

The Hammerhead

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The Pitts Stop, by Steve Pennypacker
IAC Chapter 35 President



Pitts Stop – Nov. 2003

The Outlaw II was of course the big event this month. We had summer weather (almost makes up for the snow at Orange) and 26 pilots flew. Everyone seemed to go away pretty happy, including the FAA who realized pretty early in the day that we knew what we were doing and had things well under control. It was a great way to blow off steam and have some relaxing fun while closing off the flying season. Despite some potential conflicts in the box, we were all over them on the radios and never had any safety issues. The airport manager mentioned

afterwards how impressed he was at the smoothness and safety of our operations and Unicom coverage. Great job, everyone.

We ended up with 10 new chapter members that day. Welcome! Like the original Outlaw a bunch of years ago, this year's Outlaw II was for you, to show you that there's fun stuff and a lot of learning going on beyond the basic acro instruction. I enjoyed getting to meet some of you, although briefly. I hope you all had a blast, and hope to see all 10 of you at the banquet in February. Even before then, our December chapter meeting and annual elections will be at the Nashua Airport. We'll try not to force you into indentured servitude (we save that for the long-timers), but this is definitely a way for you to have a say in the future of the club (and maybe even throw that current bum of a president out!!)

Putting along blissfully on my way home and over Mansfield, I spotted a flock of airplanes flying together and headed in my general direction. I dove and pedaled harder, and as I got closer found that it was a rather lopsided formation of 5 birds from our Nashua contingent. Lopsided because they were 4 in diamond formation with one more trailing in right echelon but nothing but a big gap on the left. Feeling my sense of duty to balance the formation lest they get off balance, I eased in to a loose left echelon and hung there until they dropped me off at the doorstep to Hanscom. A friend who I've taken for several acro rides later mentioned he was at a

park with his son when the formation flew overhead. He pointed out to his thrilled 3-yr-old that those biplanes were like the Pitts he flew in, not knowing at the time that one of them –was– the one.

Right to Fly Update

The suit is in the discovery phase with each side asking and answering questions and providing requested materials. EAA and AvWeb have both run articles in the last couple of days, which is helpful for generating awareness. Check out EAA's article at http://www.eaa.org/communications/eaanews/031117_free_skies.html. AvWeb's first three stories in their Nov. 20 issue were three articles based on interviews with Steve, Peter, and Michael (<http://www.avweb.com/eletter/archives/avflash/157-full.html#186103>). More is in the works that I am not going to talk about until it becomes reality. More importantly, legal bills are piling up. We simply can not allow private individuals to carve up federal airspace into a nationwide patchwork of local ordinances. We've said that we'd be looking for contributions since ultimately this affects everyone. We now have a way to accept contributions from anyone so inclined, so we are "officially" kicking off the fundraising effort. Contact Steve or Michael for details if you'd like to help out.

Separately, Peter, Drew, and Louise have completed the incorporation of AFSA – the American Free Skies Association. Four working groups have been established and are starting to get to work. AFSA's goal is to foster solutions to airspace problems that work for everyone. A key point that people need to realize is that by law and by intent, AFSA is completely separate and distinct from the lawsuit and any that may follow. AFSA funds and efforts will not be used to fight the suit. This is partly in order to qualify for 501(c)(3) tax-exempt status, and partly to ensure that AFSA maintains a certain level of impartiality to fulfill its mission.

Orange 2004

Orange will be a bit earlier than usual this year due to a conflict with high school standardized testing on the traditional weekend. The tentative new dates are April 29 – May 2. This is likely to be a long term change. Bring your skis.

When I agreed to take over running the club last year, I said I'd do that or run Orange but not both. I ended up doing both for one year but this year I got Hans and Rob Petit to fight it out to decide who would take the honors for 2004. Hans won, and Rob is the new CD. He's been our registrar for a bunch of years so he knows how things are run and he'll do fine. But that brings us to the next point, which is....

We Need a Registrar

With Rob as CD, we are going to need a new registrar this year. This is one of the most important jobs at the contest, and without it we obviously don't have a contest. We need a volunteer. Better yet, split the load among two or three people and it turns into a very reasonable time commitment and you can still fly in the contest and have plenty of time left over.

Elections (Ask Not What Your Chapter Can Do For You...)

We'll hold elections for all the officer positions at the December meeting. President, VP, Secretary, Treasurer are all up for vote. This one will be at the Nashua Airport, December 13 @ 11:00 a.m.

2004 Rule Changes

The IAC Board recently met and voted on the rule changes. The biggest one is we now have safety pilots in Intermediate. So all you Pitts students with "dual-only" insurance have a way to continue to show off your training investment.

Watch out for some new penalties for illegal frees. Also, there are some new judging criteria and clarifications that will be good reading if you can't fall asleep some night this winter and probably also justify holding another judges school in the spring. The new section on presentation is practically a chapter in itself.

Outlaw II Results and Pictures

<u>Misdemeanors</u>	<u>Final score</u>	<u>Bonus</u>	<u>Flight score</u>	<u>Felons</u>	<u>Final score</u>	<u>Bonus</u>	<u>Flight score</u>
RYAN WATSON	1255	500	755	GUENTHER EICHHORN	1487	1000	487
DAN MARCOTT	1247	750	497	BILL MATUKAITIS	945	100	845
JOE INNAMORATI	1185	750	435	STEVE PENNYPACKER	822	150	672
PETER RING	1081	500	581	DAVE WATSON	812	0	812
ERIC SALVE	1065	500	565	ANDY COOPER	795	100	695
MARY GANNON	1058	350	708	JIM WARD	768	0	768
STEVE TILL	1026	450	576	JUNUS BECLA	707	100	607
JOHN WOOD	909	250	659	BILL GORDON	666	0	666
KENDAL SIMPSON	849	100	749	ROBERT HOLLAND	634	-100	734
MARK LANDER	838	100	738	STEVE MCCALMONT	633	0	633
GREG RYAN	821	100	721	CRAIG LESINSKI	616	-100	716
MATT CRANE	809	100	709	NEVILLE HOGAN	568	0	568
PAUL MCKIM	672	500	172	HANS BOK	507	-100	607
SHELDON APSELL	661	0	661	RAY MOORMAN	507	0	507



"This recycled wood will score some major points with the girls at school. I'm the man, I'm the man."



A finer group of professionals has never been assembled. (Wake up, Steve!)



Just another average day at the airport.



Why is Steve backing away from this champion Felon?



Pirate at sea, Felon in the air. One-eyed Bill accepts his booty from Black Bart.



Neville takes notes on how to fly the perfect loop while Jim Ward - consummate IAC judge - doodles intently during a flight.

For Sale

EXTRA 230, 535 TT, 50 SMOH, Fuel totalizer, Electronic Oil Pressure & Oil Temp, Becker Comm, Garmin GPS, Sight Gauge. Price \$79.9K. Call Charlie (603) 885-6719, Hans (508) 994-5957

SUKHOI-SU-29 1993, impeccable, premoritorium, 314T.T., advanced category only, unique blue, white, red, gold paint, Northstar GPS, KX 125 nav/com, KT 76a w/encoder, T/B, smoke, pilot/copilot chutes, B/C alternator and battery, Champion plugs, all prop mods, intake drain system, aircompressor relief valve in cockpit, Cleveland brakes, Full wheel pants, hard rubber tail wheel, new engine mount rubbers(02), ailerons balanced by Nick T., hooker harnesses, complete tool kit and jacks, spare parts, detailed maintenance records/oil samples-one pilot history, no damage history-if you want the best call Art 800-540-7098, cell 207-776-1044, asking \$174,500 or best offer, brokers protected.

Yak-55 available for import, \$45k ready to go, well under the going rate. Contact George Coy at (802) 868-5633.

Trip to the Dentist

Yup, it's dues time again. OK, it's a bit early but since this is always like pulling teeth, we'll start a bit early. \$25 for email, \$35 for paper mail. Send 2004 dues to Sheldon. His address is on the "contacts" page. For all the procrastinators, we're going to pull one tooth each month past January. If you really like paperwork, you can send in the membership form that we've included in this newsletter.

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

Send to:
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 Events

December 13

Chapter Meeting
Elections

Nashua (ASH) 11:00

Main Building

(One week early due to Xmas)

Future Chapter Meetings

(Tentative Schedule)

Jan. 17, '04 @ Mansfield

Feb. No Meeting, Banquet

Mar 20 @ Nashua

April 17 @ Mansfield

April 29 – May 2

New England Aerobic Contest

(Tentative)

Orange Airport

Orange MA

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Chapter 35 - Web Site

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Newsletter stuff goes to:

Rob Petit at

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Chapter 35 mailing list signup (highly
recommended):

iac35-subscribe@yahoogroups.com