

The Hammerhead

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

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... and more

The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



The Pitts Stop

July 2003

It's 5 A.M. on the 5th of July, and I'm sitting in an airport terminal in Orlando. I'm the only one tapping away at a laptop, which is unusual. I'm probably the only one who voluntarily went to Florida in July for vacation to sit out on the edge of a swamp and bake in the sun. Just me and the 'gators, a few cows, and some Sandhill Cranes (5 feet tall, 7 foot wingspan)... big enough to have transponders and airstairs. Anywhere else, I'd be locked in a padded cell. At the WAC, I had to stand in line for swamp duty. With a trip like

that, who wouldn't want to write about it even before the sun wakes up?

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

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

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

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

-Steve

Maytown Highlights

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

A note from Marc Nathanson

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

to teach in Pitts and most anything else you might have lying around the hangar.)

Orange 2003 by Steve Till

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

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

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

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

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

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

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

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

Also flying in Primary was intermediate pilot, Neville Hogan. Because his Pitts was down for maintenance, Neville asked the generous Sheldon Apsell if he could compete in Primary in Sheldon's Extra 300 [might consider mentioning Neville had never flown a high-performance monoplane before?]. Sheldon came along to handle the take-off and landing and to act as safety pilot in between. Stick forces in the Extra are quite different from the S2B. Neville demonstrated this by pulling 6 G's as he shuddered his way up the front of the loop. Sheldon was thinking he was about to

demonstrate spin recovery techniques in the 300, but they slid down the backside without incident. Following the one hundred eighty degree turn the roll was carried out at lightening speed because you don't need six inches of stick displacement to fly a "slow" roll in an Extra. The judges had a hard time scoring Neville because they were rolling around on the ground laughing. In contrast his second flight was much almost good enough to put him in first place.

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

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





New England Aerobatic Contest Results by Steve Pennypacker

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

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

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

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

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

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

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

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

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

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



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

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

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

On to the good stuff:

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

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

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

Extra 300L

* = flew for patch only.

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

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

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

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

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

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

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

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

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

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

Chapter 35 - Officers

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Chapter 35 mailing list signup (highly
recommended):

iac35-subscribe@yahoogroups.com

Calendar of Events

July 19 - 11am
Next Chapter Meeting
Mansfield Airport

July 29 - August 4 - Oshkosh

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

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

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

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

November
Wright Experience @ PYM
Acro details TBA