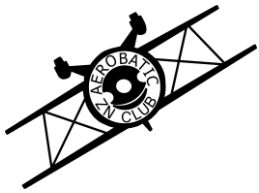




NEW ZEALAND AEROBATIC CLUB

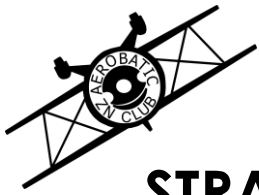
DECEMBER 2025 Newsletter





CONTENTS

STRAPPED IN TIGHT – From the President – Morris Tull.....	3
NORTH ISLAND AKRO FEST – Grant Bennis	4
SOUTH ISLAND AKRO FEST – Holly Lyttle	6
COMPETITION AEROBATICS- YEAH/NAH! – John Lamont	11
WIAC - World Intermediate Aerobatic Championships 2025 Hungary – Andy McKee.....	15
AIRCRAFT SYNDICATE IDEAS – Morris Tull.....	20
2025/2026 AVIATION EVENTS CALENDAR	21
2026.....	21
NEED TO KNOW MORE?	22
Useful websites:	22



STRAPPED IN TIGHT

FROM THE PRESIDENT - Morris Tull

Hi everyone and welcome to the summer flying season, dig the bird's nests out of your aircraft.

Well done to the AkroFest organisers. It is good to see my push to share the workload and train up new Contest Directors and Event Organisers is working. There



was lots of energy for the South Island AkroFest and Pitts 80th anniversary plus New Zealand Aerobatic Club's 40th anniversary.

We have now launched the information and entry for the Nationals in March 2026. Bring a friend to these events, turn them into volunteers. Bring a kid and turn them into a future aerobatic pilot. Volunteers are the key to a successful event, so if you have someone you can encourage to come and help at the Nationals, please talk them into it. Free lunches are provided to volunteers.

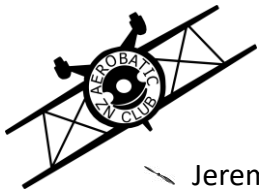
It is sad to see another aerobatic aircraft leave our shores with Super D; ZK-REF ferrying to Australia. Congrats Pierre on grabbing the Zlín 50LS. Welcome to Karl with the latest Pitts S2B to arrive. And also, congratulations to Chris Schadler on getting his One Design ZK-WAM flying. Hopefully we will see a few more aerobatic aircraft flying soon with a Pitts S1S nearing restoration completion and the Lazer 230 for sale looking for a syndicate or new owner.

We are trying to establish an Aerobatic instructors list; if you know anyone we can add to this list, let us know. Currently the options are;

- Andrew Love - AWL Airservices
- Grant Benns
- John Ashman
- Richard Button
- Morris Tull, soon
- Ivan Krippner
- Warbirds NZ
- Mike Harvey - a high time AirNZ pilot and flies with the YAK52 display team, he train's out of Hawera.

Or you can hop over the Tasman to Australia and fly with;





- Jeremy Miller at Archerfield with UPRT Australia
- Joel Haske at Bankstown, Sydney with Red Barron/The Aerobatic School
- Peter Townsend at the Australian Aerobatic Academy, Bankstown
- Gerard Lappin at Aerial Extras, Melbourne
- Matt Hall Racing at Lake Macquarie Airport

Have a great summer and Christmas everyone. We are looking forward to seeing you all at the Nationals and coming airshows.

NORTH ISLAND AKRO FEST – Grant Benns

November is never a great time to plan an aviation event in North Waikato - wind, rain and...fog?! Such was the forecast for Mercer on the morning of 8th of November, coupled with an occluded front over Northland, so a decision was made by Contest Director, Steve Geard, to delay the briefing until 10am. But of-course the fog never eventuated, so the show went on, albeit a bit latter than normal as pilots arrived from different points of the North Island. Most delayed was Greg Morris from 'the Winterless North' (Whangarei) in RV8 ZK-ATE, however by 11am all tech inspections were complete, the competitor briefing was ticked off and flying was underway.

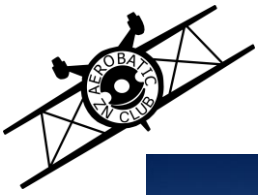


The format for the North island AkroFest has the winner crowned from the highest percentage score across all categories and across all flown flights, who is awarded the mighty Langley Marshall Trophy. This has now been contested for 31 years and memorialises aerobatic stalwarts Brian Langaley and Paul Marshall, both no longer with us.

With last year's winner, Steve Geard, being medicaled-out from flying, it was game-on for the 9 registered competitors, which included debutants

Stef Gwilliam (Primary – Alpha 2160 ZK-TZM) and Anton Rutkowski (Recreational – Vans RV3 ZK-XRD). Despite a strong presence of bi-planes in the North Island, the field was entirely monoplane, although thankfully the howl of tortured Lycoming's was broken by the easy rumble of Brent Hempel's Yak 52 (Recreational - ZK-RUS).

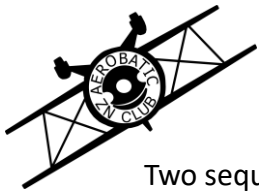




'Newest' pilot was Pierre Pechon, being new to his aircraft (Zlin Z50LS ZK-ZSO) in the previous week and having had his first practice of the Sports sequence the previous day. However, would his previous experience and already having his name on the trophy help...? Grant Benns was also flying the Zlin but in Intermediate, having been re-united with the aircraft as part of Pierre's purchase and training. From Ardmore came the experienced mono trio

of Brent Griffin (Intermediate – Giles G202 ZK-NUT), David Cranna (Intermediate – Extra 330LX ZK-XLX) and John Ashman (Advanced – DR 107 One Design ZK-XSG). John has continually pushed himself over the last few years into higher categories and this would be his first competition in Advanced.





Two sequences were flown by all pilots – in Primary and Rec the Known 1 and Known 2, and for all other categories Known 1 and Free-Free Known. With no weather issues, and no tech problems either, all 18 flights were completed by 4pm, giving the organisers time to process the scores, results published and a winner to be presented the trophy so that everyone could safely get home with a safe margin.



John Ashman flew valiantly in Advanced, but the step up was significant. Well done to Stef and Anton for completing their first comp. Brent H impressed with noise and style in the mighty Yak.



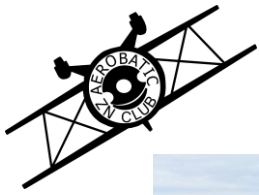
Greg had fun, mainly in his efforts flying through weather to get to Mercer but also in displaying the RV8's smooth lines. Journey-men Brent G and Grant had fun and challenges flying the 'gentlemen's category', Intermediate. Pierre was the surprise of the day – with very little practice and time-on-type, and in a 300hp mono-plane (quite different from his old mount, Super Decathlon ZK-REF), he acquitted himself very well to get within 3% of eventual winner David Cranna, who once again showed that practice makes you better (the best).

Well done David and many thanks to all airfield owners Neil and Dee, the event personnel, judges, scribes, spotters, starter, helpers and organisers.

And the biggest thanks to the competitors for their safe, disciplined flying.

SOUTH ISLAND AKRO FEST – Holly Lyttle

The energy levels were high for the South Island Akro Fest with people arriving on the Monday to help set up, and more importantly, get a few days of practice in before the competitions began on Thursday. I was no different, packing up and leaving Blenheim on Monday morning got me to Ashburton by mid-afternoon, enough time for a practice flight in the Yak 52.



After competing for the first time in the Alpha in 2024, I was back for my second year and now taking a step up and competing in the Yak in the Recreational category. I was extremely excited and also, a little bit nervous.

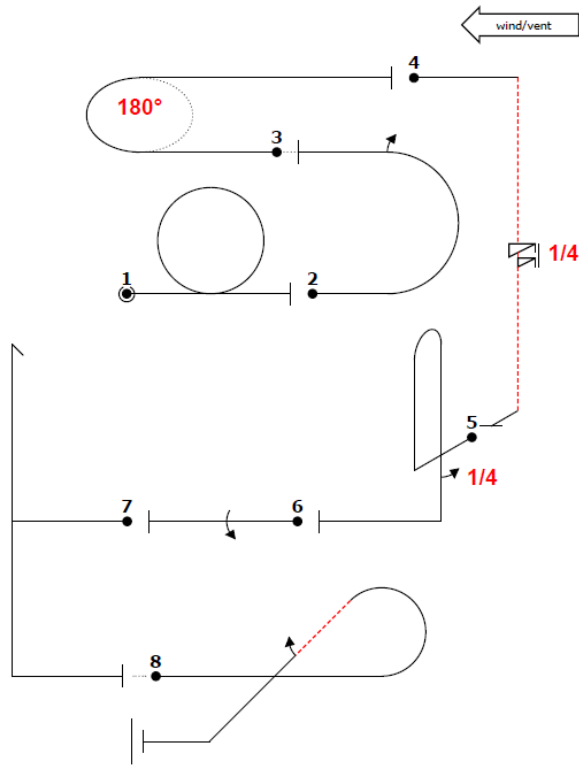
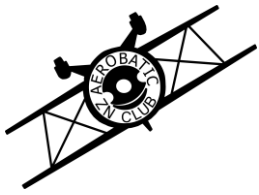
I spent the next few days flying and studying my sequences, practicing how to manage the Yak through the manoeuvres. The excitement was increasing as the weather looked perfect for the competitions on Thursday and Friday,

On Wednesday I took my first flight in the aerobatic box. This was a good challenge due to the Yak's higher speed and inertia than what I was used to in the Alpha and resulted in a few laughs as I got my head around trying to keep myself within the box. However, on landing I was greeted to a large quantity of oil covering the side and belly of the Yak (yes more than

the normal amount). Something wasn't right, off to see Kevin Langford the local engineer. Kevin didn't hesitate to offer his assistant and after a few attempts ground running the engine he identified the likely source of the leak.



Thursday was spent with our fingers and toes crossed hoping that the Yak would be airworthy again, and while waiting for the diagnosis, I spent most of Thursday fulfilling the Spotter role. I enjoyed this as it was something I had not done before and it was great to learn more about the different roles at an aerobatic competition and the importance of each one of them. The hardest part



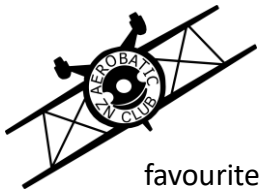
was to not get distracted by the aircraft flying in the Box and instead keep your eyes peeled scanning the sky for other aircraft flying in the vicinity.

Unfortunately, by Thursday afternoon the news came that the Yak was not going to be a quick fix and we would not be able to use it for comps that week. It was suggested that I could compete in the Alpha instead. The Alpha which I was uncurrent in and had not flown aerobatically for many months. On Thursday night at the dinner all the competitors from Sportsman and higher were receiving the sequences for their unknowns. Meanwhile, I was also preparing for my own unknown – flying the Alpha with zero practice.

Friday afternoon it came my time to compete. It was a bit daunting, not only was I jumping in an aircraft with no practice, but I also didn't have the luxury of the safety pilot I had the previous year. There was a few more things I had to be thinking about like the radios calls and navigating myself to and from the box. Up I went to compete the Recreational Known 1 sequence. Safety's complete and into it! I'll be the first to admit it was rusty. Some manoeuvres went well, some not so well. But most importantly I had fun. After landing I had a short break before it was my turn to go again. But this time some low cloud was starting to move it. By the time I got airborne the cloud was at 2000ft and thickening in the box. I could feel that slight pressure of wanting to push on and compete so that myself and everyone else still got the chance to fly and I wasn't the one to cause a disruption, but responsibility won over as I realised this was a silly idea to push on - entering a cloud while inverted didn't sound like fun!

Fortunately, the low cloud passed quickly and after a short break we were back to clear blue skies. Up I went to compete my Knowns 2 and 3. This was again a huge amount of fun, and I already felt a lot more confident than the first time as I settled back into flying the Alpha. Known 3 was my





favourite as it was the first time using the Y axis in the box. Instead of only flying east to west I got to fly a 1 ¼ spin and tracked forward in the box then flew a Humpty which had a quarter turn on the down line taking me back to flying East-West.

After landing my adrenaline was pumping, I had the uncontrollable aerobic grin and I was so exceptionally stoked that I went ahead and still competed considering the last-minute change of aircraft, it was great fun and so worthwhile as I still took away some great learnings.

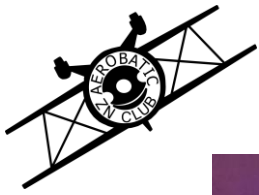


The good weather on Thursday and Friday meant we had all the competitions wrapped up in two days, leaving Saturday for some different flying fun. The two Tiger Moths emerged from the hanger, and several people went up for some joy rides between Tiger Moth formation flights and Pitts Flights. We also got to watch some low-level displays of the Pitts and Tiger Moths.



The Akro Fest week was wrapped up with a presentation dinner at Lake Hood, a great opportunity for everyone to share stories and hilarity from the week and celebrate everyone's successes, or not so successful moments brought up in the infamous Dipstick award. We enjoyed Pam Collings' inspiring presentation where she detailed her journey to become the first New Zealander to compete at the World Aerobatics Championships in Kiev in 1976, and her career in aviation. We are so grateful she was able to join us throughout the week.

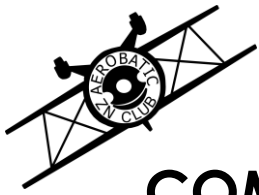
Overall, the week was awesome, and although there were some curve balls you learn very early on in aviation that you need to be adaptable. Akro Fest brings in a group of great people and everyone did their bit to help out. We were also very grateful for the support the engineer Kevin gave, not only trying to get the Yak flying but also keeping everyone else's



planes airworthy throughout the week, including staying late on Thursday night completing the 50-hour inspection on the Alpha.

One of my key takeaways from the week is learning how to keep myself situationally aware of my position in the box. It's easy to become so fixated on the plane and the manoeuvre that you forget to double check where you are. Remembering to include a quick look outside before rushing into the next manoeuvre is important. Most importantly I learnt to not overthink it and remember it's about having fun. I very nearly didn't compete due to losing the Yak and thinking I wouldn't be capable of jumping into the Alpha last minute. But I'm so incredibly glad I did. Akro Fest is fast becoming one of my highlights of the year.





COMPETITION AEROBATICS- YEAH/NAH! – John Lamont

Whether you are a newly minted pilot or a high time aging aviator, I can recommend venturing into the world of competition aerobatics.

My journey in aviation began with training as a pilot in the Royal New Zealand Air Force, where I acquired basic and advanced flying skills

including aerobatics and formation flying. The Harvard and Devon aircraft that were used as Wings Course trainers were excellent aircraft for their time, with not a digital device or glass screen in sight!



Following my 12 years in the RNZAF, I spent 30 years working as an airline pilot. During this period, my involvement with general aviation was limited, except for my participation in the Warbirds movement. Through this, I was fortunate to have the opportunity to display rare World War II piston engine fighters at airshows both in New Zealand and overseas.

Display flying in these historic aircraft required the ability to perform aerobatic and formation aerobatic routines in front of large crowds. The focus was mostly on presenting the aircraft to the public with smooth and graceful demonstrations of each aircraft's capabilities. The display manoeuvres were mostly limited to variations of positive "G" looping and rolling plus formation displays including formation aerobatics.

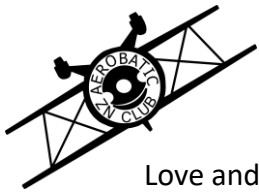
Despite observing some of my flying friends such as Steve Taylor, Richard Hood, Doug Brooker, and others, perform competition style aerobatics at airshows, I had never felt drawn to that aspect of aerobatic flying.

The other reason I had not pursued competition aerobatics was that I did not own an aircraft suited to this type of flying. This changed in 2020, when I purchased a half share in a Vans



RV7. The aircraft was not fitted with negative 'G' fuel or oil systems and therefore had some limitations, but was otherwise suitable for aerobatic competition, sparking my interest in the discipline.

Conversations with
Adam Butcher, Andy



Love and Ivan Krippner further encouraged me to get involved, and I decided to enter the 2020 South Island Akro Fest.

Training for the Event – This should be easy!

With a background in military and civilian aerobatic display flying, I initially assumed that transitioning to competition flying would be straightforward. I downloaded the Sport category sequence for the event and began practicing. The Sport Category matched both my aircraft's capabilities and my own experience, but I quickly realised there was a steep learning curve.

Flying within the confines of the 1000 square metre aerobatic box in a fast and slippery aircraft, while adhering to the strict requirements of the competition sequence, proved to be a significant challenge. Unlike display flying, where I was accustomed to operating down to 500 feet, the competition's minimum height of 1500 feet made positioning much more difficult. Some elements of the sequence required slight negative "G" manoeuvres and steep dives along 45-degree and vertical down lines, which were somewhat disconcerting. The sequences demanded higher "G" forces and somewhat more abrupt control inputs than I was used to using thus making it difficult to maintain the smoothness I was used to in display flying. Additionally I wanted to be kind to our fairly new, low hour RV.



I definitely had a bit to learn!!

Other Relevant Stuff

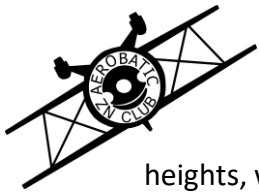
The New Zealand Aerobatic Club (NZAC) is authorised to organise and run competition aerobatic events in NZ under the governance and rules of the FIA (Federation Aeronautique Internationale) – also known as the World Airsports Federation.

(www.fai.org).

The organisation of the contest by the NZAC is impressive, with safety as the central priority. All competition participants are required to understand and comply with the rules for the event as set down by the Aerobatic Club. A Procedures Manual lays down all the details for the safe running of the event and is required reading for all participants. More stuff to read and learn!

The Competition

Competitors, judges and ground assistants must attend a detailed briefing each day before flying commences, covering such things as operations in the aerobatic box, minimum



heights, weather, hold points, comms etc. Participating pilots and their aircraft are carefully vetted to ensure they are prepared and safe for flight before they are permitted to operate in the aerobatic box.

A team of volunteers, consisting of the Event Organiser, Contest Director, Chief Judge, Data Recorder, Technical Inspector, Starter, Spotters, Judges, Scribes etc, keep the event going. Most of these positions are filled by participating pilots and the rest by enthusiastic volunteers. Everybody mucks in to get things done - whether its picking up lunches from town or laying out markers for the box.

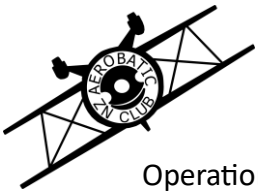


The competition caters for all levels of ability – from the complete novice to the most advanced pilot and aircraft. At the South Island Akro Fest, the eight categories are: Primary, Recreational, Sport, Intermediate, Advanced, Unlimited, 4 Minute Free and Vintage.

Each competitor will normally have the opportunity to fly at least one practice sequence and then (depending on category), two or three competition sequences. Eg - Sport Category would normally have a Known, an Unknown and a Free Known sequence. The Unknown is the most challenging because you only get to know the sequence until the evening before flying it and you cannot go out and practice!

Although competition within classes is serious, the overall culture and thrust of the gathering is for everybody to learn and advance skills, as well as have fun. For example, novice aerobatic pilots are encouraged to compete by flying their routine in a dual control aircraft with an approved instructor/safety pilot. Pilots may have their routine critiqued by a judge during their practice run and/or have it filmed. More experienced pilots are always around to pass on helpful tips and advice.

Not everyone has their own aircraft. Some aircraft may be available for hire or loan by Aero Clubs or in some cases by the generosity of the private owners. This is certainly the case for aircraft suited for competing in the three lower categories.



Operation of the flight line during competition is well regulated. Each aircraft in turn is pushed out the back of the flight line to a start position. After the pilot has strapped in, the Starter will run a short question and answer session to check that the aircraft and pilot are ready to go.

All competitors are rostered to assist with the operation of the Judging Line under the control of the Chief Judge. This is most important from two aspects – you learn how the judges allocate points for each manoeuvre (and how they deduct them!), and secondly you make up part of an essential team while learning how to judge.

The Social Side

Three days are allocated for the actual competition and most people gather at the airfield a day or two earlier. In Ashburton, the Mid Canterbury Aero Club generously make their clubrooms and hanger available for use during the day as the base of operations and for socialising. Spectators, friends and families often gather at the Clubhouse to watch the competition action.

In the event of weather delays this facility is very handy for training sessions and cups of coffee etc. One evening is usually set aside for a BBQ in the hangar. Evening meals in town are also fun events. At the conclusion of competitions, a prize giving dinner is held at a suitable local establishment and is open for attendance by all involved plus family and friends. Always a fun evening!

So Why Not give It Go?

If you are keen to advance your flying skills then come along and have a look.

The key things I found from my experience of this event were:

- ✍ The opportunity to advance aircraft handling skills
- ✍ The disciplined approach to flying and competing in the event
- ✍ The opportunity to learn from other aviators
- ✍ The encouragement given to new people
- ✍ The sense that everybody is learning
- ✍ Everybody contributes
- ✍ There were no egos apparent!
- ✍ This is definitely an enthusiastic group!
- ✍ It is a fun few days





WIAC - World Intermediate Aerobics Championships 2025 Hungary.

Many lessons learned, while having much 'fuun'.

I'd long thought of entering an international competition but until this year had not bitten the bullet. But as I saw the World Intermediate Championships were going to be held in Hungary in September I decided to go for it. Life is short - if you have any aspirations at all of entering such a competition then I'd advise to go for it, you won't regret it for a minute.

First things first - I entered as a Kiwi but live in the UK. Why not enter as part of Team GB?



Following the Rhine River eastbound after just entering German airspace.



The opening ceremony. Each country had a local in traditional dress as their flag bearer.

Well long story short is that I tried to do exactly that but was 'mucked around' by the selection committee to the point that it was June before I was told they had decided they were not sending anyone for Intermediate. The other option I had was to enter as a Kiwi, something I'm glad I did and was proud to represent NZ on the World stage.

Many thanks to Morris Tull for his enthusiasm and encouragement, also thanks to Andrew Love for sorting the membership quickly and Liz King for furnishing me with an FAI license in double quick fashion so I could meet the deadline for entry.

The 'paperwork' was fairly straightforward, nothing too demanding there. The cost to enter (are you sitting down?) was €3,500



Euros with approximately a further €2,500 in expenses (getting there and back and extra accommodation for practise week, transport, food etc). Giving a total all in of approximately €6K = \$12k NZD.

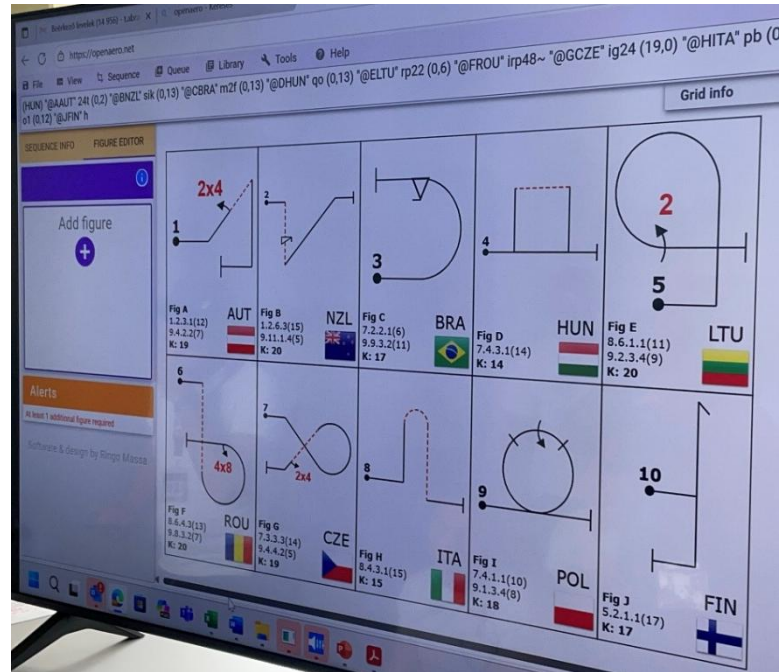
Getting there, flying across Europe, 4 countries in 2 days, 8hrs each way. Luckily there was a high pressure that developed over most of Europe so I had good weather the whole way out. Leg 1 was straight across the Nth Sea to Midden Zeeland (the original Zeeland!) for customs then onto Paderborn in Germany for an overnight stop. The next day I set off for Vienna where I had a fuel stop and lunch with a friend who lives there. Then it was just a quick hop of 1 hr down to the final destination in Hungary. Heviz Balaton airport.

An ex-Soviet military MIG fighter base with it's massive 2.5km long runway. Complete with crumbling hardened aircraft shelters and many old accommodation blocks now all deserted. It's now an international airport but has very few movements so we mostly had the run of the place once the comp had started with only the occasional interruption for an airliner or air ambulance flight.

An option was to arrive 5 days before the comp started and take advantage of the opportunity to have practise flights in the official box. I think you'd be crazy not to take advantage of this no matter how much practise you'd done beforehand as there is nothing



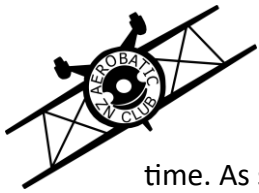
Typical briefing board with flying order and wind information.



Sequence design begins. I was lucky to be able to add a figure in as priority it given to the bigger teams first.

more helpful than to fly in the actual box and get your sightlines sorted. Having never flown in a fully marked out box before my first impression was "damn this box is small!".

0 minute slots were allocated on a first come first booked basis. This was all done online, and you could only book 1 slot at a



time. As soon as you'd flown that slot then you could book another one on the following day.

4 practise flights were available in all, as one day was weathered out. I chose to fly for the 3 different Judging positions that were to be used, gaining valuable knowledge and sight pictures for each. I then used the last practise to fly my FreeKnown - something I always do before a comp - as I don't want my brain to be 'scrambled' by an UnKnown practise with the possibility of transposing a figure from that Unknown into my FreeKnown.



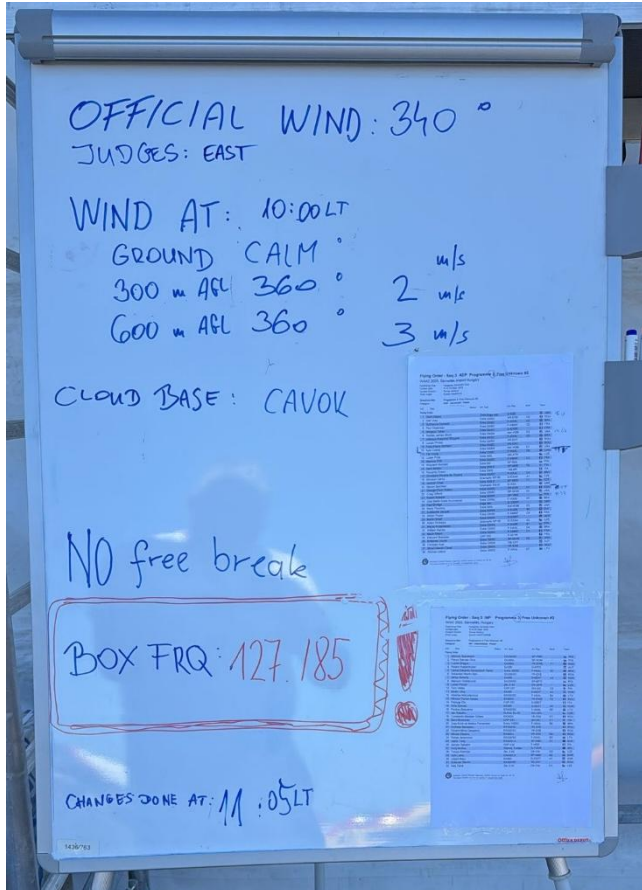
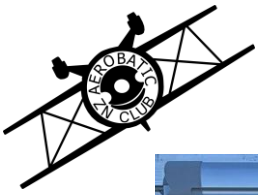
Beauty and the Beast. I had to fly against that Sukhoi!

During practise week, in between flights, there was time a plenty, so I took the opportunity to visit the two main judging positions (the Southern position being inaccessible). I'm so glad I did this as it was extremely valuable to see what the Judges would see. The East position was very close - illegally close as it turns out - by 20 metres. It should be a minimum of 150 metres from Centrebox but it was 130 metres so I'd have to position slightly further away than normal. The opposite was the case with the West judge position which was at the outer limit of 250m and was also set on a downslope which changed the view as it made the aircraft in the box appear to be lower than they actually were. With 18 different nations entered from both Inters and Advanced it was to be a truly international affair.

What were my competitors flying? The next-worst performing aircraft to mine had 3 times the power and 4 times the roll rate. I was really going to be up against it. Not a single Pitts in sight - let alone a Cap 10 (my Twister has an even lower performance than the Cap 10). Perhaps there should be a limit on what can be entered for Inters? Or handicapping? It works for Gliders so why not for Powered Aerobatics? It has sadly become an 'arms race'.

The Romanians were out in force with 8 pilots entered. They are a professional team - state sponsored, arriving with a fleet of six Extra 330's, mechanics, a coach and if that wasn't enough the Warmup pilot for Inters was also a Romanian, which I found a little unsporting. So considering the machinery I was up against, on paper I should finish dead last. Let's see if I could improve on that...

In true Kiwi underdog fashion, I would have to channel my inner Burt Munro. As it turns out earlier in the season, I also made an 'Offering to the god of speed' when I suffered an EFATO. The culprit was a Piston which had cracked clean in half. This put me out of the air for a good portion of the season missing a comp and training as a result while I rebuilt the engine.



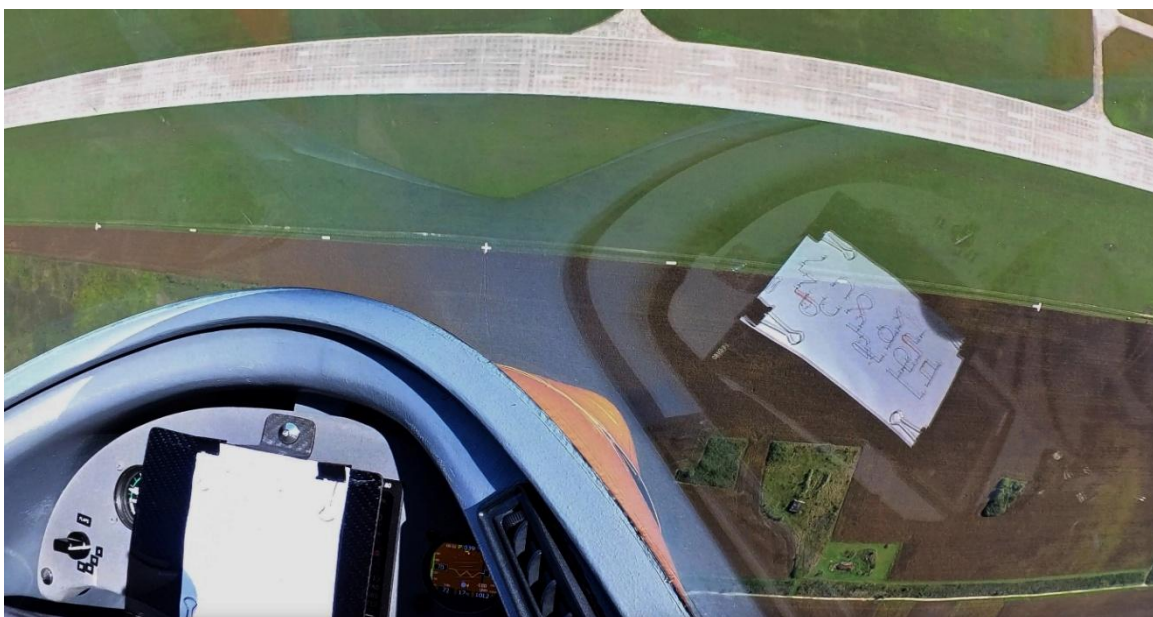
The weather was like this for most of the time with only the odd day rained out.

With 70 pilots entered and a potential 4 sequences for each that would mean 280 flights in 6 days. 2 of which were half days and 2 of which we lost to bad weather. By my calculations we would not all get to fly 4 sequences - so would there be a cut? As it turns out the organiser decided that rather than a cut we should all fly 3 sequences.

The comp started on Saturday 13th with the 38 Advanced pilots of the concurrently run WAAC going first. It was going to be a long wait till Monday afternoon before I'd get to fly. In the meantime, the organiser had started the process of figure selection for our first UnKnown. This now meant my brain was getting scrambled with new figures and sequence designs while it should only be thinking about my FreeKnown. Something I had not experienced before. In the bigger teams

this is not an issue as all of this stress and work is taken up by the coach, leaving the pilots to rest and focus on their next flight.

As an independent you must attend every briefing and do everything for yourself, so this automatically puts you at a disadvantage to the bigger more well-equipped teams.



A good view of the Box. Damn it's small!



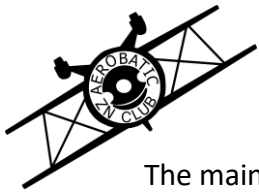
Finally, it was time to fly my first competition flight, the FreeKnown. So how did it go? Well it was hot, 28 degrees which is a real performance sapper (especially noticeable in an underpowered aircraft) we also had a significant off judge wind, so my positioning wasn't the best. I felt I'd flown it as well as I could and managed to score 70%, not bad.

Tuesday was more Advanced flying and Wednesday we lost to bad weather. So, my second flight, the first UnKnown, took place on Thursday. As I was mid pack in the flying order for the first flight I was moved around and was now at the very front being "Pilot 3" for this flight. At the briefing I was given a surprise when it was announced that they would be using the Southern Judging position (for the first time) as they felt the wind would swing round to the West as the day went on. Well for us first up it was very much a southerly wind so very off judge for us early runners. Although the rules say a minimum of 30 mins must pass before the first flight after the briefing, it still felt very rushed having to redo all the sightlines in my head as well as prep the plane and get ready. I'd planned on the Judges being to the East as they were every other morning - especially with the wind being mostly from the South as it was that day. The flight itself felt like a disaster while I was flying it as I ran out of energy - got too low. Aerobatics is Type 2 fun - you hate yourself at the time but afterwards on reflection can feel not so bad about it :) I was dreading the scores but again I managed to score 70% so felt ok about it afterwards. Note to self - start higher!



Welcome to the candy shop. 2 hangars like this packed full of aerobatic thoroughbreds (and my Twister).

Finally, it came to the last day of the comp and my last flight, the second UnKnown. If there is one thing I could take away and improve from this whole experience it is that of sequence design - how important it is to have that skill set. I know I don't have it and so my design for the final UnKnown made for very poor positioning. With my lowest score of just 65.7%. This hurt my overall average and led to me finishing the comp in 23rd place, from 32 entered. Still, I wasn't last and I'd beaten 9 others in vastly superior machinery.



The main thing was I hadn't got any Hard Zeros and I'd learnt so much along the way which is all you can expect from your first international.

As I said at the beginning if you have any aspirations of competing in an International then I highly recommend the experience.

Videos of my 3 flights on these links:

Known: <https://tinyurl.com/3fmcjbb9>

1st UnKnown: <https://tinyurl.com/2bw937tk>

2nd UnKnown: <https://tinyurl.com/mruts2tn>

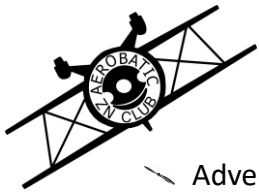


The 'venue' Heviz Balaton airport and Lake Balaton (Europe's largest lake).

AIRCRAFT SYNDICATE IDEAS – Morris Tull

Buying into or creating an aerobatic syndicate is a great way fly a cool aircraft that you may not be able to afford at the time. There have been some great aerobatic syndicates over the years, such as; The Great Stunt Company, Ashburton Aerobatic syndicate, Paraparamu Pitts Syndicate, ADM syndicate, Ashburton Yak Syndicate and many Warbirds syndicates. It is not difficult to create a syndicate and there is plenty of experience with syndicates in the club, and we can help with some templates for a syndicate agreement.

Get 2-3 interested core people to start the ball rolling, decide what aircraft you are thinking of and about how many you need to support it.

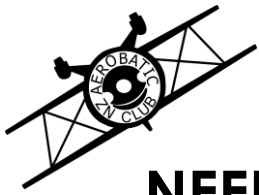


- ✍ Advertise for more members if needed.
- ✍ Think of a cool name.
- ✍ Establish a structure with a chairman, treasurer, engineering coordinator and chief pilot or instructor.
- ✍ Decide if you want to be a company or registered society or basic syndicate. You may need to advise the government of the organisation.
- ✍ Set up a group email and drop box for documents and archive system.
- ✍ Establish a bank account.
- ✍ Establish the rules and general rules of the syndicate, including Syndicate joining rules and;
- ✍ Syndicate de-establishment process. You may want to specify Minimum pilot qualifications.
- ✍ Get an aircraft. Rent or buy a hangar. Often the hangar is the best asset.
- ✍ Establish the value of the syndicate and pad the shares for maintenance costs.
- ✍ Establish an engine overhaul account and hourly rate for engine, airframe and fuel.
- ✍ Maintain Full Insurance
- ✍ Establish a maintenance program and maintenance provider.
- ✍ Purchase the required equipment and disposables like oil, filters, rags, cleaners, steps and ladders, parachutes, tire pump, towing equipment. Covers. Life jackets. Team shirts.
- ✍ You will eventually need to add rules for taking the aircraft away from base and rules for breakdowns away from base. General use rules and disciplinary rules. Keep it practical.

I hope to create a syndicate for my Pitts S1S; ZK-PPS once it is finished next year, based at Rangiora, contact me if interested. All the best and have fun.

2025/2026 AVIATION EVENTS CALENDAR

2026	
January	18 Wanganui Aero Day
February	6-8 Sports Aircraft Association Fly In – Hood Aerodrome, Masterton 18-21 FlyingNZ National Championships - Timaru
March	11-15 New Zealand National Aerobatic Competition – Hood Aerodrome, Masterton
April	3-5 Easter 2026 - Warbirds over Wanaka
August	23 Aug – 2 Sep FAI World Aerobatics Championships – Batavia, New York, USA



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.

