

# Aerobatics News Review

August 2003

No 155



The Journal of the British Aerobatic Association



You can do more and stay there longer in a  
**Pitts S-2C**



That's due partly to Hartzell's new CLAW propeller, standard issue with an S-2C.

Roll rate has increased to 300+ degrees per second with the S-2C's aerodynamically balanced, constant speed ailerons. That means roll rate is the same at 100mph as it is at 200mph.

Maximum stick pressure at full aileron deflection is a mere 15 lbs and that balances with full pitch input (at 4 Gs), giving the stick a "squared force" feel. Stick centering is world class.

Old fashioned, high drag, ugly spades are out, improving response as well as aesthetics.

A cleaner airframe, coupled with a redesigned sleeker canopy, improved landing gear and reconfigured wing tips provides a 10 to 15 mph increase in cruise speed over the old S-2B.

**For details contact:**

**AVIAT AIRCRAFT (UK) LTD**

**+44 (0)1952 770428 or +44 (0)7768 333030**

## CONTENTS

- 1 The Royal Aero Club Trust 4th Annual Photographic Competition
- 2 Third Time Lucky - The Sun Shines on Fenland
- 6 The Railway Age
- 8 The Airfield
- 10 Stampes at North Weald
- 11 Alternative Waterford 1
- 12 Alternative Waterford 2  
The 2003 World Aerobatic Championships
- 20 Control Restriction  
Loose articles
- 21 Preservation news  
Fête Aérienne – La Ferté-Alais
- 22 Air Power '03
- 23 Contributor's Guide
- 24 British Aerobatic Association Committee 2003

Published by the British Aerobatic Association Limited.  
Company Registered Office: West London Aero Club,  
White Waltham Airfield,  
Maidenhead,  
Berkshire SL6 3NJ.  
(Registered in England No. 1168665)

## The Royal Aero Club Trust 4th Annual Photographic Competition

### *Mission Statement: Advancing the cause of air sport and aviation*

Photographic Competition 2003

The Royal Aero Club Trust, in conjunction with the Royal Photographic Society, has launched its Photographic Competition for 2003. Once again, there will be a unique collection of valuable prizes ranging from exotic photographic equipment to trial flying lessons, flights in aircraft, micro lights and balloons and tandem parachute jumps together with VIP tickets to events and subscriptions to a variety of magazines covering both real and simulated flight.

#### The theme is;

'FLIGHT' which covers all aspects of human flight from fixed wing flying through gliding, ballooning, paragliding, parachuting, micro lighting, aero-modeling and bungee jumping; it also includes the flight of birds, insects and even material blown in the wind such as leaves or debris. Meteorological events associated with danger to 'Flight', such as tornados or hurricanes, are also included. As 2003 is the 100th anniversary of the first powered flight there will be a special award for a photograph which, in the view of the panel of judges, in some way commemorates or represents this important event.

The Competition, which is open to entrants worldwide, will run until 1 October 2003 and judging will take place on 3 October when HRH the Duke of York, KCVO, ADC has graciously agreed to be Chairman of judges.

Full details of the competition, together with the Rules and the Entry Form, have been posted on the Trust web site, [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org).

For further information about the Annual Photographic Competition and about the Royal Aero Club Trust contact Richard Crabtree OBE, Trust Administrator, Kimberley House, Vaughan Way, LEICESTER, LE1 4SG

Telephone and e-mail contacts:

Richard Crabtree OBE tel: 01729-840108 or e-mail [administrator@royalaeroclubtrust.org](mailto:administrator@royalaeroclubtrust.org)

Fred Marsh tel: 020-76033133 or e-mail [chairman@royalaeroclubtrust.org](mailto:chairman@royalaeroclubtrust.org)

#### Photo Caption

Cover: Rob Howarth in Pitts S-1S-1X at Brighton - Nick B

## Third Time Lucky - The Sun Shines on Fenland

*from Martin Sandford, CD*

How can you tell it's the beginning of the week when you are to act as CD? On Monday or Tuesday you start getting messages on the mobile the gist of which is a) pilot has no accomodation, can I suggest anything? or b) is it too late to enter and what time do we need to be there and, if we turn up the following day can we still compete? Mind you, there was some confusion generated by the difference between the website and the Contest Information Booklet regarding the time of the first briefing for Intermediate but since both sources indicated that flying was to start at 3pm on Friday, it didn't take a Ph D to deduce that first briefing at 8am on Saturday might be wrong.

Anyway, we received a warm welcome from old friends Ray Nicholson in the Tower, from John in the restaurant and from Joyce in the flying school office on arrival on Friday. New PortaCabins had been erected in the car park for Committee meetings and flight planning which were generously offered to us as our permanent office cum briefing room and bag store for the duration; a big improvement on crowding out the members in the main clubhouse. (The cabins' foundations are sufficiently new that they "settled" during our Saturday briefing, but our local member, Ian Scott, reassured us that this was normal, and not an earthquake). The Beginners briefing was a quiet affair with only the late entrant, Paul Tomlinson; Tom Leader having withdrawn with a slight eye infection. Paul Tomlinson flew well enough and, anyway, the first secret of success is to turn up! Even the latecomers for Intermediate had been briefed by 2.30, so we were able to get the first Known flight away by 3.15. As flying started, it dawned

on me that, with only 9 pilots, we could fit the Unknown in as well on Friday afternoon. Having duly walked around to brief the pilots, we were able, after a short break between sequences to complete the flights for the Fenland Trophy by 6.15. Tim Jenkinson had flown two excellent sequences to end nearly 6% clear of the field, followed by John Dixon and Colwyn Darlow. A show of hands indicated that more than half of the Intermediates would stay for an extra Unknown the following day so we needed a new sequence. Steve Green and Ian Scott constructed one which looked as if it might present a few challenges but should be flyable even if the cloud base came down to 2,500 ft. Friday evening saw the arrival of most of the Standard pilots and the submission of some of their extra 3 figures. The sky on Saturday morning was virtually clear and spirits were high at the 8am briefing. The only discordant note, probably based on previous experience of the Fenland weather, being a suggestion that we fly the Standard Known and Unknown before letting the 5 remaining Intermediates have their extra sequence; I stuck to my plan in the hope that the weather would co-operate, in the belief that it would give the judges some amusement in the middle of the day, and recognising that the reason Standard would have most of Saturday to themselves was because the Intermediate pilots had made the sacrifice of coming up early on Friday. Collecting, checking and collating the Form A's with the extra 3 figures is always a bit of a challenge to us mere men; luckily we had Anne on hand who, using her conference organising experience and inherent female bossiness came up with a fool-proof system which

## REPORT

neither JP nor I managed to defeat. The Known got underway at 9.15 and a good launch rate was generally kept up. Peter Borchert flew a good sequence followed by Simon Abbott, Adam Lewis and Rob Howarth. Adam's flight seemed to have ended in disaster when he noticed that the backing plate for the spinner on STUA had cracked. But, being one of the White Waltham engineering department's heroes that kept BIPO in the air for me, he merely found the necessary saw, screw drivers and spanners to remove the spinner and the remains of the plate. As the next STUA pilot, I suspect the deferral of his flight may have affected Bill Merry's concentration; 13th in the Known compared to 4th in the Unknown. The "Fenland Intermediate Challenge" posed by Steve and Ian included a full horizontal flick and opposition roll and consecutive outward and inward quarter rollers. The opposition nature of the rolls caught out Colwyn Darlow, as he had not previously come across this and did not know the convention. Several of the attempts at the outward roller more closely resembled descending barrel rolls but the scores were generally similar to the 1st Unknown so the sequence can't have been too hard; good preparation for the Nationals anyway. Tim Jenkinson finished first for his 7th sequence win of the season followed by John Dixon and Colwyn. So, after lunch, back to the Standard Unknown. Generally flown to a high standard, only John Smith in the Stampe encountered some problems. Mind you, his last visit to Fenland had ended propellerless in transit home, so having to fly with a new but unmodified carburettor which caused the engine to threaten to die inverted was a mere bagatelle. Even so, he was still pipped for the wooden spoon overall by Karl Rode who had had an exciting Known. There did not seem much to choose between the top

flights, and so it proved when the scores were in. The top 4 pilots were all within 0.6% with Rob Howarth coming out on top followed by Simon Abbott and Adam Lewis. Hard luck to Peter Borchert who was leading after the first round and was, on the day, thought to have finished third. The non-removal of Steve Green from the list of judges in the BAeA confuser led to a glitch in the apportionment of "Average" scores which, when corrected moved Adam above Peter. Through Friday and Saturday, trophies had been appearing. The Fenland Trophy arrived from John van der Luit by courier at lunch on Saturday. The McAully trophy had been at Fenland for at least a year, its packaging gathering dust on the top of a cupboard. In unpacking the McAully trophy, I discovered a photo of an advertising hoarding for a certain Baslow hotel (cunningly disguised as a Vans RV4), taken at Fenland with the Red Arrows filling the sky above. I duly called upon Eric to present this to Ray Nicholson who accepted it on behalf of Fenland. Ruth, Ray's wife, presented the bottle of scotch for the "Challenge", the Fenland Trophy and the McAully. Particularly compared with the two previous years, this was a very happy gathering; perhaps it's just that everyone smiles when the sun shines? Fenland made us extremely welcome and all the pilots cooperated to the full and helped out whenever I asked. We flew all the scheduled sequences, and more, by 3.15 on the Saturday afternoon. One other perspective was that, with Nick & Jen absent, Anne, Corinne, JP and I had to do all the set up and strip down of the office equipment that usually just seems to happen. I now appreciate just how much is involved behind the scenes! Steve Green came to my rescue by agreeing to judge (and be CJ) on Friday (and part of Saturday) despite his imminent departure

## REPORT

for Sweden. JP played a blinder, both judging on Friday and doing the registration, insertion of "extra 3's" and scoring (on the computer!) on Saturday. Corinne Dennis kindly performed these tasks on Friday. The other judges, without whom we cannot have our fun were led by Ian Scott (CJ on Saturday) and included Anne (aka the Boss), Brian Gleave, Simon O'Neill, Debbie Brown, Anne Willis and Julie Wood plus many scribes and other

volunteers including Paul Tomlinson, Tom Leader and Farrell McGee. My thanks to you all and apologies to anyone I have accidentally omitted! One major step forward was the discovery of some really good food. The CD's dinner recommendation if you're in the area is The Chequers at Gedney Dyke, (no, NOT in Holbeach!). I can only hope that after two bad years and one excellent one, the weather is kind to us again at Fenland in 2004.

### Fenland/McAully Trophies : Fenland : 18/19 July Beginners

Pilot	Aircraft type	Reg'n	Known #1	O/all %
1 Paul Tomlinson	Pitts S1C	G-BXAU	370.7	56.162

### McAully Trophy Standard level

Pilot	A/c type	Reg'n	Program1	Unkwn #1	All Grps	O/all %
1 Rob Howarth	Pitts S-1S	G-IIIIX	1157.9	900.8	2058.7	74.322
2 Simon Abbott	Pitts S-1S	G-IIIIX	1177.2	875.1	2052.3	74.090
3 Adam Lewis	Pitts S-2A	G-STUA	1162.8	886.6	2049.3	73.983
4 Peter Borchert	Pitts S-2B	G-STUB	1189.5	854.1	2043.6	73.775
5 Alex Smith	T-67M	G-SKYC	1119.7	818.6	1938.3	69.974
6 Eric Marsh	Vans RV-4	G-BXPI	1115.4	816.8	1932.2	69.754
7 Richard Buchan	Pitts S-1D	G-ODDI	1109.0	807.4	1916.4	69.184
8 Alan Wood	Pitts S-1S	G-BOXH	1071.6	840.7	1912.3	69.035
9 Steve Kirton	T-67M	G-SKYC	1051.5	855.5	1907.0	68.844
10 Al Coutts	Pitts S-1S	G-BKKZ	1085.8	802.0	1887.8	68.151
11 Roy Nicholson	T-67M	G-SKYC	1094.7	791.8	1886.5	68.105
12 Bill Merry	Pitts S-2A	G-STUA	988.0	870.5	1858.5	67.094
13 Corinne Dennis	Pitts S-1S	G-BOXH	994.5	800.2	1794.7	64.790
14 John Smith	Stampe	G-HJSS	984.5	462.0	1446.5	52.220
15 Karl Rode	Yak-52	RA-01948	547.0	703.4	1250.4	45.141

### Fenland Trophy Intermediate level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Tim Jenkinson	Pitts S-1S	G-IIIIX	1377.5	1261.5	2639.0	73.307
2 John Dixon	Pitts S-1S	G-BRZX	1271.6	1156.4	2428.0	67.444
3 Colwyn Darlow	DR-107	G-IDII	1294.8	1111.6	2406.4	66.845
4 Julian Murfitt	Pitts S-2A	G-STUA	1175.7	1057.5	2233.2	62.034
5 Peter Krause	Eagle-II	G-OEGL	1271.8	955.3	2227.1	61.864
6 Phil O'Donoghue Lazer		G-LAZA	1261.3	953.4	2214.6	61.518

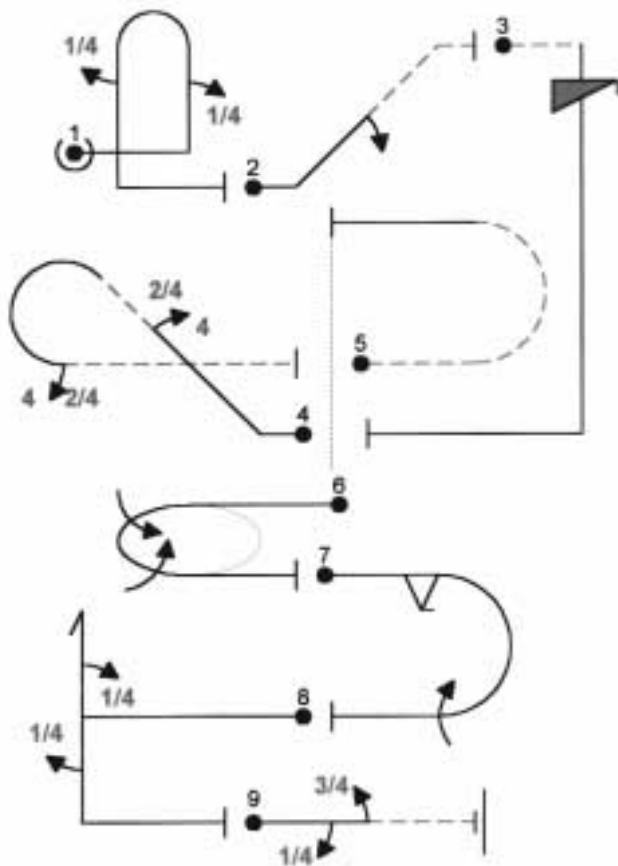
## REPORT

7 Clive Butler	Pitts S-2B	G-BPLY	1288.1	821.5	2109.6	58.599
8 David Cooke	Pitts S-2B	G-GOMD	1164.6	944.6	2109.3	58.590
9 Peter Rutterford	Pitts S-1T	G-BKPZ	1049.8	346.3	1396.0	38.778

### Fenland Intermediate Challenge Intermediate level

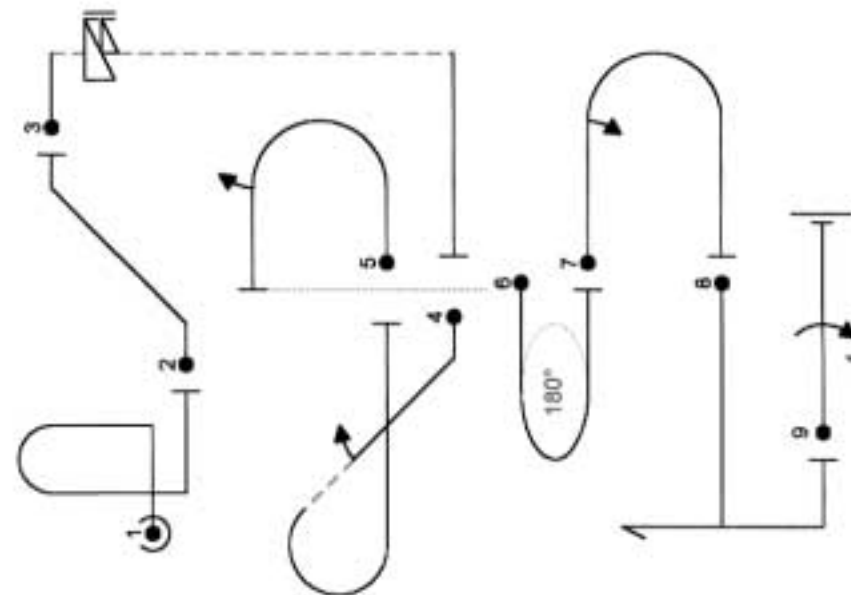
Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Tim Jenkinson	Pitts S-1F	G-MAGX	1198.0	71.738
2 John Dixon	Pitts S-1S	G-BRZX	1045.0	62.572
3 Colwyn Darlow	DR-107	G-IDII	945.4	56.613
4 Julian Murfitt	Pitts S-2A	G-STUA	877.5	52.544
5 Clive Butler	Pitts S-2B	G-BPLY	778.7	46.628

### Fenland Intermediate Unknown



## REPORT

### Fenland Standard Unknown



## The Railway Age

*from Ben Ellis, Contest Director, Bodmin*

Before the railways spread their tentacles across the land, each town set the time according to the sun. Of course, you can't run a railway timetable like that, so 'railway time' or a standardized time, based, naturally, on London, came into being. What on earth has this to do with events at Bodmin? Well, because it just worked out that way, we started the Beginners' part of the proceedings a little after eight o'clock on the Friday evening, in brilliant sunshine, Bodmin being quite a bit further West than the Capital. An hour later, we held the prizegiving in the Cornwall Flying Club house still bathed in the rays of the setting sun. James Hughes in the local club Robin beat Darren Fern in the ex-Tom Cassells T67 to take away the lump of marble. The fine evening weather also allowed the pilots with longer journeys to make it. A prompt start on Saturday was made ('you won't

thank me if a liesurely start means that we are unable to complete the competition' is a phrase from that Maestro of CDs, Eric Marsh. It's a lesson we've all learned over the years). For one reason or another, the field at Standard was down to 10 and that at Intermediate was 6. Now, before we all start worrying too much about this, we must realise that 3 or 4 years ago we were concerned because the field at Standard had become too big to manage on a day's competition. We decided back then to try and 'regionalise' some competitions so that we had more breathing space. The points trophies somewhat reflect the fact that not everyone can turn up to every event. We also reduce the number of eggs in the 'weather' basket by having more dates in the diary. However, that's enough plot, back to the action. As ever, the computer-generated Order of Flight was suitably

## REPORT

adjusted to take into account the sharing of aircraft. Due to the relatively small field, no airborne hold was used. Pilots were asked to observe the progress of those ahead of them and get airborne accordingly. This system worked well. Rounds one and two were flown off with plenty of time for a second unknown. This was just as well, as the very limited ground team had to prepare and print out the paperwork in their break. In the past, a second unknown at Standard has produced some interesting lapses of concentration but either the sequence wasn't challenging enough or pilots are more prepared for 3 sequences in a single day. Some pilots 'cried off' participating as the flesh pots of the PFA rally at Kemble beckoned them, siren-like. At Intermediate, only Tim Jenkinson was able to fly the 2nd Unknown, so the results aren't recorded. In any event, despite Tim flying the sequence EXACTLY as drawn on his card, unfortunately the sequence as published was a mirror image of this, resulting in all but the 'B' axis figures scoring zero. Some debate ensued about the future declaration

of 3 sequences for some competitions, with the possibility of only counting the unknowns for scoring purposes. Gosh, does that mean that we're considering introducing 'Q' at Standard? Plus side? The weather was truly excellent, the venue is charming with plenty to occupy those who made a long weekend of it in the local area. There was some really good flying. We have a new trophy, the Kernow for Standard, kindly donated by local Howard Fawkes. Lessons learned? You can't really judge and effectively CD at the same time (except at Beginners). This didn't create any specific difficulties, but there were delays whilst paperwork was processed etc. A reduced field can be turned to advantage to give everyone some more flying. At the PFA rally at Kemble Gary Ferriman carried off the Air Squadron Trophy for best plans-built for his Super Stinker. Our special thanks to everyone at Bodmin who made us so welcome again (but do get Tim to tell you his story about the old bloke in the hangar and the blue roll!). We shall look forward to returning to Bodmin.

### Bodmin : 11/12 July Beginners Level

Pilot	A/c type	Reg'n	Known #1	O/all %
1 James Hughes	R-2160	G-OCFC	482.0	73.028
2 Darren Fern	T67	G-SKYO	359.8	54.519

### Standard Finals

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Simon Abbott	Pitts S-1S	G-IIIIX	963.0	905.6	1868.6	75.348
2 Rob Howarth	Pitts S-1S	G-IIIIX	955.7	884.2	1839.8	74.187
3 John Penfold	Eagle II	G-EGAL	950.4	849.5	1800.0	72.579
4 Richard Buchan	Pitts S-ID	G-ODDI	938.3	827.0	1765.4	71.185
5 Alan Wood	Pitts S-1S	G-BOXH	952.2	796.2	1748.4	70.499
6 Al Coutts	Pitts S-1S	G-BKKZ	851.6	850.2	1701.8	68.620
7 James Hughes	R-2160	G-OCFC	813.8	812.7	1626.6	65.588
8 Max Gardner	T-67C	G-BLLR	779.1	790.8	1569.9	63.303
9 Corinne Dennis	Pitts S-1S	G-BOXH	861.0	680.9	1541.8	62.171
10 Tom Richards	T-67C	G-BLLR	788.6	748.3	1536.8	61.969

## REPORT

### Kernow Trophy Intermediate level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Tim Jenkinson	Pitts S-1S	G-IIIIX	1466.2	1324.1	2790.3	77.293
2 John Dixon	Pitts S-1S	G-BRZX	1320.8	1305.0	2625.8	72.736
3 James Brown	CAP 20	G-BIPO	1370.9	1228.5	2599.3	72.004
4 Phil O'Donoghue	Lazer	G-LAZA	1229.6	1300.0	2529.7	70.074
5 Alex Caramella	Pitts S-2B	G-BRVT	1247.9	1132.0	2379.9	65.925
6 Clive Butler	Pitts S-2B	G-BPLY	1301.3	1052.7	2354.0	65.208

### Standard 2nd Unknown

Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Rob Howarth	Pitts S-1S	G-IIIIX	907.2	81.001
2 Simon Abbott	Pitts S-1S	G-IIIIX	880.6	78.623
3 John Penfold	Eagle II	G-EGAL	854.0	76.251
4 Al Coutts	Pitts S-1S	G-BKKZ	726.7	64.879
5 Tom Richards	T-67C	G-BLLR	705.4	62.985
6 Max Gardner	T-67C	G-BLLR	536.0	47.858
7 James Hughes	R-2160	G-OCFC	522.0	46.606

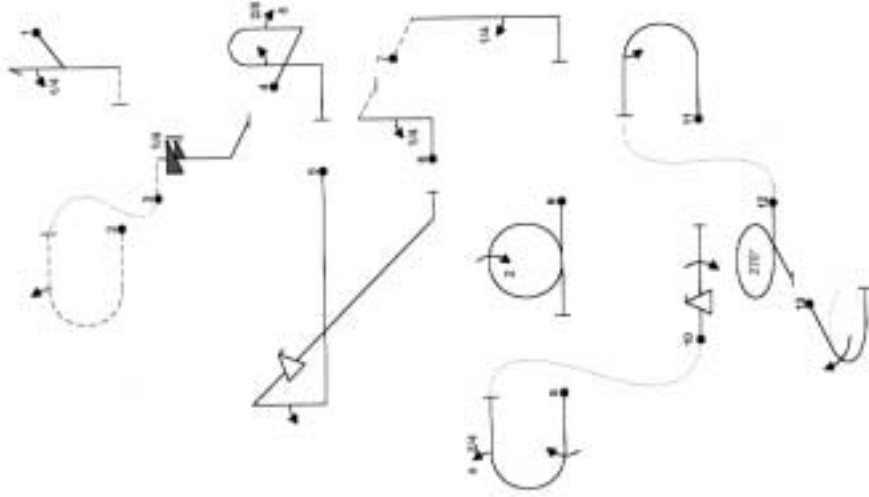
## The Airfield

*Neat short grass,  
So the planes can pass  
The planes fly low  
Getting ready for a show  
The trophy is here  
The start is near  
The judges are ready  
So fly nice and steady  
Looping and twisting  
The judges are insisting  
That they get it right  
Because soon t'wil be night*

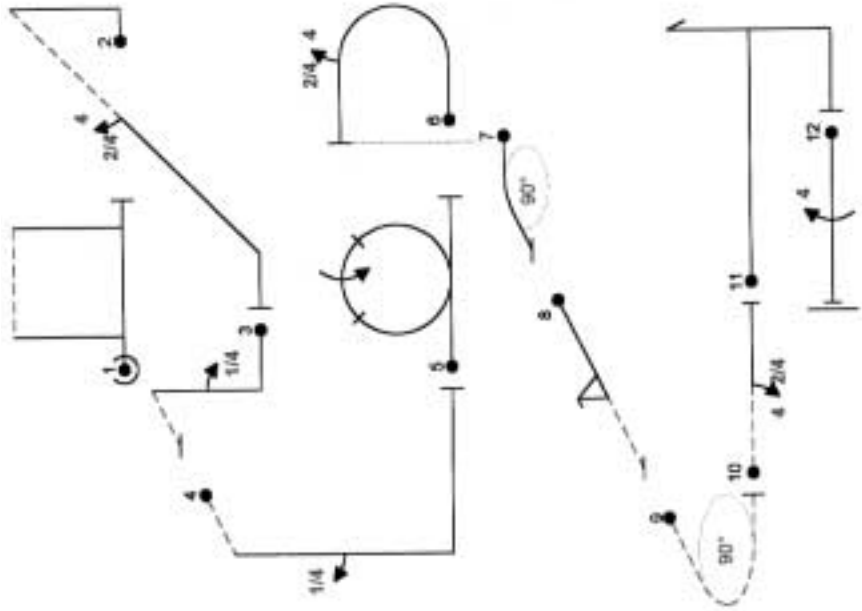
This was written by Christina Ellis aged 9, whilst observing the Beginners' contest at Bodmin 2003.

REPORT

Bodmin Intermediate 2nd  
Unknown

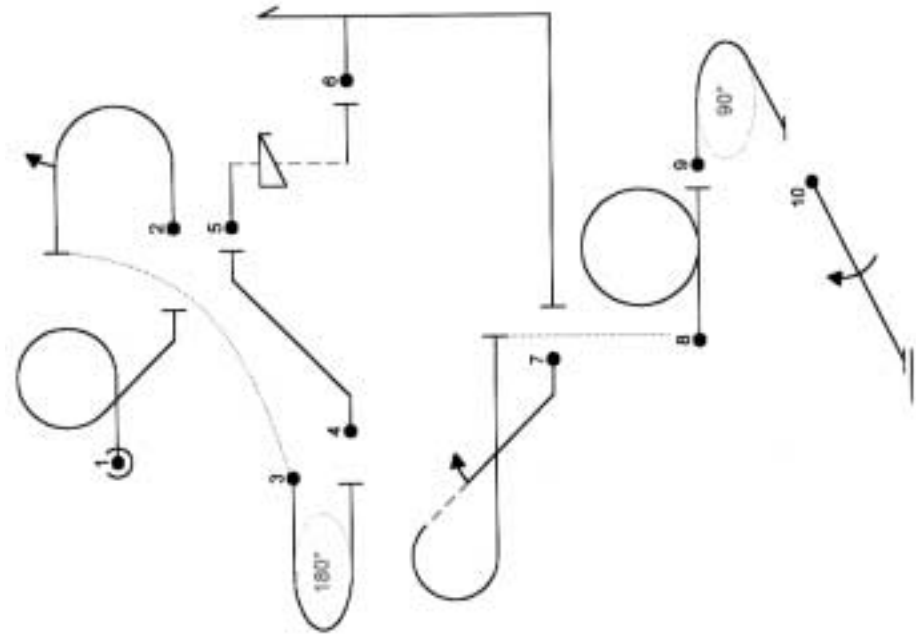


Bodmin Kernow Trophy  
Intermediate Unknown



REPORT

Bodmin Standard Unknown



Stampes at North Weald

Air Britain organised their classic fly-in at North Weald, the same weekend as the planned Waterford aerobatics competition. One of the themes was the 70th anniversary of the first flight of the Stampe. Despite ideal weather conditions only two examples from the British fleet were present during an editorial visit on the Saturday - SV4A G-BHYI, and John Smith's G-HJSS from Shoreham. Apparently no other Stampes showed up on the Sunday so the final score was England 2, Belgium 8. Karel Bos and Danny Cabooter of Antwerp Stampe Center had decided to support the

fly-in, and did so in a big way. The early arrival, SV4B 00-SVA/V-49, was followed by a formation arrival of five Stampes (00-PAM/V-48, 00-SVB/V-43, 00-PAX, 00-EIR/V-4, 00-SVB/V-43, 00-PAX, 00-EIR/V-4, and newly renovated 00-MON) and a Super Cub. Danny and Karel followed also in formation with Super Cub. These comprised SV-4B 00-GWA and SV-4C 00-GWC, the oldest Stampe c/n1 which first flew on 6 June 1945/ Neat aerobatic departure by competition regular Pitts S-1T 'KPZ just after first wave of Belgians landed!

## Alternative Waterford 1

*from JP*

Hey guys we got a contest, aka. "an informal group training session". Self and Cadbury waited all Wednesday for a good ole low pressure system to blow through from Ireland and clear Barton which allowed us to launch into clearing skies and a ferocious headwind at about 4.00pm leading to a tedious low speed transit to Abbeyshrule. Met up with Davy Bruton (EXTRA 200 reg EI-SAM) and other pals and immediately went on a Guinness testing session down the Rustic Inn. Nice thatched digs and serious Irish Fry breakfasts. Thursday, waited for WX to clear and got soggy about flying. Nice practice later on. Round there flying might start after lunch and this time of year finishes at 10.30pm plus or minus. Thursday evening went out to very nice restaurant, took mobile with me, fork in one hand and phone in the other trying to rescue competition, and had very nice meal. Cadbury had very nice oysters, well all except one maybe and on Friday he did not need an excuse not to fly. Anyway this gave me the perfect excuse to go back to bed (aka scratcher in those parts) and get my head down for additional recovery from Thursday evening excesses. Got flying about tea time. Saturday, people turned up at airfield about lunchtime. Paul van L and Dave Gordon turned up in the Decathlon, and both me and Dave K had lovely flights in Davy Brutons Jungmann including a most hilarious landing in a hill top field. Take off in reverse direction...taxy at full power up hill, take off down hill, up hill, down hill with a quick 180 climb out (or climb down!) back up the adjacent lake, wheels not quite wet. Any way, Paul had brought the Waterford Unknown with him

and gave us 30 minutes thinking time and an Advanced Unknown competition (sorry training/critique) with three entries which started at 16:45 local. Yours truly off first to amuse the rest and provide invaluable prat fall and wind info for the others. Tricky little sequence of nine figures which included a stall turn with 3/4 up and 3/4 flick down which were well zeroed. Half flick on a 45 up had me going steep and the Daves both well off axis (surely more than 45 being a HZ) prior to a one (two turns for DK) turn inverted spin. Davy Bruton has now learnt to imprint the correct directions for consecutive rolls. However all three of us got round the sequence creditably with no preparation and David Bruton had had a very hard day of Jungmann flying. Paul and Dave Gordon scored and scribed for themselves and did an extremely rigorous and consistent job of judging, harsh but fair, with a strict countdown of observed errors. Giving some good figure scores mixed with not so good and a sprinkling of Hard and soft zeros. The result?... well it hardly matters, with no puter Paul simply totted up the raw points totals from him and Dave G and left out the TBLP, how refreshing to avoid the bullshit factor. JP in Charlie Macaw 2577pts. Cadbury Dave in Foxy KI 2477pts David Bruton in SAM 1846pts. Waterford should now become Abbeyshrule later on in the summer. Accomodation/fuel/catering etc no problem and lovely hospitable flying people. Me and DK launched for home less than an hour later flying the last half back to Barton in glowering skies and light drizzle but a wee bit faster than going. PS Yippee I won

## Alternative Waterford 2

*from PJ (the other one)*

Just back from Waterford... there was AVGAS but you had to wait 1/2 an hour and it was restricted... On the way there I'm sure I had Cas S or Peter R (PA28) attempting but diverting to Dublin... maybe

the beer was better there? Anyway bought the crystal stayed at a lovely Country House by the sea... children and wife loved the beach... Waterford say they look forward to us next year.

## The 2003 World Aerobatic Championships

*Lakeland, USA - June 25th to July 4th**from (mostly) Alan Cassidy***The BAeA power Unlimited Team**

British Judge	Graham Hill
Assistant	Steve Green
Alan Cassidy	CAP-222
Patrick Williams	CAP-232
Nick Onn	Sukhoi-26
Val Rahmani	Sukhoi 26

**Unlimited Power Team Diary  
June 18th**

Hello there,  
I've now been here 7 days and have become time-adjusted if not yet really temperature adjusted. Patrick Williams and I have joined up at Immokalee (30 miles ENE of Naples, FL) since Monday. Also here are Olivier (Swiss) and Maurizio (Italian). I am flying a Giles G202, and have it all to myself. The three others mentioned are all sharing a CAP232 which just arrived here today. Two more Italians may arrive tomorrow but they have been ferrying aircraft from Denver, Colorado (must be about 14 hours flight time) so may be just a bit tired on arrival.  
The place we are staying is good value and has email, internet and so on, but is close to Naples and so 40 minutes drive from the airport. Nothing in Immokalee itself has the computer connections, nor the lack of bugs.

Nevertheless the people there are very friendly, country folk and not at all spoiled by the usual South Florida tourism. Its interesting to introduce the continentals to Southern Fried cuisine, baby back ribs and so on. Wait till we get them on the breakfast game tomorrow...  
In the mornings the cloudbase is about 2,500 feet, so OK for training but it would be touch-and-go for a competition if it stays this way. Big T-storms again this afternoon, so had to bale out the plane before second flight. Still got an impromptu shower at inverted point of 4-point roll on figure 1, but at least it was a warm shower as the temperature inside the aeroplane is certainly well over 100 Fahrenheit in mid-afternoon. The best feature of Immokalee is the runways. They form two sides of a square, like a L written upside down. The box is on the North side of the E-W runway and the apron is at the very southern end of the N-S runway. As winds are light we have only a very short taxi with the canopy closed, take off straight into the box Northbound and land Southbound again with a minimum taxi time.  
Anyway, we have a week to go here before the contest starts in earnest, and so I'll pass on any more news as it arrives.

**June 22nd**

News from sunny Florida....

... it isn't. Sunny that is. At least not yesterday or today (Sunday). Go to [www.weather.com](http://www.weather.com) and type in Immokalee in the 'City' field. This is what happens when you take a World Championship to a new location.

Oh well, just like Swansea really!

**June 27th**

Hi there everybody,

Today was arrival and Reg day in Lakeland, so we are now all gathered. Four UK pilots out of a total of 54 or thereabouts, from 11 countries. Of this total 3 or 4 are 'independent' Americans recruited to swell the entry fee coffers and one 'independent' Russian - Chmal who won WAC in 1996 - who used to be on Kasum's Team but obviously does not see eye to eye with Victor Smolin now that he runs things. We drew lots for the Q Programme start order, as follows: Nick, 13; Val, 28; Patrick 37; and me 41. So there is a strong chance Patrick and I will not fly until Friday. After the parading of the Teams and the speeches we had a night airshow. First up were three Harvards who did a formation show with strobe lights and illuminated smoke. You just wouldn't believe the number of exciting barrel rolls (all to the left of course) and wing-overs they were able to pack into an action-filled 12 or 15 minute display. Next up was a guy in a powered micro-light who must have had about three times his own body-weight of pyrotechnic devices stowed aboard on take-off. He swooped around for an eternity letting off innumerable fireworks. Quite pretty really and pretty riveting until it became clear the wing wasn't made with anything as flammable as butyrate dope and the climax was actually not going to be an Icarus-like plunge amid burning wreckage. Then we had a glider show with wingtip

pyros. First red, then yellow, then yellow again and finally... you guessed it, yellow. This could have been enlivened by a flick roll or two, or perhaps a flat spin, but alas it was not so to be. Lastly came a solo show by the 'Starlight' Texan T6, or actually, another Harvard. This started promisingly with the theme music from 'Close Encounters' as more and more candle-power was set shining and flashing on the belly of the plane. Then some pretty colourful roman candle-type fireworks started belching forth stars from the guts of the beast, but the music unfortunately took on a rather more militaristic feel with strains about how great it was to be an American because they are all free (except for the stop lights of course) and really good at beating up smaller countries and kicking ass generally. Not really such a good sentiment for an event with different countries coming together in peace and harmony. But what the hell, we had the thrill of another 12 minutes of left barrel rolls to delight us. I guess the control column of a Harvard just won't move to the right of centre (nor forward of it for that matter, for they were all display pilots - miaooooow). At least we were spared the Indian - sorry, Native (or, at least, earlier immigrant flux from a different direction) American - dancing this year. I guess there are none left in the Sunshine (and thunderstorm) State.

The other really interesting news is about the box, of course. Everyone who has ever flown here knows that Florida, like most of rural USA is divided into mile-square 'sections' and that all roads run due N-S or E-W. So it is here, and there is a county road that runs right through the centre of the box in the E-W direction. There is also a huge runway to the North of the box, also set due E-W and there are minor roads running N-S on the south side so that you can always be certain of your heading. But

there just had to be a snag, didn't there? Because some of the area is pretty boggy, and thus in order to ensure that all the box markers could be set out and the corner judges placed other than in dinghies, the whole goddam square has been set at a cunning 7-degree angle rotated anti-clockwise when seen from above. so at every stop of every roll, spin etc you just have to remember to fudge in the 7-degrees in the appropriate direction from the clear parallel lines merging into the far distance. So the strategic questions being asked are whether the guys with the white sticks will be able to tell you are using the section lines and mark each figure out of 8.5, or whether to be a smart-arse and fly always 7-degrees off the obvious headings, hoping that it is the right 7-degrees and not actually 14-degrees off because your brain farted and now you are being marked out of a maximum of 7 for each figure. Answers please, on the back of an envelope to: Philip "Twicer" Knight, Contest Director, WAC 2003, The Magic Kingdom, Florida, USA. More when we have something to report....

*And, yes Don, I know that there are still a few old colonials subscribing to this little newsletter, and I also know that you will realize that I'm just kidding. Well, maybe.*

**Note from Steve Todd - BAeA Exploder Manager**

Please note that, for the duration of WAC, AC has complete exemption from all normal operating decorum and can say it exactly as he sees fit. Remember where he is and what he has to endure. T's in the 90's, humidity through the roof and Charlie bangers regularly leading him to question the sanity of competing in FL in the middle of summer. International subscribers - this is our joker being played. Sorry!

*Toddy*

**June 28th**

Hi Folks,  
WAC Q Programme finished this afternoon just seconds before the rain started to fall, a very great relief to the CD etc etc. The most significant thing you can say about this programme is that it was not very discriminating. It was difficult to score really well, because of the very complex figures 2 and 3. But it was also unlikely to really screw up very many people either. The result is that the top pilot has less than 80% and the 44th pilot has more than 70%. It was therefore a day when even one small mistake cost a lot of places, even though not necessarily a lot of points. For example, my own flight was pleasingly sharp except for one under-rotation on a 3/4 vertical flick. Just 15 or 20 degrees off here was enough to lose 10 - 15 places. A more positive thought is that these scores will now be dumped anyway, and the free programmes tomorrow and Sunday should provide a more valid test. Not to mention the Unknowns, of course. Anyway, I finished 39th, Nick 40th, Patrick 46th and Val 47th. I'm really looking forward to tomorrow.

There are a number of 6-figure sequences for the frees, but still most have chosen 7 figures. As ever, we will see in due course where the best strategy lies for this set of judges. I suspect that it will not be a conclusive result.

For Toddy and any others planning to come visit Lakeland, be sure to use exit 25 from I-4, the County Line Road turn off, not Exit 27 which is signposted for the airport but gets you to the north side. Take County Line Road south, over the railroad crossing by the "Gentlemen's Full Liquor Showgirls Bar", and on to Medulla Road where you take a left at the light by the cemetery. A mile or two further east you come to the WAC site entrance.

## REPORT

But then you probably know the way better than I do, especially the bit about the bar. Cheers to all  
Alan

### June 29th

Hello from Florida,  
We started flying the free programmes this morning, but the start was slow because of a large CB cell nearby which was causing some quite strong winds. The judging position had to be moved 90 degrees from the Q orientation, so a new set of box references had to be memorised. By 7.30 pm when I left we had got through approximately 30 flights, and flying will continue until sunset at about 8.20. Steve and Graham will be completely knackered by then - they were looking pretty full-baked at the judges' 5.00pm break. Nick, Patrick and myself all had steady flights, but only Nick was able to do it all inside the box. Anyway we are all sitting between 71 and 76 percent with at the moment a dozen or more pilots behind us - there having been the usual smattering of guys and girls who overstretched themselves with short sequences that were just a bit beyond them. Unfortunately, these included Val who exited a big "N" in the wrong direction and then started her spin downwind, for two eggs and a break. But there were others who did far worse...  
The first unknown figures were all drawn up yesterday and various sequences submitted by different countries at this mornings briefing. I'm pleased to say the British proposal was selected by the Jury as the best design, so that's what we will start sometime tomorrow, weather permitting. If you can see an image below, that's the task.  
Well, bye for now. May have some more news tomorrow.

### June 30th

Hi there,  
WAC today was troubled by weather conditions. Overnight rain caused low cloud during the morning. Flying started about 2pm, but was interrupted mid-afternoon by a big rain shower and then eventually cut short by strengthening crosswinds at about 7.15pm. As a result there are still 3 pilots who have not flown their free programme and there is a chance that we will see cross-wind protests and possible re-flights by one or two pilots. Because of the wet conditions, I think there is also a good chance of low cloud tomorrow morning and even more delay. We'll see. Consequence for the UK pilots is really having no firm idea when the 1st unknown will start. So we are trying to be as ready as you can without any clear idea about the likely box orientation or judging position for our actual flights. Its a case of think about it in many different ways and then select the best plan when it all starts for real.

There are obviously no definite rankings at this stage either, so hard positional news will have to wait a bit. Away from the flying itself, there seems to be a pleasant lack of politics, a pretty well run contest and lots of camaraderie. So it is a good natured contest to date.

I'll get more news to y'all when I can,

### July 2nd

Hi there,  
Yesterday we got roughly half way through the first unknown, and with luck it will be finished today once the low cloud clears. We may even get to start on the second one. There should be no real difficulty in completing Programme 3 before the end of Thursday, but there has to be a cut of 25% of the field for this last programme. All 3 of the UK male pilots will survive the cut, but

## REPORT

unfortunately Val's free programme errors could not be made up yesterday. The organisers may allow the lower 25% to fly after the rest if weather permits, but their scores will not be included in the final standings.

In Team terms, I think we are currently fifth behind Russia, France the USA and Lithuania. When you see the scores, you will notice that I had a problem with the Unknown. Maddeningly, I started to roll the wrong way on the last roll element of the last figure, having previously flown all the more technical bits without any significant errors. I guess I was just a little anxious to finish and lapsed for a millisecond in concentration. as soon as I started I knew it was wrong, but the Giles rolls real fast and 45 degrees comes up very quickly!!!

Gongggggg.

Regards to all, and thanks for your support... (JP fill in the rest)

### July 3rd

Hi All,

Since Sunday there has been low cloud every morning that has prevented any contest flying before 2pm. The same was true today except it rose by about 1130 enough to fly the last 5 pilots of Prog 2 with a free break between 5 and 6. This made the sequence much easier for them but even so there was a zero in figure- 1 by an American pilot and in the 8-point roll by one of the French. Because of all these weather delays, and the consequent fear that the Programme- 3 would be started and not finished, the CD and Jury decided to reduce the field for the second unknown further from 75% of the pilots to just 50%. It looked for a while that this meant that none of the UK guys would get a go at this sequence, but then it became clear that the "Independents" would not be included in those making the cut so happily Nick Onn was able to get a slot as the second on the

abbreviated flying list. He then had in fact to fly first because the Russian girl who was due to be #1 had gone back to the hotel and missed her slot. The decision had changed about this between the 0900 briefing and the 1200 implementation, so she might reasonably be disappointed but thats the way it goes sometimes. Nick then turned in a very good flight as wind dummy and was leading the Unknown after the first 8 had flown it - we saw no scores after those before close of play at about 6.30pm when low cloud again stopped flying.

Tomorrow there are just 11 or so of these unknowns to fly and then the contest will be over. The second sequence is less technical than the first, but we have still seen nervous pilots make big mistakes - like a spin that was 180 over, a tail-slide that just went completely sideways and so on. Although the complete scores are obviously not yet in, it looks as though the GBR mens' team will be in 5th place after the big three and Lithuania. So maybe that's not so bad after all. And, of course, I have once more won he coveted crown of undisputed World Aerobatic Champion in the 200 horsepower category - an event last contested in 1998 in Trencin, Slovakia. What a pity that this classification is not recognised by the organizers... Toddy, Kabes and Co arrived today, watched the flying and then managed to blag their way into the free booze and food party this evening at Kermit Weeks Fantasy of Flight establishment, so it looks like their stay is off to a good start. So no second unknown for Patrick, Val or myself but a free day tomorrow to get a bit of shopping etc done before returning at the weekend. Expect final Classic results etc Friday morning (my money is on a Russian) and the 4-minute stuff maybe Saturday.

Bye all

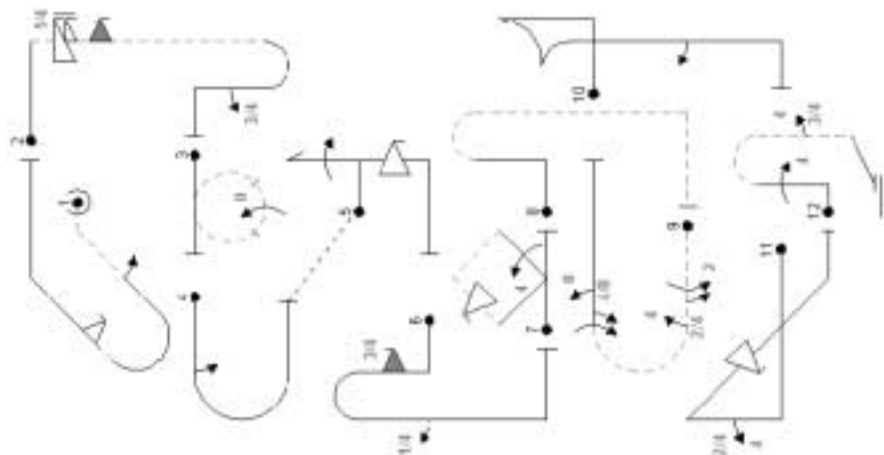
## World Aerobic Championships 2003

### Team Results

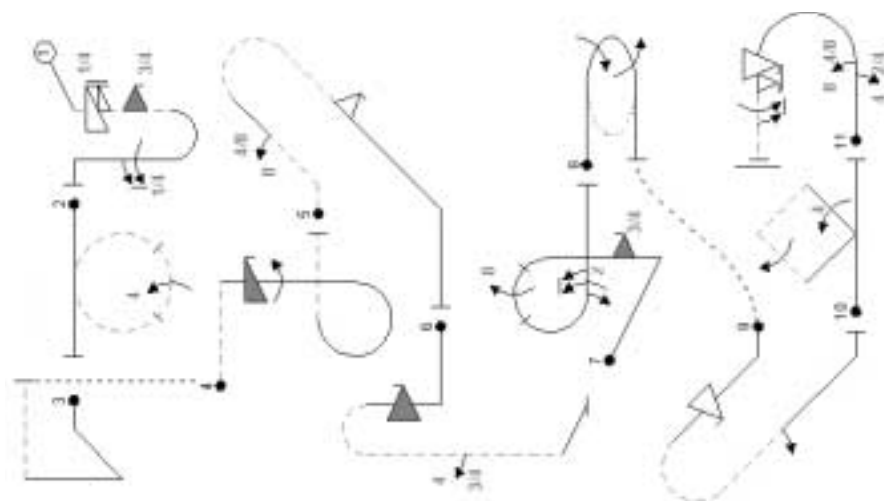
Pilot	Country	"Q"	Free	Unk-1	Unk-2	Total	pp %	Rank	Free	pp %
1 Sergey Rakhmanin	RUS	2693.8856	3933.0309	3020.1961	3104.1439	10057.3709	82.78	17	2820.0921	70.50
2 Svetlana Kapanina	RUS	2663.5171	3924.3729	2895.7650	3033.6750	9853.8129	81.1	9	3086.3183	77.16
3 Alexander Krotov	RUS	2708.1696	3822.3649	2935.3405	3071.7132	9829.4186	80.9	10	3062.7712	76.57
4 Robert Armstrong	USA	2738.6479	3763.5328	3056.0522	3009.5150	9829.1000	80.9	3	3247.0466	81.18
5 Jean-Michel Delorme	FRA	2734.1446	3810.9349	2963.6670	3009.8005	9784.4024	80.53	21	2316.2330	57.91
6 Eddy Dussau	FRA	2728.3192	3817.2358	2894.5760	3020.2556	9732.0674	80.1	5	3216.4137	80.41
7 Mikhail Mamistov	RUS	2740.8971	3876.0897	3029.3554	2807.6682	9713.1133	79.94	2	3330.7108	83.27
8 Victor Chmal	INT	2661.1990	3791.7913	2992.7569	2867.4650	9652.0132	79.44	1	3401.8843	85.05
9 Vladimir Popov	RUS	2632.7151	3720.4753	2932.3258	2973.1231	9625.9242	79.23			
10 David Martin	USA	2648.7079	3683.4316	2877.6461	3043.6746	9604.7523	79.05	7	3148.1981	78.70
11 Kirby Chambliss	USA	2767.5968	3595.7165	2896.8327	3084.5536	9577.1028	78.82			
12 Laurent Narojoux	FRA	2638.3855	3759.6528	2893.7055	2917.6479	9571.0062	78.77	6	3197.2886	79.73
13 Elena Klimovich	RUS	2603.4771	3642.2796	2886.2336	3034.1869	9562.7001	78.71	20	2739.7371	68.49
14 Michael Racy	INT	2691.0143	3720.9973	2907.3797	2885.9781	9514.3551	78.31	14	3018.2296	75.46
15 Nicolas Ivanoff	FRA	2721.1368	3794.7985	2765.8884	2910.2285	9470.9154	77.95	16	2939.7462	73.49
16 Matthieu Roulet	FRA	2716.6159	3665.9729	2788.1609	2897.5770	9351.7108	76.97	11	3060.4048	76.51
17 Ramon Alonso	ESP	2588.4032	3571.5766	2771.4472	2962.0688	9305.0906	76.59	4	3241.1337	81.03
18 Svetlana Fedorenko	RUS	2593.5228	3647.0594	2783.2691	2801.9708	9232.2993	75.99			
19 Steve Andelin	USA	2695.0957	3625.3665	2721.7053	2846.1085	9193.1803	75.66	12	3040.3347	76.01
20 Oleg Shpolyanskiy	RUS	2650.2238	3680.4740	2721.1880	2755.2837	9156.9457	75.37	13	3022.3083	75.56
21 Pascale Alajouanine	FRA	2650.3588	3622.8954	2719.5480	2809.6969	9152.1403	75.33			
22 Stephane Chantre	FRA	2565.2632	3454.3236	2735.5688	2817.7223	9007.6147	74.14	15	2983.1918	74.58
23 Nick Onn	GBR	2501.5702	3354.3370	2700.5583	2867.9864	8922.8817	73.44			
24 Antanas Marciukaitis	LTU	2530.3776	3630.4773	2599.4829	2609.9960	8839.9562	72.76			
25 Olivier Favre	SUI	2601.2943	3691.4418	2438.2789	2674.2389	8803.9596	72.46			

26 Darius Isganaitis	LTU	2619.0680	3511.6362	2687.9811	2601.7918	8801.4091	72.44			
27 Debby Rihn-Harvey	USA	2666.9801	3772.0256	2497.8165	2512.4086	8782.2507	72.28	8	3146.0512	78.65
28 Larisa Radosteva	RUS	2196.3404	3487.0055	2713.9507	2406.4357	8607.3919	70.84			
29 Valentina Drokina	RUS	2544.7832	3419.1105	2578.6521		5997.7626	49.36			
30 Vicki Cruse	USA	2519.9327	3410.3297	2527.6568		5937.9865	48.87			
31 Petras Jurgionis	LTU	2537.7435	3307.5422	2518.7999		5826.3421	47.95			
32 Goodwin Thomas	INT	2600.2220	3457.0284	2248.0119		5705.0403	46.96			
33 O. Patrick Williams	GBR	2351.9043	3146.7820	2530.9549		5677.7369	46.73			
34 Bob Meyer	INT	2624.8761	3390.3771	2249.4094		5639.7865	46.42			
35 Sylvie Breton	FRA	2614.1743	3623.8770	1954.2060		5578.0830	45.91	18	2749.6788	68.74
36 Alan Cassidy	GBR	2512.7593	3253.4667	2194.5325		5447.9992	44.84			
37 Sergio Dallan	ITA	2674.9184	2843.5117	2537.8349		5381.3466	44.29			
38 Castor Fantoba	ESP		2738.5522	2627.7306		5366.2828	44.17			
39 Marta Meyer	USA	2547.8148	3518.3862	1650.9866		5169.3728	42.55			
40 Chandy Clanton	USA	2488.5296	2570.9184	2562.8362		5133.7546	42.25	19	2745.6969	68.64
41 Hubie Tolson	INT	2609.7586	3627.0349	1358.8604		4985.8953	41.04			
42 Mike Mangold	USA	2615.9283	2335.2554	2617.4404		4952.6958	40.76			
43 Julie Mangold	USA	2527.0289	2215.3582	2634.7303		4850.0885	39.92			
44 Guido Girauda	ITA	2390.8902	2985.2072	1751.5672		4736.7744	38.99			
45 Juan Socias	ESP	2024.4679	2986.7518	1530.0418		4516.7936	37.18			
46 Val Rahmani	GBR	2328.9814	1842.5920	2308.6807		4151.2727	34.17			
47 Peter Gafner	SUI	2424.8656	1741.3999	2384.4036		4125.8035	33.96			
48 Doug Jardine	CAN	2460.0539	2430.2942	1518.1351		3948.4293	32.5			
49 Paolo Zoppi	ITA	2312.7828	2310.0102	1610.7602		3920.7704	32.27			
50 Norm Dewitt	INT	2527.6573	2514.0171	1266.0898		3780.1069	31.11			
51 Yoshihide Muroya	JPN	1691.8856	405.2456	2098.6320		2503.8776	20.61			
52 Maurizio Costa	ITA	2472.1387	789.1575	1340.8082		2129.9657	17.53			
53 Gaby Schifferte	SUI	732.3056	1071.4170	847.8651		1919.2821	15.8			

WAC 2nd Unknown 2003



WAC 1st Unknown 2003



Control restriction

During practice of an aerobatic sequence, the crew of a Slingsby T-67 was carrying out spin practices. A spin to the left and recovery was completed satisfactorily, but after the recovery from the spin to the right, the pilot noted that he had to hold an unusual pressure on the right rudder to maintain the aircraft in balance. It became apparent to the crew that a panel had become dislodged in the left foot well inside the cockpit, and was fouling the left rudder pedal. It was not possible to dislodge the panel in flight, so after a low speed handling check the aircraft was landed at the nearest civilian aerodrome.

CAA Comment

We like reporting occurrences which turn out well, as in this case. However, this particular incident brings out a point which we have made in the past. Pilots often appear discouraged from landing at military aerodromes, which invariably possess long hard surfaced runways, perhaps because of a fear that they may be inconvenienced or maybe charged as a result. We remind pilots that the MOD has agreed that genuine diversions to military airfields will not incur landing fees. What could be more genuine than a control restriction?

Loose articles

A pilot has written to the New Zealand CAA's safety magazine 'Vector' detailing a particularly unpleasant control restriction he suffered during aerobatics in a Cessna 152. He explains that he had carried out a careful pre-flight check, removing any items that might come loose during aerobatic manoeuvres, including all loose pens and pencils. However, despite that check, a pen was missed. During a roll off the top of a loop (sometimes called an Immelman) he discovered that he could not move the control column (hence the ailerons) back to neutral. Eventually, by applying full rudder against the roll, he managed to fly in a fairly large circle above the area of his home aerodrome. He reports realising with horror that his original estimate of over an hour's fuel remaining was totally incorrect. Because of the flight imbalance, effectively only one of the 2 tanks would be useable. He then decided he had to return the ailerons to neutral. Having ensured that he could reach

the other control column in case he broke the controls to the one he was using, he steadily forced the wheel and the ailerons to the neutral position, intending to control his direction with rudder from that point. However, a little more force produced a 'bang' and a sudden freeing of the ailerons as the guilty pen came loose. The pen was made of stainless steel, and had apparently become lodged between the chain and sprocket of the aileron drive in the right hand control column during the rolling manoeuvre. The pilot continues his report by stating that "Perhaps my pre-flight could have been better as I did not see the pen in the aircraft. If I had looked under the seats, it might have been found". he also recommends that metal pens never be taken into an aircraft which might be used for aerobatics, and states that his own training organisation has implemented that rule, and also requires that any lost article to be searched for, found and removed before the next flight.

## INFORMATION

The dangers of loose articles in an aircraft which may find their way into control runs are obvious, and not only during aerobatics. However, the problem is probably more likely to emerge in aeroplanes used routinely for training but only occasionally

for aerobatics, such as Cessna Aerobats. Operators of these aircraft must ensure that everyone who flies in them is aware of the increased risk and learns to treat the aircraft as if it is on an aerobatic flight every time.

## Preservation news

EAA Sport Aviation recently reported that the late Leo Loudenslager's World Championship winning Stephens Akro Laser 200 is the first aeroplane to be hung in the Smithsonian National Air and Space

Museum Steven B Udvar-Hazy Center at the Washington Dulles International Airport. Initial inmates of the new facility include a Bucer Jungmeister and the formerly Biggin Hill based Arrow Sport G-AARO.

## Fête Aérienne – La Ferté-Alais

The traditional meeting at the hilltop airfield home of the Salis Collection over the Whitsun weekend was the place to be for fans of vintage, aerobatic and warbird flying. Centre-piece of the show was the Salis Collection Jü 52/3M, newly restored after a 14 year rebuild. The aircraft had been obtained from the late Doug Arnold's Warbirds of Great Britain. It had made its debut at the Oberschleissheim 100th Anniversary of Powered Flight two weeks earlier, and was scheduled to feature at the Le Bourget Salon.

Among the UK contingent were the Tiger Club Turb Trio, and Warbirds from Duxford – Charly Brown with the Spitfire V, Stephen Grey, Thunderbolt, and Nick Gray, Hellcat. Perhaps surprisingly, only two Stampes were present, one static, one flying in the Champions du Monde segment. The latter comprised Jungmeister (Salis, J), Stampe (Moreau), Zlin 526AFS (Mathis – who seemed more comfortable when flying inverted), Akrostar (Salis, E), Pitts S-2B (Chauveau) and CAP 232SX (Catherine Maunoury – Saturday only).

Bucker Mania presented formations of Jungmeisters and Jungmanns. There were

solo appearances by Catherine Maunoury and "Mr Inverted" as well as the Salis Collection Pitts S-1S and Dewoitine D26. The latter was flown by Jean Salis' brother-in-law, George Perez, who hails from San Francisco, CA, and was the only American pilot participant.

Only two Skyraiders this year. The Salis Collection example was flown by Bernard Vuipillot in a Tora Tora Tora/Reno air Races set piece with nine T-6 Texans.

Unusual formations are a speciality at La Ferté. The Marine Corps Skyraider flew alongside a Falcon 50MER, in a naval Aviation group that was completed by a Corsair and SuperEtendard. "Pink Lady", the B-17G of Fortresse Toujours Volante, joined with the Duke of Brabant Air Force Mitchell, Stephen Gray in the P-47 and a pair of Yaks ('3UM & '11). A Beech 18 flew in company with a pair of diminutive Columban Cri-Cri's. The Lockheed 12 sponsored by Pegase TV, in natural metal finish so highly polished the eyes hurt was joined by a Falcon 2000 bizjet demonstrator.

Commentary was by the inimitable Bernard Chabbert, master of Franglais, and justifiably proud owner of the Lockheed 12.

## INFORMATION

### Air Power '03

Austria's biggest air show of the year was held at the Zeltweg air base 27/28 June 2003.

The National formation aerobatic teams of the European air forces were present in strength including:-

Red Arrows – United Kingdom

Patrulla Aguilla – Spain

Patrouille Suisse

Patrouille de France

Frecchi Tricolori and

Turkish Stars

The event was the swansong of the SAAB Draaken in Austrian Bundesheer service. A six ship formation provided by Graz airbase flew several times, and there was a solo in the shape of Zeltweg's example in national Rot/Weisse/Rot colour scheme.

Not to be left out of the action the Linz based SAAB 105oe unit also sent a six ship formation.

Salzburg-based Red Bull was a major sponsor of the event and provided a number of aircraft from its own fleet and from the impressive number of others that they currently sponsor.

I doubt that a Sea Vixen has previously visited Austria. The mountainous terrain of Zeltweg's backdrop is very different to its home of Bournemouth.

Red Bull formation teams participating were the well-known Czech team of four Zlin 50LX, and the perhaps less well known (outside of Italy) Red Bull Eagles. This team comprised five Sukhoi Su-29s flown mostly by former members of the Frecchi Tricolori. Their performance on the Saturday was rudely interrupted when cloud built up and very rapidly enveloped the airfield, as a storm developed with much thunder and lightning and rainfall.

The Red Bull Air race was presented as a world premiere. This featured six aerobatic pilots from the FAI World Grand Prix roster:-

Peter Besenyei – Extra 330XS (HUN)

Jurgis Kairys – Sukhoi 26 (LIT)

Klaus Schrodt – Extra 330XS (GER)

Paul Bonhomme – Sukhoi 31 (GBR)

Steve Jones – Sukhoi 31 (GBR)

Alex McLean – Sukhoi 31 (ESP)

This "air race" was not Reno-style, as only one pilot at a time flew the course. The format is probably as close to equestrian show jumping as anything. Five 'gates' were erected on the airfield through which the pilots had to thread their aircraft in knife edge. Each pilot flew the course twice each day. Jurgis Kairys emerged as clear winner, with Peter Besenyei second and Paul Bonhomme third.

Fred and his wife Edna went to the state fair every year and every year Fred would say, "Edna, I'd like to ride in that there airplane." And every year Edna would say, "I know Fred, but that airplane ride costs ten dollars, and ten dollars is ten dollars."

One year Fred and Edna went to the fair and Fred said, "Edna, I'm 71 years old. If I don't ride that airplane this year I may never get another chance."

Edna replied, "Fred that there airplane ride costs ten dollars, and ten dollars is ten dollars." The pilot overheard them and said, "Folks, I'll make you a deal. I'll take you both up for a ride. If you can stay quiet for the entire ride and not say one word, I won't charge you, but if you say one word it's ten dollars." Fred and Edna agreed and up they go.

The pilot does all kinds of twists and turns, rolls and dives, but not a word is heard. He does all his tricks over again, but still not a word. They land and the pilot turns to Fred, "By golly, I did everything I could think of to get you to yell out, but you didn't." Fred replied, "Well, I was going to say something when Edna fell out, but ten dollars is ten dollars."

**CONTRIBUTOR'S GUIDE**

The Editor is always keen to receive material, both written and pictorial for publication in BAeA Aerobatics News Review, the Journal of the British Aerobatic Association Limited.

Contributions should usually be original and previously unpublished. Previously published material will be used at the Editor's discretion in order to facilitate dissemination and exchange of information, opinions and ideas of interest and concern to aerobatics enthusiasts.

Articles should be sent to the Editor (Tony Lloyd - 70 South Road, Hockley, Birmingham B18 5LD). If produced using a wordprocessor, a copy of the document saved as **'text only'** on floppy (IBM or Mac Compatible). E-mails may also be sent direct to sarah@ashurstwood.demon.co.uk but with a courtesy copy by snail-mail to Tony too please.

Deadline dates for articles and advertising in 2003 are on the 1st of: October and 15 November

Opinions expressed by contributors are not necessarily those of the Editor or of the British Aerobatic Association.

Any portion of BAeA Aerobatics News Review may be reproduced without written permission provided that due acknowledgement of the source is made at the time of republication.

**ADVERTISING**

Classified advertisements are chargeable per issue at the rate of 5p/word, subject to a minimum charge of £2.00. Display advertising: Colour: full page £125.00; half page £75.00; quarter page £35.00. Black and white: full page £100; half page £50.00; quarter page £25. Surcharge if artwork/screen print required. All advertisements for publication should be

sent to the Editor, together with a remittance payable to 'British Aerobatic Association'. Acceptance of advertising does not constitute any guarantee or endorsement of goods or services so advertised.

**INTERNET AND E-MAIL**

General enquiries to the BAeA can be made via E-Mail using:

info@aerobatics.org.uk

or visit our website at:

http://www.aerobatics.org.uk

Other people who can be reached via the Internet are:

chairman@aerobatics.org.uk

(Ben Ellis)

contests@aerobatics.org.uk (Alan C)

gliders@aerobatics.org.uk (John G)

membership@aerobatics.org.uk

(Jen B)

**FAI COMPETITION LICENCES**

Applications for issue or renewal of FAI competition licences should be directed to Jen Buckenham (address on next page).

The fee is £2. Renewal applicants, please enclose license for stamping.

**MEMBERSHIP**

Annual membership of the British Aerobatic Association Limited, fees for 2003 are:

Full (Competition)	£60
Corporate	£30
Associate	£30
Glider Members	£45

An application form can be obtained from the Membership Secretary, Jen Buckenham or the BAeA website. Please notify all details of change of address, telephone number, etc to Jen at the address on the next page, or by e-mail.

**BRITISH AEROBATIC ASSOCIATION COMMITTEE 2003**

**Ben Ellis\***

*Chairman*

19 Thistledene, Thames Ditton, Surrey

KT7 OYH. Tel: 020 8398 2114

Fax: 020 8224 3540 Mobile: 07711 821249

E-mail: benellis@aol.com

**Jen Buckenham**

*Membership Secretary*

Hawthorn Cottage, 85 Circular Road

Katesbridge, County Down BT32 5LP

Tel 028 4067 1838 Mobile: 07905 893480

E-mail: jen@nickbuckenham.clara.co.uk

**Alan Cassidy\***

*Head of Contest Organisation*

18 Woodhurst Road, Maidenhead, Berks SL6 8TF.

Tel: 01628 637732 Fax: 01628 777083

E-mail: contests@aerobatics.org.uk

**Steve Green**

*Judging Co-ordinator*

25 Rowland Close, Wallingford, Oxon OX10 8LA

Tel: 01491 824999 (day) 01491 836645 (eve)

E-mail: SteveGreenSRG@aol.com

**Eric Marsh\***

*Keeper of Trophies*

Cavendish Hotel, Baslow, Bakewell,

Derbyshire DE4 1SP

Tel: 01246 582311 Fax: 01246 582312

E-mail: info@cavendish-hotel.net

**Anne Sandford**

*Treasurer*

Folliotts, River Road, Taplow, Bucks SL6 0BJ

Tel: 01628 633780

E-mail: aesandford@yahoo.co.uk

**Nick Wakefield**

*Company Secretary*

Bannersfield, Field Farm, Knighton on Teme,

Tenbury Wells, Worcs WR15 8LT

Tel 01548 781046

E-mail: nickwakef@aol.com

**Tom Cassells\***

*Vice Chairman*

Hill Top Farmhouse, Upper Dunsforth,

York YO26 9RU

Tel: 01423 322563 (day) Tel: 01423 324435 (eve)

E-mail: tom@skyboard.co.uk

**Nick Buckenham\***

*Website design etc.*

Hawthorn Cottage, 85 Circular Road

Katesbridge, County Down BT32 5LP

Tel 028 4067 1838 Mobile: 07773 768386

E-mail: nickbuckenham@clara.co.uk

**Andy Cunningham\***

*Glider Representative*

10 Westcombe Avenue

West Wimbledon, London SW20 0RQ

Tel 020 8947 3876

e-mail ac@toucandental.com

**Tony Lloyd**

*News Review Editor*

70 South Road, Hockley, Birmingham B18 5LD

Tel: 0121 303 3785 Fax: 0121 303 4881

E-mail: tony\_w\_lloyd@birmingham.gov.uk

**Gareth Roberts\***

*Public Relations*

'Hirons', 25 Olney Road, Emberton,

Olney, Bucks MK46 5BX

Tel: 01908 213751 (day) Tel: 01234 713245 (eve)

E-mail: info@aerobatics.org.uk

**Martin Sandford\***

*Points Tables etc.*

Folliotts, River Road, Taplow, Bucks SL6 0BJ

Tel: 01628 633780

E-mail: martin.sandford@btgplc.com

**Mark Walden\***

Lattice Cottage, Back Lane, Chalfont St. Giles, Bucks HP8 4PB.

Tel: 01494 872009

E-mail: waldo@onetel.net.uk

Note: Directors of the BAeA are marked with a \*



Looking down on Dunstable during the Dan Smith 2003 - Nick B



Eric busy not being CD at Brighton - Nick B



Gerald Cooper - Brighton - Nick B



# Sukhoi

## *Again, European Aerobatic Champion*

As the current World Champion Aerobatic aircraft, Sukhoi again swept the board at the recent European Aerobatic Championships. Sukhoi finished 1st, 2nd, 4th overall as well as winning the overall team prizes for men and women. The overall winner was Ramon Alonso of Spain and notably two-seat Su-29 aircraft came 11th and 12th overall against the World's best single-seaters!!

***For the best aerobatic aircraft in the World contact:***

### **Richard Goode Aerobatics**

Head Office: Newport House, Almeley, Hereford HR3 6LL.

Tel: +44 (0)1544 322200 Fax: +44 (0)1544 322208

E-mail: [richard.goode@russianaeros.com](mailto:richard.goode@russianaeros.com) [www.russianaeros.com](http://www.russianaeros.com)

Operations: White Waltham Airfield, Maidenhead, Berks

EUROPEAN AGENT FOR SUKHOI AIRCRAFT

WORLD AGENT FOR VEDENEYEV ENGINES

