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Editor's Note

It's been awhile since I've been able to put out a newsletter. I apologize for the delay. With the contest and other things going on there just hasn't been the time. You'll see some old news and some new news in this issue. We'll try to return to a regular schedule now.

In order to produce this newsletter we need content. If you have something interesting you'd like to report send me an email at rjpetit@earthlink.net. Don't worry about format or picture sizes. I'll take whatever you have and format it for the newsletter.

Thanx
Rob Petit

Steve Till's Banquet Report

The Chapter's Annual banquet this year was quite different from recent Banquets. It was hosted by Sheldon and Paula Apsell at their home. The atmosphere was considerably

warmer than either the "99" or the Holiday Inn. There was an open bar and the food was as good as it could be, I went back for seconds. There were a regrettable number of suits and ties attending this Banquet. Considering that I typically encounter most of the Chapter in t-shirts, hats and sun block, I am not sure I knew who this crowd was. However they were jovial and generally well behaved. This could be due to a record turn out of Women chapter members, friends and wives. I applaud the civilizing influence of these associates, and wish them the best of luck among the Aerobatic heathen. Speechifying was kept to a single, but substantial, oratorio from President Steve Pennypacker. He updated us about activity in the Chapter (LOTS!) and progress on the legal front (small). I am not sure if anyone noticed, but as VP I had to sit at a different undisclosed location at dinner (for security reasons). There was only one Award. Last year Rob Holland won "competitor of the year", but the trophy manufacturer put this year's date on it. To hold up his end of the bargain Rob won "competitor of the year" again. We, in turn, did the smart thing and awarded Rob a trophy for next years "competitor of the year". The ball is now back in Rob's court. In closing I would like to thank Sheldon and Paula for opening their home to us. I would also

like to observe that we have a great group of men and women in the chapter and new energy is being displayed everywhere I look. This is a good thing.

Duane Cole by Steve Till

I was checking my e-mail recently. The AOPA newsletter lead off with the news that Duane Cole had died. He had been ill recently, and he was in his late eighties so this was not unexpected, still, I am sad that Duane has departed. One fall evening about four years ago I answered the phone and a male voice asked "is Linda there?" I went to find my wife with the phone against my ear. I expected it was a fellow student, since Linda was in law school at the time. I said "could I ask who's calling?" the voice said "tell her it's Duane Cole". I found my wife, gave her phone and silently mused to myself that it was interesting that she had a classmate with the same name as a famous aerobatic performer. To my great surprise a week later I was sitting in Bass hall in Fort Worth Texas watching the Sleeping Beauty with Duane Cole, the aerobatic pilot. His son, John was sitting on my right side and his wife Judy between Duane and Linda.

As my fiftieth birthday approached, my wife found out that Duane lived near Fort Worth. Our daughter was dancing with the Fort Worth/Dallas Ballet and we were going down for a visit, so Linda called information, got Duane's number and invited him to come to the ballet with us. I don't think Duane or Judy had ever been to the ballet. Their son, John, however had been involved in the theatre. My conversation bounced from talking about the ballet with John, to talking flying with Duane. At the end of the evening, we brought them backstage to meet Christy, our daughter and the other Ballerinas. Judy was tired and when I brought her a chair, Duane seemed touched. When time the time came to say goodnight, Duane invited us down to his place in Burleson. We arrived the next afternoon at a modest brick house in a shady subdivision, about a half an hour south of Fort Worth. I was bemused that such a famous pilot lived in such an unremarkable house. However the inside of the house was unique. Duane opened the door onto a living room full of trophies. The walls were covered with autographed photographs from every famous name in aviation. He invited us to come in sit down. Judy got us each a Pepsi, Duane and I on one sofa and Judy sat with Linda on the other. Duane put on a video of him teaching aerobatics in a Decathlon. I felt right at home. We began to talk. Duane was old school about flying, do it right, do it safe, keep your eyes outside of the airplane. He was not one for modern

navigational instruments. A compass, a watch, and a map were his way. It turned that Judy, this little gray lady sitting next to Linda, been the family wing walker. Duane and Judy had three children, John the eldest became the announcer for Duane's air-show, their daughter did the books, and the youngest Rolly took to flying like his dad. Judy saw the kids were joining Dad on the road and decided she didn't want to stay home so she became a wing walker. Rolly piloted his Stearman at airshows with his mom strapped to the top wing. In fact the Coles perfected the vertical stay and harness in general use for wing walkers today.

There was a painting of Rolly and his Stearman on the living room wall over the sofa where Duane and I sat. Duane spoke about the perfect loops Rolly could fly and his death during a practice session in that aircraft. It was clear that his death was still a raw wound in Duane's heart. When I went to the bathroom I had a hard time getting there because the hall was covered top to bottom with autographed photographs from Astronauts, Thunderbirds, and every sort of pilot you could name. There were more in the bathroom. People who considered themselves Duane's friends and admirers are spread throughout the aviation community. After a pleasant visit and before we tired our hosts, Linda and I said goodbye, but not before Duane had pressed copies of his two videos and a signed photograph on us. I returned for a visit the next year when I was visiting my daughter. At that time he was involved in organizing an Aerobatic Contest sponsored by Sporty's Pilot Shop. He showed me the qualifying figures for the contest. These included rolling circles. That must have been some contest. I later noted that the winner was a Texan flying a Taylorcraft, Duane's own choice of aircraft. I cannot consider Duane Cole a friend, but he was an inspiration to me early in my Aerobatic life and through Linda's effort he became an acquaintance. I consider myself lucky to have sat on his sofa and talked flying with him.

Green Mountain Aerobatic Contest

AUGUST 28 -29, 2004 - SPRINGFIELD, VT (VSF)
2004 Green Mountain Aerobatic Contest sponsored by IAC Chapter 35 at Hartness State Airport - Springfield, VT (VSF).

Primary thru Advanced power flights will be flown.

TENTATIVE SCHEDULE

Friday, August 27

1200 - 1900 Registration; box open for practice
 1900 Food on the field, TBD

Saturday, August 28

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

Sunday, August 29

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

AWARDS

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

- * Best First-Time Sportsman Award
- * Chapter Team Award
- * Pitts Cup (Highest placing Pitts/Eagle driver)
- * American Champion Award (Highest % Champion driver)
- * Grass Roots Achievement Award
- * Most Entertaining Flight

LODGING

The Hartness House Inn	802-885-2115
Holiday Inn Express	802-885-4516
Inn At The Weathersfield	802-886-9217
Abby Lynn Motel	802-886-2223

BANQUET

This year's banquet will be held Saturday evening at 7:00 p.m. at The Hartness House Inn in Springfield, VT.

FEES

Contest registration		
Primary	\$60	
Sportsman		\$70
Intermediate	\$80	
Advanced	\$85	

Hangar, per night \$15 subject to change

Food on the field (Fri): We ask only for a reasonable contribution

Saturday evening banquet: \$35 per person

CONTACT INFORMATION

Contest Director:
 Dave Watson
 781-407-0510 Home
 dave.watson7 at comcast.net

Hans Bok
 508-994-5957 Home
 hans.bok at comcast.net

Springfield Municipal Airport manager
 Craig Chamberlin 802-886-8594

Orange 2004 by Steve Till

We dared the New England weather gods by holding this year's Orange contest on the very doorstep of May. Strangely enough we had clear skies and warm temperatures all the way up to Sunday morning. However each day we had a good healthy cross wind keeping our performances in the box up front and our landings a challenge. The fair weather may have been due to a sad lack of Steve Pennypacker,(the lodestone of lousy weather). However I would like to suggest it was the elevation of Rob Petit to the lofty post of Contest director that had the desired effect. Rob, with the able assistance of Laurie Watson as registrar and the amiable, efficient Jim Ward as flight director, ran a tight, and productive contest. Sundays clouds meant that only the intermediate unknown was not flown. Neville Hogan, who was in first in Intermediate at the end of Saturday could be seen out on the ramp sacrificing a goat to the Celtic weather god before the banquet. I guess goats still can do the trick with Manannan mac Lir.

Danny Adams, always friendly and knowledgeable, was on hand to do the tech inspections and act as mother hen (or perhaps pappa bear) to the brood of Pitts. We even saw him help with a Decathlon tail-wheel, showing us that he is an equal opportunity mechanic. The Chapter also asked Danny to keep his eye out for a likely winner of our chapter's new trophy-"the Burns". This trophy is named for Ron Burns and active advanced pilot and aerobatic instructor who, sadly, passed away from cancer this last year. Ron always tweaked and fussed over his plane to the Nth degree, and the trophy is to be an annual award to the pilot who most embodies Ron's

relationship with his aircraft. Danny chose Hans Bok who built the Lazer he was flying in Advanced. It was clear from the cleverly unpainted fiberglass fairings (to save weight, no doubt), that Han's Laser is still a work in loving progress.

Len Bedaw, the airport manager, was ever helpful and kept us fueled throughout the contest. Len is a major reason why we continue to have such a happy contest at Orange each year. Although Len was in the middle of constructing additional airport security this year, he saw to it that the public who came out in good numbers enjoyed the contest. The chapter bulletin board was back to explain the contest to those unfamiliar with the IAC rules. (This year due to the prevailing strong wind we had to change the angle of attack on the bulletin board to prevent it from demonstrating stall behaviour.) The public also enjoyed the introduction to aerobatic aircraft offered by the ramp tours given by several chapter members this year.

The forty four stalwarts who came from far and wide to Orange, had to work hard for their scores. Our contestants were well spread out among the categories. We had eight in Basic, eighteen in sportsman and a healthy eight in intermediate and nine in advanced. Chapter fifty two was well represented by thirteen members but Chapter thirty five still won the chapter trophy. The winning flights were by Ray Franke in Sportsman, Neville Hogan in Intermediate and Rob Holland, our chapter's contribution to the United States Advanced team appropriately winning Advanced. While Sunday mornings clouds brought the contest to an early close, the rising ceiling and occasional sunny breaks saw a happy group of pilots on their way home.



(Photo by Geoff Bluh)



(Photo by Steve Till)

Orange 2004 Results

Chapter 35 held it's annual New England Aerobatics Contest a couple of weeks early this year on April 29th. Clear skies greeted competitors who arrived early to register and practice. We were lucky enough to have that good weather through the end of Saturday. Unfortunately, the final flying day, Sunday, was rained out. All total we had 43 competitors.

Danny Adams from Aviat joined us again this year. Every year it seems Danny helps keep several competitors in the game with timely mechanical help. This year was no exception as one of the workhorse Decathlons needed a little help to keep going. Thank you Danny and Aviat!

A special thanks also goes out to all the volunteers who made my life as a first time CD pretty stress free.

On to the results!



(Photo by Douglas Lovell)

Category - Basic

(Results calculated using TBLP w/ min.weight threshold at 1.2
std.deviation)

Rank	Pilot	Chapter	Knwn 1	TBLP Tot	%pp
1st	Scott Westover	35	331.7188	331.7188	73.72
2nd	Michael Lester	35	325.7294	325.7294	72.38
3rd	David Turner		300.0258	300.0258	66.67
4th	Eric Sauve	35	292.4326	292.4326	64.99
5th	Paul McKim		223.8206	223.8206	49.74
6th	Richard Gould	35	210.9182	210.9182	46.87
7th	Craig Taylor		207.7501	207.7501	46.17
8th	Jay Hewett	35	108.6527	108.6527	24.15

Category - Sportsman

(Results calculated using TBLP w/ min.weight threshold at 1.2
std.deviation)

Rank	Pilot	Chapter	Known	Free	TBLP Tot	%pp
1st	Ray Franke	52	1052.7089	987.8550	2040.5639	80.97
2nd	Mike Ganor	35	959.7259	1015.4779	1975.2038	78.38
3rd	Tom Parsons	52	968.7271	959.9829	1928.7100	76.54
4th	Chip Drapeau	35	924.2920	998.3067	1922.5987	76.29
5th	Douglas Durand		967.7325	935.3798	1903.1123	75.52
6th	Douglas Lovell	52	921.2895	975.3751	1896.6646	75.26
7th	Weston Liu	35	933.3447	919.0345	1852.3792	73.51
8th	Wesley Hebert		880.4673	957.0317	1837.4990	72.92
9th	Mark Lander	35	940.9460	864.6507	1805.5967	71.65
10th	Greg Ryan	35	862.1241	942.8986	1805.0227	71.63
11th	Charlie Hudson		838.8514	938.4085	1777.2599	70.53
12th	Stephen Till	35	931.1014	838.0199	1769.1213	70.20
13th	Samuel Montgomery		944.4880	784.0326	1728.5206	68.59
14th	John Wood	35	828.6646	602.4291	1431.0937	56.79
15th	Chris Getz	58	730.0403	634.4926	1364.5329	54.15
16th	Matt Crane	35	549.5031	798.5569	1348.0600	53.49
17th	Greg Dinning	35	971.3380	0.0000	971.3380	38.55
18th	Peter Ring	35	732.9888	0.0000	732.9888	29.09

Category - Intermed

(Results calculated using TBLP w/ min.weight threshold at 1.2
std.deviation)

Rank	Pilot	Chapter	Known	Free	TBLP Tot	%pp
1st	Neville Hogan	35	1410.4900	1593.6298	3004.1198	76.05
2nd	Andy Cooper	35	1430.4249	1545.0423	2975.4672	75.33
3rd	Bill Gordon	35	1234.6600	1630.6555	2865.3155	72.54
4th	Mark Stewart	58	1371.8234	1456.6582	2828.4816	71.61
5th	Ray Moorman	35	1437.6196	1388.6660	2826.2856	71.55
6th	Janusz Becla	35	1454.3584	1266.4781	2720.8365	68.88
7th	Sheldon Apsell	35	1148.7295	1478.8479	2627.5774	66.52
8th	Kendal Simpson	52	798.0725	1350.0735	2148.1460	54.38

Category - Advanced

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank	Pilot	Chapter	Known	Free	Unknwn	TBLP Tot	%pp
1st	Rob Holland	35	2013.783	2541.036	2021.551	6576.3720	80.00
2nd	Alex Belov	52	1943.512	2491.425	1754.319	6189.2573	75.30
3rd	Guenther Eichhorn	35	1871.020	2502.118	1768.435	6141.5748	74.72
4th	Bill Matukaitis	35	1606.507	2375.318	1507.274	5489.1006	66.78
5th	Steve McCalmont	35	1754.639	2310.002	1223.151	5287.7934	64.33
6th	Hans Bok	35	1217.899	2139.193	1912.186	5269.2797	64.10
7th	Dennis Thompson	52	1715.763	2248.825	1029.992	4994.5817	60.76
8th	Charles Schumacher	35	1694.660	1915.609	1236.270	4846.5404	58.96
9th	Dave Watson	35	1434.338	1637.258	1449.405	4521.0020	55.00



Primary winners Scott Westover, Michael Lester and David Turner



Sportsman winners Ray Franke, Mike Ganor and Tom Parsons



Intermediate winners Neville Hogan, Andy Cooper and Bill Gordon



Advanced winners Rob Holland, Alex Belov and Guenther Eichhorn

(Photos by Lori Watson)

Thank you to Geoff Bluh, Steve Till, Doug Lovell and Lori Watson for the contest photos.

1996 LAZER FOR SALE

Airframe: Approximately 260 Hours Total Time
Engine: Approximately 260 Hours SMOH
Prop: Approximately 260 Hours Total Time

Lycoming IO-360 With Sky Dynamics Oil Sump, Cold Air Induction, 10:1 Pistons, 4
Into 1 Exhaust
B&C Light Weight Alternator
B&C Light Weight Starter
B&C Oil Filter Adapter
Christen Inverted Oil System
Christen Fuel Pump
MT Prop - Model # MTV-15-B-C
Icom IC-A23
Garmin 95 GPS
Grand Rapids Engine Monitor With Fuel Flow Monitor
Grove Landing Gear
Haigh Tailwheel
Lexan Floor and Side Panels
Hooker Ratchet Harness
Recessed Fuel Cap With Door
Header Tank
Symmetrical Airfoil Wing +/- 10G wing
Ailerons Extended 1 Bay With Push/Pull Controls
Sighting Device on Left Wing
Removable Turtledeck for Full Fuselage Access

This Lazer was built for a 6'2", 230 pound pilot.

Price: \$64,800



The Lazer is based at EWB (New Bedford, MA).

Hans Bok
508-994-5957
Hans.bok@comcast.net

NEW ENGLAND AEROBATIC CLUB - IAC CHAPTER 35
MEMBERSHIP INFORMATION FORM
(for new or changed information)

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

Name: _____ Spouse: _____

Address, City, State, Zip: _____

Phone (home): _____ (work): _____

Email: _____ Pilot? _____ Rent/own? _____

EAA #: _____ IAC #: _____

Annual Dues:

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

Calendar of Event

June 19th

Chapter Meeting
Nashua
(Tentative)

June 4th - 6th

Maytown Aerobatic
Contest
Maytown, PA
N71

July 17th

Chapter Meeting
Mansfield
(Tentative)

August 28th, 29th

Green Mountain Aerobatic
Contest
Springfield, VT

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