

Fifty Grand Festival of stacks

Each of us is only as good as our last landing but seriously, fourteen crashes at a GA Airport should ring alarm bells. Pretty embarrassing! Articles of this nature would be best dealt with in house but the chance of this appearing in a State newsletter is remote. It would never happen. In the meantime, any club president considering inviting a jet flyer to your annual display is welcome to contact me as to the pilots' credentials. If I don't know them a couple of phone calls is all it takes.



Over the years a lot of people have done the hard yards to organise events such as this. Considerable space in this magazine has been devoted to promoting flying at major public places in an effort to raise our public profile. In a positive way. As usual a small minority spoil it for the majority who do the right thing.

The advantage that endless bitumen for test flying models at full size aerodromes comes with an extra level of responsibility. It's a public place. Aeromodelling is on show. Even well heeled modellers couldn't buy enough hot dogs to keep the aero club happy if one disgruntled operator wanted the whole show shut down. Is that why they were moved away from the largest flying collection of warbirds in the country?

Getting a few self titled "Jet Jocks" to remove a hand from their jocks

to fill out a form or two would good start too. For the second year in a row I have been asked not to publish the weight of a model. This happened at Temora 2014 and also at Wangarratta. That isn't a civil aviation offence but if the person who signs for the event is not interested in that, he or she should not be signing for it. Relying on model insurance liability cover depends on complying with MOPs

Orientation has always been a potential issue flying swept wing planforms. As speed creeps up towards 250 kph flying skill can be found out rather quickly. All very cosy for the firms selling this gear but the full throttle brigade screwing bigger and

bigger engines are getting further and further behind the model. Higher speed is making this a bigger issue. More and more pilots are becoming momentarily disoriented.

Take off and landing rolls longer than the 300 kg aeroplane I flew up is not a civil aviation offence either nevertheless it is a reflection of our flight training regime. Does anyone else find that embarrassing? Take off procedure used previously at Wangarratta that increased safety for pilots and callers standing on the edge of the runway was missing.

If carnage is your thing, pencil it in for next year, but go on the Friday.



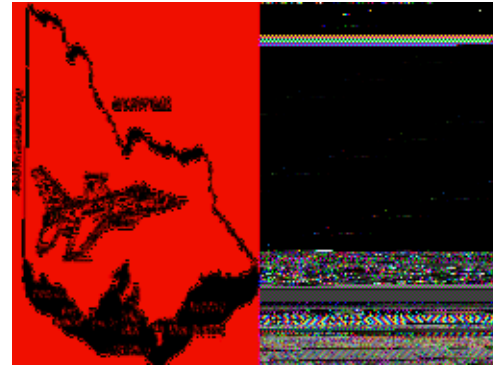
300 kg dry



A great scene, most do the right thing but there are problems

Pretend article struck a nerve model jet retailers

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Tuesday, October 13, 2015

To: Stephen Green

C/O RCM NEWS

CC: VJAA Committee
JFANSW Committee
AMA Committee

Re: Persona non grata

Stephen

It has been brought to our attention your un-informed and unfounded vilification of the Jet Flyers Association of New South Wales Inc. and the Victorian Jet Aerosport Association Inc.

Speaking on behalf of the VJAA, I find it abhorrent the insinuations you have made in regard to our so called reckless disregard for safety at jet events.

The VJAA along with the other Jet Based SIG's around Australia take great care to ensure the efficacy of our Jet meetings and that best practice to safety is applied. Your allegations are simply wrong.

The damage you have attempted to inflict upon the Jet Community is simply unacceptable. The VJAA committee have agreed that you pose a risk to our future concerns and in turn have decided that you are 'Persona non grata'.

Please be advised that until such time you receive any contravening information in writing from the VJAA, you are no longer allowed airside of any VJAA run jet event.

Because these events are run at Full Size airfields that we pay access rights to, they become our private event and not open to public.

If you come onto the airside of any of these events whether by yourself or as a guest of one of the legitimate attendees you will be deemed trespassing and be asked to leave, if you refuse then we will simply hand the matter over to the authorities.

Shane Bartlett
Secretary
VJAA

Secretary and Vice President are in the model jet business



Being able to land is a requirement to win a pilot skill competition. A skill I learnt competing in aerobatics. The other trophy is basic showboating. Incidentally, despite my protestations, the author



of that letter managed to get himself got himself invited to Sandown 2016. Busted the 30 metre line on take off overflowed houses outside the boundary and put his onboard footage on Facebook