

UNUSUAL ATTITUDES

THE NEWSLETTER OF THE AAC, NSW CHAPTER

June – July 2004

PRESIDENT'S REPORT

Dear Members;

A few meetings have taken place over the last couple of months, all successfully held at the Bankstown Sports Club. We have been fortunate to obtain some impressive facilities in which to conduct our business for no charge, courtesy of the Bankstown Sports Club and the efforts of Katrina Kruse.



The Bankstown Sports Club and one of the many available board rooms. A great place to hold meetings and relax with a cold beverage afterwards.

We held our first open meeting in June, discussing what we intended to achieve and how. This meeting was really all about finding our foot hold as a new committee and how we could start making improvements and so forth to the sport of competition aerobatics in NSW.

At this point, on behalf of the whole committee, I would like to thank our National AAC President Tom Moon for coming along in his own time to answer our many questions and helping us along with his valuable advice.

This was an open meeting, meaning open to all members to attend. This some of you did and therefore had the opportunity to voice concerns and points of view. We invite all members to do the same at future open meetings.

In July, a couple of extraordinary meetings were called to attend to certain issues that some members brought to our attention regarding the new AAC Intermediate Known and to attend to other matters of importance regarding company articles and legalities.

The Committee decided to let NSW Intermediate pilots vote on whether the AAC Intermediate sequence should be flown at the NSW State Champs or not, due to the safety

issues raised. The IAC Intermediate Known (International Aerobatic Club – USA) was brought forward as a replacement and was subsequently voted in with votes tallying 2 for and 5 against the AAC sequence.

However this wasn't taken in easily with the issue being discussed for over an hour, some committee members preferring not to introduce an alternative sequence which would cause confusion for other AAC Chapters wishing to compete in the NSW State Championships and for NSW Chapter pilots wishing to compete in the National Championships. Others were concerned about the criteria and validity of the voting process. The votes were accepted none the less "under protest" from some members.

The committee was then recalled to another extraordinary meeting the next week to further discuss the issue, after more previously unobserved points were brought up by members in relation to this topic.

It was voiced at this meeting that it was the responsibility of each individual pilot to decide for him/herself whether he/she could fly a given sequence safely and within personal and aircraft limitations. It was suggested that by asking Intermediate pilots to vote for one of two sequences on the grounds that one was safer than the other was in conflict with this principle.

As a result, the committee decided to reverse the previous decision. Therefore the AAC Intermediate Known was returned to the NSW State Champs programme. An official statement of these proceedings was issued to the National Committee, all NSW members and other State committees.

The committee has decided to follow in the foot steps of the Victorian Chapter and look at the possibility of becoming an Association. Becoming an Association will not affect the way the State Championships are run nor will it affect any other aspect of our sport. The only changes will be to the structure of our company articles, our ACN number and company name. The committee will be in liaison with the Department of Fair Trading to ensure that no details have been omitted and that the transition from our current structure to that of an Association goes ahead smoothly.



The main benefit of becoming an Association is that auditing and insurance costs will be reduced to the tune of a couple of thousand dollars per annum. This money can then be spent to benefit members and our main purpose – competition aerobatics – instead of bureaucracy and paperwork.

This will take some time to implement due to the large amount of work involved in re-typing and proof reading the new articles. There are also some accounting matters involved that our Treasurer, Tony Langman, will oversee with his highly experienced and knowledgeable eyes as a career Economist. In the end, the club and its members will benefit greatly from this process.

On a lower note, I would like to express our regrets to the resignations of Vice President Katrina Kruse and General Committee member Brad Porter. Thank you to you both for participating in standing this new committee on its feet and in particular, thanks to Katrina for the enormous amount of time she contributed towards the Chapter's future as an Association (It was her idea).

The committee has nominated John Sharpe to replace Katrina as Vice President of the New South Wales Chapter, this he has enthusiastically accepted. So we welcome John into the committee and look forward to his contributions as an experienced committee member of

previous years. Due to my current work commitments overseas, I will be relying on John to "run the show" in my absence. We would also like to thank Tom Moon (again) for kindly accepting to be our Contest Director for the up coming 2004 NSW State Championships, also much appreciated is Mal Beard's acceptance of the Chief Judge's job for this same contest. As you can see, it took three people to pick up where Katrina left off, a testimony to her efforts during her short time as VP. Brad's vacant position on the General Committee remains unfilled for the time being, as we concentrate on the organisation of the State Champs.

We look forward to holding an exciting NSW State Championship and hope to see a good turn out from our regulars, as well as some new faces to take on the Temora aerobatic box this October. Until then, happy and safe flying to you all!



Colin Appleton
22nd July 2004

CUDAL CANNED!

As mentioned in the previous Newsletter, the NSW Committee was looking at the possibility of establishing a "home base" at the Cudal strip.

Unfortunately, after looking into the issues and details involved, it was agreed that the Cudal strip would not be appropriate for our purposes.

This decision was taken after it became clear that fuel supply would be very hard to organise as there are no such facilities currently available.

Also a problem is the fact that the elevation of the Cudal strip is just under 3,000ft. Therefore not suitable for aerobatics as aeroplane performance would be adversely affected, and obviously this is not acceptable for reasons of safety.

However we have not given up! We are looking into a few other possibilities and hopefully we can come up with a definite location in the near future.

A suitable location

would need to have fuel facilities, preferably a clubhouse, be of reasonable elevation and preferably away from local built up areas.

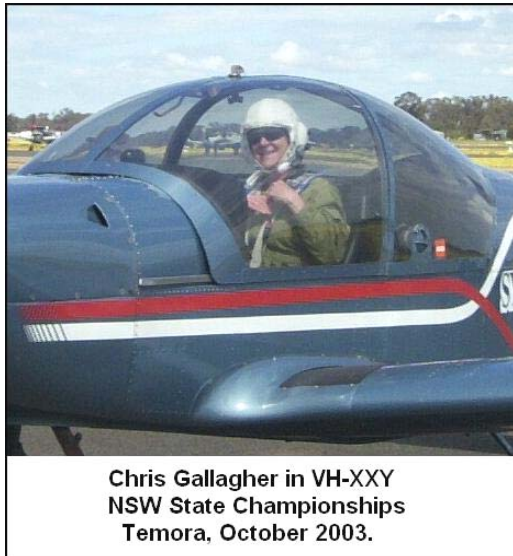
It was also brought up at the June meeting that CASA approval would need to be obtained each time we plan practice weekends and the like.

This in turn would also affect our public liability insurance premium.

All these issues are being considered with all proposed locations.

New South Welshmen at the Queensland Championships

By Chris Gallagher



Chris Gallagher in VH-XXY
NSW State Championships
Temora, October 2003.

This year a team from NSW decided to head north for the Queensland championships to show them that the loss of the state cup at the Nationals was a fluke. John Gallagher planned to fly XXY on Thursday 10th June with Anton Dettori as trainee navigator. Russell Bell, Connie Greenberg, Yves Bernier and I were to fly up on a Virgin Blue flight for the competition held that Saturday and Sunday. A questionable weather forecast for Thursday made John decide to fly up on Wednesday to ensure safe passage.

Leaving late that morning, after trying but failing to get the transponder operational, John and Anton had a great flight up the coast with the added bonus of sighting several whales and an F/A-18 Hornet up close and personal off Williamstown.

Anton was frustrated that he could not reach his camera in time. They refuelled at Coffs Harbour and then flew up the Brisbane lanes between Archerfield and Amberley to arrive at Watts Bridge at about 4pm. The field was deserted but a call to the motel at Esk once again proved the hospitality of country folk when the owner came out to pick them up and offered his vehicle for the next day.

Watts Bridge is a lovely field with two long parallel grass runways, one for powered aircraft and one for gliders, which were either tug or winch launched, and a short cross strip. Operations were run with the aerobatic competitors, gliders, tug plane and other miscellaneous local traffic (including ultralights and a Winjeel) all without incident.

John and Anton returned to the field on Thursday to join a group of Queenslanders for orientation and practice. Connie and Yves arrived late in the afternoon, just in time for Connie to do a quick orientation with John before spending the evening in the local pub.

Friday saw Alan Kilpatrick and Richard Wiltshire compete in the Advance Q and official practice for all others. Later all members retired to the local pub for a meal and trivia competition. NSW members (with a little help from Liz) acquitted themselves well by coming second. Russell and I arrived Friday evening, too late to do any practice flying.

Saturday saw us all out at the field for an 8am briefing. Five pilots, who hadn't had a chance to fly previously, were allowed an official practice slot each. The competition then began with the Advanced frees followed by Intermediate, Sportsman, Graduate and Entry Knowns. Problems with turn-arounds in the Decathlon VH- DEC and a refuelling miscalculation, which required fuel to be removed, pushed all flights later than expected and the last few flights were flown in deteriorating light conditions. John Gallagher was last to fly and the sun had dropped below the horizon by the time he was in the box. It was so dark he had problems landing as there are no runway lights. Some felt that he should have been issued with night vision goggles before he took off, others queried whether he had night VFR ratings. *(But we all know he's really just a great pilot! – LL)*

That evening we all departed for Esk where we met again for a dinner at the Wivenhoe Motel. Results were read out and Richard beat Alan in Advanced, Connie came third and Anton fourth in Sportsman, I came first in Graduate and Russell just pipped John in Entry.

Next morning was again an 8am briefing, but flying was delayed by a heavy fog and the first flights did not get airborne until 9.30. Competition progressed well, with Alan and Richard in the Pitts (VH-OBB), three Intermediate pilots in the Decathlon (VH-DEC), one in another Pitts (VH-LOE) and a beautiful Acro-Sport 2, flown by owner-builder Keith Hinchcliff. There were ten Sportsman pilots and seven Graduate pilots in two Decathlons (VH-DEC and MCM), a Pitts (LOE) and the Robin (XXY). Both Entry pilots also flew XXY.

The weather was great and everyone enthusiastically carried out assigned jobs. Judging or pencilling was done by all pilots and their supporters; this was a valuable learning experience for the inexperienced. Everyone was very friendly and encouraging, ready to lend a hand and offer advice. Pilots came from a range of generations, from those in their seventies to those in their twenties, with a range of experiences from the first time competitors to old hands, but all were treated equal. We were all there for the same thing: to enjoy our flying and the company of like minded individuals.

When the scores were read out and totals tallied at the end of the day, overall Scott Jarron (Qld) came first in Sportsman , with Anton second and Connie third. Carlie Bansemer (Qld) won Graduate and I came second. In Entry, Russell was first with John second.

Alan and Richard and the Intermediate pilots had still to fly their final flights the next day. After which the totals were tallied and Alan was the overall Advanced winner with Richard in second. This had been a good rehearsal for their upcoming foray into International competition, when next month they leave for England to do final practice before going to the Advanced World Aerobatic Championships in Sweden. We wish them well in this competition.

After a quick freshen up at the motel it was back out together again for dinner. This was at Monica's, a great German restaurant just a few kilometres out of town. This was a fabulous night to eat delicious food, reminisce about the flying over the past two days, have a good laugh, and practice some possible victory songs to be used against the Queenslanders.

Monday morning was another pea-souper early on, but as soon as it cleared John and Anton headed home direct via Kempsey, bypassing the claustrophobic Brisbane airspace because Amberley was not active. After refuelling, they had a smooth flight until Williamtown where they ran into the forecasted heavy turbulence, which continued until they landed safely at Bankstown, where the ATIS was calling winds gusting to 32knots.

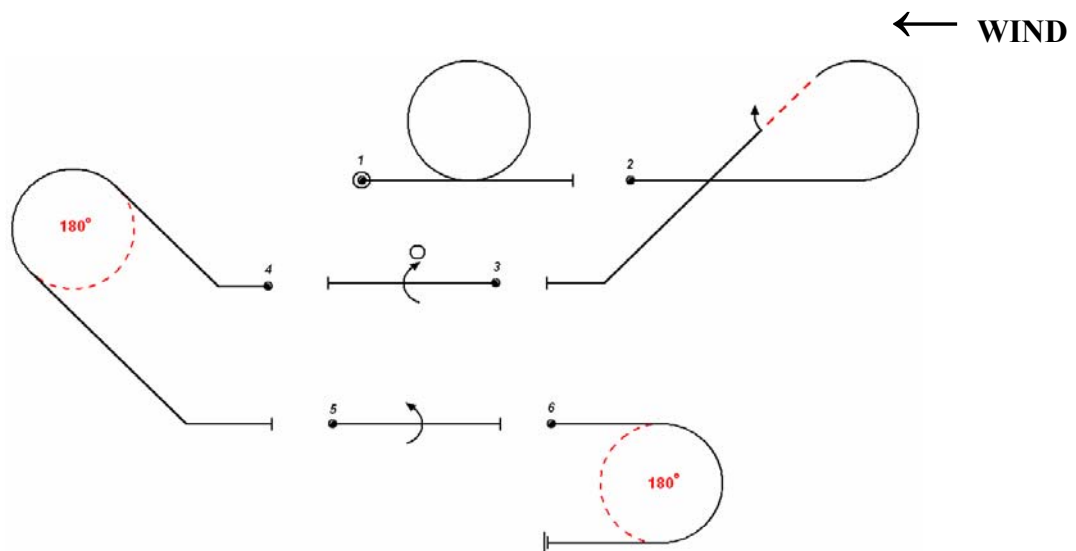
The rest of us made our way home on the kero burners.

Chris Gallagher

NOTE TO ALL CLUBMAN (Entry Level) PILOTS

The Clubman sequence that will be flown at the NSW State Championships has been modified from the Entry Level sequence that is posted on the AAC website and published in the National AAC Newsletter. All the manoeuvres remain the same, we have simply swapped a couple around to improve energy management. The 180° Turn washes off a lot of knots and it would take a low powered aeroplane excessive time and distance to regain sufficient speed to perform the slow roll, so as a remedy to this the Turn has been moved to the end of the sequence. The Barrel Roll has therefore also been moved to accommodate this change.

Here is the Clubman sequence as it stands for the 2004 NSW Championships:



IANDRA FLY-AWAY WEEKEND

Ever wanted to get away from the madhouse of the city for a while and relax in the fresh air of the country, enjoying good food, good company, good flying, and the opportunity to stay in a magnificent Turn-of-the-Century (the 20th Century that is!) "Castle" complete with turrets, stained glass windows, four poster beds (for the first in) and drawing room with a marble fireplace and a dining room table that seats 24.

Well here is your chance to do just that!

The New South Wales Chapter of the AAC has arranged a weekend fly – away to Iandra on the last weekend of November. Iandra is 24 NM @214 degrees from Cowra (in the middle of a triangle made by Cowra, Young and Grenfell). It has an elevation of 1,400ft and two crossed runways in excess of 2,000ft in length. Just land and taxi up to the side of the house for parking.

Accommodation for the weekend including lunch, dinner, overnight stay in the house and breakfast will be a very reasonable \$165.

*Anyone interested please contact Chris Gallagher for more details
(02) 9545 1604 or antair@smartchat.net.au*

***MORE BANG FOR THE BUCK!...
IMPROVED STATE CHAMPIONSHIPS***

The NSW State Championships are slowly approaching, and we're all gearing up for some great flying and good times. This year, there will be some small differences compared to previous years.

The entry fee this year will be raised by \$20 for each category. This raise will help us organise the purchase of much needed hand-held radios for the Starter and CJ, a proper CTAF monitoring ground station, and (this will be fun) a megaphone for the Starter, to minimise running around chasing people and therefore making the job easier.

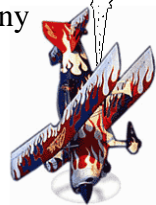
This bit of extra money will also help us give back more to pilots for their many thousands of dollars and hours of practice invested in aerobatics. To do this we have adopted the National Championship's trophy structure, with a trophy for placings in each individual flight and trophies for overall placings at the end of the comp.

This means more pilots will be bringing back a token to recognise their efforts in this demanding sport.

Another main change from previous years is, instead of holding a presentation night two weeks later at a time and location not necessarily convenient for all members to attend, we're going to have a presentation BBQ lunch on the Monday at the end of the comp... Winners will then be able to enjoy their victories and congrats from their peers sooner and still make it home by Monday night.

We've also put forward plans for a trivia night and BBQ's to be held at the Temora aeroclub on the Saturday night for all to enjoy.

We hope these small improvements will be welcome by all and we certainly hope for a successful and enjoyable event. See you all there!



CALENDAR OF EVENTS

As some of you might already be aware, NSW Chapter President Colin Appleton has been away for business in Port Moresby (PNG) for the last couple of months, and will remain there for yet another few. As such, since he was the leading force in organising the training camps at Temora with Tom Moon, these had to unfortunately be shelved for the time being.

The revised calendar is as follows:

WHAT?	WHERE?	WHEN?
NSW State Aerobatic Championships	Temora	1st - 4 th October
Iandra Fly-Away	Iandra	6 th - 7 th November

All contest entry forms and other paperwork for the State Championships will be available very soon. Tom assures us that the new Temora runway won't be a problem and that the airfield will be ready and available in due time.

Iandra fly-away, details as mentioned in this letter, contact Chris Gallagher on either (02) 9545 1604 or antair@smartchat.net.au for more info.

BRYSCEN REDEFINES THE TERM “STICK TIME”



In an age of discoveries and fascinating advances in aviation technology, some innovations deserve special praise and recognition for their remarkable achievements and how they change the way we live our lives forever.

Others deserve a mention in the local newsletter.

Mr Bryscen Teape-Davis is known amongst his peers for once wowing the judges at a local Sydney competition, when he

invented and demonstrated his very own manoeuvre: a roll that starts as a positive flick and ends as an outside mini barrel roll. It was later baptised “The Dunny roll” by judges as they were packing up the portable camping loo at the end of the day’s flying. For this he was presented with a roll of dunny paper at the presentation that night in recognition of his efforts.

The Nationals at Parkes this year saw yet another contribution to the advances of aviation from our favourite Intermediate pilot, when he and fellow pilot Mr Colin Appleton devised the “rag`n`stick” controls.

Colin was to fly his Pitts S-2A back to Sydney after the Championships with Bryscen in the front seat, however, on the morning of the departure, Colin and Bryscen both felt that they should really share the flying between themselves. The only problem was that they hadn’t brought with them the front cockpit’s detachable control stick. Bryscen was determined to have a go at some flying, and so he set about trying to find a solution to this small problem.

I was at the airport that morning, dropping off some fellow competitors who were also flying home, and watched as Bryscen was wrapping the end of a stick with a rag. Curious, I enquired as to its purpose and with a big smile Bryscen replied in the coolest tone: “Mate, this is my control stick for the Pitts”.

I remember driving home that day thinking about the face most GA pilots would pull at the prospect of controlling a high performance aerobatic aeroplane with a bit of firewood wrapped in a loin cloth... But as it turned out, the rag`n`stick only logged a few minutes of straight and level cross-country flying while Colin sat in the back like a good RIO, calculating ETA’s, checking their fuel state and keeping a hand on the primary controls for obvious reasons.

And so the rag`n`stick takes its place in the vaults of aviation history... Sharing a cabinet with back-mounted flapping wings, the Chinese fire-cracker powered sled and the Spruce Goose’s very empty log books.

.....
: *“Aeroplanes are now built to carry a pilot and a dog in*
: *the cockpit. The pilot’s job is to feed the dog, and the*
: *dog’s job is to bite the pilot if he touches anything.”* :
:



AAC NSW flight suit
patches

Only a few of each style
available!

On 'first-in-first-
served' basis!

\$10 each.

To purchase Email Colin Appleton:
colin_r_appleton@compuserve.com

Have something you want to submit to the next Newsletter?
Use "AAC" as subject and send it to:

Laurent Lamy:

llamy@ozemail.com.au

For more information on the Australian Aerobatic Club, Visit:

*www.aerobaticsaustra
lia.com.au*