

aerobatics



The Magazine of the Australian Aerobatic Club

NOVEMBER 2005



News from the 2005 NSW Championships

Giles 202
impressions (Wow!)

**Extra Extra,
read all about it**

CIVA latest



Takeoff

The President's Message



Sunny skies, long days, cheap avgas Well two out of three anyway. Summer 2005 is here to tempt us all into the air.

As you will read elsewhere, a very successful competition was held at Temora in October, crammed into a two-day weekend which was rain interrupted.

Although not all flights were completed, everyone was able to get in at least two flights. There was tremendous co-operation from everyone to get the job done - including judging in the rain, and fire-building in the paddock to keep the judging team warm.

It was extremely refreshing to be part of a cohesive and united group of people who were hell-bent on getting the job done. It seems that the only job approached with more enthusiasm was the pub crawl through the many establishments of Temora.

I'm sure everyone by now is aware that the Red Bull Air Race is coming to Australia in November next year. What is not well known is the desire of the West Australian Government to conduct aviation events, including an aerobatic competition, in the week leading

up to the skyrace. This will be a great opportunity for the club and our members to showcase our sport to a very large audience. No details have been arranged as yet. However as the event is 12 months away there is plenty of time to plan the aerobatic component.

The 2006 advanced and unlimited Q sequences have been decided by CIVA so there are no excuses left.

A late bid was lodged by Poland to host the 2006 AWACs and Poland were successful, much to the disappointment of our AWAC ready pilots who were hoping the USA would get up with their bid. Aircraft availability is a little more difficult in Poland than it is in the USA. Nevertheless I'm sure we'll see several of our advanced guys battling it out the next AWACs.



Fast and low: the Red Bull Air Race in the Netherlands. Download your own wallpaper from www.redbullairrace.com.

CASA is currently rewriting Civil Aviation Advisory Publication 156 which deals with aerobatics. We have been involved via our captain of flying and other committee members in presenting feedback and comments in relation to its accuracy and relevance.

Our input has been warmly received by Canberra and we are continuing to liaise with the relevant folks in Canberra. We will continue to participate in the evolution

of CAAP 156 and will keep everyone appraised of its development.

Happy and safe flying
Tom Moon

Change in Victoria

New committee

At the recent AACVC AGM the following committee was elected;

President: David Pilkington

Vice President: Guy Hanby

Treasurer: Peter Cooney

Committee Members: David Clemence,
Adam Dormer

Secretary: Brett Trevethan

Edited by JOHN SHARPE.

Articles and pictures always needed. (02) 9743 2156 or djsharpe@bigpond.net.au

Cover: Giles 202 of Matt Hall over Newcastle. Below: Richard Wiltshire in his Extra 300L. Based at Howxton Park, it is available for rides. See article on Page 5.

Picture: Adam Hollingworth.

Temora 2005

NSW Aerobatic Championships

By **JOHN SHARPE**

Arriving a few days early at Temora for another NSW competition felt like going back home. As usual, the Aero Club made us very welcome; they had repainted the clubhouse, put the box out, and arranged some sunshine and plenty of flies to keep us company.

We managed a few busy practice days in the sunshine, but of course, when the contest proper began, rain and low cloud arrived. The farmers love us around there!

We had to spend some time sitting in the club looking out of the windows – but at least the flies went away.

When the weather allowed us to fly, we got through the program quickly, thanks to the cooperation and skills of the officials and the judges. The pilots also worked hard to get into the box on time and minimise time between changeovers.

We had 15 competitors, with eight of those in intermediate, and managed two flights for all the categories over the Friday and Saturday, October 8 and 9, which made it a proper competition. Advanced and Unlimited were also able to fly the Q program on the Friday.

On Friday morning, with the consent of the pilots who had all arrived early, we managed to fly the Unlimited and advanced Q and get some official practice for everyone.

In the afternoon the rain came and we pushed the planes into the hangar.

Friday afternoon went on a pub tour - not a pub-crawl because we were restricted to one midy at each of the 7 pubs we went to, and as the organiser, Phil Unicomb, declared: "We don't want anyone to get hurt." Some competing pilots decided to stick to light beer so it was a pretty orderly bunch of people. It was Friday evening knockoff time in Temora so the pubs were all lively.

Saturday dawned with rain, low cloud and wind. We managed to get flying at 2pm but into really strong headwinds that caused a few problems to pilots who went out of the back end of the box and collected a deadline penalty.

We flew Unlimited and Advanced free, all the intermediate known and a couple of the Sportsmen. Last flights were as the sun was setting.

Unlimited was a one-man affair - just Richard Wiltshire in his One Design.

He put on a great performance with 75.8 per cent in his free sequence.

In Advanced, Hans Litjens was flying his Yak 50 very well, scoring 75.2 per cent for his free, beating John Sharpe who scored 72.9 per cent.

Intermediate was the biggest field, and leading them after the known sequence was Matt Hall, RAAF pilot, in his first competition in Australia in his Giles 202. He scored a staggering 82 per cent. Grant Piper came second with a fine flight in his RV-4 gaining 75 per cent. Glenn Graham was third, Paul Bennett fourth, Laurent Lamy fifth, Bryscen Teape-Davis sixth, Greg Dietrich seventh and Peter Williamson eighth.

So cold was it on the judging line that one person decided to set fire to some grass to keep us warm. There was no danger of the fire spreading because the grass it was damp. The heat was very welcome but not so the smoke!

The overnight temperature had fallen to 5.8 degrees and the maximum was only just over 13. I got so cold I stuffed newspapers down the front of my flying suit for insulation. (You can't pack much warm clothing in the back of a Pitts S1!)



Glenn Graham, Phil Unicomb and Greg Dietrich brave the cold.

Sunday started with 7am briefing, but low cloud prevented flying. We managed to get going about 1.30 pm with the two Sportsmen pilots who missed out on the previous day. In Sportsman, Russell Bell and John Lee were very close after the first flight, with Russell, flying the Pitts S2A, ahead by one percentage point on 81.5 per cent and John, in the Victorian Decathlon, second. Brendan Scilini was third in his Pitts S1 and Mark Foy fourth in the Decathlon.

Unlimited was another fine display by Richard Wiltshire flying a very difficult unknown full of red lines (negative G manoeuvres).

He finished with 70 per cent for his two flights.

The cloud was low in parts, so the judges allowed pilots to take an optional break to climb for height – most of them took advantage of this, just to be safe!

The Advanced unknown was not quite so horrific as the Unlimited one, but bad enough to fool John Sharpe into zeroing his inverted start outside rolling circle - and

CONTINUED PAGE 5

Temora results

2005 NSW championships

UNLIMITED

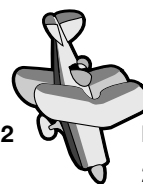
	Pilot	State	Free	Unknown 1	Final Score	%	Aircraft
1	Richard Wiltshire	SA	3642.1	2845.3	6487.4	70.4	One Design

ADVANCED

	Pilot		Free	Unknown 1	Final Score	%	Aircraft
1	Hans Litjens	VIC	2557.6	2060.1	4617.7	74.1	Yak 50
2	John Sharpe	NSW	2481.6	1427.5	3909.1	62.7	Pitts S1

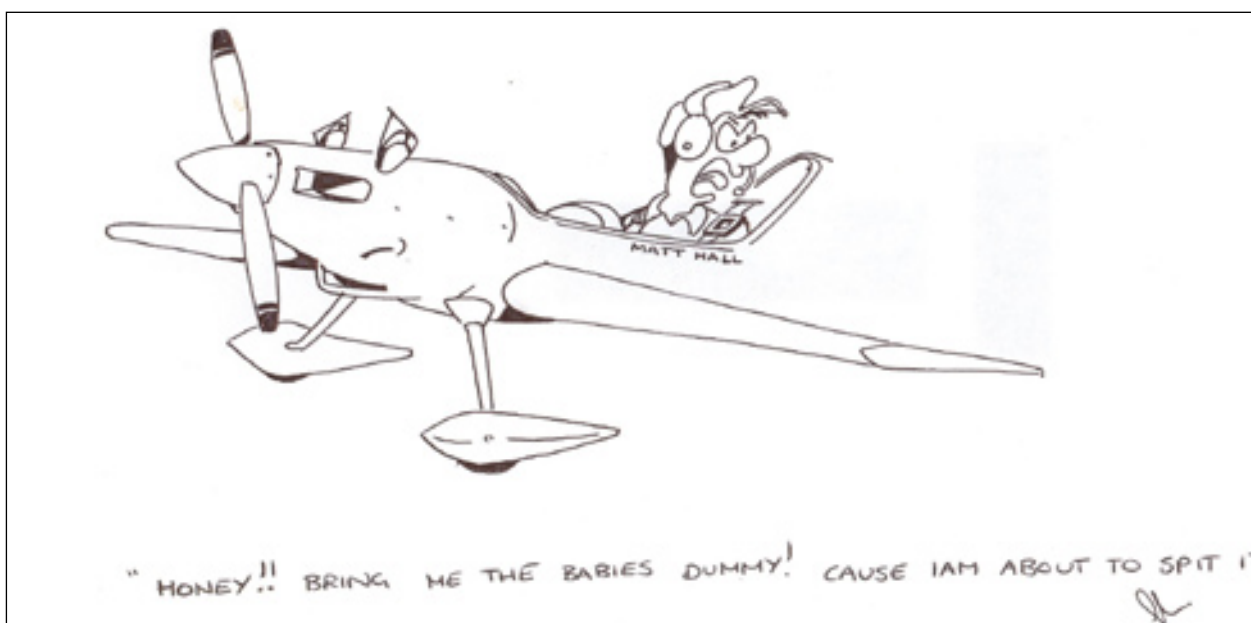
INTERMEDIATE

	Pilot		Known	Free	Final Score	%	Aircraft
1	Matt Hall	NSW	1649.6	1908.8	3558.4	83.5	Giles 202
2	Glenn Graham	VIC	1468.9	1794.0	3262.9	76.6	Pitts S2
3	Paul Bennett	NSW	1434.0	1801.9	3235.9	75.9	Pitts S1
4	Laurent Lamy	NSW	1404.6	1744.8	3114.4	73.1	Pitts S2
5	Grant Piper	NSW	1500.0	1525.7	3025.7	71.0	RV-4
6	Greg Dietrich	QLD	1213.9	1737.8	2951.7	69.2	Pitts S1
7	Peter Williamson	QLD	1187.4	1747.3	2934.7	68.9	Pitts S2
8	Bryscen Teape-Davis	NSW	1227.3	1631.9	2859.2	67.1	Pitts S2



SPORTSMAN

	Pilot		Known 1	Known 2	Final Score	%	Aircraft
1	Russell Bell	NSW	1026.9	1042.7	2069.6	82.1	Pitts
2	John Lee	VIC	1008.8	1001.2	2010.0	79.7	Decathlon
3	Brendan Scilini	QLD	849.3	503.2	1352.5	53.6	Pitts
4	Mark Foy	VIC	786.5		786.5	62.4	Decathlon



When the thing won't start! Artwork: Glenn Graham.

Temora 2005

Rain, cloud and fun

FROM PAGE 2

the next manoeuvre. John finished well behind Hans who flew smoothly to take the overall title with a 74 per cent to John's 62 per cent.

The intermediate free saw Matt Hall score 84 per cent – the highest of the whole competition, which made him a clear overall winner. Glenn Graham came second overall with Paul Bennet third and Laurent Lamy fourth, all close in the points. Grant Piper was let down by his second flight and dropped down to fifth overall. Greg Dietrich was sixth, Peter Williamson seventh and Bryscen Teape-Davis eighth.

In Sportsman, Mark Foy wasn't feeling too well so did not fly. Russell Bell won again, with John Lee second and Brendan Scilini third, giving them that result overall.

Colin Appleton's Pitts S2A VH-NUK was in strife, stuck in Sydney with a cracked spinner back plate. The NUK flyers, Bryscen Teape-Davis, Laurent Lamy and Russell Bell instead flew Phil Unicomb's S2A in the competition and Colin came along to judge.

They did well in an unfamiliar aircraft, especially after losing some practice time while being checked out by Phil.

It was a good contest, but a close-run thing, getting two flights each for the 15 pilots in the few hours that the weather allowed.

There were some minor delays - the Giles wouldn't start and had to be hand propped. It turned out to be an electrical connection to the starter that came loose.

The Unicomb Pitts also suffered a starter problem, but that was soon fixed.

All the pilots and officials worked hard to make sure everything ran smoothly.

There were some shiny new aircraft on the competition scene. Matt Hall's Giles 202 has extraordinary performance on a 200 + hp motor and staggeringly fast roll rate.

Brendan Scilini brought his Pitts S1, which is a very smart and quick example of the type - it used to belong



Unmistakable profile, Bomber Unicomb. Artwork: Glenn Graham.

to Chris Sperou, air show wizard, many times Australian Aerobatic Champion and world championships competitor in the 1980s.

The welcoming ambience of the Terminus Hotel at Temora was the venue for the prizegiving. On a Sunday night we had the place more or less to ourselves so were able to eat and hand out the shiny loot to the deserving pilots in relative privacy. They threw us out eventually, but a few people carried on celebrating in motel rooms until the small hours and looked pretty foul the next day!

Next year we are looking at Temora again, but this time over the October long weekend which will give us three competition days, extra time to cope if there is any bad weather.

Everybody who came worked hard to make the competition a success, but thanks especially to contest director Mark Willard, and Sharon, to the chief judge Mal Beard and Tracy, the scorer (who drove down from Queensland), Rebecca Unicomb, the starter (assisted by Brendan Willard) Laurent Lamy, NSW secretary who sorted out the paperwork and organised the trophies.

It was also good to see competitors from Queensland and Victoria coming along to compete and judge.

Extra, Extra

Wiltshire gets a glass ship

Extra 300L VH-IOG is now operated by Richard Wiltshire from Hoxton Park.

This aircraft was acquired by Richard with the intention of flying a 300L at the next AWACs as any two seat aircraft is now AWAC legal. VH-IOG is operated by Mclver's Air Services Australia in Charter category for Aerobatic Adventure Flights out of Hoxton Park Airport.

Contact Richard for special deals for aerobatic

club members who maybe interested trying an Extra on for size.

Roll rate of 360 degrees per second. 300 hp, 540 cubic inch engine gives the Extra 300L a power to weight ratio unmatched by any other certified two seat aircraft.

Certified to +/- 10g.

Go to www.extraaerobatics.com.au for more information.

It's the Pitts

NUK crew has to jump ship

By LAURENT LAMY

Another interesting comp behind us! The NSW State Aerobatic Championships put another chapter in the NUK team's history of last minute saves and dramatic situations. Except this time, sadly, Pitts S2A VH-NUK never actually made it to the comp and forced owner Colin Appleton to sit it out in the freezing cold of the far North judging position of the Temora box. Another pilot affected was Connie Greenberg who chose not to fly if NUK couldn't.

What went wrong this time? Well... A more appropriate question that would require a much shorter answer would be "what went right?". Colin tells the tale of NUK's latest nightmare maintenance issues in the panel on the right.

With NUK out of the picture but its pilots keen to compete, I gave Phil Unicomb a call (he's from Action Aerobatics in Maitland for those of you who live on Mars) and I asked him about the possibility of adopting three or four ride-less aerobatic pilots. Of course, always willing to help out his fellow man (and possibly one woman), Phil didn't hesitate to offer us his S-2A (VH-UPU).

The three orphans to be warmly accepted into the Action Aerobatics family were Bryscen Teape-Davis, Russell Bell and myself. There was one condition of course, and that was that we satisfy Phil that we wouldn't turn UPU into a ball upon landing, so our first flight of the comp consisted of some eye-opening dual circuits.

There are three ways to land a Pitts in my books: The Noel Kruse way, the Phil Unicomb way... and the 'flare-and-hope-it-works-out' way. Having been brought up with the first way, we were now getting an insight of the second (but yet we seem to revert to the third when solo?).

It was a good experience for us to compare the little differences in techniques between two of the best Pitts instructors in the country. Phil emphasised that he didn't expect us to immediately adapt to an unfamiliar aeroplane (to a degree), instructor and technique in one session of circuits, but that the exercise was purely to ensure a safe transition and to keep the insurance people all nice and happy.

After a few goes at Phil's different perspective, we all seemed to grasp the idea of a steeper approach, coming of the slip earlier and 'trying not to land'. So he let us loose in his aeroplane. I'd like to point out how good it was of Peter Williamson and Glenn Graham, with whom we were now sharing UPU, to accept us into the team and not have the slightest issue with us using up time in the aeroplane for circuits that they could have used to practice aerobatics. The positive aspect of having more people flying the same machine is that the ferry shares become smaller, but there are also lots of negatives, such as an increased risk of damage to the plane, having to perform the occasional hot turn-around, and deciding on a fuel strategy that satisfies everyone.

I had flown UPU earlier in the year to renew my low-

THE FINAL COUNTDOWN

An approximate time-line of that familiar "routine 100 hourly" inspection that goes off the rails.

- Aug 29 – NUK goes in for a 100 hourly inspection and a new prop hub.
- Aug 31 – New prop hub on order (10 days)
- Sep 1 - advised 100 hourly finished (exc. prop hub) but LAME will not sign out due fuselage fabric too far gone quote "needs a re-bag now". Having flown Pitts with much worse fabric than NUK, I tried to argue the case but to no avail.
- Sep 2 - Being held over a barrel by the short and curlies, I accepted a quote for a fuselage re-bag (max three weeks work and \$\$\$ x 10^6)
- Sep 15 – Ask for progress report: "we expect it to be finished, ready for paint in 2-3 days"
- Sep 20 – Request another progress report "don't worry it will be flying before the end of the month, the new prop hub is ready"
- Sep 25 – Visit Bankstown workshop – NUK is still in bits, no fuselage, still being re-bagged in Mudgee! Told "don't worry, the fuselage will be here tomorrow, back together, ready for test flight in three days, we're doing our very best". The schedule slippage was blamed on humid weather in Mudgee and several days of high winds stopping transport back to Bankstown.
- Sep 30 - fuselage re-bag finished, however, during re-assembly there is another problem. The spinner back plate is cracked and needs replacing. (Why this was not discovered during disassembly a month before is the kind of thing that makes you look for a new maintainer!)
- Oct 1 - Lead time for a spinner back plate from the USA is 3-4 weeks so after pleading with the LAME to sign NUK out, without a spinner, but to no avail, I had to throw in the towel and tell the NUK team the bad news. NUK was finally finished and test flown 3 weeks after the comp. The good news is the NUK team will not need to bring the red duct tape to the Nationals and I will not have to stick UK flags over peeling two-pack paint any more!

- COLIN APPLETON

level waiver with Phil, so I had an idea of what to expect. NUK is a good comp aeroplane, but UPU is slightly better. It rolls a bit quicker and accelerates significantly faster in the dives. NUK is heavy on the elevator, while UPU is lighter. But that's probably being a little picky, because at the end of the day, NUK or UPU, it didn't matter – I still would've made the same mistakes!

I always look forward to flying a different aeroplane, and flying UPU in competition was an absolute pleasure! Thanks again to the Unicombs and the Action Aerobatics pilots for helping us out.

Rylstone practice

Expedition to Mudgee

By GRANT PIPER

Rylstone is a quiet little town 55km east of Mudgee and not far over the mountains from Sydney. Once your standard rural service town surrounded by wheat, wool and beef properties, it has now begun the transformation to olives, wine and weekend tourist getaway. You can even get a decent coffee there now!

At Temora this year I twisted the committee's arm to have a practice weekend there to assess the venue for future use, the proximity to both Newcastle and Sydney being a major attraction. On the weekend of 5-6 November the plan groaned into action, with low cloud and scattered rain over the area.

Saturday was a washout but Sunday dawned pretty fine, well, at my place anyway. A quick call around the troops to give them a positive spin on the weather and I trucked off to Mudgee to get drummed fuel for the many hours of flying fun ahead. At Mudgee the airfield was locked to keep out terrorists, so I jumped the four foot high fence to get the fuel guy's number so he could come out and let me in (the clever country?).

Meanwhile CAVOK at home had changed to FEW at Mudgee, and down Rylstone way looked more like SCT. A call to Richard Wiltshire and he and John Sharpe were soon launching. I had heard no more from Colin's NUK team, I assumed they may have gone back to bed. As I drove the cloud became OVC and the base was lowish – not looking so flash. A few kilometres to run and Richard calls to advise that he and John have turned back as they couldn't get over the ranges. Oh well, so much for the weekend plan. I'll go into town and have my morning coffee, which I was starting to miss, badly. But all was not lost, mid-cappuccino Colin Appleton calls wanting to know where the heck everyone is, as he, Russell and Bryscen and NUK are waiting at Rylstone airfield!

Rylstone airfield is a couple of kilometres north of town on the Cox's Creek road. It has two grass runways and an elevation of 2000ft AMSL. It had been operated

by the now disgraced, and sacked, Rylstone Council. It is currently maintained at a basic level by various sport aviation groups. On my arrival I could see NUK in it's new but incomplete livery, surrounded by gyrocopters. The gyro crowd were having a weekend also. No matter, plenty of sky for everyone!

Russell Bell and Bryscen T-D had managed to pilot their way over the hills, while Colin and his wife had driven up. A quick call to Richard W. had him launching again for a second look. After some idle chatter we had Russell airborne for a local recce and practice. Cloud hampered the activity but Russell worked valiantly on his rolling circle technique. The area to the North-West of the cross runways seemed to be the best for box location, over rural land with some houses and out-buildings further out. A winery to the south is a noise sensitive area, as is the adjacent horse track East of the field.



Richard arrived in RSW, and was soon airborne, again polishing the rolling circle method, though the cloud was lifting and breaking allowing more vertical work. Colin's crew had departed to 'do lunch', while Richard and I conducted a strip inspection. The surface is all grass, some mild bumps but solid all over. Some water pools on

the northern runway, but it was still firm underneath. The cross runway, 09/27, peaks over the intersection with 17/35 and drops away slightly from there. There is a terminal building come 'clubhouse', with kitchen and amenities. A public phone is located adjacent, and there are various ultralight hangers/sheds. GSM mobiles don't work at the airfield, but CDMA will.

RSW and NUK had a second flight each, the gyros kept going 'round, then it was time to pack up and prepare to depart. I believe everyone agreed the venue has potential, and that we should organize further activities there. At this stage another training day in the New Year, date TBA, and a mini-comp prior to The Nationals are planned. Stay tuned and keep the rubber side up.

Air race for Perth

Red Bull comes downunder

The skies above Perth will host one of the world's most spectacular air races from next year. The West Australian government has beat out a bid from NSW to secure the week-long Red Bull Air Race World Series, expected to be held in Perth in November 2006.

The race will involve 10 pilots from around the world carrying out manoeuvres between inflated pylons.

The three-year contract for the event is expected to attract hundreds of thousands of spectators. The city

plans to make the race the centrepiece of a festival of aviation, with air displays and other events.

Permission for the race is yet to be obtained from CASA. "In principle, we don't see any big problems," CASA spokesman Peter Gibson said. While it was likely permission would be granted, the preferred location was not guaranteed. "I know they want to hold it on the river pretty much opposite the CBD ... but if that location for some reason was found not to be suitable then we could look for another location on the river," he said.

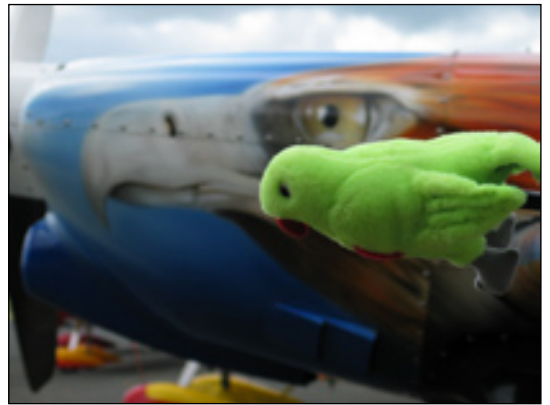
See: www.redbullairrace.com



It's cold: Starter Rebecca Unicomb gets ready to harness up the dog-sled and go ice fishing.



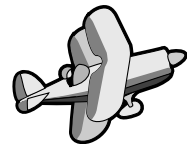
It's cold: judges and helpers discover fire. Next: the wheel.



Watch the birdie: Pitot cover on Tom Moon's Extra.



Brendan Scilini and daughter with his very shiny Pitts S1.



LEFT: A few laughs after the prizegiving at the Terminus Hotel.



Strange plane: Russell Bell gets some final advice from Phil and Rebecca Unicomb before flying. His usual mount is VH-NUK.



Laughing at pilots keeps Tracy Hearne and Rebecca Unicomb warm

Temora tantalises

Pictures by
JOHN SHARPE



Big push: Hans Litjens gets help from Temora club members.

2005 NSW champions



UNLIMITED: Winner Richard Wiltshire.



INTERMEDIATE: Matt Hall (1st) Paul Bennet (3rd), Grant Piper (5th) and Glenn Graham (2nd)



SPORTSMAN: John Lee (2nd) Russell Bell (1st) and Brendan Scilini (3rd).



ADVANCED: John Sharpe (2nd) and Hans Litjens (1st)

CIVA decisions

AWACS to be in Poland

By **LIZ COOK**

The 2006 CIVA Meeting was held in Germany from 4 to 6 November. The Bureau of CIVA met on Friday morning and this was followed by an informal meeting of Delegates. This informal meeting allows Delegates additional time to discuss proposed rule changes and issues effecting the sport.

The President of FAI, Pierre Portmann and FAI Secretary General, Max Bishop addressed the meeting. Max Bishop gave a detailed report on the work and activities of FAI over the past 12 months.

Reports were received from the Chairman of the International Jury, Contest Director and Chief Judge for 2005 World Aerobatic Championships, 2005 World Glider Aerobatic Championships and 2005 Advanced European Aerobatic Championships.

The CIVA Rules and Judging Sub-Committees supported many of the proposals submitted by the Delegates earlier this year. Full details will be available on the CIVA website as soon as the Summary of Conclusions and Minutes are posted.

CIVA agreed to the following:

Two Working Groups, consisting of pilots will be established to review and put forward their recommendations on the proposed Q programs. Plenary will make the final decision. This will overcome the problem experienced last year when the Advanced Q was amended.

Order of Flight – competitions at World and Continental Championships will be divided into 3 equal groups. The groups will be based on the provisional accumulated overall results after the previous programs.

Unlimited Free Program – the maximum K factor of 99 has been eliminated.

Hard and Soft Zeros – further clarification. This will not affect our rules as we do not mark hard and soft zeros.

Permitted Weather Breaks – the Jury may allow flights to be made in two parts without penalty.

Minimum Time for a Pilot to be Ready at World and Continental Championships – not less than 15 minutes between engine shut off and the next start up.

Drawing of Lots to Submit Unknown Figures – National Aero Clubs having 3 or more pilots have priority.

Flight Regulations and Local Flight Rules – Organisers must publish in a bulletin or on the web-site.

YAK 52 Championship – Rules in regard to this new category approved.

Tracking Device – Bureau of CIVA to continue investigating systems to track aircraft in the box. New system developed in Austria was demonstrated.

Unknown figures for Unlimited and Advanced – add 9.1.3.1, 9.1.3.3. and 9.4.3.3.

Fair Play System – Dr Derek Pike gave a comprehensive presentation on the proposed system.

It was agreed to adopt the system and Michel Dupont is currently working to include in the ACMS scoring system.

CIVA Manuals – work is progressing on amalgamating the manuals to save duplication.

Permitted AWAC Aircraft – Ultimate 10-300S added to list.

Order of Flight – International Jury permitted to amend order of flight so that there are at least 2 competitors between pilots flying the same aircraft.

Air Safety – a competitor required to break-off a competition flight due to danger of a collision with unauthorized traffic or a bird strike will be treated on the same basis as a mechanical defect.

Unknown Program – time between posting and the start of the program has been reduced from 24 to 18 hours.

2006 Advanced World Aerobatic Championship will be held at Radom Poland – 3 –13 August.

2006 European Aerobatic Championship will be held at Grenchen Switzerland 29 August – 10 September.

2006 European Advanced Championship will be held at Rybnik Poland 19-29 July

2006 YAK 52 Championship will be held at Hlihluwe South Africa 8 – 17 June 2006

2007 Advanced European Championship will be held at Joensuu Finland

2007 World Glider Aerobatic Championships will be held at Niederöblarn Austria - August.

World Grand Prix – next event Al Ain (UAE) January 2006

CIVA Finances – there was considerable discussion on the state of the finances as CIVA incurred a loss of approximately \$US 42,000 in the last

year.

The main costs were \$US 18,000 for the new Fair Play System, \$US 26,000 for stipends and \$US 10,000 for payment to Aresti System SL.

CIVA is to pay a further \$US 20,000 to Aresti over the next two years. It was agreed to increase the sanction fees for competitions and to cancel stipend payments for 2006.

FAI Aerobatic Catalogue. The control of this manual is now in the hands of Aresti System SL.

Aresti System SL has developed a catalogue and once confirmed the FAI Aerobatic Catalogue will be removed from the CIVA Web Site.

The cost of the new catalogue is 36 euros according to the official web site - however we have been advised that minor amendments will be free of charge.

Full details of the minutes are available on the CIVA web site. www.fai.org/aerobatics/meetings

The Aresti catalogue is now available from www.arestisystem.com. The price is marked at 36 euros plus cost of mailing.

Giles 202

A hot ship from the USA

By **MATT HALL**

I first became interested in the Giles when I saw one in action at the World Aerobatic Comps in Florida 2003.

I was living in the US at the time, and was competing in Sportsman in my Acrosport II. I had started training for Intermediate in the Acrosport, but the plane was complaining so I decided to start looking for a replacement. Watching the Giles race around the Unlimited sequence against the big Russian hardware - at half the purchase price and a quarter of the operating expenses - gave me a taste of what it offered.

I first flew a Giles a few months later with Bill Finagin, which hooked me completely. I test flew a few others that were for sale, though Pedita (girlfriend at the time) and I ended up making an offer on a plane owned by Len Fox, who was previously part of the original Akrotech, and had kept the plane after the collapse of the company.

We took delivery of the plane in December 2003, and I started training for Intermediate. In the meantime, we flew to Sun and Fun and Oshkosh. Unfortunately, all of the comps I tried to attend were rained out, and before we got to see a clear weather competition, the plane had a minor hiccup in August 2004.

I was practicing Intermediate, luckily over the airfield, when the engine stopped while on the inverted 45 down line. I dead-sticked the plane onto the runway straight under me, and on rollout was surprised to see smoke coming over the wing roots past the canopy. Luckily the local mechanic was watching and ran toward me with a fire extinguisher. I kept the plane rolling to meet him half way, then jumped out to put the fire out. Luckily, no injuries or damage to other property; unfortunately, the plane was almost a write off.

It turned out that at some time the gascolator had been 'gooped' up to stop a small leak. The leak had recommenced, and caught fire from the exhaust below. The fitting then burnt through, which failed the engine, though as I was flying with the electric fuel pump on, the fire was fed by high pressure avgas. The undersurface of the plane was burnt back behind the cockpit, and the firewall was breached. Fuel was entering the cockpit through the firewall, and the cockpit floor was burning through. We had a quiet beer that night.

The plane was rebuilt by the original factory to new condition, and arrived in Australia in May 2005.

So what is a Giles? The 202 is a two-seat unlimited aerobatic aircraft, built completely out of carbon fibre.

Our Giles (Pedita is now my wife and we have a baby named Mitchell) has been modified. Len Fox had been working on a new design called the Chanute, and had experimented with improvements on the Giles by incorporating them into his own aircraft. These include a larger rudder, larger tail fin, aerodynamic horns on the horizontal tailplane, and full span ailerons. These changes can also be seen on the MX2 which is a new design based on the Giles 202.

Flying-wise, I absolutely love it. Weighs in at approx 1050 lbs empty, has a Lycon built AEIO 360 parallel valve rated at 240 hp, and a 22 foot wing. This gives a climb rate of 2500 fpm, cruise of 180 kts true, and a range of 1000 nm, due to having wet wings. Aerobatic performance is, at times, sickening to say the least. Roll rate at



Fast, smooth, good looking - and the plane's nice too. Matt Hall with his Giles 202.

approximately 500 deg sec, +/- 10g, and featherweight control feel through the speed range. The seat is reclined at 45 deg, which makes pulling up to 10g quite comfortable. The plane has fantastic energy retention, and on its 4 cylinder engine can maintain a vertical up for greater than 10 seconds (Scotty Moore and Andrew Biggs have counted 8 vertical rolls up). The hardest thing about flying the aircraft is learning when to stop the

roll, and not wobbling. When rolling at full deflection on the down line, the roll rate is so fast that the ground is blurred, strobing like looking into the centre of a record player. Slow speed handling is easy, with the full span ailerons giving complete control down to 30 knots at full power. I estimate the rate of roll to be about 360 deg sec at 80 kts, making a roll off the top a non event.

From here we are intending to move up to Advanced for the Nationals next year and see how it goes.

Pedita and I would like to thank everyone for making our first competition a great experience. After attending a few competitions in the US, we were extremely impressed with the professionalism and the quality of flying that we observed at Temora. Overall, we assessed that the average Australian aerobatic pilot is more capable than the average pilot we saw compete in the US. We look forward to our next competition.

**Squadron Leader Matt Hall has been an RAAF fighter pilot for 15 years and has just returned from flying the F-15E in the US. He is now chief instructor of the Fighter Combat Instructor Course at Williamstown.*

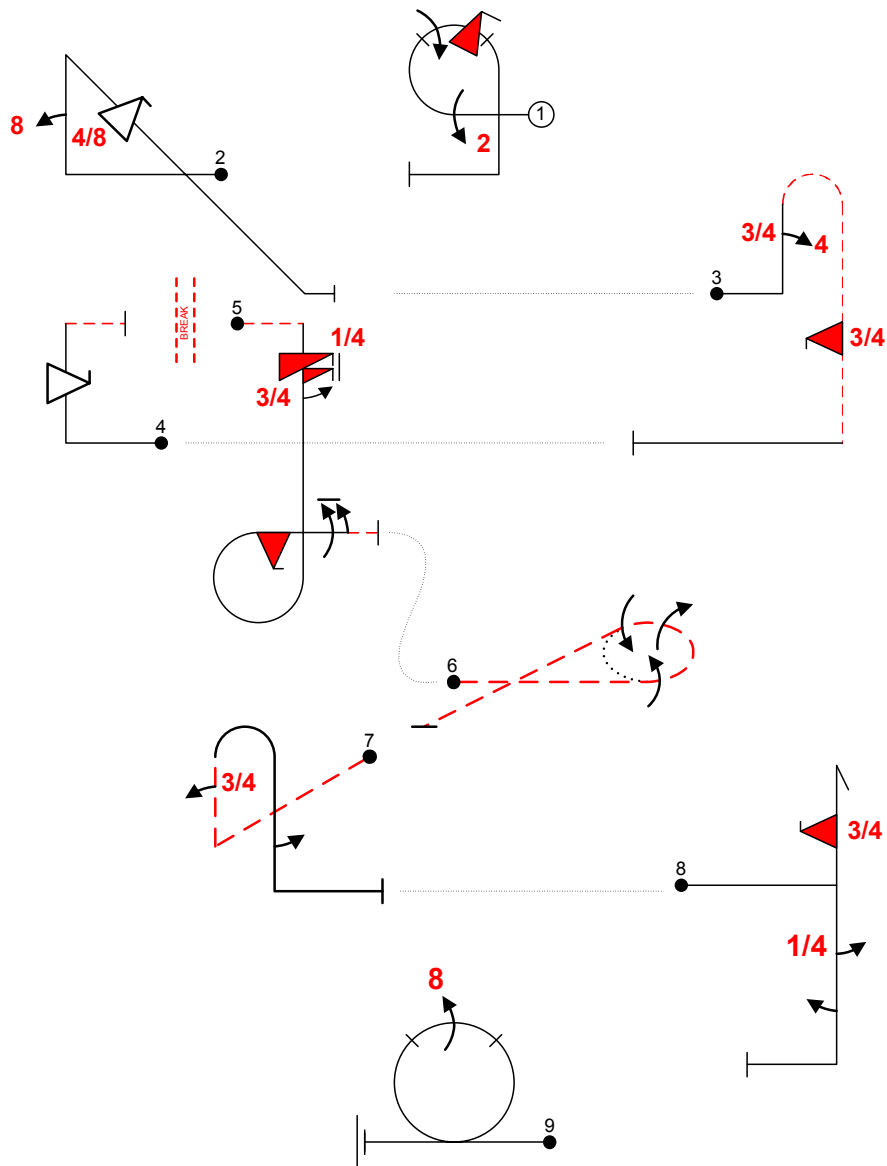
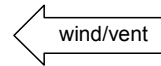
His wife Pedita is an RAAF doctor, just returned from USAF Flight Surgeon exchange, now a Wing Commander and Commanding Officer of 2 Air Transportable Health Squadron at Williamstown.

New sequences

2006/7 Unlimited Q



Australian Aerobatic Club		2006	FORM B
Pilot ID #	Unlimited Programme Q		Flight #



For Sale: Pitts Special S-2A

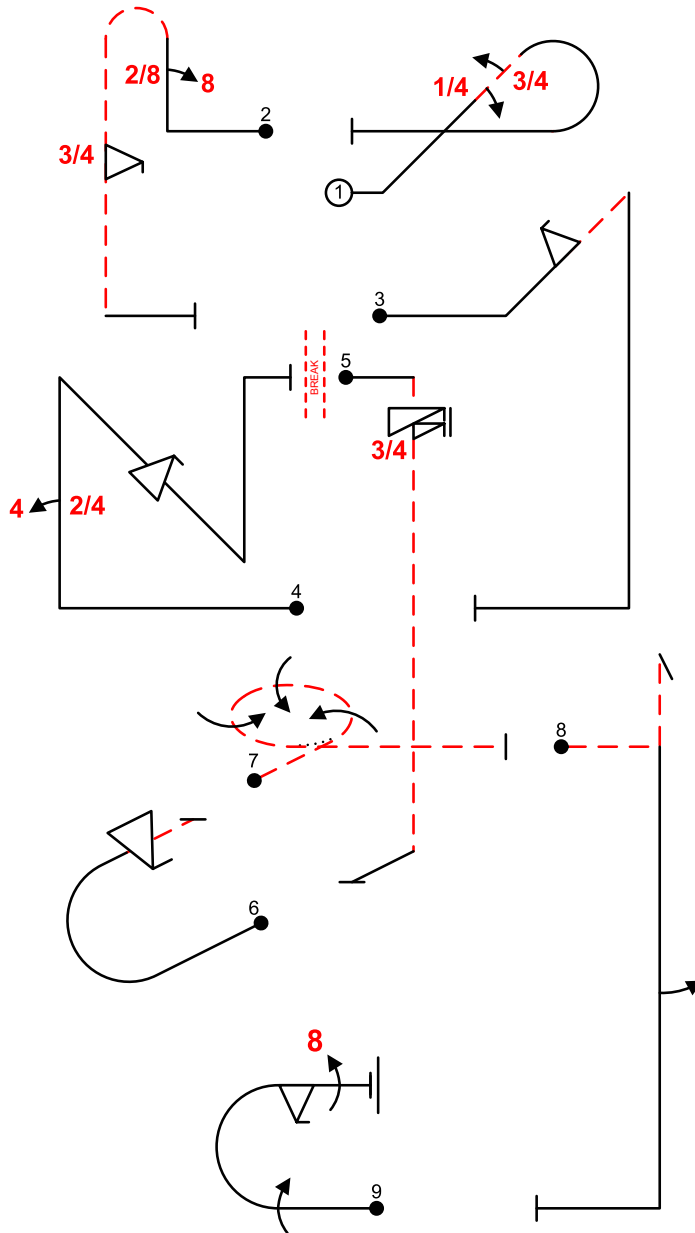
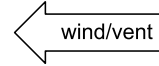
Manufacturer: Aviat (1975) Model: Pitts Special S-2A VH-CKS
 Instruments: ICOM IC-A200 (new!), Garmin GPS 100, Altimeter, ASI, G-meter, Oil, Engine, Fuel, Transponder
 TTIS: 2750 hours as of June 2005
 Engine: 250 hours since last major overhaul, 1150 hours to run.
 Propeller: 170 hours since last major overhaul, 1820 hours to run or 7/20/2011. All Hartzell mods / AD's complete.
 Extras: Smoke. Inverted Oil System.



\$79,000 o.n.o. Contact Chris Sperou: 08 8379 9971



Australian Aerobic Club		2006	FORM B
Pilot ID #	Advanced Programme Q		Flight #



On offer

What's happening

Calendar

2006

March 11 to March 13

Victorian Aerobic Championships

Wangaratta
Contact: David Pilkington

April 14 to April 17

Australian Aerobic Championships

Parkes, NSW

August 3 to August 13

Advanced World Aerobic Championships

Radom, Poland

September 30 to October 2

NSW Aerobic Championships

Temora
Contact: Laurent Lamy

New members:

Qld: Hubert Trunzer, Yeow Meng Ng, Caleb Gotts, Troy Spencer, Kevin Dreise, Russell Sneyd. Vic: Brad Mulcahy, Warren Canning, Lee Gordon-Brown, Owen Castle, Scott Patterson. NSW: David Hayes, Craig Marshall.



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Phil Unicomb: 0408 474 307

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Australian Aerobic Club

Membership application form

Chapter	Subscription	FAI licence	Joining fee	Total	Total after July 1
<input type="checkbox"/> South Australia	\$80	\$12	\$25	\$117	\$71
<input type="checkbox"/> NSW (ACN 002 033 883)	\$88	\$12	\$25	\$125	\$75
<input type="checkbox"/> Queensland (ACN 010322353)	\$120	\$12	\$125	\$257	\$191
<input type="checkbox"/> Victoria (ACN 005575093)	\$95	\$12	\$25	\$132	\$78.50
<input type="checkbox"/> Western Australia	\$113	\$12	\$50	\$175	\$112.50

Name _____

Payment method: money order cheque credit card

Address _____

For amount \$:

Postcode _____

(cheques, money orders payable to Australian Aerobic Club)

Phone (AH) _____ (BH) _____

Credit card type Visa Bankcard Mastercard

Fax _____ Email _____

Card number _____

Licence type _____ Licence no: _____

Expiry date _____

Low level waiver to _____ ft. Expiry date _____

Cardholder's name _____

Have you been a member of another chapter? _____

Signature _____

Which one _____

Post to: The Secretary, Australian Aerobic Club, GPO Box 1566, Brisbane 4001 or fax to (07) 5411 4121

Contact List

Australian Aerobatic Club



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VIC						
President	David Pilkington	(03) 9751 1745	(03) 8645 0173		0421 918 065	batrevethan@optusnet.com.au
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President	Tony Schwerdt	(08) 8389 5221		(08) 8389 5221	0417 828 042	ade@aerobaticsaustralia.com.au
WA						
President	Warren Reynolds	(08) 9295 4967	(08) 9322 3277	(08) 9295 4701	0412 115 417	wa@aerobaticsaustralia.com.au

aerobatics



Triple treat: Laurent Lamy in the Red Baron craft, Richard Wiltshire in his new Extra 300L and John Sharpe in his Pitts S1 flying to the west of Sydney.

Picture: Adam Hollingworth.



TOP: Glenn Graham, Phil Unicomb and Greg Dietrich study sequences.

ABOVE: Richard Wiltshire and his One Design.

Chilly Wings at Temora

Pictures by JOHN SHARPE

RIGHT: Starter Rebecca Unicomb and assistant Brendan Willard keep things moving.

BELOW: Matt Hall, Richard Wiltshire and John Sharpe.

