



Unusual Attitudes

Newsletter of the AAC, New South Wales Chapter

26 October 2007

The President's Purge

NSW State Championships

Well, what a success the State Championships were this year! The biggest field at a comp, some say, for 30 years. And excellent numbers in all grades except Unlimited (none). We also had some interesting new aircraft, and even a team of four pilots and one aircraft from WA came across. The event was run ably by Mark Willard (CD) and Dave Clements (CJ), with assistance from the usual suspects. On behalf of the NSW Chapter, we thank you all.

Hopefully the numbers shown at Temora signals a mini-boom in Aerobatic activity and further comps will also have larger fields than what we have seen in recent years. With the larger fields time management becomes more critical, and I was pleased with the smooth flow of aircraft into the box with minimal delays. Thanks for this goes to our Starter and odd-jobs man, Phil Deakin, and also the pilots who were always ready at their aircraft when scheduled to fly.

Events, Past and Future

Cowra APEC Escape: Not much was planned earlier in the year, mostly due to me being busy getting Giles going. Since then though the NSW Chapter has participated in the Sydney Aerobatic School-organised Cowra APEC Escape back in September. This culminated in a mini-comp with several pilots competing. Some flew the SAS sequences, some flew Aresti up to

Intermediate. While numbers were back due to the APEC airspace restrictions, and some weather, I think these mini-comps are worthwhile as a competition primer. The normal venue would be the Badgery's Creek Box (newly re-marked with cable drums!), so I will continue to liaise with SAS and advertise these events. Thanks go to Joel Haski for the invitation, and Paul Bennett for getting the low-level permission and Notam.

Open Day/BBQ/Critique: A Free BBQ is being hosted by Airborne Aviation at Camden on **Sunday 11th Nov, 1000-1600hrs.** A practice box has been scouted out nearby for critiqued aerobatic training, so it is an opportunity to get some worthwhile practice in. If you have any friends or acquaintances who may be interested in aerobatics, get them along. This will be a good chance to view the sport, the aircraft, and gain some knowledge of what it is all about. An added attraction are two **FREE 30min flights in Airborne's S-2C** to be won on the day by some lucky attendees. Thanks Airborne Aviation, and Jarrod MacFarlane, for doing much of the legwork on this.

Combined NSW/QLD Critique Weekend, Moree: To be held **1-2 Dec at 'Nee Nee' near Moree.** Another opportunity to practice in a competition environment, which we need if we are to improve both our flying and judging/critique skills. Hosted by Pete and Annette Williamson. Fuel, accommodation, beverages and food will be supplied on-site. Beds/cots/swags are limited so book early! The plan is to schedule all pilots for at least three scored

flights in the box (i.e. Known-15min, Unknown-10min and Free-10min). The remaining box time can be used for general practice, with only the waggled sequence scored, so plenty of time for warm up and critique. Check the full programme elsewhere in this newsletter, and contact me to book in ASAP or by 23 Nov at the latest so I can plan a flying schedule and organize Unknowns and scoresheets beforehand. Cost will be \$120 plus fuel.

2008 AWAC, Pendleton, Oregon USA 1-10

Aug 2008: This is a great opportunity for those with International aspirations. Travel costs and access to suitable aircraft will be much better than a European event. With the Advanced fields we are seeing now in Australia, and the standard of flying, there is no reason we cannot send an Australian Team to this event. If it is to happen though, some advanced (no pun intended!) planning is required prior to our Nationals and Team Selection at Easter next year. The opportunity is there for an Australian Team to block-hire an aircraft to share, and to possibly raise some sponsorship money to reduce costs. Marketing the team as The Australian Advanced Aerobatic Team going to the World Championships is much more saleable than approaching sponsors as hopeful individuals, I would think. Anyone with thoughts and ideas on this, please contact me. It won't happen if we don't make it happen.

Paper Warfare

Unfortunately, no Club runs without administration. Simplifying and reducing the admin workload is a priority to me, as I am basically lazy and cheap. To this end we held a Special General Meeting at Temora and resolved to transition the Club from Company Limited by Guarantee status to that of an Incorporated Association. This legal structure better suits our level of activity while still providing indemnity to members. I am in the process of modifying our Rules to submit with the necessary paperwork to effect this change. Our bank account can then be changed to a Society Cheque Account that accrues less in fees than the current type we have. These changes potentially save the Club several thousand dollars a year compared to leaving things as they are.

Treasurer: The NSW Treasurer's position is still vacant. I am currently caretaking the position, but this cannot continue for independence and visibility reasons. Our current Rules, and the amended ones, require separate people to hold Executive Positions on the Committee. The workload is not high as we have only a low number of transactions, and I can guide you through what is needed. Anyone interested, even a little bit, in being on the State Committee please give me a call.

National Matters

AAC Rules: Revision of the AAC Rules is in my hands at present, for issue in 2008. The main change will be removal of much of the Advanced and Unlimited specific rules to minimize duplication with FAI Section 6. This will reduce the need to amend our rules whenever the FAI alters theirs. If you want some input to this, please call me.

AAC Website: An action item from the Easter meeting of the National Committee was to review and update the AAC website. Many members have commented to me that they would like a better website with better functionality. If you have a wish list of what you think the website should be, then, again, contact me so I can guide the process in the right direction.

Keep the rubber side up!

Grant Piper

Ph/fax: 02-63774556

e-m: grant.piper@bigpond.com

PS: All those that judged at Temora, please remember to update your judges record sheets.



G-200 'Pit

Another new club member and another new plane.

by Tony Blair

I've been thinking about trying my hand at competition aerobatics for a while now, and suddenly I've done my first comp already. Just getting to the comp was a struggle, in fact, a week out I still wasn't sure if I'd make it.

My plane, a Rebel 300 (it's like a Laser with a 6 cylinder engine) arrived from the USA a few months back. Unfortunately, the plane took about 300 hours labour to get it flying. It flew 2 weeks before the comp and the C of A test flying period was completed with just a couple of days to spare. It still needs some fine tuning and adjustments, but it's pretty good already.

I always thought my first comp would involve thorough preparation, lots of critique and a few days practice in the actual competition box before the official practice. I didn't quite manage that.

I arrived at Temora on the Friday morning after flying across from Sydney. Big headwinds to get there and it was the first cross country of any length that I'd made in the plane. I was actually quite relieved just getting to Temora.

Rich Wiltshire greets me and points me in the way of the morning brief, for some reason he seems delighted in telling me how well some of the other Sportsmen competitors are flying, thanks Rich. The brief seems professional and my initial impression of the club and officials is good. There is time for a bite to eat and get organized for the practice flight. It's already been a long day when my turn for official practice arrives. Like most people, who see a box for the first time, I'm shocked how small it is. I bounce around in the strong wind and actually manage to spend part of the practice in the box! Some pointers on the radio help a lot. The long vertical lines give heaps of time for the 30 knots of wind to blow me out of the box, especially when you don't know what you are doing! I consider flying slower but I'm here for some fun too!

Next event is penciling for the Advanced Q. I learn a lot in that hour or so. I'd heard judging is hard but had not appreciated the difficulties involved. There is large variation

in the scores and some interesting judge critique from the chief judge. I leave thinking the judges might be under more pressure than the pilots.

My first flight on the Saturday is interesting. Of course I'm a bit nervous but keep telling myself this is just for practice and more test flying. The nerves get the better of me and I miss a couple of figures, realizing the error, I continue on and try to cover my tracks, the result is I insert an entire figure into the sequence. There is lots of talk that night after the results are published. Some say it's a zero some say it's not. There is lots of encouragement to protest. At this stage, I'm not too worried, I'm just happy to be here! So I sit back and watch the discussion unfold. Another lesson! If I ever intend to make a protest, the best way is probably a quiet protest that avoids the issue getting out of control. Another lesson for me on judging, the fact that very few people could agree on the event indicates the complexities involved. The second flight isn't much better than the first, I zero the spin (over on the exit) but the scores for the rest are very encouraging. Time to refuel, and I head home that afternoon. Finally the strong wind actually works in my favor, giving terrific ground speed for the trip home to Hoxton. I've got my first comp out of the way and learnt a lot. The organization is professional and friendly and I'm looking forward to the next comp already. I'm also learning to love the new plane; I think it will be a terrific comp machine when I know how to fly it. Thanks to all, especially those that volunteer their time to fulfill the various club official positions.



The Rebel!

The Mexicans Invade!

by John Lee

The NSW State competition at Temora started with a group of contestants arriving on the Tuesday before, to all get together for flying practice and critiquing. This was the largest get together prior to a contest that I have seen to date.

There was some great flying and helpful advice given by all; I owe special thanks to Richard Wilshire, Paul Bennett and Han Litjens.

Congratulations to the four contestants from W.A. who made the long trip and ferried the Super Decathlon which took them 15 hours. This was a tremendous effort and it was great of them to come, but a pity they took a heap of trophies away with them!!! Great to see you guys and hope to catch up to you again soon.

Saturday and Sunday saw good flying weather and excellent flying at all levels and I was lucky enough to win Intermediate on both days with Geoffrey Johnston (flying his Yak 52 in his first intermediate competition), hot on my heels. Grant Piper with his Giles 200 was extremely unlucky with mechanical problems and hardly got any practice, but I believe will be a real force to be reckoned with in the future.

Monday with the “Unknown” and 30 knot winds on the ground and directly down the box, with the deadline on the downwind end, was to make flying very difficult for all. Flying 4th, I thought I’d have the opportunity to watch the other contestants to see how they handled the wind. There were many that infringed the deadline or had to take breaks, I’d have to avoid all this too, but when about to enter the box I had a mechanical failure due to loose fairing and elected to land in case of structural failure. I must thank Sharon & Mark Willard for calming me down and giving me water and the necessary tools and equipment to make hasty repairs.

Before the next competition I need to hold a judging course because despite the fact that I devised some special manoeuvres, which

were most entertaining, the judges gave me a zero (or they forgot to put the “1” in front!). All the comments were “Great Torque Roll” but the score didn’t reflect their enthusiasm for the manoeuvres! Despite this, I still managed to get second on the Monday which enabled me to have an overall win.

Special thanks to all the officials and volunteers without whom we would not be able to hold these flying competitions. A great week and hope to see you all again at the Victorian State Competitions at Tocumwal, or the Nationals at Parks.



ZU-ONE, now in Oz

Flying the US Nationals

by Matt Hall

When Richard’s offer of flying his plane in the US Nationals fell through, due to red tape with the FAA and registration, I was disappointed as I had already committed myself mentally to the event. I put out a few feelers to people I knew who owned Giles’, both 202 and 200. Things were looking grim, as all the people I know who normally compete were not going this year, until Richard rang to tell me that Rob Holland had just purchased an MX2, and was going to the comp. I knew Rob from my time in the US, so emailed him, the result of that one being obvious.

I turned up at Rob’s place in New Hampshire on Monday the 10th Sep, though unfortunately Rob had just had a canopy failure, and was down at the factory in Florida getting it fixed. I did not get to fly in the plane until the following Friday, when I flew up to Maine for

an airshow with him. That was the first time I saw what the aircraft could do, and became quite excited about what lay ahead.

We flew the plane home that Sunday afternoon, and I took it for a spin straight away. The result was Rob watched my take off and decided he was going on a diet, and I came home depressed realizing that this was not going to be a walk in the park.

I have spent my entire aerobatic career in either an Acrosport in Sportsman, or the Giles in the other levels. As that is really the limit of my aerobatic experience, I was shocked to realize how different an aircraft can feel. The ailerons were foreign to me, the power was ridiculous, even the sight picture of a tapered wing had me confused. It felt big compared to the Giles, and even simple things like my seating position were messing with me.

I flew uncritiqued on Monday, then we flew to Texas on Tuesday (me commercial with the bags, Rob 1400nm in the MX2...he beat me!). We stayed with a great couple, Tony and Julia Wood, who have a live-in hangar on their own runway (www.akroville.com). We flew daily from that time on, and the learning really started.



Pull your weight, son!

This was really the best part of my trip. I learned so much from people who have been flying aerobatics for 15-20 years, day in day out as a profession. Every day someone new dropped in to practice, and help out. My flying improved rapidly (from embarrassing to acceptable), and we had a good time every day. Pedita and Mitchell arrived on the Friday night, then one last day of practice prior to flying to the comp site on Saturday evening.

The competition started on Sunday...note to self, even if it is an easy box, try to get airborne to look at it before your first flight!

The comp itself was well run, lots of competitors (over 100), and every type of plane you can imagine and more. I found the stress levels were a lot lower than what I normally experience when competing in Australia. Now that could be because I was there with nothing to lose and everything to gain, though Pedita agreed that a fun time was the primary focus, flying second, and results tertiary. I started to get stressed before my first flight, and effectively had a few people tell me they were going to 'whip my ass' unless I chilled and enjoyed myself. It was good to see! Rob's advice to me as I closed the canopy each flight was "Fly it like you stole it, and if all else fails, have fun".

As the comp progressed, the plane started to feel more and more like home. The ailerons started to make sense, I was flying good base figures, and my snaps were not being talked about! I made a few errors, but no-one else cared but me! On my last flight, I placed 5th, and I was having a great time in the plane.

Socially, we met a lot of great people, and drank a lot of beers with our old and new friends. We were visited by an old F15E mate of ours from our time in the US, and 'bumped' into a number of other people we know...it is a small world in the aviation business.

What did we get out of the trip? A great time, good flying, lots of experience, aerobatic techniques to try, and best of all, some new friends who are just like the ones we have back here...people passionate about flying, regardless of what language (they speak American!). Would we do it again? In a heartbeat. Maybe if things work out in the future, we could start sending a 'team' to the US Nats...a good way to start breaking into the International competition scene for much less cost, and much more convenient.

2007 NSW State Championships

Final Results

ADVANCED								
Pos	Pilot	State	Aircraft	Free	Unk 1	Unk 2	Score	%
1	Richard Wiltshire	NSW	EA-300L	2732.167	2692.750	2470.333	7895.250	74.064
2	Glenn Graham	NSW	Pitts S-1S	2675.167	2428.833	2622.833	7576.833	71.077
3	Paul Bennet	NSW	Pitts S-1S	2609.500	2161.000	2133.000	6903.500	64.761
4	Hans Litjens	VIC	Yak-50	2378.167	2375.833	1019.917	5773.917	54.164
5	Ian Bent	QLD	Pitts S-1D	2540.000	1658.583	1137.583	5336.167	50.058
6	Laurent Lamy	NSW	Pitts S-2C	2093.917	989.083	1500.833	4583.833	43.000
INTERMEDIATE								
Pos	Pilot	State	Aircraft	Known	Free	Unknown	Score	%
1	John Lee	VIC	DR-107	1726.900	1796.000	1051.100	4574.000	73.893
2	Geoff Johnston	VIC	Yak-52	1662.600	1691.400	1105.9	4459.900	72.050
3	Bryscen Teape-Davis	NSW	Pitts S-2A	1640.700	1704.100	957.900	4302.700	69.511
4	Grant Piper	NSW	Giles 200	1622.700	1493.300	1006.900	4122.900	66.606
5	Charles Greatrex	VIC	Laser	1397.500	1437.100	1029.300	3863.900	62.422
6	Guy Hanby	VIC	Laser	1567.800	989.000	592.200	3149.000	50.872
SPORTSMAN								
Pos	Pilot	State	Aircraft	Known 1	Known 2	Score	%	
1	Jeremy Miller	WA	Super Dec	1122.800	1168.900	2291.700	84.254	
2	Jarrold MacFarlane	NSW	Pitts S-2C	1114.500	1118.200	2232.700	82.085	
3	David Pilkington	VIC	Decathlon	1100.600	1101.000	2201.600	80.941	
4	Peter Pendergast	VIC	Giles 202	1105.300	1074.600	2179.900	80.143	
5	Nicholas Briscoe	WA	Super Dec	1071.900	1086.100	2158.000	79.338	
6	Tony Blair	NSW	Rebel 300	951.000	1007.900	1958.900	72.018	
7	Mark McNichol	NSW	Yak-52	1023.800	908.100	1931.900	71.026	
8	John Gilbert	NSW	Pitts S-2C	1026.900	838.800	1865.700	68.592	
9	Peter Cooney	VIC	Airtourer	769.200	327.200	1096.400	40.309	
GRADUATE								
Pos	Pilot	State	Aircraft	Known 1	Known 2	Score	%	
1	Lee Gordon-Brown	VIC	Airtourer	602.000	603.800	1205.800	74.432	
2	Neville Bergin	WA	Super Dec	590.800	592.900	1183.700	73.068	
3	Mark Foy	QLD	Decathlon	574.600	598.200	1172.800	72.395	
4	Robin Punselie	WA	Super Dec	621.000	281.600	902.600	55.716	

HIGHEST OVERALL PERCENTAGE: Jeremy Miller (WA) with 84.254%

NSW Committee Contacts

PRESIDENT

Grant Piper

nsw@aerobaticsaustralia.com.au
grant.piper@bigpond.com
02-63774556
0428 432 972



CAPTAIN OF FLYING

Phil Unicomb

phil@aerobatics.com.au
Mob: 0408 474 307



VICE PRESIDENT

Laurent Lamy

Mob: 0414 762 400
llamy@ozemail.com.au



COMMITTEE

Colin Appleton

colin_appleton@inet.net.au
Mob: 0414 430 647



SECRETARY

Matt Hall

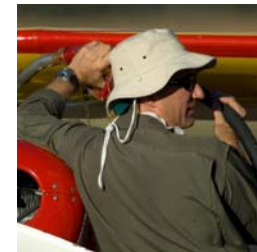
NSWsecretary@aerobaticsaustralia.com.au
mattyhall15@hotmail.com
02-48634086
0425 759 238



COMMITTEE

David Greig

dagreig@optusnet.com.au
Mob: 0413 331 965



TREASURER

This could be you!

COMMITTEE

Richard Wiltshire

0411 479 990
Richard@extraerobatics.com.au

COMMITTEE

Joel Haski

joel@redbaron.com.au
0418 400 268

COMMITTEE

Mark Willard

willard@hinet.com.au
0416 002 642