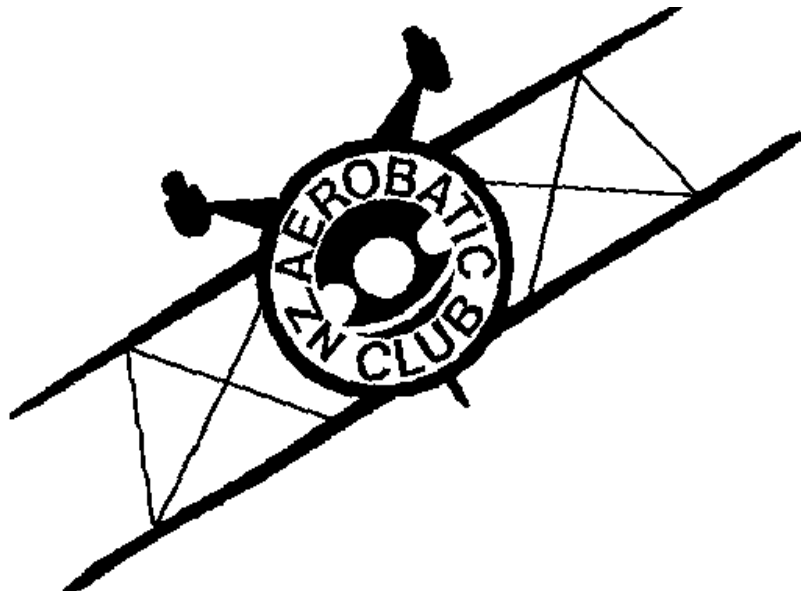


New Zealand Aerobatic Club



JUNE 2022

STRAPPED IN TIGHT – FROM THE PRESIDENT- Morris Tull

2021 and 2022 will probably go down in NZ Aerobatic Club history as the year that sucked! Both Nationals were forced to be cancelled at short notice due to the Covid situation and the government rules at the time.

Fortunately we managed to get some regional events done & the committee used the year to update our procedures & prepare for future events by chipping away at new projects.

We have a very experienced club executive and committee these last few years, of the 6 of us, we have 2 air traffic controllers, 3 aerobatic instructors, 2 airline captains, 4 competition

event organisers or Contest Directors, a video and photographic enthusiast. We are spread out around the world but due to technology, it shows we can all contribute.

I live in Dubai and operate my Pitts out of Rangiora, we have a Northern team of Mike Slack and Grant Benns who are doing an awesome job of creating in running events at Mercer, and an enthusiastic Southern team of Andy Love, Lachlan Falconer and Mike Fowler putting together events at Ashburton. We use email and WhatsApp chats to share the workload and keep chipping away at projects, it's a great team to be part of.

In addition to Covid, we have had multiple hackers destroy our website more than once, losing lots of information and history. Thanks to Christoph Berthoud for stepping up and building a new website platform, we are slowly adding content to it. Our Facebook page is full of content from our events and members activity, so please subscribe to the page.

The website hacking has highlighted how much history has been lost and I have been working on tracking down our history for our archives and for your interest and I will have some articles to add to the website soon. The history of the winners is told by the trophies and we are trying to document the interesting evolution of the competitor's history through the categories and planes. I want our history to reflect every competitor, organiser, judge and aircraft, not just the winners.

I have compiled a fascinating history of all the aerobatic aircraft in New Zealand and especially those relevant to our club from the NZCivair website historians Dave Paull and Keith Morris; this is factual history including the good, the bad and the ugly, I will post soon. Paralleling this project is a list of all the cool aerobatic planes and current owners around the country, many of which are currently under repair or restoration and we hope to be able to provide assistance and motivation to these owners to finish the project and come to our events sooner rather than later.

A Big thanks to our teams that are the Event Organisers and Contest Directors. It is many hours of work and I ask you competitors to please help them out by getting your entries in early.

Our partner in getting Event approvals is the New Zealand Warbirds, they have been great to work with and significantly cheaper than the NZ CAA for these approvals. Each year, incidents around the country will come up that require a revision of our Procedures Manual and these have reached a high standard of practical and safe procedures to the point we have ready to go templates to drop in for approval at short notice and this is freeing us up to work on the next projects.

3 years ago, I had the opportunity to go watch the World Advanced Aerobatic Championship, run by CIVA in Romania. It was excellent to see the great ideas they have to make the event run smoothly and I brought those ideas to our events. Primarily it is great to have a powerful base station radio and excellent Antenna for our Chief Judge to communicate with the competitors. Grant Benns located some radios and I researched the best antenna and I hope you like the results.

We hope to have multiple sources of up to the minute event information to avoid tying up the contest director's time. The WhatsApp groups set up for the events are working well and whiteboards with info will help.

Our critical ground crew of volunteers continues to be a challenge so we ask everyone to step up and help out with the roles on the ground, starter, spotter, judges, scribes, data entry. Please bring along a friend, girlfriend, wife, interested aviator wherever possible. We have an easy description of the role to assist and none of the roles are too difficult. If you

know someone who may be interested to help, let us know and get in touch with them, we can provide beer.

Mentors. I did not have any aviation mentor in my early career and I now try to fill these gaps for those following, to provide encouragement, to help where I can, to pay it forward where possible and even up to let people I have come to know to fly my cool plane. We are trying to spread this philosophy and encourage all of you with some experience, to take one or two under your wing and help them develop faster than they would on their own, if possible let them fly your aircraft until they can get their own and stay in touch to provide motivation and encouragement wherever possible. Thank you to the current crop of generous aircraft owners, David Cranna, Adam Butcher, Andy Love, Fred Zayas, who like me, share their toys.

The new planes and new pilots. It is great to see some new aircraft joining the fray. David Wilkinson's DR107 One Design, joined by John Ashman's purchase of Blenheim DR107, XSG. David Cranna did well to grab the beautiful Extra 330LX. Lincoln Jones has a spectacular Pitts S2C new to NZ. Nice to see a Super Decathlon now owned by Poots Pechon coming to aerobatic competitions. Darrell Brown's Pitts S1S now sports a more powerful engine and paint job. Soon to be finished will be Richard Hood's Pitts S1SS, look out for the Jafa orange Pitts. Welcome Lawrence Robinson from Tauranga who is flying Brent Griffin's G202 and has hopes of getting into the world Air Races, go for it mate, aim high. Congratulations to new Pitts pilots; Richard Button, Ross Brodie, Bevan Dewes and Alex Ingrosso.

There are 4 Pitts S1 or projects currently available for purchase (KEM, MPM, PEG & JNW) if you are keen to join the growing group of us that realise the great bang for buck and just great fun these aircraft are, contact me for more info. It will be great to get these aircraft flying again.

I have more time in my office or a crew hotel than I get flying my Pitts or the Giles so I get to do plenty of research online. If you have any subjects that you would like me to develop and do an article on, let me know as I already have lots of material.

Stay in touch, fly safe, keep learning, but have fun.

Morris Tull - President NZAC 2022

THE 2022 NZAC NATIONALS

From Event organiser Grant Benns, who put in a lot of preparation work for the nationals;

2022 NZ Aerobatic Club Nationals Cancellation 6 February 2022.

Regrettably, the organisers and key event personnel have concluded the running of the 2022 NZ Aerobatic Nationals, planned for March 1st-6th at Masterton Airport, to be unfeasible at the time.

Because of the situation we were in due to the Covid-19 pandemic, there had been a distinct lack of actual and expected entries, which also results in a lack of personnel required to occupy the critical ground roles (judges, spotters, starters & scribes) to safely and efficiently run the event.

For various reasons, we also had confirmation from many of our regular non-flying attendees who ordinarily bring with them the skills and experience to carry these ground rolls that they will be unable to attend as well.

Hopefully, we can look forward to the environment for recreational flying and competition aerobatics improving as the year moves on. We will be planning other competition and/or training events as the situation improves and have hope that the 2023 Nationals will be a return to normal.

Thank you to those who did show enthusiasm to commit to this now-cancelled event. A full refund will be made for entry fees paid.

Please remember to cancel any bookings you have made, and perhaps re-book for next year - the dates have been posted for those who need to think about getting leave or time away:

2023 NZAC Aerobatic Nationals - March 1st -5th 2023

ANNUAL GENERAL MEETING & PRESIDENTS REPORT

2022 Annual General Meeting Minutes held via Zoom at 1900 on the 3rd of March

Unfortunately, the Nationals had been cancelled this year however the AGM is still being held by Zoom per the normal date we would have it at Masterton.

President's welcome. Morris Tull.

Attendance; Morris Tull, Mike Slack, Grant Benns, Andy Love, Lachlan Falconer, Ian Young, David Wilkinson, David Cranna, Brent Griffin, Martyn Gosling, Iain McPhail, Mike Fowler, Darrell Brown, Lincoln Jones.

Apologies. Russell Bell.

President's season report. Morris Tull.

Hi Everyone. I think we are all looking forward to putting these 2 years of Covid restrictions behind us, hoping the current surge of omicron passes safely and that we can get back to a normal life and aerobatic flying.

It is great to add 2 beautiful new aerobatic aircraft to the NZ scene with Lincoln Jones's immaculate Pitts S2C and David Cranna's beautiful Extra 330LX. Also congrats to John Ashman on acquiring his One Design to add to the list with David Wilkinson's new build One Design.

We have in fact had a successful year with the most Aerobatic events ever run thanks to Grant Benn's Mercer events and Andy Love and Lachlan Falconer running a Judge training event in addition to the South Island Akrofest, many thanks to all that made those happen. Thank you Russell Bell and Jason Alexander for stepping into the Chief Judge roles.

These events utilised our new Base station radios for excellent competition communications.

We are very happy to have one of our team receive FAI international recognition for Services to Aerobatics and for being a good bastard, Congratulations again Grant Benns. It was a great con job to keep it secret, thanks to David Wilkinson, Mike Slack and Liz King.

We are obviously very disappointed that our main event; the Nationals, had to be cancelled again this year due to the Covid uncertainty, low entry numbers and the predicted massive surge in infections. There is a lot of work that goes into these events well before the event is advertised, we have NOTAMS to submit, key personnel to secure, Procedures manuals to write or update and get approved, arrangements to make with the airfield and clubs, and I wish to thank Grant and Lachlan for the hours you put into these.

NZ Warbirds have been a great partner with us in supporting our Event Approvals, recommending any changes and the many communications until we have a suitable, acceptable and practical procedures manual, I would like to thank Mark Heliwell for his hours and hours of work here and also for refunding the fees when any of the events were

cancelled despite doing all the work. His attention to detail and correctness shows he paid more attention in English class than I did. We have an excellent working relationship with NZ Warbirds at the moment and I hope that turns into awesome opportunities for our members.

Much discussion among the committee took place over the Government Covid rules and our policy to comply. This will clearly be an ongoing challenge and we will try to keep it as practical and safe as possible.

It has been a year of time wasting, the repeated hacking of the NZAC website at www.aerobatics.nz has wasted much of the committees time trying fix it then eventually give up and fortunately Christoph Berthoud offered to step up and create a new website on the back of his platform, we are still getting content back up there, hopefully we can find previous results again and post them, we have loaded many useful articles that I recommend you read repeatedly.

After the NZ Nationals, this is the date we delete the previous sequences and move onto the 2022 Civa Free Known figures and Adapted IAC Known sequences, so they will be going up very soon.

Communication has been a challenge with the website problems. Facebook has been a stable platform for those who use it. If you have any good stuff, photos or videos for the page or website, please forward it to Morris, Mike or Andy and we will get it posted.

The newsletter emails via Mail Chimp have also kept the information getting out, thanks Mike for setting this up years ago and sending the articles out.

Direct emails and WhatsApp groups to those actually participating in our events has kept the news relevant and on target and up to date, and is working well.

Grant and Mike have successfully implemented some automated systems for entry to the events and use of Google Sheets is working well.

It is good to see more people are trained up on the use of the CIVA Scoring software Akro 5 as this helps share the workload at the events, many thanks.

So I would like to thank my committee, everyone contributed effectively and shared the workload and the skills well. We have added new events and we have fine-tuned and reinforced our procedures ready for the next events, which importantly has led to safe, incident free events with everyone operating with good attitudes and procedures.

I hope we can encourage more volunteers and continue the workload sharing in the future. Going forward, I hope we achieve the planned Aerobatic events and competitions. I hope we continue safe but serious aerobatics and I look forward to seeing the new pilots and planes rip up the aerobatic box.

Regards to all

Morris Tull. President NZAC 2021.

Report accepted, Moved Andy Love/Seconded Grant Benns.

Treasurer/Secretary; financial and membership report. Andy Love. This year we did not spend much, we have purchased 2 Icom Base station radios, paid for event approvals and received a grant from Masterton Council of \$500. The current bank balance is \$18797.

Detailed report to follow at actual end of club year.

Accepted, Moved Morris Tull/Seconded Mike Slack.

North Island Akrofest and HAGAD event report and feedback. Grant Benns.

The Have a Go at Aerobatics Day was well received with a few new pilots and planes attending. The Format worked well and a few more of these are planned though the coming year.

The North Island Akrofest and Langley/Marshall Trophy Event on the 5th of February attracted 9 pilots. Weather forecast for Sunday was not good, so all the flights were flown on Saturday to achieve the results. Mike Slack, flying David Cranna's RV7 in the Sports category, scored the highest percentage points and took home this awesome trophy. Accepted. Moved Mike Slack/Seconded Andy Love.

South Island Akrofest and Winter coaching training report and feedback.

The 2021 South Island Akrofest was held at Ashburton (first week of December) for its second year in this new location. Ashburton appears to be a very good location with great support from the local airfield users (especially the aviation museum and Mid Canterbury Aero Club) and the local council. This year saw us complete the competition flying in 1.5 days after 1.5 days of low cloud. About 14 competitors across most classes competed with entrants from Wellington and Te Anau. The support of NZ Warbirds has been appreciated with development of the Operations Manual and the ongoing support of Morris Tull. No safety concerns were raised but we continue to improve the event with the feedback received. We believe that future development will be in the Sports and lower classes to encourage more pilots that we know have access to local aerobatic aircraft.

The 2021 mid-winter judging/coaching weekend was disrupted by weather, however lots of good tips and information was shared by those attending to explain how judging, scribing is completed during competitions through our mini-seminars. We received many comments from the newer pilots that they benefited from the sharing of information. We intend to run another camp this coming winter. Big thanks to Andy for organising and running the event.

Accepted. Moved Lachlan Falconer/Seconded Andy Love

Election of Officers for 2022.

President; Morris Tull

Vice President. Mike Slack.

Secretary/Treasurer. Andy Love.

Committee; Grant Benns, Lachlan Falconer, Mike Fowler.

Media content. Ian Young.

General business;

Lost trophy's to find. Paul Marshall Trophy, Brian Langley Trophy.

Discussion on Website and promoting the club.

Maintaining momentum, HAGAD events, use of Mentors, SAA interaction, John Ashman becoming more active with RV instructing.

Volunteers and ways to find them, recommendation for direct targeting. Museum volunteers, retired aeroclub members, Air Training corp.

Sharing of presentations for promotional events to encourage aerobatics.

Tracking down history of previous events and making a PDF book for posterity. Morris and Andy to do this project.

We need to take photos of Event winners with their aircraft after every event.

Martyn complimented the team running the club that the club was in the best shape he had seen, many thanks Martyn.

Many thanks
Morris Tull
President NZAC.

Meeting closed at 2015. Thank you to all.

FROM THE Vice President – Mike Slack

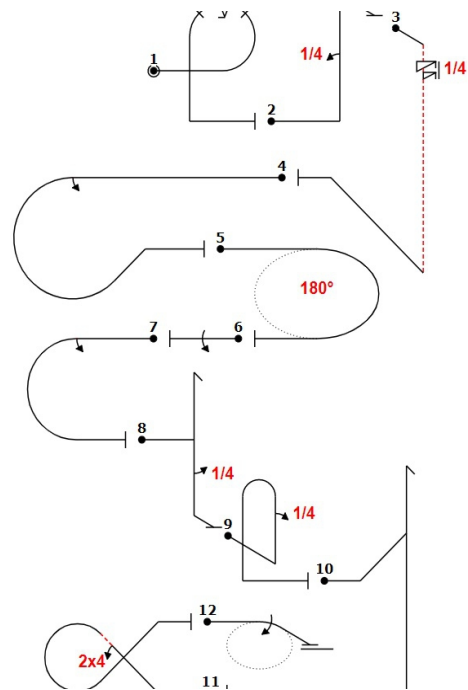
Oil Pressure.... or the lack of it!

When and how often do you check your oil pressure whilst aerobating? Checking oil pressure as part of your HASELL check is a given but how often and when do you do it “mid sequence”? Following a recent incident I have been giving it some thought.

Background to the occurrence: the aircraft I was flying was ZK-ZSO, a Zlin 50LS. ZSO has a (very) intermittent “fault” where, usually on a vertical line, the oil pressure will fluctuate & fall and the aerobatic MT prop goes to coarse pitch with the associated loss in RPM. The problem resolves itself as soon as positive G is achieved. David Cranna, who formerly operated the aircraft for many years, spent much time. effort (and probably money!) attempting to diagnose and fix the problem to no avail, but as it is a fairly rare occurrence (albeit usually during competition requiring a “break” with the ensuing points penalty) it has been accepted as a foible of the aircraft. Believe me, it gets your attention the first time it happens! Another foible of the Zlin is that it often spits oil out of the breather pipe on the right hand undercarriage leg during aerobatics that can be seen from the ground as a fine vapour trail usually as you pull out from a vertical dive. On the day of the event the Zlin was fresh out of its Annual (50hr) check having only flown a brief .25 hr since being signed out. The engineers had filled the AEIO540 to its maximum 13 litre mark with fresh W100 following the inspection and oil change. We usually operate the Zlin at closer to the minimum aerobatic level of 10 litres as it tends to vent the excess 3 litres very quickly to settle longer at 10 litres.

So, the scene was set. Fluctuating oil pressure, whilst not “normal” was not completely unexpected and an excess of oil that was expected to be thrown overboard “without delay”.

On the day, during our "Have A Go At Aerobatics Day" (or HAGAD for short) event earlier in the year, I was in the box flying the 2022 NZAC Intermediate Known sequence whilst being critiqued from the ground. As per my usual habit, I note the oil pressure gauge not only during my HASELL checks but also during my safety manoeuvres prior to commencing a sequence and then during my sequence when I'm "driving across the box" with nothing else to do. I can't remember each time I'd have done this but it would normally be at least after fig3 and after fig8, but I definitely remember glancing after the stall turn fig10 and seeing normal pressure which in the Zlin is .5bar. So I pulled into the goldfish and rolled into fig12. As I pushed in the second half of the rolling circle oil appeared on the front of the canopy. "Oh Shit!" was my first thought quickly followed by "Oh hang on, I'm expecting some oil loss" but a glance at the oil pressure showed the needle sitting on the zero stop. "Oh shit!" again crossed my mind and quickly followed by maybe it will be restored when out of negative G. After a second or two straight and level the needle hadn't moved off zero so I cut the power and made a b-line for the threshold of Mercer's RWY09 and landed without further incident. I rolled off on the centre taxiway and pulled the mixture. Once I exited the aircraft it was blatantly obvious that landing without delay was an appropriate decision - the former oil contents of the engine was now dripping from the whole aircraft's fuselage. I would estimate the maximum time running without oil was 2-3 minutes since starting Fig11, much of that at idle on approach and landing.



Closer inspection revealed a burst oil line between the two oil coolers but no metal in the oil filter. Replacing all oil lines, filter and oil and ground running with good oil pressure for an hour didn't produce any metal in the second oil filter so the engineer approved a short test flight. As you can imagine, the oil pressure gauge was front and centre of attention during that whole .15 hr flight. I have never seen an oil gauge move that much, but then again I've never stared at it so intently!

Neither of the other two most experienced NZ Zlin pilots could confirm if what I was seeing was "normal" as they hadn't watched the gauge during manoeuvres either! Needless to say it's taking some time to regain confidence that "normal" aerobatic operations include significant oil pressure fluctuations.

Take a look sometime, it may "surprise" you!

FROM THE Secretary/Treasurer – Andy Love.

SUBS ARE DUE.

2022 – 2023 SUBSCRIPTIONS

*** Now Due ***

Subscriptions for the 2022-23 season are unchanged and now due. You must be a financial member of the New Zealand Aerobatic Club to participate in club events and receive the E-newsletter.

Please forward your cheque for \$35.00 to:

The Treasurer, NZ Aerobatic Club

49 Halpin Dr, Lincoln, Canterbury 7608

(021) 818 816 or torque_roll@hotmail.com for further information

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Name:

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Direct Payment to ANZ Bank 06 0807 0351020 00

If Direct Bank Transfer, please include name in transfer detail and also fill out your address details on the form and email to the address above to keep our contact records updated.

REGIONAL EVENTS; MERCERCOMP, North Island Akrofest & HAGAD.

Mercer Q2 Competition - ~~Sunday 22nd May 2022~~ Saturday 4th June 2022

Organising an aerobatic competition in the depths of a Waikato winter may be considered either complete madness or ridiculously optimistic... but as this year's Nationals had been cancelled I felt it was "worth a crack, Nigel" so we settled on aiming for Sunday 22nd May. As the date approached, we had only a small entry list but encouragingly, we had attracted a good number of helpers who almost outnumbered the competitors! Unfortunately, in the week prior to the event the long range weather forecast looked (surprisingly!) like winter and COVID had reared its head again restricting me to isolate at home as a household contact until Monday 23rd. Whilst Grant Benns again stepped up and agreed to take on the Contest Director duties in the end winter had the last laugh and due to the worsening forecast we made the decision to postpone the Q2 Competition until the Saturday 4th June. It has to be said that the weather leading up to the new date was awful. Wind, rain, thunderstorms, hail were all on display but, surprisingly, the Saturday forecast looked like a brief respite before returning to "rain on the Warbirds Parade" scheduled for Sunday. Sure enough late on Friday night the rain stopped, clouds parted, and views of the Southern Cross were available... it looked like Saturday would indeed be nice... and it was... for the whole drive to Mercer except for the last couple of kilometres that were in thick fog! Infact arriving at Mercer, the Catalina Hangar wasn't visible from the runway! Grant and I stood somewhat dejected in the (albeit improving) gloom for a while until the sound of engines overhead heralded the arrival of both Chris Schadler from Whakatane in his RV3 and Issac O'Kell & Trish Stephens from Tauranga in her RV6a. By this stage the visibility had improved

markedly (you could clearly see the cafe) but the persistent patches of fog were still troublesome and it took a bit of holding and a go around or two before both aircraft were safely on the ground. An hour or so later Brent Griffin also arrived from Ardmore in his Giles G202 and I had dragged the Zlin out of its hangar at the eastern end of the Mercer airfield. With tech inspections and pilot briefings completed, we were able to start the competition proper a little after midday.

Judging for the day were Grant Benns from just over the hill at Ramarama, Terry Johnson who had arrived in a haze of electrons (he drives an EV) all the way from One Tree Point near Whangarei, and also John Ashman who had left his (prop-less) One Design at Ardmore and driven over. Assisting on the judging line with scribing and spotting duties were Trish Stephens and Terry's partner Mel McMinn. David Wilkinson also made an extended cameo appearance assisting with tech inspections (and later with a smokey appearance in the box in his self built One Design). Other helpers on the judging line included Clive Whitfield. Unfortunately Evan Yates, who had registered to help at the earlier postponed event had other commitments and couldn't attend.

First into the box was Brent in ZK-NUT flying the Advanced Free Known sequence that he only realised he was flying minutes before he jumped in the aircraft [*it pays to check the Order of Flight, Brent! Ed.*] Despite this, Brent flew well earning 2599.5 out of a possible 3500 points. Next in the box was yours truly, Mike Slack flying ZK-ZSO in my first outing in advanced. It showed! I scored well in the first couple of figures (scores ranging from 7.5 - 9.0) but my attempt at the 1.5 rolling 180deg turn from inverted didn't impress - zero! Followed a couple of figures later by an error in the spin that saw me exit in the wrong direction (although looking at the score sheets only one judge picked up on it - thanks Terry!) which meant that figure again scored zero and as I didn't pickup on the mistake, all subsequent figures also scored zero! Doh! My only consolation is that the two judges that did record scores for the rest

of the sequence (before crossing them out and replacing them with zeros) had marks ranging from 6.0 - 8.0. Not too bad for my first attempt.

Issac O'Kell flying ZK-RVF flew the Sports Known sequence next and as a relative newbie to competition (this is his second event) and flew



extremely well clocking up a few 9.0 from the judges. Next in Sports was Chris Schadler in ZK-WCO who, it has to be said, wowed the judges with a couple of 10.0s for figures and 9.0, 10.0 and 10.0 for presentation! About this time Pierre "Poots" Pechon arrived from Gisborne in his newly acquired Super Decathlon and, after a quick briefing and tech inspection, launched into the box to fly the Primary Known twice (as a time saving measure). Considering he has only recently purchased this aircraft off Rob Fry, rated in it, and completed a significant first cross-country to get here, he flew well scoring 5.0 - 8.5 in his first flight and 6.5 - 9.0 in his second attempt.

Having completed the AM flights (albeit in the early PM), we rolled pretty much straight into the PM Order of flight slightly rejigged to allow “out of towners” enough daylight to get back home. A quick scan of the scoresheets shows that Primary, Recreational, and Sports pilots improved on their earlier scores however Brent copped a few zeros (to match my earlier ones) and a penalty for an incorrect safety manoeuvre. I was up as the last flight of the day but unfortunately had a significant delay to commence (due to parachute ops) and when I finally made it into the box the oil flap popped open during my first snap roll so I had to tech break and return to land. Without time to fix the issue and re-commence before the end of the NOTAM and competition, I elected to record a DNF for my second flight.



Once the scores had been entered into the scoring software (ACRO 5.0), Chris Schadler (Sports) emerged victorious with 85.8% followed by Issac O’Kell (Sports) on 79.8% and Pierre Pechon (Recreational) in third with 77.0%. Full results can be viewed on the NZ Aerobatic Club website at www.aerobatics.co.nz.

Results: 2022 Mercer Q2 Final Result

2022 Mercer Q2, Mercer NZME, 22/5/2022

Consolidated multi-level Report

Rank	Level	Pilot	Known	Known #2	Fr/Known	Totals	O/all %
1	SPT	Chris Schadler	1163.33	1188.17		2351.50	85.821
2	SPT	Issac O’Kell	1081.50	1103.67		2185.17	79.751
3	REC	Pierre Pechon	757.67	828.33		1586.00	76.990
4	PRI	Pierre Pechon	577.83	590.83		1168.67	74.915
5	ADV	Brent Griffin	1724.00		2599.50	4323.50	63.394
6	ADV	Mike Slack			981.33	981.33	14.389

Contest Director: Mike Slack, Contest Chief Judge: Grant Benns, Scoring Director: Mike Slack, Flight Director: Mike Slack
Judges: John Ashman, Terry Johnson, Grant Benns.

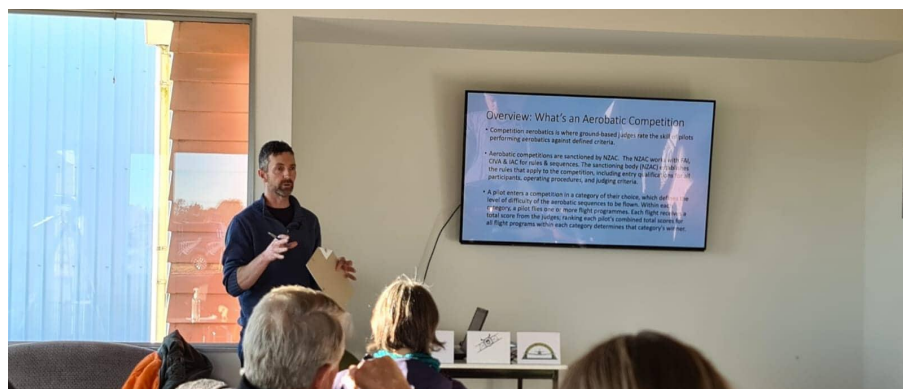


Multiple calculation methods used
Aerobatic Contest Results Organiser, ACRO Version 5.0 Build: 19/07/21
This report created at 17:04 on Sunday 5 June 2022

I’d like to take this opportunity to thank all the competitors, judges, and helpers for braving a Waikato winter and supporting this event. Thanks must also go to Mark Heliwell and NZ Warbirds for their understanding and flexibility with processing our Procedures Manual and issuing the event approval required to run the competition. Mercer Aerodrome is, indeed, a great facility with fuel on the field, uncontrolled airspace upto 4500ft above, and our aerobatic box immediately adjacent to it - thanks to Neil and Dee for their enthusiasm in supporting our sport by providing hangar space for briefings and aircraft parking when we hold multi-day events.

Next event will be the Q3 Competition, yet to be organised but will probably be the first weekend of either August or September - keep your diaries free!

SOUTHERN REGION; SOUTH ISLAND WINTER TRAINING



Event organisers; Andy Love, Lachlan Falconer and Mike Fowler.

NZ Aerobatic Club South Island Training Camp 27-29th May 2022

A two and half day training weekend was planned in Ashburton over the weekend of 27th to 29th May. The intent of the training weekend was to provide the opportunity for NZAC members to get some critiquing, provide training of new judges and scribes plus expose those interested in aerobatics the chance to experience flying upside down with an instructional trail flight. The weekend had perfect weather with clear skies and nil wind. 22 attendees with 8 aircraft attended.

Friday was predominately critiquing for our club members. Andrew Love provided two briefings, the first on "What the Judges are looking for" and the second on "Using OpenAero". A number of new attendees joined in to observe and to have a go on the judging line to see how things operate.

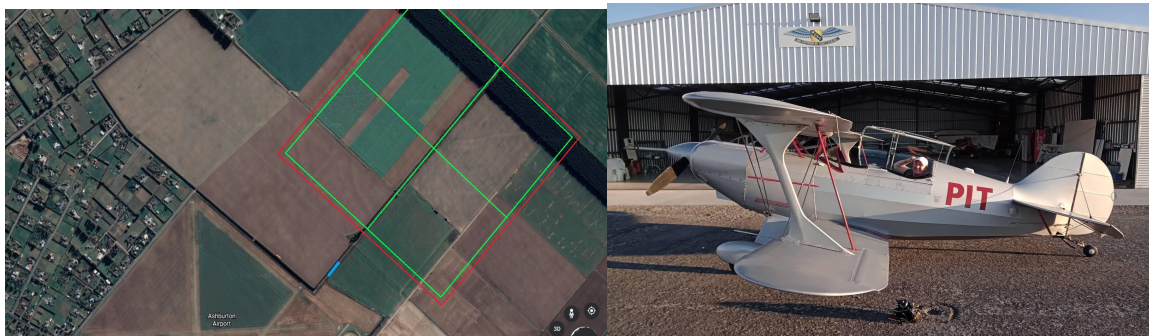
Saturday was the busiest day with Lachlan Falconer presenting "An Introduction to Judging and Scribing." This was followed by attendee pilots flying in the box to provide the new judges (9-10 peoples) with an opportunity to apply their new skills. This proved to be of great value. After the training session, John Lamont provided a short brief on the requirements for obtaining an LLDA. This was followed by a presentation by Mike Fowler on his experience of "His first competition". On the conclusion of the Saturday's training it was ascertained that there was no need or demand for critiquing on the Sunday. Therefore the Sunday portion of the event was cancelled.

The outcome from the training weekend is that we managed to connect to a number of new people that expressed an interest in aerobatics. We had two new members join the club. We also believe that we have at least four people that have provided serious offers of help during the South Island Akro Fest later in the year, which is a great outcome.

We will keep in touch with those and ensure that they get invited to assist with the next competition.

A big thanks to the Mid Canterbury Aero Club for their support in using their club rooms and providing hangar space. Thanks also to the South Canterbury Aero Club that ferried and provided an Alpha Aircraft to allow aerobatic trail flights.

Lachlan Falconer.



Andy Love also gives his feedback of the event;

During the last weekend of May, 22 participants gathered at Ashburton Aerodrome, for a training camp featuring seminars, practical flying, critiquing and judge training.

Committee member and regular South Island Akro Fest Contest Director Lachlan Falconer and I have been working on these Winter training weekends for a few years now. Previously, we focused on simply practicing our various figures and programs but recently we have sought to reach out to new members as much as we can, by offering more of an introduction to competition flying and judging. The uptake was fantastic. With tremendous support from South Canterbury Aeroclub CFI, Aaron Pearce, several members and one of their Alpha aeros trainers plus host; Mid Canterbury Aeroclub hosting us, we were well supported.

Friday morning began with a 9am briefing, followed by an introduction to competition flying and a bit about the history. Lincoln flew his S-2C in the aerobatic box for the first time. He made a huge amount of progress by the end of the weekend. Having made the trek all the way from Feilding with Richard Wallace, who flew his own aircraft and had his first experience in the competition environment. Airways Radar Controller Dave Hoyer was invited by Lachlan Falconer, and had his first aeros sortie in 7 years, when he once taught as a B Cat. Lincoln, John Lamont and myself all rotated in the box Fri afternoon, flying Primary, Sportsman and Advanced programs for the Judging line to critique.

Along with three Pitts Specials, John's RV7 and SCAC's Alpha, Peter Reid joined us for his first experience at a training camp in his immaculate and newly restored CJ-6a Nanchang. I spent some time flying with him at altitude, working on basic sequence construction. Iain Mcphail, Tim Donaldson, Mike Fowler and Sarah Ross all flew the Alpha, while SCAC members Aaron Willis and Holly Lyttle both had their first look at the competition scene. We hope to see you both in December!

ATR Captain and TVAL pilot Pete McCombe joined our Organization and completed most of his Pitts Special rating over the weekend, flying it solo twice. He is now hooked and is working on getting leave for our competition in December. Akro Fest 2020 Recreational class winner Austin Jones assisted us on the judging line, while also embarking on his Pitts Rating to up the classes.

Our exploits were filmed by Niki Franklin. We are extremely grateful for Niki's enthusiasm and participation. If you come to our Ashburton events and would like them filmed, and/or edited, please get in touch for pricing options.

Friday evening we invited a few of our Christchurch based friends at TVAL to Pizza/Beer evening at the MCAC. With a commute back to Lincoln that evening, Saturday kicked off at 9am, and we proceeded with a busy day of activities. Lachlan Falconer presented an Intro to Judging and Scribing, while Mike Fowler presented My First Contest. Both seminars were extremely well received.

Following the conclusion of the Saturday program, we retired to my place for a BBQ.

The weather was perfect, the flying was thoroughly enjoyable and many people got a huge insight into the world of competition flying and judging. It was pleasing to see so many new people attend, from a variety of backgrounds. We are very lucky to be so well supported by the three local aeroclubs, Canterbury, Mid-Canterbury and South-Canterbury, which really does bode well for the future. Lachlan, Mike and myself are focused on the grassroots. This

is where we all started; whatever your goals or plans in terms of where you take it, this is the starting point and the absolute key to future growth in our Organization.

Planning is in motion for the 8th South Island Akro Fest, Dec 1st-4th 2022. Keep an eye on our website and Facebook page for more announcements.

Thank You to Lachlan Falconer for assisting so much with setting up and executing the weekend, Mid Canterbury Aeroclub for hosting us, Mike Fowler for his very popular presentation and to Aaron Pearce, for contributing SCAC's Alpha for the day. And big thanks to all the participants over the course of the weekend.

Andy Love

Treasurer/Secretary

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Here is a list of those that flew and what they did:

Lincoln Jones - Pitts S-2C - Sportsman

Andy Love - Pitts S-1S - Primary, Advanced

John Lamont - RV7 - Sportsman

Mike Fowler - Alpha - Recreational

Iain Mcphail - Alpha, dual training at altitude. Recreational

Pete McCombe - Pitts S-2A rating / solo consolidation.

Peter Reid - CJ-6a Nanchang - dual training at altitude. Basic sequence construction

Dave Hoyer - Alpha, dual training at altitude, general currency

Tim Donaldson - Alpha, dual training at altitude, continuing with Aerobatic Rating

Sarah Ross - Alpha, currency. Pitts S-2C, Recreational.

Richard Wallace - CJ-6a Nanchang, intro to Aeros

The AEROBAT'S CALENDAR

New Zealand Aerobatic Club National Competition dates in the future;

This is the premium event of the Aerobat's calendar. We fly over six categories, Primary, Recreational, Sports, Intermediate, Advanced and Unlimited. The competition is open to everyone (financial NZAC members, that is) who can turn an aircraft upside down and want to fly for fun. Winning is an optional extra. The sequences for the 2023 year we will be flying are available on our website www.aerobatics.nz

Dates for our Nationals are the first week of March and for the next few years are:

2023 NZAC Aerobatic Nationals – 1st Mar – 5th March 2023

2024 NZAC Aerobatic Nationals – 28th Feb – 3rd March 2024

2025 NZAC Aerobatic Nationals – 26 Feb – 3rd March 2025

South Island Akrofest. 1st – 3rd December 2022. Ashburton

MercerComp Q3. 13-14 August proposed dates. Mercer.

MercerComp Q4. 12-13 November proposed dates. Mercer.

Have a Go at Aeros Day. 10-11 September proposed dates. Mercer.

Need to know MORE?

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Useful websites:

New Zealand Aerobatic Club website: www.aerobatics.nz

Facebook group: [New Zealand Aerobatic Club](#).

Federation Aviation International: civanews.com. This has the Free Knowns manoeuvre catalogue essential for competition flight and international event news.

International Aerobatic Club: www.iac.org. There are lots of sequences and information for members of the IAC, it is an offshoot of the EAA.

Civil Aviation Authority: www.caa.govt.nz includes vast amounts of information useful to pilots and aircraft owners.

The www.BiplaneForum.com where the experts hang out to share a lot of knowledge on all aspects of aerobatic aircraft and maintenance and tips. Search here first for your technical questions.