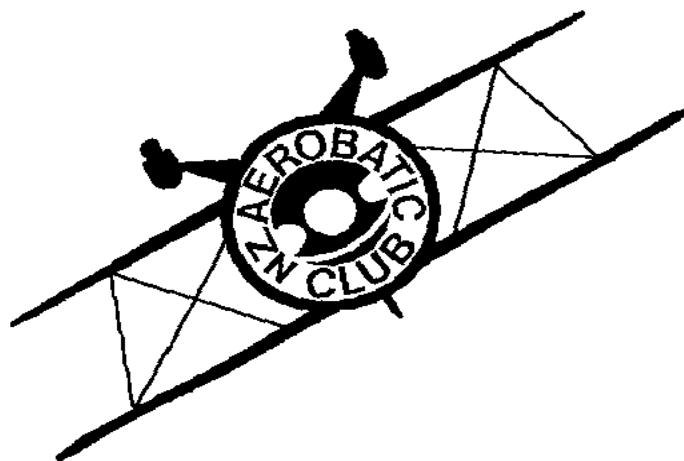


New Zealand Aerobatic Club



October 2023

STRAPPED IN TIGHT – FROM THE PRESIDENT- Morris Tull

2023 seems to have started off great because there are more Pitts Specials in the sky than there has been for many years. It is great to see Richard Hood finish ZK-LOL after a long project that passed through a couple of hands. The 2 seat Pitts ZK-ELI is looking great in the new colour scheme and with new instrumentation under the new ownership of Andrew Hope. S2B ZK-STX belonging to Mark O'Sullivan from Omaka is looking mean in its new green colour scheme after completing its restoration and test flying recently. One Pitts is not enough for some as Andrew Hope and David Wilkinson got their hands on ZK-MPM and got it up and running in record time and are out enjoying it immensely. I have taken over the restoration of ZK-PPS and I have it down at Rangiora getting worked on to get it flying soon and syndicate it for more pilot's enjoyment. I hear Darrell Brown will have ZK-EES back flying soon after a re-engine and new propellor. ZK-PEG has also changed hands and I look forward to meet the new owners soon. ZK-JFD has flown north to Kaikohe and should be more active at our events soon too.



Pitts Specials are a passion of mine and I have tried to encourage, cajole, assist, tease or con the owners into getting them flying again or moving them on, or syndicate them to be enjoyed by the next caretakers of them. It seems to be working and the same strategy needs to be extended to other types that are not doing their aerobatic heritage justice. Yaks are the next target.

The two Ardmore based One Designs have been out flying a lot too with David Wilkinson even displaying his yellow 1D at a recent Warbirds open day at Ardmore alongside other NZAC members

David Cranna with his Extra 330LX and Richard Hood in the Pitts S1SS, and of course Doug Brooker in the mighty MXS, a great representation from our club.

Our members are often in many other clubs like the Sport Aircraft Association, FlyingNZ, NZ Warbirds and many more, please use your mutual contacts to encourage them to try aerobatics or come along and participate with us.

We always need multiple locations to hold our events or practice days and it was great to see Matamata (pictured below) used recently for a training session. We have well developed procedures and recommendations ready to use for new locations so let's keep trying new locations and move the entertainment around the country while cementing good relationships with other airfields and creating more options.



For those interested to move up in aerobatic aircraft capability, there are currently a few excellent options available with the Zlin 50L for sale, a great aircraft for the NZ level of aerobatic competition and in great shape. A Lazer 230 is likely for sale soon and there are a couple of Pitts likely to be available soon for syndicate or purchase. The beautiful Pitts Model 12; ZK-PTS is also for sale. I can connect you to the sellers if interested.

There is a well proven correlation of successful airshow pilots having a long and safe airshow career due to the great discipline learned from Aerobatic Club competition events and philosophies and we intend to continue sharing these concepts with you and hope you embrace them even when not at a competition event. A few of us are trying to spread our "Starter" concept to other organisations too as some are a bit loose with their flying preparation. It is great to see many of our aerobatic club members progressing to airshow displays and also Vintage aircraft flying at TVAL. We are trying hard to set the standards that are so well appreciated by the industry in aerobatics and display flying, and we have a great working relationship with the NZ Warbirds to make this happen.

Offshore, Des Barry is busy organising the next version of Air racing under the name of Air Race X. First race is a digital round in early October and you can follow online at airracex.com. It looks awesome.

The "US National Aerobatic Championships" have just finished and there was live streaming of the flights on YouTube and these can be found by searching the above name. We fly the IAC known as our known sequence so you can watch and visualise these well flown sequences and also use it for some judging practice. One competitor was Ryan Chapman, a previous NZAC member and competitor at our nationals and he moved to Toronto and now has dual Canadian/NZ citizenship and

he was competing in a Stardaucher 300 in the advanced category and placed very well at 5th overall, well done Ryan. His next mission is to compete in the CIVA World Advanced Aerobatic Championships at Jean Airfield, Las Vegas, at the end of this October. You can follow the event here <https://www.waac2023.com> I hope more of our members can compete in a world event in their future.

We are looking forward to the event season here in NZ and seeing you all again.

If you have any ideas for the club, please contact any of us to move forward with them.

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

Morris Tull - President NZAC 2023/24



2024 NZAC Aerobatic Nationals are the 28 Feb-3 Mar 2024; plan your vacation time and accommodation now! The Nationals newsletters and entry process begin very soon. Last Nationals was a great success due to the number of extra volunteers. Please let me know via any means if you think you can attend and if you can bring any volunteers. As usual, there is the Golden Shears event the same week so accommodation is always tight, please organise early. Cheers Morris.



The North Island Akrofest is planned for 3-4th February 2024. A great time for last practice and judging before the Nationals. Grant Benns, Contest Director.



Member activity from Andy Love.

It has been a long, and in many ways extremely mild Winter. With a faint hint of yellow dust everywhere, and warmer temperatures, Spring is most certainly upon us. Over the quieter months, Mike Fowler and Ross Brodie ran a judging training camp at Timaru.

I have done some practice, pulled together my Free-Known for the coming season, completed some LLDA training with Lincoln and Ross, done numerous BFRs for a number of pilots and went to hugely enjoyable and informal fly-in at Omaka Aerodrome where a few of us got together and flew a number of machines in, mostly Pitts Specials, and had a fun weekend of formation training, air to air photography and some aerobatic practice overhead the airfield with some good evenings hosted by the Marlborough Aeroclub.



With a lot of pilots progressing up the competition categories, one always notes the big increase in preparation required with the associated complexity of the various classes as you progress. It is all the more noticeable these days with what is known as 'category creep'. In 2015, Grant Benns and committee introduced the Recreational Category, this does a great job at easing the transition from Primary to Sports and also really suits the Vans RV type of aircraft. From then on, the leaps from class to class are considerable but by no means insurmountable. There is simply no replacement for practice with good ground-based critiquing. I managed to rope 1990 Unlimited Champion Alistair Yeoman in for some critiquing back in July, it was an eye-opener for me. I am hugely appreciative of Alistair taking the time to come out to the airfield and cast an eye over my flying.

The aerobatic training camp, hosted by South Canterbury Aeroclub, was well attended. Unfortunately, personal circumstances meant I had to leave early. Ross and Mike took over and did a fantastic job hosting these enthusiastic members and aerobatic pilots from the local aeroclub and further south. Steve Geard did a presentation on creating your first Free sequence, we covered 'Deciphering Aresti', an introduction to the Rules of competition, the structure of the events and how they are run, along with Stall and spin awareness. See Mikes report below.

On the training front, I have a couple of aerobatic ratings in progress, 2 more Pitts Ratings to do and 1 Yak 52 Rating with NZAC member Alexandra Watson stepping up to some serious machinery, big congrats Alexandra. It is exciting to see a number of aircraft swap hands in recent months, along with a few new syndicate members around the traps. There has been huge movement on the Pitts front. Our President Morris Tull has been instrumental in this I believe, with giving so many of us opportunities to fly ZK-FRJ. Lincoln too, has been spreading the Pitts bug with a number of members going up in his 2 place S-2C, one of them has since bought a Pitts of his own. A number of projects have also been completed and flown, which I personally always find extremely exciting.

With the South Island Akro Fest looming later this year, Lachlan and I are pressing on with event organization in conjunction with the Ashburton District Council and Mid Canterbury Aeroclub. We really did take a huge step forward last year, with the atmosphere, the organizational side, improving the experience for our volunteers and competitors alike and engaging with the locals. Registration will open at the beginning of October so I invite you to come along to this event if you are able. It promises to be another great competition.

Also, on the Calendar this Summer, is the North Island Akro Fest at Mercer Airfield in late January 2024 and then our National Championships at the end of February. Supporting other clubs; NZAC members Mike Fowler, Iain McPhail and myself are then judging the FlyingNZ Aerobatic competition portion of their National Championships mid-March 2024, at Ashburton Airfield.

On the airshow front, I was privileged to be asked to display ZK-PUG at 2023 Yealands Classic Fighters over Easter. My mentor, Pam Collings commentated my display, which was again a huge honour. I flew Pam's personal display at the 2019 airshow as part of the celebration of Woman in Aviation where Morris very kindly made his Pitts, ZK-FRJ available for that show.



I also flew a Bristol F2B Fighter in the WW1 scenario with 3 other WW1 types. It was a personal relief, for the airshow organisers, to reach a successful conclusion after many years of cancellations. My display was a bit of a culmination of years of practice, experimentation and absorbing a lot of advice and critique from many different people. It was great fun and I really cannot wait for Classic Fighters 2025.

Later this year, I will be involved at Wings Over Wairarapa as a volunteer with The Vintage Aviator flying a rotary powered Nieuport IX in one of our 3 scenarios and in a separate scenario, displaying a pair of Tiger Moths and Chipmunk with NZAC member Ross Brodie and Bevan Dewes. For those coming to WOW, you will be treated to multiple NZ National Champion Richard Hood's return to the airshow circuit, flying his newly restored S-1SS ZK-LOL. I am really, really looking forward to his display.

This coming Easter, Ivan Krippner will finally make his NZ airshow debut flying ZK-RPT at Warbirds Over Wanaka. Very rapt for Ivan, congrats mate.

I will lead a 5-ship of De Havilland types which includes NZAC members Ross Brodie and Alex Ingrosso in the Classics segment, ultimately featuring some 10 types. Lachlan Falconer, Adam Butcher and myself are all on the Flying Display Committee for Warbirds Over Wanaka 2024.

So, the calendar is well and truly full, with a lot of preparations to carry out. If you are thinking about competing or coming to simply be a part of one of our events, please come along to our events.

Finally, I just want to personally thank all our members for their enthusiasm and assistance over the last 12 months as we re-establish our flying calendar after covid. If you have any questions or queries in regard to club activity or aerobatic flying and training, please do not hesitate to drop me a line. Fly well, fly safe.

Andy Love

Secretary / Treasurer NZ Aerobatic Club 021 217 9170 Torque_Roll@hotmail.com

Judges training camp at Timaru – 26th – 27th May 2023

Following the positive feedback from our first winter training camp in Ashburton in 2022, we set up a Judge Training Camp in Timaru to encourage some new pilots into the aerobatics scene, get them comfortable with the competition basics, and most importantly introduce them to the process of judging live aircraft.

Friday started with a solid range of ground-based topics and interesting discussion, working up from a basic overview of the NZAC competitions, classes, and flight programmes, then diving head-first into the figures, basic Aresti notation, and judging criteria. A few hours of the fairly dry subject matter that was thankfully broken up with Ross Brodie sharing his interesting flying path into Aerobatics and moving through the ranks to Intermediate, and a guest appearance by Steve Geard sharing tips on sequence design and the OpenAero tool.

After a solid day of ground-based learning, the wind decided to rule out any flying for the day, so an early retirement to the bar to tell some lies was in order, accompanied by a fantastic feast thanks to our South Canterbury Aero Club hosts.

Saturday saw the weather we were after, so armed with Friday's knowledge, the group set about judging South Canterbury's Alpha A160a performing the Recreational sequence from the comfort of the clubhouse veranda, catching many of the numerous intentional mistakes made by the pilots, and getting a good feel for the concentration needed to accurately judge a sequence.





A huge thank you is owed to Iain McPhail for helping demonstrate faults to the judges, and Ross Brodie for describing said faults in detail to the attendees.

After 8 sequences the pilots were quickly running out of errors, and so flying finished before only perfect sequences could be displayed for the maximum training benefit. A quick debrief session followed by the obligatory group photo drew the camp to a close, with the group demonstrating some keen eyes for detail and great overall sense of the judging process.

Thank you to everybody who helped make a successful 2-day programme – Andy Love, Lachlan Falconer, Ross Brodie, and Steve Geard for content and giving everyone a break from my rambling; Iain McPhail for sharing the workload of flying the sequences with me; Corin Miller for the fantastic BBQ and lunch catering, and Aaron and Celine of South Canterbury Aero Club for being awesome hosts, letting us use the club facilities, aircraft, and lots of tea and coffee!

Finally, a massive thank you to all the attendees for coming along and getting stuck into a fairly deep topic – giving it a go is where everybody starts, and these sessions are only valuable if people come along to learn and share. We look forward to seeing you all at South Island AkroFest, Nationals, and the next winter training camp!

Mike Fowler
NZAC Committee.



Sports Sequence tips article – The Sports category establishes the foundation techniques for all categories going forward and an in-depth understanding at this point plus a constant refresh of the gems of knowledge is hugely valuable. I have compiled a collection of information from expert instructors from the International Aerobatic Club to help you with some great tips for your practice. Thank you, Gordon Penner, for your great articles. The file is too big for the newsletter so please contact me directly for a copy. Morris Tull.

Low Level and Display approval- LLDA's expire at the end of August each year so you must go through the process of renewing ASAP to be able to fly aerobatics below 1500 feet during practice or at our competitions. The LLDA Ground course is mandatory within the last 24 months for this application and can be received from NZ Warbirds or Grant Benns, Andy Love & Ryan Southam.

Safety corner- It has been a safe few months as far as I know, please stay vigilant, suspicious and safety minded. Many airfields are now requiring pilots to wear a Hi-Viz vest, so you may as well get yourself a fashionable one and keep it in your aircraft.

Tailwheel flying tips-Recurrent training. If you have any great tips or one-liners to share, send them to me for the next newsletter.

Mentor corner - Mentor content still to be developed. Please try to take someone under your guidance at every opportunity. I have taken on a trainee aircraft mechanic to assist with the restoration of Pitts ZK- PPS, this is one way we can share our knowledge and mentor the next generation.

Distraction Management example-

Almost a Canopy Adventure from the IAC newsletter. By Tom Myers with Dave Watson.



The story of the following event, at first glance, may appear to be an example of finger pointing. The reality is that Dave Watson agreed to my request that we write an article about this event so that others may benefit. Dave strongly believes that what happened to him can easily happen to anybody, and that it is important for us to forewarn each other about these sorts of events. I agree. We often fixate on the overt risks of the sport at the expense of attention paid to the subtle risks of the sport. All risks in our sport carry potentially significant consequences. The more subtle the risk, the more important it is that we educate each other about that risk.

Dave Watson is as conscientious a pilot as any pilot I know. At this year's Apple Valley contest, Dave had strapped into his MX2 to fly his unlimited free sequence and was closing his canopy when he was interrupted by the starter. The starter noticed that Dave had not fastened his chin strap.

Unbeknownst to the starter, Dave leaves his chin strap loose until his runup. Dave let the starter know that it was ok. The problem was that the starter interrupted Dave just as he was about to latch his canopy. As a result of the distraction, the canopy never got latched. The canopy stayed closed during the run-up, but when Dave got out onto the runway to take off and hit the throttle, and the canopy started to whip open. Dave acted quickly enough to grab the canopy before it fully opened, and to get the throttle closed before any airplane parts experienced rapid catastrophic disassembly. In doing so, Dave wrenched his arm and neck, and lost his concentration and focus on his upcoming sequence.

Dave taxied back in to inspect everything to assure it was all in one piece. He also took the opportunity to get himself calmed down and back on task. After checking that everything was ok, he got back in his plane to have another go at the sequence. However, after hard-zeroing the first figure, he recognized that his head was apparently not fully in the right place, and made the responsible and safe decision to call it a day and land. Shortly after landing, Dave was overcome with elbow pain and back and neck spasms from the awkward strain of catching the canopy.

The next day, Dave felt that his head and his body were still not good to go, and elected to pass on flying the unknown sequence. It was the correct and safe call to make. It is never an easy call to make. I applaud Dave for making the right call.

I have had several talks with Dave about this article. It is not an easy thing to be the example for such an article. Dave feels that it is important for his example to be pointed out as something for everyone to learn from. Again, I applaud Dave for making the right call.

It is a situation that could have happened to any of us. One distraction at a critical moment having a domino effect. When we fly, we are constantly being bombarded with a world of potential interruptions at the same time that we are performing required tasks. A lot of piloting is prioritizing all of the interruptions and tasks. Likely, all of us have experienced distractions at a moment that resulted in an important task getting omitted. It has happened to me many times over the years. I have written about them in IAC publications. Dave has also written about his adventures. We consider ourselves to be very fortunate that we have been able to deal with them successfully.

There will always be distractions. They come with the territory. Piloting includes distraction management. Distraction management includes recognizing the many forms that distractions take, and dealing with their inevitable presence. Like going back to the beginning of a procedure when interrupted in the middle. Like double-checking the most critical steps. Like being honest with yourself about your physical and mental condition. Like not being in a rush. Especially around airplanes. Ever. Fly safe!

Morris Tull's mitigation suggestions; because we have been here too many times!

Aerobatic bubble canopies have a huge amount of lift and cost a fortune, definitely wreck your season and can wreck your syndicate!

1. Do your canopy closed and locked checks 3 times; before start, before engine runup and definitely before takeoff during your pre takeoff checks.
2. Install a canopy unlocked warning light in direct view to mitigate the most common human factor reason or distraction management problem regarding canopies.
3. If your prestart flow is distracted, stop and start again at the beginning.
4. Share Canopy good operating tips at every opportunity.
5. If possible, learn what a properly locked canopy should look like from the outside if you are the one doing the Starter role for a final thumbs up.

FROM THE Vice President – Mike Slack

Mike is busy enjoying himself at Reno Air races!

FROM THE Secretary/Treasurer/South Island Akrofest organiser – Andy Love.

Subs are due, 2022 financials are done & we are now working on the Southern events with the team.

FROM THE Media/Promotions – Lawrence Robinson & Mike Fowler.

Mike and Lachlan did the recent Judge training event and are working on Akrofest.

Lawrence has moved to Queensland for a full-time flying job, however he is still helping our club.

FROM THE Committee team/Mentor program/etc

Our procedures are well honed and we will be updating the procedures manuals soon for the coming events.

SUBS ARE DUE mid-year.

2023 – 2024 SUBSCRIPTIONS

***** Now Due *****

Subscriptions for the 2023-24 season are unchanged and are 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 bank transfer for \$35.00 to: NZAC 06-0807-0351020-00

The Treasurer, NZ Aerobatic Club

49 Halpin Dr, Lincoln, Canterbury 7608

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

.....
Name:

Address:

Phone Numbers:

Email:

Date of 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 above and email to the Andy Love to keep our contact records updated.

SOUTHERN REGION events; SOUTH ISLAND Akro Fest.

30th Nov to 3rd Dec 2023. Ashburton. Andy Love as Contest Director.

NORTHERN REGION events; North Island Akrofest, MERCERCOMP & HAGAD.

3-4 Feb 2024. North Island Akro fest. Grant Benns as Contest Director.

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 plus a 4- minute Freestyle. 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 2023/24 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:

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

Forward planning- 2025 NZAC Aerobatic Nationals – 26 Feb – 3rd March 2025

Classic Fighters Omaka. 7-9 April 2023. Done, Great to have it back.

Oshkosh 24-30 July 2023. Always a great week.

Reno Air races. 13-17 Sep 2023, The last one at Reno. Mike Slack to tell some stories later.

World Advanced Aerobatic Championship. Las Vegas 24th October to 4th Nov. 2023.

Wings over Wairarapa postponed dates; 24-26 Nov 2023. Hood Aerodrome.

South Island Akrofest. 30th Nov to 3rd Dec 2023. Ashburton

North Island Akro Fest. 3-4 Feb 2024. Mercer.

MercerComp Q? TBA. Mercer.

Have a Go at Aeros Day. TBA. Mercer.

Judging and winter training, Timaru. Fri 26th May – Sat 27th May 2023, South Canty Aero Club.

Need to know MORE?

President: Morris Tull +971506449584. Dubai /WhatsApp
morristull@gmail.com

Vice-President: Mike Slack 021 648486. slackie@aerobatics.co.nz

Secretary: Andy Love 021 818816. torque_roll@hotmail.com

New Zealand Aerobatic Club website: www.aerobatics.nz

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

Useful websites;

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.

YouTube “Spencer Suderman” and “Sportys” for some excellent aerobatic training videos.

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.