

The Hammerhead

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

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... and more

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

Out with the New, In with the Old

Thank you Mike G!

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

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

The Pitts Stop, by Steve Pennypacker IAC Chapter 35 President



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

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

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

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

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

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

The Dues and Don'ts of Club Membership

Annual dues are due! Chapter 35 needs your do's payments or you are not gonna get this literary peace of work no more. **Send your dues payments to Sheldon Apsell (address on pg. 8), with your current mailing address, email address, home & work phones, & IAC/EAA numbers.** \$25 gets you the color email version of the HH plus all member benefits, \$35 gets you

a hand-carried paper snail-mail version too.

Being the last one to pay gets you the HH editor's job. Sending in your dues now helps us avoid additional mailing costs. Thanks for your cooperation and your membership.

New Members

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

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

Judge's School 2003

As anyone who's been to a contest or two knows, judges are always in short supply. So to make sure we have enough qualified and competent judges to staff our contests with full lines of 5 judges, we'll be holding the Introduction to Aerobatic Judging Seminar in February. **If you want to become a judge**, this is the course to fulfill the classroom requirements to become certified. **If you're already a judge**, this counts towards your recertification. And **if you're a competitor**, it's a great way to improve your scores by learning what the judges are looking for.

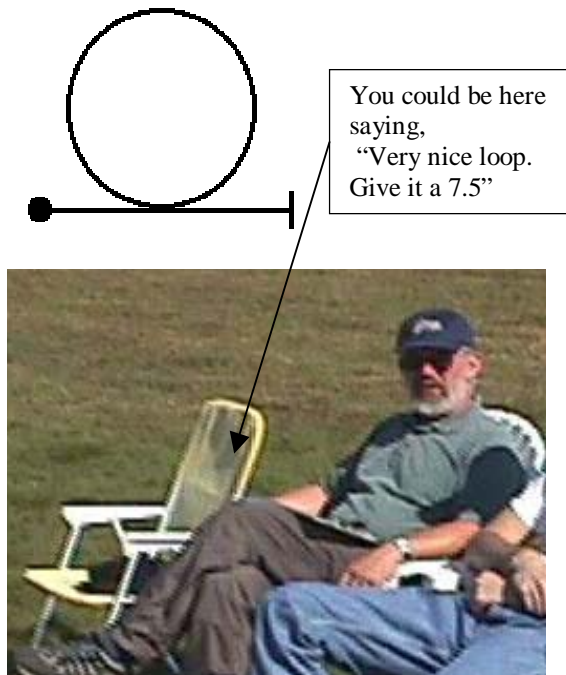
In short, stop whining about your scores and do something! Instead of reading this newsletter, get your judging certificate! You know the best way to get back at those judges that have been hammering you on you hammerheads is to hammer them back!!!

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

Judges School Details

When? Feb. 8-9. 8:00 a.m.. The annual chapter banquet will follow the class on Saturday.
 Where? Daniel Webster College, at Nashua Airport. Room 202 in the Eaton-Richmond Center (same room as the Unknown seminar).
 Instructor: Greg Dungan.
 Price? Around \$65. – *see below*
 Nearby hotels:

- Marriott: (603) 880-9100
- Crowne Plaza: (800) 962-7482
- Comfort Inn: (603) 883-7700
- and lots of others



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

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

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

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

Annual Banquet 2003

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

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

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

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

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

Driving directions to Martha’s Exchange are as follows:

Take Rte 128 or 495 to Rte 3 North

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

Follow Main Dunstable Rd. for 0.3 of a mile

Bear right onto Kinsley St. and go 1.4 miles

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

Haiku Contest Reminder

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

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

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

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

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

A crash reduces
your expensive computer
to a simple stone.

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

Stephen Till
779 North Rd.
Carlisle, Ma.01741

or e-mail to

setill@earthlink.net

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

-Confucius or Yoda (I can't remember)

Calendar of Events

January 18, 2003, 11:00

Chapter meeting, Mansfield Airport

February 8

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

February 8-9

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

March 15

Chapter meeting, TBA

April 19

Practice Day & chapter meeting.

May 15 (tentative)

Orange opens for practice

May 16 - 18 (tentative)

New England Aerobatic Contest, Orange, MA

June 25 - July 4

World Aerobatic Championships, Lakeland, FL

July 29 - August 4 - Oshkosh

August 8-10

Green Mountain Aerobatic Contest, Springfield, VT

August 30-31

Aerobatics Canada contest- Gatineau (near Ottawa), Quebec

Mike Goulian explains the Unknown by Steve Till

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

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

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

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

How can you practice the unknowable?

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

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

loop with a snap at the top, followed by a shark's tooth would require a box two miles wide to complete

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

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

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

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

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

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

At the Contest.

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

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

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

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

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

rocks. Remember that you are creating a picture for the judges.

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

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

Just before you fly

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

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

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

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

Can we find you?

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

S2B PARTNERSHIP This is one of the nicest, cleanest S-2B's around, as attested by anyone who knows the plane. It's had the Hartzell composite prop for most of its life, and engine/prop/airframe/ covering/paint are all in great shape. Well-running partnership means greatly reduced costs. Literally way too many features and benefits to list in an ad, so contact me for details.

\$34,000 includes well-funded reserve accounts for engine/prop/airframe overhauls.

Steve (508) 429-1171



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Chapter 35 - Web Site

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

Plus...

- Judges School -

- Unknowns by Mike Goulian-

-New Events -

- Event Calendar -

- Classifieds -

... and more

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