rochester, NH.

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 May 18th.

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.

The Hammerhead – April 2006

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, May 18

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

Friday, May 19

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

Saturday, May 20

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

Sunday, May 21

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

HOTELS

The Governor's Inn – About 10 minutes from the airport. The banquet will also be held here.
(603) 332-0107 info@governorsinn.com www.governorsinn.com

The Anchorage Inn Of Rochester – Also 10 minutes from the airport. (603) 332-3350
www.anchorageinns.com/rochester

Comfort Inn and Suites – (603) 750-7507

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, Enterprise serves the airport and you can get a 5% discount with your IAC membership.

Enterprise (603) 332-5667

BANQUET

7:00 Saturday evening at The Governor's Inn. More details to come.

FEES

Contest registration

Primary	\$70
Sportsman	\$75
Intermediate	\$85
Advanced	\$85
Unlimited	\$85

Hangar, per night \$20

Saturday evening banquet: \$40 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, Pease (PSM) VORTAC 356 degree radial, 12.7NM. 43.17.02N,
70.55.45W. VOR and NDB approaches.

Runways 15-33: 4001'x100'. Field elevation 322'MSL. Skyhaven CTAF/Unicom 122.7.
Expected NOTAMS: fly left traffic for runway 33, right traffic for runway 15. **Caution:** The
aerobatic box is northeast and parallel to the runway.

By car:

Route 95 North into NH. Take Exit 4 to Route 16N. Take Exit 9 towards Dover Route 108.
Merge onto Indian Brook Dr. Take Left onto 108/New Rochester Rd. The airport is on the
right.

CONTACT INFORMATION:

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

Ossipee Valley Aviation (FBO) – (603) 332-0005

For Sale

2001 Pitts S2C



Based at Nashua N.H. (ASH)

Click [here](#) for more details and pictures

Aircraft valued at \$135,000. 975 hours TTAF and Engine, Hartzell (Claw) Propeller, Garmin 420 GPS, Digital engine gauges, Smoke system and more.

For details contact Peter at Burning Blue Aviation. (781) 883-4818. peter@burning-blue.com

G-200

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

1984 Pitts S1T



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

April 8th

Chapter Meeting

11:30am

Nashua (KASH)

May 13th

Chapter Meeting and Practice Session

11:30am

Mansfield (1B9)

Meeting Locations

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

BED – Conference room at Jet Aviation

1B9 – Conference room upstairs in the terminal.

Contest Calendar

May 18th – 21st

Great Bay Aerobatics Contest

Rochester, NH

Skyhaven Airport (KDAW)

June 2nd – 4th

Pennsylvania Aerobatics Contest

Maytown, PA

Donegal Springs Airport (N71)

July 13th – 16th

Kathy Jaffe Challenge

Lumberton, NJ

Flying W Airport (N14)

August 4th – 6th

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

Chapter Information

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

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

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

Secretary- Farrell Woods
18 Bush Hill Rd.
Hudson, NH 03051-4403
ftw@adelphi.net

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

Flightlab

Bill Crawford, CFII
Plymouth, MA (KPYM)
(617) 680-8581
www.flightlab.net
wec@tiac.net

**NEW ENGLAND AEROBATIC CLUB - IAC CHAPTER 35
MEMBERSHIP INFORMATION FORM**

Annual Dues:

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

Name:

Spouse:

Address:

City, State:

Zip Code:

Phone # (home)

Phone # (work)

Email address:

EAA membership number:

IAC membership number:

Pilot?:

Aircraft owned or building:

**Send to:
Farrell Woods
162 Bush Hill Rd.
Hudson, NH 03051-4403**



2006 IAC REGIONAL CHAMPIONSHIP SERIES APPLICATION
 Registration deadline May 1, 2006

PERSONAL INFORMATION

Name: _____ IAC No.: _____

Address: _____
Street Address

City/State/Zip: _____
City State Zip

Phone No: () - _____ E-mail: _____

Occupation: _____ Age: _____ Chapter #: _____

Category Primary Sportsman Intermediate Advanced Unlimited

Region: NW SW Mid America South Central NE SE

AIRCRAFT INFORMATION

Type & Model: _____ Reg. No.: _____
(Examples: Pitts S-2B, Decathlon 8KCAB, etc.)

Horsepower: _____ Factory or Homebuilt? _____

PAYMENT INFORMATION

\$50 Registration Fee Due upon registration

Payment Type:

Check (Make check out to IAC)

Credit Card Type: VISA Account No.: _____ Expire Date _____

Signature: _____

Send completed form and registration fee to: International Aerobatic Club
 P. O. Box 3086
 Oshkosh, Wisconsin 54903-3086
 FAX: 920/426-6865

New England
Aerobatic Club



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

BOSTON MA 021

10 APR 2006 PM 18 L



PRISCILLA BEAUDRAULT
RR 1, BOX 1240
WEARE, NH 03281

03281/9996



THE HAMMERHEAD

May 2006

From the Pilot's Seat

By Steve Till

5/4/06

Why Compete?

What did I do today? What did I do yesterday? And the day before that? I organize time as it flows towards me. As it slides away into the past, my thoughts organize it into memories. A memory is not the entire event, each and every moment. It is what seems most important, and over time I use those remembered parts are to build who I am.



When I make a plan, I am giving a future point in time more significance than the other moments I will pass through. I can give this future moment more weight by preparing for its onset. I can attempt to pre-create the moment. I do this by assembling as many of the possible attributes of the future moment as I can imagine and control, and then repeating the moment again and again so I will recognize it when it comes.

When that future moment arrives it will be packed with the imagining I have done in preparation. It will be packed with sensation because I have created a space for this moment and I long for it. It will be richer and fuller than the moments that surround it.

A contest presents a chance for just such moments. We have declared the contest important because we prepare for it. We find an airport, get a waiver, organize the judges. I have practiced my sequence, booked my hotel room, made plans to leave work on Thursday. All this preparation by the chapter and by me combines to allow that moment to arrive.

What matters about a contest is that many of us are together making it possible for each and every one of us to have that significant moment that we planned for, and get to carry it with us into our future. These moments are our most durable possessions. We exist as a chapter and individuals in that chapter for the creation of these moments.

Don't Miss Mike Goulian on Cheating.

Mike Goulian will give his presentation on how to cheat at the May 13th chapter meeting. Having years of experience at flying and cheating Mike will share his secrets with the rest of us. Learn what sneaky little things you can do to raise your score at the Great Bay contest, from a guy who is sneaky and nationally recognized at the same time. Mike will also stick around and coach us to be slimy and underhanded in the afternoon practice session. Don't miss this chance to compromise your morals!!-11:30 at the Mansfield Airport terminal building.

Want to be an Editor?

Over the next few months we will be looking for a new newsletter editor. If you have editing skills, an interest in improving the newsletter or just a computer with Microsoft Word you can be a newsletter editor! If you would like to help the club's communications efforts by handling the newsletter, contact me at ripetit@earthlink.net or Emperor Steve at setill@comcast.net.

More Future Judges for Chapter 35

Three more chapter members have stepped up and started the process of becoming a judge. Bill Matukaitis, Doug Durand and John Everson went to the Flying W for their judge's school. We'll be seeing them assisting on the judging line at Rochester in a couple of weeks. Thanks guys.

April Meeting Minutes

By Farrell Woods

IAC35 had its April meeting on Saturday, April 8. Another excellent turnout was had with 13 people in attendance:

Steve Till, Ward Bryant, Bill Sconce, Farrell Woods, Jim Ward, Wes Liu, Charles Schumacher, Josh Allen, Jay Hewett, Mark Libbey, John Shraer, Greg Ryan, Rob Petit

Old Business:

o Judges' school successful, the following folks will now seek to get their 40 assists this season:

Josh Allen
Jay Hewett
Charles Schumacher
Dave Shaver
Randol Webb
Farrell Woods

The following judges took their refresher:

Guenther Eichhorn
Wes Liu
Jim Wells

Guenther's refresher is good news for us as he's a nationally ranked judge.

We also have our newest regional judge as a result of this class:
Byron Brumbaugh.

- o Byron has volunteered to be our Medical coordinator for our contests. He will also put together a med kit for use at the contests. Thanks to Byron for this work!

New business:

- o Wes proposed the purchase of equipment for use at upcoming contests. This was passed, and Wes has since purchased the equipment.

This is all basic but really necessary stuff, like chairs for judges (we ran short at Springfield last summer), coolers for drinks, extension cords for equipment, etc. Wes has marked these things with "IAC35" so hopefully they're less likely to get mixed up with other folks stuff. Wes has also offered to keep these things in storage at his place.

Jim Ward has donated a "printer/scanner/copier/fax" machine to the chapter. This will be used for our printing/copying needs during contests, instead of relying on members' own personal printers and supplies. Thanks to Jim for that donation!

- o Farrell to give contest radios a once-over before the contest.

Done, the radios appear to be in working order. Batteries will get a fresh charge just before I bring them out to Rochester. I've also applied to the FCC for a proper operating license for these radios (they operate in the 450MHz-470MHz "business band".) The license application is pending with the FCC, but under their rules we are allowed to operate them as of now with the license application pending.

- o Mike Goulian is negotiating three aerobic boxes: one in Gardner, one in Keene, and one in Jaffrey (!). Steve Till will be the coordinator for use of these boxes.

o May IAC35 chapter meeting will be in Mansfield, MA. Mike Goulian will present his "Cheating Seminar", and there will be a practice session with critiquing available after the meeting. This meeting is on Saturday, May 13.

o Email list/website:

Guenther has set up a privately-run list for us to use. The old Yahoo IAC35 list addresses have been moved here and the Yahoo list is decommissioned.

Bill Sconce will still obtain "iac35.org" for us. He will arrange to have "www.iac35.org" redirected to "iac35.aerobatics.ws", which is the website that Guenther maintains for us.

Guenther has provided an ability for us to update the IAC35 website via email.

Mark Libbey has kindly volunteered to coordinate with Guenther on website content for us.

o The folks in Auburn, Maine have expressed interest in hosting a contest. See them at www.flytome.com This airport would give us the triangular layout that we'll miss by not being at Orange this year...

o Rochester contest update:

We have the Sanction and Insurance for the contest.

Waiver is in process.

Mike McMahon is still working on hangar space. Looks like this will be tight...

New awards/gifts are being suggested, such as:

o flight school with highest-scoring pilot (friendly competition between Executive and Aerial!)

o Framed award featuring picture of pilot/aircraft for top three in each category (possible with the above printer!)

o Jay will look into costs of reward options...

o Contest "raffle" at banquet, we should have one "good" prize, and

"other" prizes, e.g. tee-shirts from past contests. If people have ideas for raffle prizes, send us email!

Contest banquet at the Governor's Inn, or possibly the (less nice) Anchorage Inn.

Flying less than 1,500' above the industrial park may not be a problem; this is part of what Gary Raedeo from the FSDO is looking at for us.

Recruiting:

o Jay Hewett has downloaded a portion of the FAA registration database in an attempt to find aerobatic aircraft and their owners.

This is difficult to sift through, and some aircraft are owned by "corporations" rather than individuals.

Rochester Update

Rochester is coming together. We look forward to a great first contest at Skyhaven. The schedule is as follows:

Thursday, May 18th – Practice and registration all categories
Friday, May 19th – Morning practice and registration all categories
Pilots briefing at noon. Intermediate, Advanced and Unlimited
Saturday, May 20th – Pilots briefing 7:00am. All Categories
Banquet 7pm
Sunday, May 21st – Pilots briefing 9:00am. All Categories
Awards 2pm

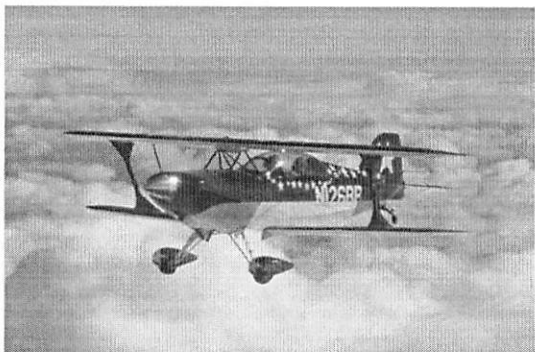
The hotels listed in the contest announcement are mostly full. Those rooms that are left are fairly expensive. Wes Liu found these alternatives in Sanford, ME:

Sanford Inn 207-324-4662
Oakwood Inn & Motel 207-324-2160

We will make sure there is sufficient transportation to/from Sanford.

For Sale

2001 Pitts S2C



Based at Nashua N.H. (ASH)

Click [here](#) for more details and pictures

Aircraft valued at \$135,000. 975 hours TTAF and Engine, Hartzell (Claw) Propeller, Garmin 420 GPS, Digital engine gauges, Smoke system and more.

For details contact Peter at Burning Blue Aviation. (781) 883-4818. peter@burning-blue.com

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

May 13th

Chapter Meeting and Practice Session

Michael Goulian's "Cheating" Seminar

11:30am

Mansfield (1B9)

June 10th

Chapter Meeting

11:30am

Nashua(ASH)

Meeting Locations

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

BED – Conference room at Jet Aviation

1B9 – Conference room upstairs in the terminal.

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Kathy Jaffe Challenge

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Flying W Airport (N14)

August 4th – 6th

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

Chapter Information

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

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

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

Secretary- Farrell Woods
18 Bus h Hill Rd.
Hudson, NH 03051-4403
ftw@adelphi.net

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

Flightlab

Bill Crawford, CFII
Plymouth, MA (KPYM)
(617) 680-8581
www.flightlab.net
wec@tiac.net



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 Registration deadline May 1, 2006

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Name: _____ IAC No.: _____

Address: _____
Street Address

City/State/Zip: _____
City State Zip

Phone No: () - _____ E-mail: _____

Occupation: _____ Age: _____ Chapter #: _____

Category Primary Sportsman Intermediate Advanced Unlimited

Region: NW SW Mid America South Central NE SE

→→→→→→→→→→→→→→→→ **AIRCRAFT INFORMATION** →→→→→→→→→→→→→→→→

Type & Model: _____ Reg. No.: _____
(Examples: Pitts S-2B, Decathlon 8KCAB, etc.)

Horsepower: _____ Factory or Homebuilt? _____

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Payment Type:

Check (Make check out to IAC)

Credit Card Type: VISA Account No.: _____ Expire Date _____

Signature: _____

Send completed form and registration fee to: International Aerobatic Club
 P. O. Box 3086
 Oshkosh, Wisconsin 54903-3086
 FAX: 920/426-6865

New England
Aerobatic Club



BOSTON MA 021

08 MAY 2005 PM 17 T



International Aerobatic Club – Chapter 35
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319 Lake St. Arlington MA 02474

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WEARE, NH 03281

THE HAMMERHEAD

June 2006

From the Pilot's Seat

By Steve Till

6/13/06

Aerobatics as a concentration practice.

My Aerobatic flight is affected by my bank account, the weather, the schedule for the Decathlon, if I am distracted by my work, if I have eaten recently, if I have drunk enough water today, if I am feeling competent, if I have had enough sleep, if I have flown enough Acro within the last few weeks to keep my G-tolerances up, if there is someone in my practice area, if I remembered to bring my sequence with me.....



I could probably fill a page with factors affecting my flight. If you read the list you would be amazed that I can fly at all. But I do Aerobatics. What I experience is not a complex sum of helpful and harmful conditions. I made one of my best competition flights coming off a hot afternoon on the judging line with a bad headache. I also messed up badly under great conditions.

What makes the difference is my ability to concentrate. I can have great equipment and top notch training, and everything running right. But when the motor starts and my IQ drops it's my ability to keep my awareness focused on what is directly in front of me, aircraft controls, sequence card and box, that makes for a good flight.

Contests are machines for distraction. There is the aircraft to keep together, paperwork and oil to store, fuel to pay attention to, a job on the judging line to do, an interesting new Pitts to see, a friend flying well, a student flying badly, uncertain weather, a poor score to improve on, "why did he say there was a line between the roll and the half loop? "

How can you pay attention to all this stuff and be focused when it is your moment in the box? Do you separate yourself from other pilots fifteen minutes ahead of time? Do you walk through your sequence? Do you sit and visualize your way through the box? Do you look at the other pilots in your category? Do you read and analyze the scores of your previous flight? Do you ignore your scores?

Good aerobatics is about figuring out how to focus as much as it is about proper control inputs.

Happy thinking-happy flying

Gee, That Looks Like Fun, But I Could Never..... A Newbie's Perspective

By Dave Shaver

For many years I'd been a regular at air shows, and watched the Thunderbirds in their F-16s and the great aerobatic pilots like Mike Goulian and Sean Tucker perform unbelievable tumbles, snaps, and tailslides. What I never knew was that aerobatics is not just for air show pilots, and that New England has an active and inclusive aerobatic community. This article describes the discovery process I went through, and may be of help to other newcomers who ask: "How do you get started?"

Fast forward to 2003, after many years of thinking about flying, and with my fiftieth birthday not faraway, I finally succumbed to the flying bug, taking my first tentative step with a Discovery Flight (\$59) in a new Cessna-172S at Executive Flyers Aviation at Hanscom Field. Several co-workers had recommended Executive, and since I work on the other side of the field, the location was great. After that first flight, I began a year-long process of working on my Private Pilot certificate. Since I was mostly a weekend flyer, it took a while to complete my training. I enjoyed the experience, and had the usual moments of anxiety (first solo), elation (first solo landing), and growth spurts and plateaus. But part way through my training I found out that Executive Flyers, which is run by Mike Goulian, offered courses in Unusual Attitude Training, as well as a more comprehensive Aerobatics Course. The prospect of trying out aerobatics gave me a concrete goal that pushed me on through Private Pilot training. Some people make their living as pilots, others use planes as minivans to get to their mountain hideaways and lake-side cabins, and some like the sightseeing and \$100 hamburgers. I fly just for fun, and aerobatics seemed to me to embody everything about flying for pure fun and mastery of airmanship. As much fun as it was working on my Private in a Cessna 172, I can see why many people finish their certificates and stop flying. Banging in touch-and-goes and making local area practice flights, while essential for keeping up skills, can become somewhat routine (excepting the occasional moments of terror), and most people don't seem to relish doing steep turns and stalls, which we have all been taught during primary training will perch us at the precipice of the dreaded spin.

After passing my checkride, the first thing I did was to sign up for an aerobatic lesson. At the time, two years ago, Matt Crane was doing most of Executive's aerobatic instruction, and he introduced me to Decathlon 40AC and my first experience with a taildragger. On a short first flight I got a feel for the airplane (and a control stick), did some stalls, steep turns, and learned that rudder pedals in an airplane do actually connect to a control surface! The second flight was a blast, with aileron rolls and loops, and I was hooked. I have never been prone to motion sickness, but I did find out that after about an hour your body starts to feel a bit scrambled up and you know it's time to stop. In addition to some great instruction, Matt was always good at checking up on how you were feeling. As I have progressed, and begin to realize how mercilessly I have jerked, over-g'ed, and minus-g'ed as I learned maneuvers. I appreciate how

Super Decathlon (298PC) at 2005 Orange Competition





Executive Flyers aerobatic flight instructors Matt Crane (left) and Sam Montgomery (right) chat with former EFA aerobatic instructor Greg Ryan at the 2005 Orange contest.

tough these flight instructors are, and I suspect that if I had a rear-view mirror I'd see them green-tinged, with eyes closed, praying for their next instrument lesson.

The training was great fun, and I progressed with slow rolls, inverted flight, Immelmans, forward and reverse 1/2 Cuban eights, spins, and hammerheads. Landing a taildragger also required new skills, better precision, and greater attention to ground handling and crosswinds.

While each major new type of maneuver initially produced a near sensory overload, with time each became like an old friend, and I became progressively more comfortable with the aircraft

in its entire flight envelope. G-tolerance improved. Situational awareness, sorely lacking in many of my earlier flights, started competing successfully for available neurons as I progressed. I started seeing, hearing, and feeling things that the airplane was doing that I had never noticed. As I wrapped up my basic training, Matt focused on avoiding, quickly recognizing, and recovering from potentially dangerous situations, and I realized that one does actually begin to get a more instinctive feel for when things are not right and what to do. After about 8 months of weekend flying (with some gaps), Matt signed off my tail wheel endorsement and I started solo aerobatic flying. As exciting as my first solo flight was during training for my Private, nothing could compare with my first solo aerobatic flight. There is something about taking a plane, rolling, looping and flying inverted which brings a smile to my face that just won't go away.

Of course, as a beginner, the concept of aerobatic competition seemed completely crazy and beyond reach. But during my early aerobatic training I found out about an IAC-35 sponsored competition held in Orange, MA in April, and decided to drive out and see what this was all about. I didn't really know what to expect, but had a mental image of some large, intimidating air show, with a bunch of ace pilots with names like "Tex", and an announcer calling out maneuvers and critiquing the poor pilots.

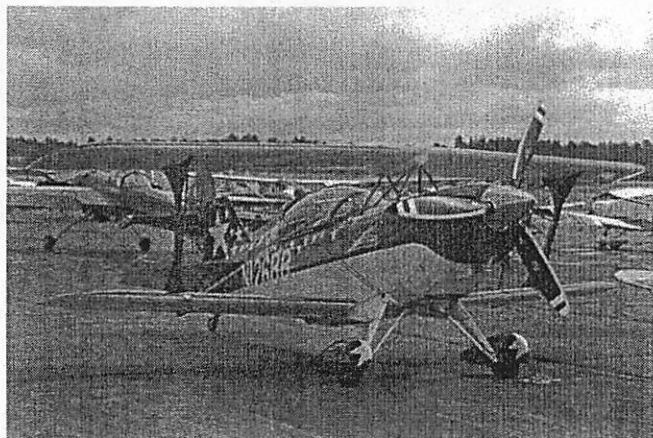
Instead, I found a quiet rural airport, parking only yards from the flight line, a friendly guy named Steve Till (IAC 35's President, also known as the Emperor) walking people out to see the planes and explaining how things work, a bunch of really nice down-to-earth people, and a chance to watch some really great flying as well as some less good flying that... well, maybe I could compete too! That particular competition was memorable because Mike Goulian showed up in his CAP-232 and graced us all with a superb aerobatic performance during one of the breaks in the competition.

I resolved to at least try a competition, and got my first low-key opportunity in the fall at IAC-35's "Outlaw" in Keene, NH. Then, after being signed off for solo aerobatics in December, I practiced intermittently through the winter, with breaks for the weather and the flu, and returned to Orange the following spring, for my first real competition. Full of jitters, and with Orange's April weather demons working against all of us, I got in only one flight in Sportsman, but I had

the time of my life. Later in the summer, I went to Springfield, VT for the Green Mountain Aerobatic Contest, and got to do two Sportsman flights in Executive's new Super Decathlon (298PC), and scored a little better. While I'm no danger of winning anything in Sportsman anytime soon, to date I've avoided placing last or disqualifying, and have had a lot of fun, so I feel that I'm meeting my goals. The camaraderie of the competitors is truly outstanding, making these events a lot of fun.

I've also had the pleasure of flying with Rob Holland, who runs Aerial Advantage at Boire Field in Nashua, NH. Aerial Advantage has a Decathlon and a Pitts S-2C. While I've only flown a couple of hours in the Pitts, the S-2C's performance is spectacular, with double the roll-rate of the Decathlon and much better vertical penetration. Rob's lessons were great, augmented with some very nice demo maneuvers, which gave me a feel for what lies ahead!

Aerial Advantage's Pitts S-2-C (126BB)



High on my list is getting back for advanced spin training, learning to snap roll, and learning to land a Pitts (alive). And, of course, the hope that Executive Flyers might get an Extra-300L for flight training keeps me dreaming...

In summary, we're remarkably lucky to have good aerobatic flight training available at more than one place in the local area, and to have an active local IAC-35 chapter with such great people. Aerobatics is not beyond reach of us mere mortals, though it has increased my appreciation for the incredible level of skill required by the top air show pilots and unlimited competitors. A great way to get started is to do some reading, and I found "Basic Aerobatics" by Szurovy and Goulian to be a useful and quick read, and Allan Cassidy's "Better Aerobatics" is full of useful information. Watching competitions and talking with people is also inspiring and informative, but I must caution that it could lead to addiction. Come join the fun!

Want to be an Editor?

Over the next few months we will be looking for a new newsletter editor. If you have editing skills, an interest in improving the newsletter or just a computer with Microsoft Word you can be a newsletter editor! If you would like to help the club's communications efforts by handling the newsletter, contact me at rjpetit@earthlink.net or Emperor Steve at setill@comcast.net.

May Meeting Minutes

By Farrell Woods

On Saturday, May 13 we had our monthly meeting at the MidField Cafe at Nashua airport. The original plan was to meet at Mansfield, where

we would have a practice session with coaching afterwards.

Unfortunately for us, Mother Nature appears to be catching up for the relative lack of rain that we had in March and April.

In attendance were:

Wes Liu
Farrell Woods
Steve Till
Sheldon Apsell
Guenther Eichhorn
Sam Montgomery
Ray Moorman
Michael Goulian
Dave Shaver
Charlie Ryan
Mike Capiello (spelling?)
Marci Gruener
Rob Petit

We did not have a lot for the agenda this month. We covered the following items:

Contest and rain date/weather

[Since the May meeting, the contest was postponed due to weather. Rain date is June 29th – July 2nd.]

Treasurer's report

The chapter has money in the bank, we're in good shape.

One problem that's extant is that a batch of checks that I sent to Sheldon have apparently been lost in the mail. These checks included chapter dues money and judges' school tuition. Although none of the individual checks is for a particularly large amount, the sum total lost is \$1039.

I will send out a separate note to each person who is affected by this. I have a complete list plus the individual amounts of money in question. We will ask affected folks to see if their checks have been cashed. The Club will reimburse anyone who wishes to put a "stop order" on his check - please contact Sheldon directly for this.

We've decided that I will continue to handle membership applications and other paperwork, but the flow will be different if there's money involved. Anything that requires a check, such as membership forms, will go directly to Sheldon. Sheldon will forward the paperwork to me, and he will deposit the checks himself. Basically the fewer people who handle money, the better.

Without much else on the meeting agenda, we finished lunch and headed to the pilots' lounge downstairs to listen to Mike Goulian's contest flying seminar.

This was a wonderful seminar: Mike covered specifics of the Sportsman, Intermediate, and Advanced knowns, gave specific advice on each of these, and pointed out certain trouble-spots in each of the sequences. After going over the sequences in detail, he opened the floor to specific questions from us.

Many thanks to Michael for taking the time to talk to us. Hopefully we can get him to return in another season or two to give his advice again.

-- Farrell

Rochester Update

As most of you know, Rochester was postponed due to bad weather. The new dates are June 29th through July 2nd. The schedule remains the same:

Thursday, June 29th – Practice and registration all categories

Friday, June 30th – Morning practice and registration all categories

Pilots briefing at noon. Intermediate, Advanced and Unlimited

Saturday, July 1st – Pilots briefing 7:00am. All Categories

Banquet 7pm

Sunday, July 2nd – Pilots briefing 9:00am. All Categories

Awards 2pm

Hotels:

Comfort Inn and Suites – (603) 750-7507 – Close to the airport. We have a small block of rooms reserved here.

The Governor's Inn – About 10 minutes from the airport. The banquet will also be held here. (603) 332-0107 info@governorsinn.com www.governorsinn.com

The Anchorage Inn Of Rochester – Also 10 minutes from the airport. (603) 332-3350
www.anchorageinns.com/rochester

The Sanford Inn – 15 Miles away from the airport. (207-324-4662)

Recruiting Efforts

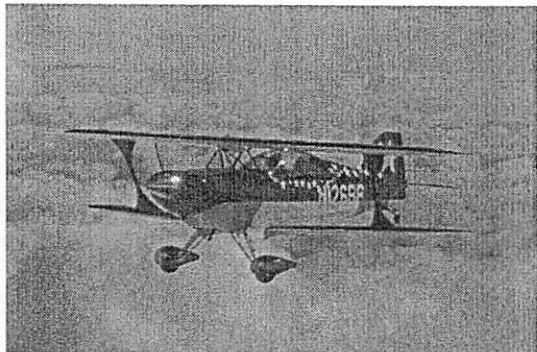
If you have been reading the chapter meeting minutes, you know that the club is expanding its' recruiting efforts. Towards that goal, Jay Hewett has generated a list of aerobatic aircraft owners in the area and mailed a postcard inviting them to learn about us. We'll keep you updated on the results. Thank you Jay for your efforts.

Big Changes Proposed

A category realignment proposal has been submitted to the IAC membership. This proposal includes major changes to the lower three categories. Members are encouraged to review the proposal and comment. You can see the proposal at http://scott-p.home.texas.net/Category_Change_Index.htm. The proposal is also described in a three part series in Sport Aerobatics starting this month.

For Sale

2001 Pitts S2C



Based at Nashua N.H. (ASH)

Click [here](#) for more details and pictures

Aircraft valued at \$135,000. 975 hours TTAF and Engine, Hartzell (Claw) Propeller, Garmin 420 GPS, Digital engine gauges, Smoke system and more.

For details contact Peter at Burning Blue Aviation. (781) 883-4818. peter@burning-blue.com

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 8th

Chapter Meeting

11:30am

Nashua (ASH)

August 12th

Chapter Meeting

11:30am

Bedford (BED)

Meeting Locations

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

BED – Conference room at Jet Aviation

1B9 – Conference room upstairs in the terminal.

Contest Calendar

June 29th – July 2nd

Great Bay Aerobatics Contest

Rochester, NH

Skyhaven Airport (KDAW)

July 13th – 16th

Kathy Jaffe Challenge

Lumberton, NJ

Flying W Airport (N14)

August 4th – 6th

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

August 25th – 27th

Green Mountain Aerobatic Contest

Springfield, VT

Hartness State Airport (VSF)

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

Treasurer- Sheldon Apself
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617-332-4795 H

Secretary- Farrell Woods
18 Bush Hill Rd.
Hudson, NH 03051-4403
ftw@adelphi.net

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

Flightlab

Bill Crawford, CFII
Plymouth, MA (KPYM)
(617) 680-8581
www.flightlab.net
wec@tiac.net

**NEW ENGLAND AEROBATIC CLUB - IAC CHAPTER 35
MEMBERSHIP INFORMATION FORM**

Annual Dues:

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

Name:

Spouse:

Address:

City, State:

Zip Code:

Phone # (home)

Phone # (work)

Email address:

EAA membership number:

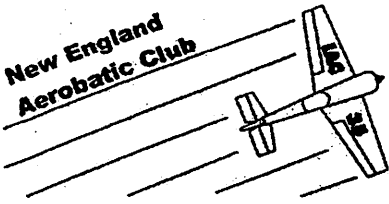
IAC membership number:

Pilot?:

Aircraft owned or building:

Send to:
Sheldon Apsell
20 Malubar Lane
Newton, MA 02459

**New England
Aerobatic Club**



International Aerobatic Club - Chapter 35
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The Hammerhead

August 2006

From the Pilot's Seat

By Steve Till

8/2/06

Rob Petit.

Rob Petit joined the Chapter before I did. When I arrived he was already a fixture. Rob does not fly Aerobatic aircraft (yet). He has a wide-ranging interest in flying, Ultra-lights, and now Sport Aircraft. I was always intrigued that someone who was not an Aerobatic pilot (or married to, or related to one) would be so committed to making our chapter work.



As registrar at the Orange contest, Rob did considerably more than just the registration. He was always marching around with a fistful of clipboards, headed for the judging line or doing some other important duty for Steve Pennypacker, who always had his hands full as Contest Director and a contestant. As Steve moved on it was a natural progression for Rob to take on his role as CD. Rob did this job well and always kept the Contest running smoothly.

He has registered the last two Outlaws as well. AT last Novembers he kept the FAA's Gary Radio entertained with a deep conversation about sports car suspensions that was way over my head, while we merrily rolled around in the sky occasionally inside the box.

Then, as if all of this was not enough of a gift to the Chapter, Rob took over running our newsletter this here "Hammerhead". This was a bonus for us as the newsletter was as well run as the contest. The Hammerhead was also improved with classified ads and the inclusion of a chapter membership form under Rob's watch.

Rob, like many Chapter members, has been laboring in the hi-tech mines for many years. Now he has decided to change the direction of flow of his life. Rob is leaving the tech field for the greener pastures of veterinary medicine. This change also means sadness for us because Rob's new career means a time commitment from him that will keep Rob away from our runways for the next few years.

We will need several people to replace Rob-a Contest Director and a Newsletter editor, as well as a good conversationalist and a sports car nut. Thanks, Rob, for filling all these shoes so well.

July Meeting Minutes

By Farrell Woods

The monthly IAC35 meeting was held on Saturday July 8 2006 at the Midfield Cafe at Nashua Airport. In attendance were:

Wes Liu
Sheldon Apsell
Neville Hogan
Bill
Dave Shaver
Farrell Woods
Rob Petit
Jay Hewitt
Bill Sconce
Bob Burley
Greg Ryan
Hans Bok

We had a Treasurer's report!

- o We have money in the bank: Sheldon estimates \$3k-\$4k.
- o Sheldon has a stack of unopened envelopes which he will get to shortly.
- o We will suffer a net loss of \$1100-1200 due to the canceled Rochester contest. This includes things like a banquet deposit at the Governor's Inn, award plaques (aka "wood"), etc.

Rochester contest post-mortem:

We believe that a major contributing factor to the failure of this contest was due to a strong dependence on informal conversations and a lack of strong commitments to our needs for the contest. Very specifically we believe that the folks at Rochester did not fully understand the full scope of requirements that we had and on the flip-side the full benefits that we would bring to the airport and town.

We can speculate as to what might or might not have worked differently at Rochester but instead we spoke about what we could do a little better next time around. To that end a few ideas were discussed, one or two at length. Details follow...

Siting a contest:

A number of requirements were enumerated. Wes and I (Farrell) will take a shot at codifying these for the next meeting. Some of the site requirements

are as follows:

- o airport must have a 1km x 1km square with little or nothing under or within it

The biggest problem here are buildings under the box. Best deal though is some kind of wooded or unpopulated area under the box.

- o hangar space

We need approximately a 60x60 foot hangar to shelter the airplanes. Tiedowns are typically not an option because weather is just not that predictable.

- o contestants will buy ~800-1000 gallons of avgas

This should be a selling point: this makes money for the FBO(s) involved. I heard a suggestion that we might be able to site a contest at an airport w/o services by convincing an adjacent airport's FBO to station a fuel truck with the promise of a certain level of fuel sales (e.g. we could have a contest at Gardner and bribe Orange or Fitchburg to keep a fuel truck on call for us at Gardner.)

- o we will occupy ~40 rooms for a period of two nights

This brings money to local businesses: hotels and restaurants... Maybe one of these places will be classy enough for our banquet...

- o airport should have some space for us to have a cookout

Especially if we're weathered out on a given day...

- o airport should not be terribly far away from one of us

Wes and I will add to this list: a copy of the benefits and other effects of a contest could be handed out to managers and other folks at any potential airports where we might want to have a contest.

One thing that was pointed out was that we need to have a physical presence at airport committee meetings, early and often, so that the "locals" understand how we will affect them well in advance of any contest. For instance, at Orange the skydivers have a contract which guarantees their calendar one year in advance. To get a "favorable" date there we would need to make plans so that our contest is noted on their calendar before Dec. 31.

Jay Hewett tells us that Auburn-Lewiston (Maine) would be very interested in hosting a contest. It appears that Jay has an action item to look into this

a bit more for us.

A second contest at Springfield was also proposed. Hans believes that the folks there would be happy to host two contests. This alternative seems to have a lot of support - Hans will look into this possibility. Wes believes that it's unfair for Hans to be contest director for two Vermont contests. To that end we need to develop more folks within our Chapter who have enough knowledge to put together a contest. At the moment it appears we have only a couple such folks; we really need more. Hans will report by the Sept. meeting about the possibility of a second Springfield contest.

Springfield update:

The big issue at the moment seems to be that we will need to find a Chief Judge for the contest. Jim Ward may have a conflict that weekend and may not be able to help us out. Other major positions seem to be in hand. Farrell will ping Ann to make sure that the VC position will still be filled.

Hans still needs help with the T-shirt design and production. Ideas were presented (e.g. Decathlon in a snap-roll with fuel tanks popping out of the wings.) But we need a person to step up to do the art work and arrange for the shirts to be produced.

IAC category changes:

There was much discussion about this. I won't detail here; everybody are strongly encouraged to view the proposed changes on the IAC website and provide commentary.

-- Farrell

Kathy Jaffe Challenge Results

The Kathy Jaffe Challenge took place the weekend of July 14th – 16th. With 48 competitors, it was one of the best turnouts at a northeast contest in quite awhile. A strong contingent of chapter 35 members participated. Chapter 35 highlights included Randol Webb taking 2nd in primary in a clipped cub, Farrell Woods flew his first sportsman and finished 10th of 17, Neville Hogan took 1st in intermediate, Hans Bok took 3rd in advanced and Charles Schumacher flew unlimited and finished 2nd. Complete results below.





Primary

Pilot	Chapter Make	Model	Known	Freestyle	Total	%pp
1 John Nafziger	52 Pitts	S2-B	454.3	455.9	910.282.75%	
2 Randol Webb	35 Piper Clip Wing	J3C-65	378.1	394.7	772.870.25%	
3 Mark Mattioli	52 Christen Eagle	II	316	401.1	717.165.19%	
4 Marcia Gruener	AC	Super-D	271.7	304	575.752.34%	
5 Jian H. Yu	AC	Super-D	171.8	385.5	557.350.66%	
6 Kurt Muller	Skybolt	Lyc 10360	375.8	0	375.834.16%	
7 Bob Sabbatino	Taylorcraft	BC12D	313.9	0	313.928.54%	
8 J. Carlos Almeida	35 AC		7.2	270.1	277.325.21%	
9 Patricia Anderson	34 AC	Super-D	0	0	00.00%	

Sportsman

Pilot	Chapter Make	Model	Known	Freestyle	Total	%pp
1 Kirill Barsukov	52 Pitts	S-2B	1058.9	1071.1	213080.08%	
2 Gus Fraser	52 technoavia	sp-91	1001.1	1066.4	2067.577.73%	
3 Karen Greenfield	11 Pitts	S1C	1019.3	1045.1	2064.477.61%	
4 Matt Crane	35 AC	Super-D	990.4	1071	2061.477.50%	
5 Mark Shaw	52 Extra	300L	1010.9	1022	2032.976.42%	
6 Greg Stringer	Bucker	Jungmann	986.5	1028.5	201575.75%	
7 Scott Kirk	52 Extra	300L	946.4	1024.8	1971.274.11%	
8 Dan Freeman	11 Pitts	S2B	971.2	994.8	196673.91%	
9 Craig Wisman	58 Extra	300L	1016	923.8	1939.872.92%	
10 Farrell Woods	35 AC	Super-D	962.2	974.3	1936.572.80%	
11 Michael Haller	52 Extra	300L	990.7	880.7	1871.470.35%	
12 Weston Liu	35 Pitts	S-2A	983.5	885.7	1869.270.27%	

The Hammerhead – August 2006

13 Alan Troutman	58 Rebel/Edge	540	1010.1	745.4	1755.566.00%
14 John Prince	52 Pitts	S1-S	784.4	893.6	167863.08%
15 Ron Saglibene	52 Marchetti	F260	906.8	636.8	1543.658.03%
16 Steve Winkelman	58 Acroduster	SA-750	642.4	862	1504.456.56%
17 Craig Lawler	52 Pitts	S1S	947.7	0	947.735.63%

Intermediate

Pilot	Chapter Make	Model	Known	Freestyle	Total	%pp
1 Neville Hogan	35 Pitts	S2B	1544	1545.2	3889.778.42%	
2 Jim Wells	52 Pitts	S2-B	1575	1636.7	3878.178.19%	
3 Larry Bashore	58 Staudacher	5600	1383.6	1639.1	3782.276.25%	
4 Bill Gordon	35 Pitts	S-2B	1570	1655.2	3671.974.03%	
5 Robert Marsicano	52 Pitts	S2B	1528.4	1418.2	363573.29%	
6 Chris Getz	52/58 Pitts	12	1307	1528.1	3576.472.10%	
7 John Homrok	Christen	Eagle II	1411.1	1478.9	3568.272.23%	
8 Steve Seidel	52 Pitts	S-2B	1515.9	1620.2	3555.171.68%	
9 Ray Moorman	35 Pitts	S2B	1266.8	1438.5	3445.869.47%	
10 Bill Green	52 Pitts	S2C	1502.8	1553.5	3338.367.30%	
11 Ron Chadwick	52 Pitts	S-2C	1333.2	1034.1	2367.347.73%	
12 Douglas Lovell	52 Pitts	S1T	1462.6	0	2242.945.22%	
13 Sheldon Apsell	35 Extra	300L	0	1534.8	222444.84%	

Advanced

Pilot	Chapter Make	Model	Known	Freestyle	Total	%pp
1 Sergey Prolagayev	52 technoavia	SP-91	1810.4	2580.3	4390.776.49%	
2 Bill Finagin	Giles	202	1777.7	2356.1	4133.872.02%	
3 Hans Bok	35 Sukhoi	Su-29	1782.7	1984.8	3767.565.64%	
4 Andy Cooper	35 Pitts	S2B	1740.8	1951.5	3692.364.33%	
5 Ray Franke	52 Pitts	M14P	1766.2	1872	3638.263.38%	
6 Derek Dodds	52 Pitts	s2S	1272.6	2117.4	339059.06%	

Unlimited

Pilot	Chapter Make	Model	Known	Freestyle	Total	%pp
1 Dennis Thompson	52 Edge	540	2339	3049.91	5388.9167.79%	
2 Charles Schumacher	35 Extra	300 XS	2326.6	2068.23	4394.8355.28%	
3 Kendal Simpson	52 Ultimate	10-200	1649.1	2203.8	3852.948.46%	

Montreal Acro Challenge Report

From Wes Liu

The Chapter 35 delegation to the Montreal Acro Challenge was blessed with clear skies and cooperative winds this weekend. Our hosts provided a warm welcome, plenty of wholesome food, and picked an very comfortable hotel to use. The folks in Aerobatics Canada Chapter 2 are a small group, but very enthusiastic and worked very hard to

have a good contest. We got to fly in a fully marked box in the corn fields east of St Hyacinthe with NO boundary judges!

We flew all day Saturday with Sportsman flying 3 flights. Sunday we flew the Unknowns.

When the last Unknown was finished on Sunday, the final standings included the Chapter 35 members listed below:

Intermediate 1st Place - Sheldon Apsell
Intermediate 2nd Place - Bill Gordon

Sportsman 1st Place - Wes Liu
Sportsman 3rd Place - Byron Brumbaugh

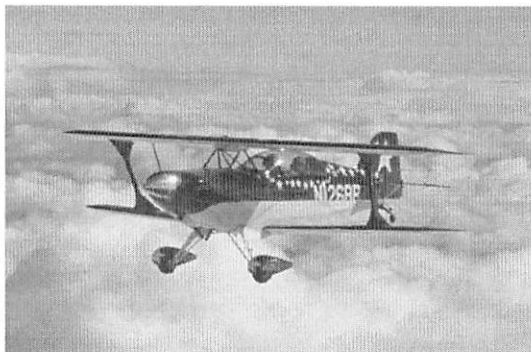
I should provide an honorable mention that Doug Lovell from Chapter 52 placed 3rd in Intermediate.

The Customs and Border Patrol folks at Burlington, VT were a little aghast at the flock of acro ships that descended on them this afternoon, but no problems occurred and all flew on home.

This year the value of US vs. Canadian currency is much more favorable to the Canadians, so we encouraged our northern friends to join us in Springfield later this month. If you meet someone speaking French, please make them welcome.

For Sale

2001 Pitts S2C



Based at Nashua N.H. (ASH)

Click [here](#) for more details and pictures

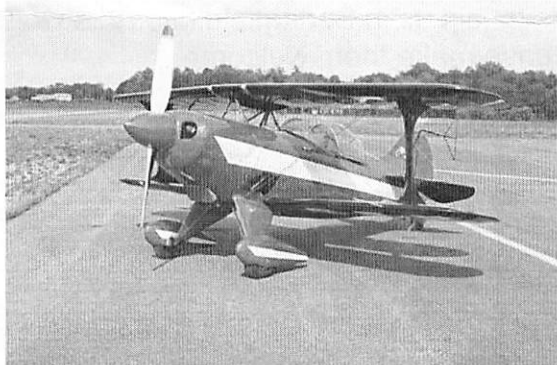
Aircraft valued at \$135,000. 975 hours TTAF and Engine, Hartzell (Claw) Propeller, Garmin 420 GPS, Digital engine gauges, Smoke system and more.

For details contact Peter at Burning Blue Aviation. (781) 883-4818. peter@burning-blue.com

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

August 12th

Chapter Meeting

11:30am

Bedford (BED)

September 9th

Chapter Meeting

11:30am

Nashua (ASH)

Meeting Locations

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

BED – Conference room at Jet
Aviation

1B9 – Conference room upstairs in the
terminal.

Contest Calendar

August 4th – 6th

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

August 25th – 27th

Green Mountain Aerobatic Contest

Springfield, VT

Hartness State Airport (VSF)

St. Hyacinthe Airport (CSU3)

Chapter Information

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Vice President- Weston Liu
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Treasurer- Sheldon Apsell
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Secretary- Farrell Woods
18 Bush Hill Rd.
Hudson, NH 03051-4403
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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@yahogroups.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

Flightlab

Bill Crawford, CFII
Plymouth, MA (KPYM)
(617) 680-8581
www.flightlab.net
wec@tiac.net

**NEW ENGLAND AEROBATIC CLUB - IAC CHAPTER 35
MEMBERSHIP INFORMATION FORM**

Annual Dues:

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

Name:

Spouse:

Address:

City, State:

Zip Code:

Phone # (home)

Phone # (work)

Email address:

EAA membership number:

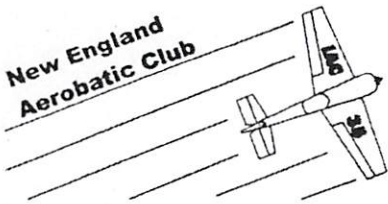
IAC membership number:

Pilot?:

Aircraft owned or building:

Send to:
Sheldon Apsell
20 Malubar Lane
Newton, MA 02459

New England
Aerobatic Club



International Aerobatic Club - Chapter 35
Rob Petit - Editor
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