

# 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 registrared 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 14<sup>th</sup> – 16<sup>th</sup>. 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 2<sup>nd</sup> in primary in a clipped cub, Farrell Woods flew his first sportsman and finished 10<sup>th</sup> of 17, Neville Hogan took 1<sup>st</sup> in intermediate, Hans Bok took 3<sup>rd</sup> in advanced and Charles Schumacher flew unlimited and finished 2<sup>nd</sup>. Complete results below.





Primary

Pilot	Chapter	Make	Model	Known	Freestyle	Total	%pp
1 John Nafziger	52	Pitts	S2-B	454.3	455.9	910.2	82.75%
2 Randol Webb	35	Piper Clip Wing	J3C-65	378.1	394.7	772.8	70.25%
3 Mark Mattioli	52	Christen Eagle	II	316	401.1	717.1	65.19%
4 Marcia Gruener		AC	Super-D	271.7	304	575.7	52.34%
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	2130	80.08%
2 Gus Fraser	52	technoavia	sp-91	1001.1	1066.4	2067.5	77.73%
3 Karen Greenfield	11	Pitts	S1C	1019.3	1045.1	2064.4	77.61%
4 Matt Crane	35	AC	Super-D	990.4	1071	2061.4	77.50%
5 Mark Shaw	52	Extra	300L	1010.9	1022	2032.9	76.42%
6 Greg Stringer		Bucker	Jungmann	986.5	1028.5	2015	75.75%
7 Scott Kirk	52	Extra	300L	946.4	1024.8	1971.2	74.11%
8 Dan Freeman	11	Pitts	S2B	971.2	994.8	1966	73.91%
9 Craig Wisman	58	Extra	300L	1016	923.8	1939.8	72.92%
10 Farrell Woods	35	AC	Super-D	962.2	974.3	1936.5	72.80%
11 Michael Haller	52	Extra	300L	990.7	880.7	1871.4	70.35%
12 Weston Liu	35	Pitts	S-2A	983.5	885.7	1869.2	70.27%

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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](mailto: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](mailto: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](mailto:belov@iac52.org)

See [tappix.com/720668](http://tappix.com/720668) for more details.

## Calendar of Events

### **August 12<sup>th</sup>**

Chapter Meeting

11:30am

Bedford (BED)

### **September 9<sup>th</sup>**

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 4<sup>th</sup> – 6<sup>th</sup>**

Montreal Acro Challenge

St. Hyacinthe, Quebec, Canada

(30 NM East of Montreal)

St. Hyacinthe Airport (CSU3)

### **August 25<sup>th</sup> – 27<sup>th</sup>**

Green Mountain Aerobatic Contest

Springfield, VT

Hartness State Airport (VSF)

St. Hyacinthe Airport (CSU3)

# Chapter Information

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617-332-4795 H

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

**Newsletter stuff goes to:**  
Rob Petit at  
[rjpetit@earthlink.net](mailto:rjpetit@earthlink.net)

**Chapter 35 mailing list signup** (highly recommended):  
[iac35-subscribe@yahoogroups.co](mailto:iac35-subscribe@yahoogroups.co)

## Local Aerobatics Training

### **Aerial Advantage**

Rob Holland, CFI  
Nashua, NH (KASH)  
(603) 598-3180  
[aerialadvantage@earthlink.net](mailto:aerialadvantage@earthlink.net)  
[www.aerial-advantage.com](http://www.aerial-advantage.com)

### **Executive Flyers**

Bedford, MA (KBED)  
(781) 274-7227  
[www.executiveflyers.com](http://www.executiveflyers.com)

### **Flightlab**

Bill Crawford, CFII  
Plymouth, MA (KPYM)  
(617) 680-8581  
[www.flightlab.net](http://www.flightlab.net)  
[wec@tiac.net](mailto: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