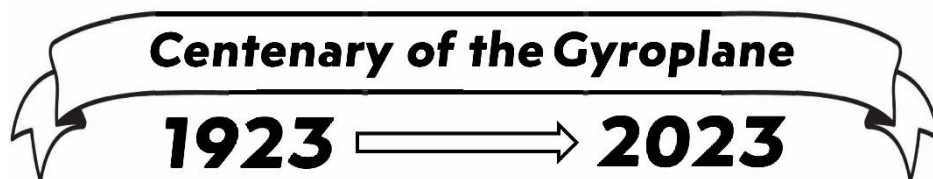




**NEWSLETTER FOR MEMBERS ALREADY COMMITTED TO COME
AND THOSE WHO NEED A BIT MORE ENCOURAGEMENT!**

Happy New Year Greetings to all!

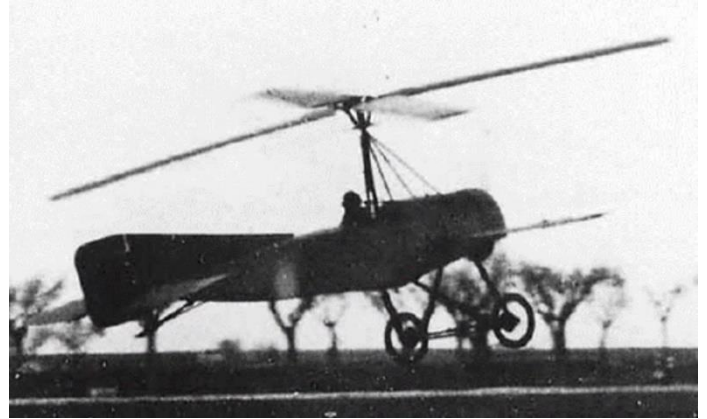
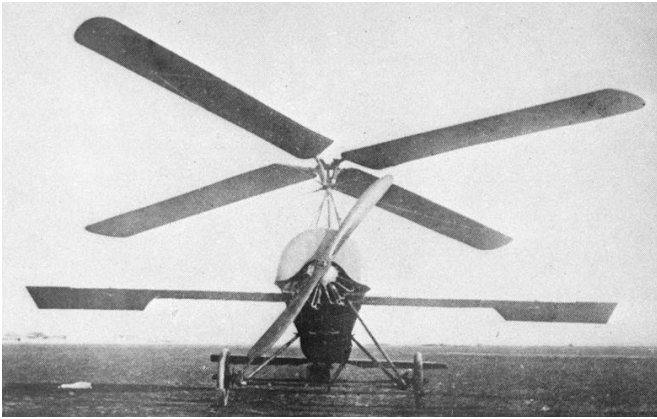
1. Best wishes and kind regards to all ASRA members participating or seriously considering participating at this premier international aerospace post-COVID event.
2. Australian International Airshow organisers are expecting bumper crowds in March 2023, considering that the last Avalon to run was in 2019, followed by the ultimate cancellation of the 2021 event as the COVID pandemic was still disrupting all major public events at that time.
3. As is usual, the Airshow will benefit from a substantial USAF presence together with lots of Australian Defence Force aircraft, as well as jets, helicopters, and transports from Asia-Pacific nations together with lots of civilian aircraft ranging from light aircraft through business jets to airliners and cargo transports. Helicopters will be present in large numbers. And gyros!



ASRA's Theme for the 2023 Airshow – Centenary of the Gyroplane

4. 2023 marks the Centenary of the Gyroplane, or more correctly the Centenary of the Autogiro, first publicly flown in Spain in January 1923. Airshow organisers are materially helping to celebrate the occasion with ASRA.
5. Most gyro people will have heard of Juan de la Cierva, a Spaniard who sought to create an aircraft that would be immune from the stall-spin loss-of-control crashes endemic in early fixed-wing aviation. He worked between 1919 to 1923 to solve the problems associated with putting a freewheeling rotor on top of an airplane fuselage. His breakthrough came when he decided to allow each rotor blade to freely flap up on a hub-hinge so that it wouldn't roll the aircraft over.

6. Having created the successful flapping-hinge rotor, the first public display of the Cierva C4 was done at Madrid's Getafe Aerodrome piloted by Captain Alejandro Gomez Spencer on 17 January 1923. This is regarded as the birthdate of the Autogiro. The C4 didn't have a tilting-hub of the kind we are familiar with today – instead the C4 relied on outrigger aileron-type surfaces for roll control and a rear-mounted airplane elevator and rudder for directional and pitch control (the C4 flapping rotor functioned purely as a lifting device). Tilting hubs were later perfected in the 1930's.



7. Autogiros had a strong presence in aviation throughout the 1920s and 1930s, before successful helicopters were developed, which then sidelined autogiros. Indeed, it is sometimes said that all helicopters now flying have at least 3 features directly traceable back to Juan de la Cierva patents. Helicopters are sometimes also called the children of the autogiro.

March 2023 – the ASRA Display

8. At time of writing indications are that we will have **19 or more gyros** on site, with 6 from NSW, 5 from Sth Australia, 4 from Queensland, and 4 from Victoria. Name and contact detail lists will be emailed separately.

The commitment

9. Participating in the Australian International Airshow is always a big commitment, principally because the Airshow organisers require exhibition aircraft to be parked and in position at the display site by the Thursday late afternoon (Thursday 2 March 2023) and to remain in position until after 4.30pm on Sunday 5 March 2023. That's a 4-day commitment, necessitating finding accommodation for those 4 days. People attending previous Avalons who are from interstate have generally stayed at motels in the closeby Geelong area, and hired cars at the Avalon Airport terminal or relied on local friends. All those who have exhibited previously have had a great time over the 4 days.

Flying a Gyro in

10. People who fly a sport gyroplane onto the Avalon Main runway to get to the display site need to be covered by a specific approval (or 'Instrument') issued by CASA to allow them to fly into the Avalon Control Zone. This Instrument is negotiated by ASRA with CASA on a "group" basis, where CASA requires those members flying-in to be fully briefed by the ASRA Operations Manager.

11. In addition, in early February, Air Services Australia will publish a highly detailed AIP Supplement which is essentially an operational "how to" guide for all civil aircraft flying-in, including sport gyroplanes. AIP supplements for previous Avalon events have included detailed maps and instructions, together with airborne photographs of places or structures that are used as landmarks.

12. People flying gyros in also need to separately register themselves and their gyro on the Australian International Airshow website. You need to do this yourselves – ASRA can't do it for you.

13. We have done a trial registration a few days ago and it's very straightforward.
14. Please Google 'airshow.com.au' to end up at the Airshow welcome screen. Please press the '**General Public**' button, which takes you to a window that has 6 options on a ribbon bar at the top of screen. Select '**Visit**', then select '**Flying-In**' from the drop-down menu.
15. The window that loads from there is called 'Flying in', and scroll down until you see '**Aircraft Registration**'. Click on that, and a light blue box will appear that reads, **REGISTER AIRCRAFT** ⇨
16. Click on that box, and the next screen asks you to enter your email and for you to create a password. We used a simple 8 letters and numbers password. Once you've done that you'll get a confirmation email that allows you to re-enter using your password, and log-in.
17. Once you are "in the registration system", you can insert your name and home address and contact phone number. You will also be asked to insert your aircraft (gyro) registration number and gyro description. There is also a box that allows you to enter the organisation: you're from – ASRA, as well as a box asking how much insurance cover you have. Insert the figure \$10,000,000 into that box (ASRA is arranging and paying for Public Liability Cover insurance for the duration of the event).

Selecting a landing and takeoff "slot" for the main runway

18. Once your gyro rego is entered and the \$10,000,000 entered, the system will allow you to access a series of screens for each day of the airshow. These daily screens are set out in 3-minute "slots" for use of the main runway ("Avalon Main"). You are free to nominate any "slot" that is not already taken. The sooner you register, the more likely it is you'll get the "slot" you want.
19. Please be aware that Air Services will also very likely permit 3 or 4 gyros to enter and exit the zone as a "flight of gyros" (which they did in 2015, 2017 and 2019), so you should be discussing amongst yourselves the time you would like to land on the Thursday, and the time you would like to take-off on the Sunday. In the week leading up to the public weekend it is usual for ASRA to fine-tune the entry and exit slot times with Air Services.
20. Please note that the following periods are already **blocked out** as "display periods", meaning that airborne displays will be conducted during these periods, **preventing other landings or take-offs**:

Thursday 2 March 2023

12:00 – 12:30 – "display"
 13:30 – 14:00 – "display"
 16:00 – 18:00 – "display"

Friday 3 March 2023

14:00 – 14:50 – "display"
 15:00 – 15:12 – "display"
 16:00 – 20:10 – "display"
 20:21 – 20:57 – "display"

Saturday 4 March 2023

10:00 – 14:51 – "display"
 15:00 – 15:12 – "display"
 16:00 – 20:10 – "display"

20.21 – 20.57 – “display”

21.06 – 21.30 – “display”

Sunday 5 March 2023

10.00 – 14.50 – “display”

15.00 – 15.09 – “display”

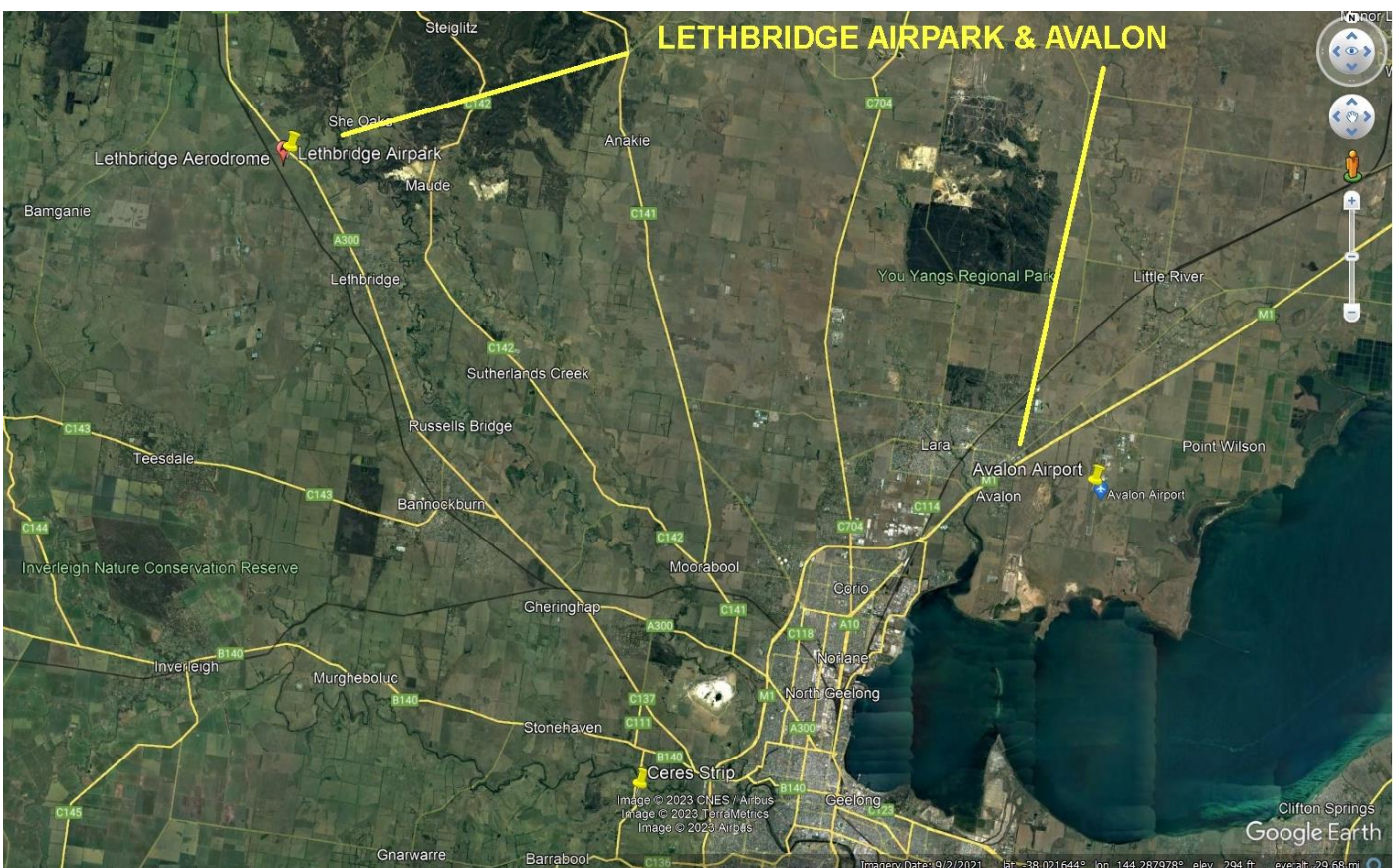
15.21 – 15.51 – “display”

16.00 – 16.30 – “display”

21. The period after 4.30pm on the Sunday is called “rush hour”, where every man and his dog is lined up wanting main runway access. It’s an impressive sight with aircraft constantly departing, usually with much less than a minute between, and some multiple aircraft simultaneous take-offs (not for gyros!).

Using Lethbridge Airpark as your staging field for the flight in

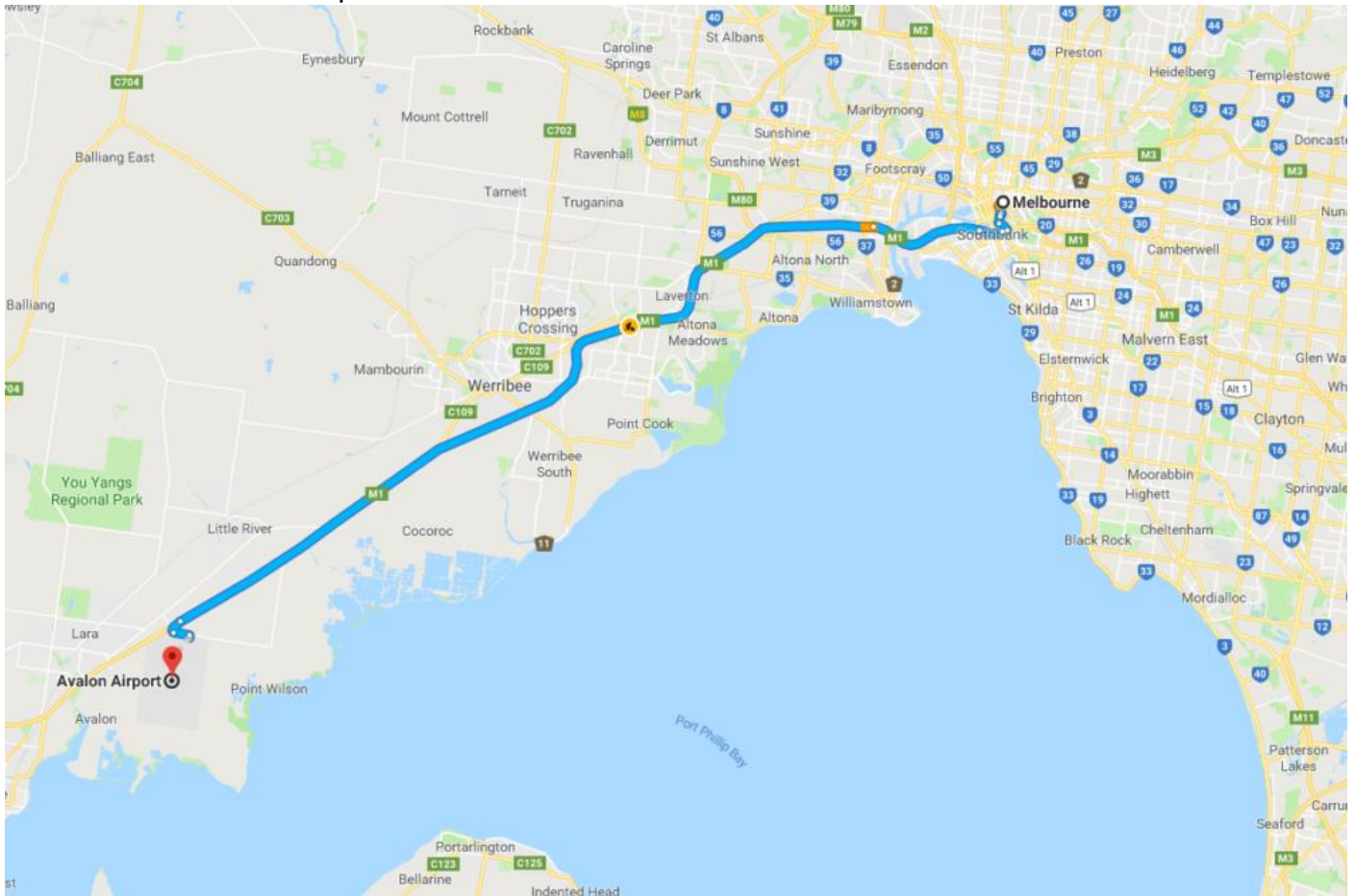
22. The Airshow organisers and Air Services Australia strongly encourage that light and ultralight aircraft being flown-in use Lethbridge Airpark as their waiting area. The advantage with Lethbridge is that it is quite close to the Avalon Control Zone, making it much easier for Air Services to stream aircraft onto Avalon Main runway when they know that the aircraft is inbound from Lethbridge.



Trailing a gyro in

22. Those people trailing a gyro in should have a fairly trouble-free process. ASRA is required to notify the Airshow organisers in advance of the vehicle and trailer registration numbers, and the names of people attending in the towing vehicle.

Melbourne to Avalon Map



23. Once the gate guardians are satisfied that all the information and names are correct for any vehicle and occupants, it is likely that a “follow me” quad ATV will be assigned to guide you through the precinct at a slow pace to the ASRA display site. Once on the site there will be ample hands to help out with de-trailer and mounting rotors. The Airshow Organisers also arrange for a secure trailer parking area for the duration of the event, so people can then be free to drive the towing vehicle as their transport for the duration of the event.

24. Regardless of whether you have trailered-in or flown-in, once you arrive at the site please call Ian Morcombe on 0427 003 271 so that we can organise assistance for you with your setting up and settling in.

Your entitlements as an Exhibitor

25. Each person exhibiting a gyro – meaning those who actually manage to get onto the site - is entitled to the following:

- (1) Two free Exhibitor’s neck lanyards and multi-day Airshow pass; and
- (2) One reserved carpark windscreen sticker.

26. Those lanyards and carpark sticker will be handed to each gyro Exhibitor after their arrival on the site. The Airshow organisers will also hand out a showbag of various goodies as well.

The Airshow cash fuel subsidy

27. The Airshow organisers have announced that for those people who successfully display an aircraft on the site, a subsidy of \$400 will be available to partly defray fuel costs spent in getting to the event. Clearly, this is only a partial subsidy, but it is better than no subsidy.

28. At time of writing it is not known precisely how the Airshow organisers will be paying these \$400 subsidies – whether cash or by bank account credit. More details will be forwarded when we find this out.

The facilities on the ASRA display site

29. ASRA will be allocated a generous-size enclosure and a large marquee complete with 240 volt power, lighting, a number of chairs and about 4 tables. There is no running water.



30. The marquee provides ample shade and shelter from wind, but the Airshow organisers don't provide air conditioners! In 2019, Melbourne had 4 straight days of 40 deg + temperatures on the Thursday, Friday, Saturday and Sunday, leaving everyone sweltering. However, ASRA provides ice-filled tubs of free bottled water as giveaways for parched visitors and exhibitors. Fast food vendors are always close-by, and rows of portable toilets are also close-by as well.

31. ASRA is also organising a number of display boards and a Centenary of the Gyroplane banner for the marquee (with the Airshow organiser's generous assistance).

What's new with the 2023 Airshow

32. There are a number of changes to the Airshow layout for 2023, brought about by requirements for COVID social-distancing for the public viewing areas. This means that the organisers will be heavily promoting that people don't bunch up at the front of a viewing area, but rather that they disperse themselves in such a way that they can set out chairs and picnic blankets.

33. CASA and AirServices are also requiring that the crowd lines are set back further from the main runway than in previous events.

34. This creation of more expansive public viewing areas plus the increased setback means that the General Aviation and Airsports precinct is no longer positioned to the north of the 3 large white Aerospace and Defence display pavilions, and for 2023 General Aviation and Airsports will now be positioned to the south of the 3 white pavilions, a bit closer than previously.

Security of your gyro and personal items

36. Ian Morcombe will have in place a “5th wheel” trailer next to the marquee, so there is limited scope for semi-secure storage of items if you ask Ian nicely. Mark Regan will also be placing a small-cabinet size metal key-strongbox inside the marquee (by chaining it to the marquee upright pillars), so in the same way there is limited scope for semi-secure storage of smaller items in the strongbox.

37. Your gyroplane will be roped-off from the general public, but you are of course free to allow people to enter the roped-off area to take a closer look if you will be there to supervise and advise them.

38. At night, after the Airshow opening times, the display areas are patrolled by security guards. There are nighttime Aerial displays on the Friday and Saturday nights, meaning that members of the public will be roaming the display areas after dark. However, we usually keep the marquee lights on and the marquee flaps secured shut during the nighttime shows. There is also usually someone present at our enclosure during the night shows as well. There has been no tampering in the past.

Gyro covers and tiedowns

39. The Airshow organisers place a lot of emphasis on display aircraft being properly tied-down – you will see a prominent notice to that effect if you go through the electronic registration process.

40. This tie-down emphasis has its history going back to 2011 when a violent wind squall tore through the display area, upending a few airplanes and ultralights, and a SeaRay ultralight amphibian cartwheeled into the gyro enclosure causing \$1000 damage to a gyro vertical stabilizer.

41. ASRA strongly encourages you to have a good quality weatherproof night-cover for your gyro and that you have your rotor either solidly mechanically braked or tied off to prevent the wind catching it and starting it rotating by itself. So far as “tying down” of gyroplanes is concerned, the Airshow organisers recognise that gyroplanes are in a different league compared to airplanes, because there’s no large aerosurfaces to be caught by the wind in case of a squall. This means that your normal tiedown kit (if you have any) should suffice at the Airshow.

Further Newsletters

42. Further newsletters will be issued as more information and details come to hand.

43. For those flying-in, you are advised to check out the Airshow website regularly looking out for the AIP Supplement. This Supplement in previous years usually was issued in very early February. You will also be receiving emails and a phone call from the Operations Manager about entry procedures into the Avalon Control Zone.

ASRA Contacts

44. Ian Morcombe is the ASRA display co-ordinator (or “Ringmaster”). **He is your primary contact person, because he needs to know what everyone is doing.** He is also your “go to” person for the duration of the event. His mobile is 0427 003 271 and his email is sportcopter@bigpond.com Rick Elliott is also a contact, particularly for NSW people, and his number is 0408 969 118, and email is rick@aluglas.com.au

45. Finally, Mark Regan is also a contact. Mark is particularly overseeing the operational aspects for those people flying gyros-in and working with Operations Manager Jeff Blunt on that score. Mark is also a Melbourne resident and so may be helpful with local knowledge. His number is 0411 423 428, and email is markregan@hotmail.com

Aerial views from 2013 and 2018

46. To assist you orienting yourself with the Avalon layout, set out below is a photo of the 2013 Airshow layout (left) and one from 2018 which shows Avalon in its normal state (right). The General Aviation and Airsports precinct for 2023 will be where the dirt moto-cross track is on the 2013 image – that area was flattened out and smoothed over in time for the 2018 photo.



Kind regards – the ASRA Airshow Team
(24 January 2023)