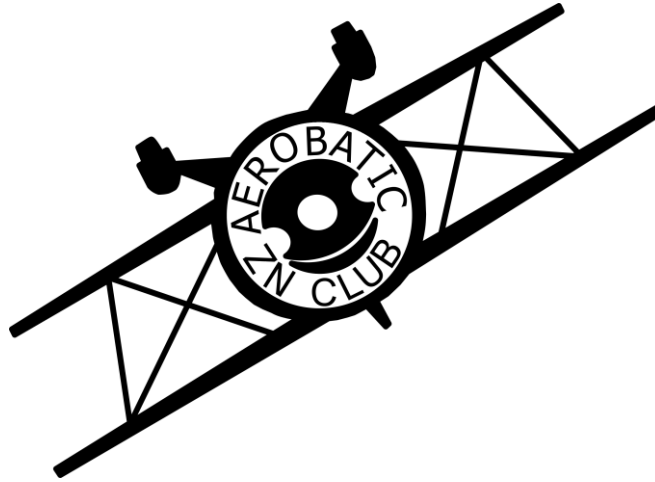


# New Zealand Aerobatic Club



## August 2024

### **STRAPPED IN TIGHT – FROM THE PRESIDENT- Morris Tull**

2024 has been a challenging year for me, as you get a bit older, you often get involved in too many things. A year and a half ago, I purchased the restoration project of a Pitts Special like my own, I hope to get it flying soon and syndicated so many more people can get to enjoy a Pitts. To keep the project moving, I am mentoring a junior engineer to help restore it and I am not sure it saves me time or costs me more time but mentoring is a service to the next generation and I encourage mentoring from everyone.

The positive news for me this year was, after pursuing one of the coolest aerobatic aircraft in NZ, Doug Brooker finally decided to sell me the mighty MXS, I am loving it, but hating that I am not getting enough time in New Zealand to fly it. I did manage to get it to the Nationals, which was the first time it had ever done competition. My wife Kym suggested that we retire from Dubai and go home to NZ to enjoy my bloody expensive new toy, so that's what I am working on.....

I believe that our efforts to get planes flying or sold has achieved its goal, we currently have the highest number of Pitts Specials flying in NZ in history, with only ZK-PPS, ZK- EEU and ZK-JAG to finish their restoration and there is another homebuilt project Pitts under way in Christchurch.

Ross Brodie has got his hands on Pitts Special ZK-JNW and he is giving it a tidy up. Michael Lagunowitsch has taken over Pitts S2A ZK-PIT from Adam Butcher, many thanks to Adam for allowing his aircraft to be used to train many new Pitts pilots over the last years.

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.

For those in the market for a great aerobatic aircraft, David Cranna's Zlín 50L is for sale, and also there is a very capable Laser 230 at Rangiora for sale by Fred Zayas. There will be Syndicate shares available for a Pitts S1S based at Rangiora coming available very soon too. Syndicates are the way many of us got a start flying really cool planes, so if you are interested, let us know and we may be able to connect you as well.

On the project front, Chris Schadler has got his hands on a DR107 One Design, so watch out, I am sure it will be finished in Chris time and putting points on the score board.

Promotion of our club is stepping up, we are trying to get more exposure where ever possible and Warbirds over Wanaka was our first effort with the announcers mentioning our club members and promotional signs were made for our member and display pilot Ivan Krippner, we plan to do more at every event. We have brochures with info on our club now too. We have been working away on a new website too, but it all takes time.

Offshore, Des Barry is busy organising the next version of Air racing under the name of Air Race X. There have been a couple of successful races held and you can follow online at [airracex.com](http://airracex.com). It looks awesome. Core to this race is the use of Remote Data Units that capture very accurate position, speed and G's and this can be linked to computers and overlaid to display a race in a completely different location.

The Remote Data Units are also being offered for aerobatic training by at least 3 new companies and the technology is certainly worth watching the development and your practice sessions, we could even have virtual competitions using these devices. Have a look at [www.AKROWRX.COM](http://www.AKROWRX.COM) as an example. Another is <https://www.flightrecordingsystems.com/>

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

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 2024/25



## **ANOTHER NEW ZEALAND AEROBATIC CLUB MEMBER WINS A FAI AWARD.**

It was great to be able to nominate and recognise one of our members for an international award, my description in the nomination request below sums it up and it was quickly accepted. Well done, Andy. Previous Club Presidents Paul Marshall and Grant Benns have also received this award.

### **Mr Andrew Love of the NZ Aerobatic Club. Andy's citation reads:**

Andrew deserves recognition for his efforts to encourage aviation in the form of instruction in aerobatics, Pitts Specials, classic aircraft, tailwheel aircraft and recently by being a display pilot at New Zealand airshows.

Andrew has been the Secretary / Treasurer of the New Zealand Aerobatic club for about 10 years in addition to being Contest Director at many competitions, including one very popular regional event that he created from scratch and is known as Akro Fest. He has also instigated other training weekends for judge training for aerobatic judges.

Andrew has recently turned 40, but he has achieved a huge amount in Aviation due to his passion that begun at an early age, his business sense and his excellent time management strategies, he is always busy with some aviation event or training some new guys.

The number of aerobatic pilots in New Zealand has certainly increased in the time Andy has been instructing and encouraging them to also compete, which he assists with by being a safety pilot at competitions when the participant is not yet fully qualified. We are lucky to have his dynamo enthusiasm within our Aerobatic club.



## **FROM THE Vice President – Mike Fowler**

### **Practising Practice**

Thanks to clumsily breaking my foot while dismounting from my Yak 52's wing during my first time competing at our last Nationals event in February, I got to enjoy an unscheduled opportunity to do a lot of sitting down to reflect on how I'd flown compared with how I wanted to fly, or in other words, retrospectively picking holes in my flights wherever I could. Not surprisingly, I found plenty of holes for the picking, including of course my dismounting technique...

Now I'm back to enjoying two working feet, have my medical reinstated, and the Yak is freshly through its annual maintenance, I've got the opportunity to decide to either wallow in the misery of what I didn't do so well, or put a plan in place to fix it; I've never been very good at history, so I decided the "fix it" is the only path I have left. This begs the question: "how do I best improve?"

Being relatively new to the sport of flying upside down, I've benefitted from a huge amount of help and support from friends and club members sitting in the back seat, sharing 'hangar flying' stories, and critiquing from the ground, which has been a huge part of making any progress at all, but my solo practice flying – accounting for the most hours by far compared to ground critiquing or onboard instruction & coaching – has always been a fairly haphazard attempt practicing specific components intermixed with just having airborne fun. This year's goal is to improve the results from burning all that avgas.

I've started working on better focused Deliberate Practice. This approach was first coined by K. Anders Ericsson while researching expert performance across many domains, which produced the theory of 10,000 hours, later made famous in Malcolm Gladwell's book *Outliers*. Ericsson's core conclusion was that exceptional expertise in any given discipline doesn't come from some inborn talent or genetic brilliance, but from long, intensive, and deliberate practice. Anybody can play a game of tennis and claim they're practicing, but the real grand slam superstars pick an area they want to improve, break it into component parts, and focus on perfecting every step of just that part slowly, methodically, and objectively until they have mastered – or at least upgraded – their capability in that area.

Clearly, Deliberate Practice works for elite sportspeople, and can apply easily to aerobatics practice; no doubt our upper-category pilots are likely well ahead of me here, already performing Deliberate Practice, perhaps without even realising they are. But for those of us still getting to grips with taming the skies from every corner of the flight envelope, there's a goldmine of techniques ready and waiting to help us improve. Just like with golf, in aerobatic competition the only person who can improve or degrade our performance is us – it's our challenge to hone the skills and maintain the mental focus to fly our best when everyone is watching.

So my challenge for anyone not already involved in Deliberate Practice – do some reading (*Outliers* by Malcolm Gladwell, and *Bounce* by Matthew Syed are my book recommendations), google some techniques, self-critique your performance against your own standards, and join me in trying to create a structured plan to work on the little chunks until sufficient improvement is seen, then incorporate these improvements into figures, and finally into our sequences.

For those who are already doing solid Deliberate Practice, keep going! And if you see a newbie like me struggling, any advice you can give about how to effectively practice for improvement will always be gratefully received.

Happy practising everybody!



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

As we move closer to the much cooler Winter months, I swear that this is the coldest Autumn on record. As I look back at the Summer we have had, the highlights are numerous and widespread. The South Island Akro Fest was another thoroughly enjoyable and entertaining event down here at Ashburton Airfield. It neatly coincided with my 40<sup>th</sup>, and the Ashburton Aviation Museum played host to 90 people for the Saturday night prize giving and dinner, which included friends and family. While the weather delays meant we lost the Unknown flight, we did run an entertaining 4-minute free style in front of a huge crowd at the Aeroclub. We have found the general public to be hugely supportive of this event, and the crowds coming out to watch on the Saturday have steadily increased over the years.

The connection that remains utterly crucial to the success of our competitions, is that link to the Aeroclubs around the country. Our links with Mid Canterbury Aeroclub and the Wairarapa Aeroclub remain strong and are essential for the longevity of our events.

I am actively involved with the MCAC as a supervising instructor, and beyond the competition sphere, it has been a real buzz to get involved with student pilots making their way through their PPL's after many years away from ab-initio flight training. The MCAC has built an extremely active club and a very relaxing social environment for their members, led by Travis.

As I write this, I am working through the administration side of our event in preparation for the 2024 event, to be held over the 28<sup>th</sup>-30<sup>th</sup> November 2024.

In March we had another successful National Championships. The only drama, as has become very familiar with the event in the Wairarapa, is the numerous weather delays. We ran the full complement of programs but unfortunately missed the 4minute free style which featured the largest list of competitors in recent memory. Due to the challengeable weather at the end of the week, many of our North Island members chose to depart early to guarantee a safe trip home Saturday afternoon. Despite this, we had another entertaining and enjoyable prize giving at the Wairarapa Aeroclub. This year's Nationals, was a special comp. I reflected on the many new members to our club, who have dived in and made a huge impression, in many cases, getting stuck in with the many jobs that make up these events. The numerous aircraft acquisitions by a number of our members and the pristine projects that have now flown in many cases.

I want to pay tribute to the hugely motivated, inspirational and passionate members our little club.

On a personal level, it was a real buzz to fly with Morris and Grant in the Advanced class. I flew Morris's Pitts ZK-FRJ for a number of years in the Intermediate class which only confirmed that I wanted a factory-built S-1S myself. I have dedicated a large part of my life building my business up and finally I was able to secure ZK-PUG, formerly Pam Colling's Pitts. She had it sent out to West



Germany in a container in 1976, where it was reassembled and she flew it down a narrow 1-mile corridor, to Kiev, during the Cold War. Yes, she saw Soviet Jets patrolling this corridor. Neil Williams ferried it back to West Germany at the end of the Worlds, and later came to NZ to visit Pam where he again flew the aircraft. The step up to the Advanced class was huge, I cannot emphasize it enough. By the time you get to this class, one really needs to tap into good coaching. I was fortunate to get some very valuable feedback from a number of people, including Alister Yeoman. It was a magic event, huge thanks to Grant and Mo for their key roles in organization and running of the Nationals.

As Summer progressed, Warbirds Over Wanaka finally returned to the aviation calendar. I took over the Display Planner role from John Lamont in 2019, so it was a relief and a real buzz to finally execute the airshow over Easter earlier this year. The work behind the scenes is immense and never-end. I am extremely proud of our team on the Flying Display Committee, which includes NZAC members Lachlan Falconer and Adam Butcher. It is a challenging job, but hugely rewarding. We were utterly rapt with the turnout and feedback from the event. I am grateful to the many pilots, aircraft owners and engineers, along with their ever-supportive families for supporting our airshow, we look forward to the 2026 event and I am already scheming!

In terms of NZAC involvement, I ran and led the Classics of the 1930s segment which included 11 aircraft. A huge amount of planning was required to coordinate this segment and it was very well received. NZAC members Ross Brodie and Alex Ingresso flew in our formation as number 2 and 3 to me. Ivan Krippner also made his Wanaka debut displaying ZK-RTP. It was a brilliant culmination of an extensive stint flying in Australia and China, after spending over a decade working as an instructor and pt 135 pilot.

As we settle into the cooler months, we have been busy with critiquing and training. These cooler months provide some of the most stunning flying conditions of the year so it is hard to keep me out of an aeroplane!

June 22<sup>nd</sup> is 'International Aerobatics Day' so in keeping with this new entry to the calendar, thanks to the IAC, we had an informal gathering at Ashburton airfield. No real plans, just run a BBQ lunch, and do some flying. It was nice to catch up with those able to make it.

I'd like to thank our membership for their continued support of our events and the organization as a whole. We continue to strive to provide a framework for the knowledge and training to assist with pilots pushing their boundaries through aerobatics and showcase our events throughout the country. Please take the time to encourage your fellow flying friends to come to one of our events to see what it is about. Whether for recreation or competition, it is hugely rewarding. Fly safe and I look forward to seeing you at one of our events this season.







Photo by Nigel Hitchman

A variety of de Havilland elegance in action as the DHC-1 Chipmunk follows the solo Moth and the group of Tiger Moths. [Photo by Nigel Hitchman] 21 of 38



Club promotional material made for Ivan Krippner.





Andy Love

NZ Aerobatic Club Inc

Secretary/Treasurer

021 217 9170

## **Lights, Camera, Aerobatic Action! A great article from committee member Lincoln Jones.**

Aerobatics is a discipline that combines precision, skill, and creativity. For pilots looking to improve their performance with limited access to ground critiquing, look to self-critiquing as an essential part of the learning process. One effective tool that can help with self-assessment is the action camera. Compact, durable, and capable of recording high-quality video, these cameras offer pilots a new perspective on their manoeuvres. Here's how you can use an action camera to enhance your aerobatic training.

### **Choosing the Right Camera**

When selecting an action camera for aerobatics, consider the following features:

1. **Image Quality:** Look for a camera that records in at least 1080p HD. This ensures clarity, allowing you to see every detail of your flight.
2. **Stabilisation:** Optical or digital image stabilisation is crucial for smooth footage, especially in the dynamic environment of aerobatics.
3. **Field of View:** A wide-angle lens captures more of the cockpit and outside scenery, providing context for your manoeuvres. 360deg cameras are becoming cheaper and easier to use post flight.
4. **Durability:** Choose a camera that is shockproof and weather-resistant (if mounting externally) to withstand the rigours of aerobatic flight.
5. **Battery Life:** Ensure the camera has sufficient battery life for your flight duration. Most are good for 1 to 2 flights, but consider having extra batteries for a days flying.

### **Mounting the Camera**

Proper mounting is key to capturing useful footage. Here are some tips:

1. **Cockpit Mounting:** Place the camera where it can capture both the instruments and the view outside. Popular locations include the canopy, behind the pilot, or on the dashboard. Ensure the mount is secure and does not obstruct your view or controls.

2. **Point Of View:** This is my personal favourite. Mounting to the side of your helmet, headset or mounted on a head strap. When the video is reviewed it lets you see where you were actually looking.

3. **External Mounting:** For a more dynamic perspective, mount the camera externally on the wing or tail. Be sure the mount is secure and aerodynamically stable. Nflightcam have a few options that are secure when it comes to mounting externally.

4. **Check Regulations:** Always comply with aviation regulations regarding external mounts and camera use. Check out this CAA Vector article on GoPro Safety [https://www.aviation.govt.nz/assets/publications/vector/Vector\\_2014-4.pdf](https://www.aviation.govt.nz/assets/publications/vector/Vector_2014-4.pdf)

## **Filming Your Flights**

Once your camera is set up, follow these steps to capture effective footage:

1. **Pre-Flight Check:** Ensure the camera is properly mounted, charged, and recording before takeoff. I have forgotten to turn on the camera on more than one occasion, and of course those flight were all perfect. But I can't prove it!

2. **Use Multiple Angles:** If possible, use more than one camera to capture different angles. This provides a more comprehensive view of your performance.

3. **Record Audio:** Capturing cockpit audio. Apart from hearing yourself grunt under high G or laughing through a botched manoeuvre. Probably not much help for critiquing. Good for your Social Media though!

4. **Focus on Key Manoeuvres:** Plan your flight to focus on specific manoeuvres you want to critique. This makes it easier to analyse performance later.

## **Analysing the Footage**

After your flight, review the footage with a critical eye:

1. **Observe Technique:** Watch your control inputs, timing, and coordination. Look for areas where you can improve precision and smoothness.



2. **Review Instrumentation:** Check your altitude, airspeed, and other parameters during manoeuvres to ensure compliance with planned figures.

3. **Self-Assessment:** Compare your performance against training objectives. Identify strengths and weaknesses. Look at your sighting device re verticals and 45's.

4. **Seek Feedback:** Share your footage with aerobatic instructors or fellow pilots for additional insights and constructive criticism. It's the small tips and tricks that can get you the extra points.

## Conclusion

Using an action camera for self-critiquing in aerobatics is a useful way to make every aerobatic flight enhance your skills and performance. By capturing and analysing your flights, you gain valuable insights that are difficult to obtain through observation alone. As technology continues to advance with the likes of Acrowrx aerobatic flight tracking, these cameras are becoming an even more integral part of the aerobatic training toolkit. Look forward in seeing some footage on the New Zealand Aerobatic Club Facebook page.



Compulsory Cockpit Duck Lips pose.





Point of View on the vertical



3D printed camera mount for the Bose headset, nice.



Helmet mount for the GoPro Session Camera.

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

Lawrence has moved to Queensland for a full-time flying job flying a cool little jet, however he is still helping our club. The new website format is still under development.

### **FROM THE Committee team/Mentor program/etc**

Our procedures are well honed but we have updated the procedures manuals for the coming events with only minor changes.



**2025 NZAC Aerobatic Nationals** are the 28 Feb-2 Mar 2025; 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.** The last one was 3-4<sup>th</sup> February 2024. Next date TBA. A great time for last practice and judging before the Nationals. Grant Benns, Contest Director.



**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. The LLDA form has been updated due to the new official address of Warbirds. I have attached it at

the end of the newsletter.

**Safety corner-** It has been a safe few months as far as I know, please stay vigilant, suspicious and safety minded.

There is another viral you tube video of an unlocked canopy opening in flight on an Extra 300, Remember to do your canopy checks 3 times! Canopy closed, locked and checked before engine start, engine run up and before take-off.

**Tailwheel flying tips-Recurrent training.** If you have any great tips or one-liners to share, send them to me for the next newsletter. My tip, check your tailwheel chains and clips for wear every 25 hours, it can write your aircraft off when the tailwheel chains or legs fails.

**Mentor corner -** Mentor content still to be developed. Please try to take someone under your guidance at every opportunity.

### **SUBS ARE DUE mid-year.**

#### **2024 – 2025 SUBSCRIPTIONS**

**\*\*\* Now Due \*\*\***

Subscriptions for the 2024-25 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.**

28<sup>th</sup> -30<sup>th</sup> Nov 2024. Ashburton. Andy Love as Contest Director.

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

Date to be determined for 2024 or 2025. 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 2024/25 year we will be flying are available on our website [www.aerobatics.nz](http://www.aerobatics.nz)

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

### **Forward planning-**

**Oshkosh** 22-28 July 2024. Always a great week.

**South Island Akrofest.** 28 - 30 Nov 2024. Ashburton

**North Island Akro Fest.** TBA. Mercer.

**MercerComp Q?** TBA. Mercer.

**Have a Go at Aeros Day.** TBA. Mercer.

**Judging and winter training, Timaru or Ashburton.** TBA

**Wings over Wairarapa** 21-23 Feb 2025. Hood Aerodrome, the week before our nationals.

### **2025 NZAC Aerobatic Nationals – 26 Feb – 2 March 2025**

**Classic Fighters** Omaka. 18-20 April 2025. A great event.

**World Advanced Aerobatic Championship.** Last held near Vegas 24<sup>th</sup> October to 4<sup>th</sup> Nov. 2023. Next is TBA.

**Reno Air races. Replacement venue and date to be advised.**

### **Need to know MORE?**

President: Morris Tull +971506449584. Dubai /WhatsApp  
[morristull@gmail.com](mailto:morristull@gmail.com)

Vice-President: Mike Fowler 027 511 1487. [Mike@squawk.nz](mailto:Mike@squawk.nz)

Secretary: Andy Love 021 818 816. [torque\\_roll@hotmail.com](mailto:torque_roll@hotmail.com)

New Zealand Aerobatic Club website: [www.aerobatics.nz](http://www.aerobatics.nz)

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

Useful websites;

Federation Aviation International: [civanews.com](http://civanews.com). This has the Free Knowns manoeuvre catalogue essential for competition flight and international event news.

International Aerobatic Club: [www.iac.org](http://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](http://www.caa.govt.nz) includes vast amounts of information useful to pilots and aircraft owners.

The [www.BiplaneForum.com](http://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.

	<h2 style="margin: 0;">Application for Issue/Renewal of LLDA</h2>
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To: CFI  
 NZ Warbirds Association  
 PO Box 272-1640  
 Papakura 2244

From: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

I wish to apply for issue/renewal of an LLDA. My requirements for this approval is to:

- a. Compete in NZ Aerobatic Club Competitions
- b. Participate in Aviation Events
- c. Other (please state) \_\_\_\_\_  
 \_\_\_\_\_

**Licence details and experience**

Licence ( PPL / CPL / ATPL )	_____	No.	_____
Total flight time	_____	Aerobatic time	_____
Aerobatic Rating expiry	_____	BFR expiry	_____
Medical expiry	_____	Aircraft type	_____
NZ Warbirds Approved Ground/Refresher course _____			
Member of NZWA	<input type="checkbox"/>	or	NZ Aerobatic Club <input type="checkbox"/>
Supervising Instructors recommendation attached			Yes <input type="checkbox"/>
Display/aerobatic sequence attached			Yes <input type="checkbox"/>

Yours faithfully

Signed: \_\_\_\_\_ Date: \_\_\_\_\_ Membership #: \_\_\_\_\_

	<h2 style="margin: 0;">Recommendation for Issue of LLDA</h2>
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To: CFI  
 NZ Warbirds Association  
 PO Box 272-1640  
 Papakura 2244

From: \_\_\_\_\_

**Recommendation for Issue of Low Level Display Approval**

This is to confirm I have observed \_\_\_\_\_ performing the **attached display / competition (delete as appropriate)** routine.

**The candidate has a sound knowledge of display procedures and disciplines.**

I recommend issue of a LLDA with the following limits:

Aircraft Type (s) \_\_\_\_\_

Minimum height for passes \_\_\_\_\_

Minimum height for aerobatics \_\_\_\_\_

Further Limitations \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signed  
 Name  
 Licence  
 Date \_\_\_\_/\_\_\_\_/\_\_\_\_