

Aerobatics News Review

August 2004

No 161



The Journal of the British Aerobatic Association



UK Bronze Medal Team

Nick Onn, Gerald Cooper and Tom Cassells,
with Team Manager Alan Cassidy

Official EAC photograph

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

- 2 Kernow Trophy, Bodmin
 3 Fenland – the full story
 7 The Don Henry and Air Squadron Trophies
 8 Advanced World Aerobatic Championships
 14 The European Glider Aerobatic Championships
 16 30th Coupe d'Anjou Results
 17 The 2004 European Aerobatic Championships
 27 Our weekend together!
 28 One's life story
 30 Budapest: Hundreds of Thousands saw American Victory at "Air Race"
 31 Single Sky. All of GA to pay?
 32 Launch of the 2005 FAI Young Artists Contest
 33 The Royal Aero Club Trust Winners
 34 The Royal Aero Club Trust 'Friends' Scheme
 35 Contributor's Guide
 36 British Aerobatic Association Committee

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)

We would like to say a huge thank you to our trainers,
**Eric Vazeille
 and Nikolai
 Timofeev,**
 for all their hard work prior to our achieving the Team Bronze medal at the EAC in Lithuania.
 We hope that this association will continue for many years.

**THANK
 YOU!**

*Tom Cassells, Gerald Cooper,
 Nick Onn and Val Rahmani*

Kernow Trophy, Bodmin

from Ben Ellis, Contest Director

Once again, a goodly number of folk made their way Southwest to receive the usual warm welcome from the Cornwall Flying Club at Bodmin. In addition to the Kernow Trophy at Intermediate, last year's introduction of a Standard Level award is now re-named the Gunpowder Trophy, after its donor, Howard Fawkes (geddit?) Although there were no Beginners this time around, a number of people took the opportunity of fine weather on Friday afternoon to go off into the (not too) local area for a bit of last-minute fettling. A glorious evening gave promise of a good day to follow on the Saturday. Well! Although at 06:30, a high overcast and little wind seemed to be a good portent, by briefing time at 08:00 this had turned into some pretty black stuff at about 800ft over the airfield, with heavy showers bringing the code in the TAF to life. With the wind veering round to the Northwest, Bodmins' 600ft elevation gave the typical orographic lift to the moist air-mass to keep the clouds forming. "It's lovely at Wadebridge" (about

10 miles upwind) gave us hope that things might change. Indeed, at about 14:00 some blue appeared and the first pilot, 'Sir' Giles in G-BLAG launched. However, after 20 minutes of fruitless searching for a gap, he reluctantly rejoined us to sit it out. With many pilots at this stage focussing on programming their GPS for the journey home, a decision was made by yours truly at 15:00 to knock it on the head. A briefing in the clubhouse rounded off proceedings, with the usual thanks to the hosts and the others who had given up their time to support us, namely, Jen, registering and scoring, Steve and his fellow judges Howard, Simon and Bob. Thus drew to a close a most frustrating weekend, the more so because of the promise of a really good contest. It just seemed so appropriate to leave the Trophies in the clubhouse, so there they will reside until next year. I'm sure that making the effort to return next year will be well rewarded, because when it's good a Bodmin, it's very, very good.

Company Secretary Vacancy

As a Limited Company, the BAeA is obliged to appoint a Company Secretary in addition to the Board of Directors (the Committee). I have been doing this job for about 10 years or so and would like to hand it over to someone new.

The prime job of the Secretary is to ensure that the BAeA meets its legal obligations with respect to such things as keeping Companies House informed of changes to the Board and filing of the Accounts. Just at the moment it would also be useful to cast a fresh pair of eyes over the Arts and Mems of the Association.

You don't need any special qualifications to do this job and we do have access to advice on the technical bits when we require it.

The Secretary automatically becomes a non-voting member of the Committee. If you want to give it a go, please get in touch with Nick Wakefield.

NickWakef@aol.com

Tel: 01584 781046 Mobile: 07818 423579

Fenland – the full story

from Martin Sandford, CD

This being my third year as CD at Fenland, there is a comforting familiarity with the how things run at this delightful airfield. Arriving in CAVOK on Friday morning, we were able to set up in the portacabin Club rooms across the car park from the main clubhouse and install Anne as registrar in good time for Beginners and Intermediate. The three pilots at Beginners were duly briefed and flew well enough, and safely. It's difficult to imagine better conditions: CAVOK, little wind, no time pressure and very little local traffic. The result was a win for Ian Barratt on 59.7% followed by David Shutter on 57.1 and Tom Leader on 53.5. Ten pilots were entered for Intermediate but only seven were at the briefing, including Corinne Dennis flying 'hors de concours'; Colwyn Darlow had only flown back to the UK that morning and wisely concluded that he shouldn't fly aerobatics that day. My intention was to take advantage of the good weather and fly both the Intermediate sequences on the Friday afternoon. This proved easy to achieve which meant that we had a result for the Fenland Trophy, whatever happened to the weather on Saturday, and the 'quid pro quo' of the promise of an extra Unknown at Intermediate on Saturday if time permitted. In the Known, Patrick Caruth and Mike Caskey had moments they would probably rather forget to put them under 60% but the other 5 pilots were grouped fairly tightly, with Corinne achieving a very creditable 70%. The order after the Known was Alex Caramella in the lead followed by Ian Trask and Clive Butler. Corinne had an Unknown that added much to her fund of experience but less to her (albeit H/C) score. Ian Trask turned in an excellent sequence hotly followed by Clive Butler

and Patrick Caruth, showing much more of what he could achieve than in the Known. Alex Caramella had a much less good flight which brought him down to third for the combined scores with Clive Butler in 2nd and Ian Trask a popular winner. Ian is particularly popular with Anne and me, after he sat next to us uncomplainingly videing all the flights at the 2003 Senior Nationals at Sywell; try just a few minutes filming aerobatic flights to understand his achievement! Most Standard pilots arrived during the course of Friday afternoon so we were able to complete a large proportion of the preparation of the paperwork for the 'Known + 3' first sequence before it went dark (yes, CD, CJ and several others do end up having a late dinner at Fenland). The book says the first briefing is at 08.00 on Saturday, so that's what we did. It wasn't actually raining but the cloudbase was around 300 feet and the water tower 3 km away was not visible. So, time to compile all the remaining paperwork and.....wait. In late morning Ian Scott arranged for me to speak to an RAF met man who assured me that the cloudbase was 2,500 feet. When I told him that wasn't quite the picture at Fenland, he said he couldn't see anything on his radar; who'd be a weather forecaster? He did, however, say that Sunday might be worse. As is so often the case, probably because of its proximity to The Wash, when the weather begins to clear at Fenland it can clear very quickly. So, by 14.30 it was flyable and we set first flight for 15.00. I had briefed for an airborne hold and impressed upon all the need to keep the pipeline full. So keen were the Standard pilots to follow these instructions that they even tried to overfill

the pipeline. CD intervention was required to avoid the water tower resembling the stack at Bovingdon and the ground hold resembling the M25 car park. The leader in the clubhouse was Richard Buchan in Mark Walden's old mount G-OODI followed by Neil Bigrigg, David Jenkins, Nick Richards, Dave Cowden and Andy McClean. It was good to see Andy flying G-WILD again but less good to hear that one reason was a cracked main spar on my old friend G-BIPO; apparently the French engineers at CAP believe it is mendable. We rattled off the extra Unknown for Intermediate and still finished well before the 19.00 curfew. The Unknown saw Patrick Caruth 3rd, Ian Trask 2nd and Clive Butler as the winner. Clive proved that chivalry is not entirely dead by giving his prize to Anne! You cannot try to fly aerobatics in the UK without being an optimist. Despite this, I felt a briefing before 10.00 on Sunday was unnecessary. As it transpired, noon would have done just as well. It looked as if the met man was going to be proved right. However, around noon it suddenly looked a whole lot brighter and by 13.45 we had our first flight. I think this was unlucky for Steve Lofthouse. He had had a lot of time waiting on the ground, flew a box flight and then had the distraction of a few puffy spheres in the box. Was there a hesitation in his roll? The judges thought not. Given the forecast, we had started as soon as the conditions were flyable. As it happened, the weather continued to improve all the way through to the all-blue dome! So it proved

an advantage to be further down the order. Dave Cowden had a particularly good flight on nearly 77% followed by Brian McCartney, Peter Rounce, Richard Buchan and Nick Richards. Had Richard Buchan done enough in the first flight to retain the overall lead? Yes, he had. With the top six all between 71.5% and 73% it was fairly tight but Richard Buchan's first flight had been good enough to leave him 1% clear as a worthy winner. Dave Cowden was 2nd with Neil Bigrigg 3rd, Nick Richards 4th, Brian McCartney 5th and David Jenkins 6th. The prizes were presented by Ruth Nicholson, the wife of Ray, our highly competent (ex Gatwick) and friendly man in the tower. Ray, Ruth, Richard (Fenland's other ATCO), John Ashing (behind the bar), Lee Haunch (CFI) and Derek Moyses (eminence grise and the man who masterminds keeping the runways at Fenland in such good nick) and many others had made us so welcome throughout the weekend that it seems a pity that it will be as much as twelve months before we return. The BAeA stalwarts that made the weekend possible are headed by Steve Green, our truly excellent CJ. This year he was supported by Graham Hill, Julie Wood, Robert Tinkler, Peter Macintosh, Polly Whitehead and the CD (we're always a bit short of judges if we run on into Sunday!). Assistants included Bernie, Sandra, Clive Butler, John Vize, Ian Scott, Roger Graham and Elise. Anne responded to our need for a registrar and scorer. Thanks to you all. See you again at Fenland in 2005?

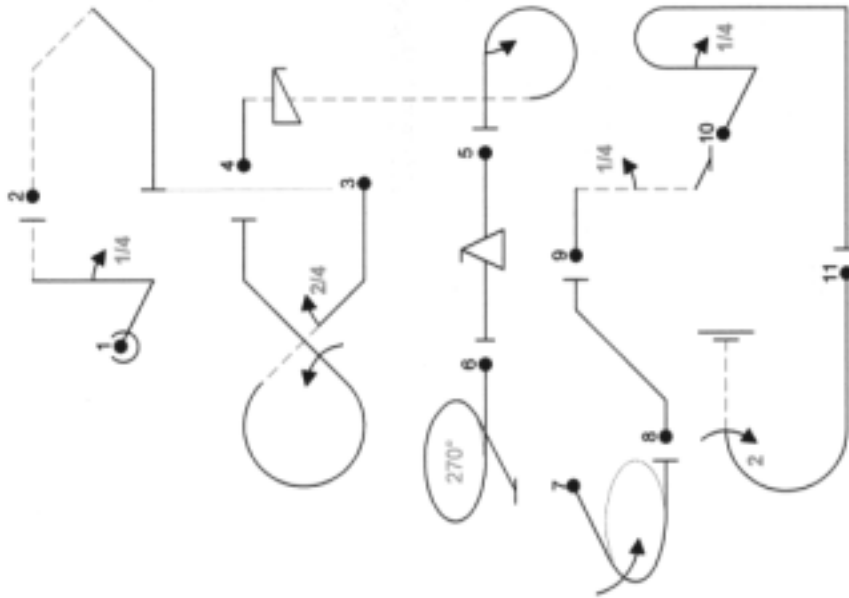
The Fenland and McAully Trophy meeting: Fenland: 30/31 July

Beginners Level

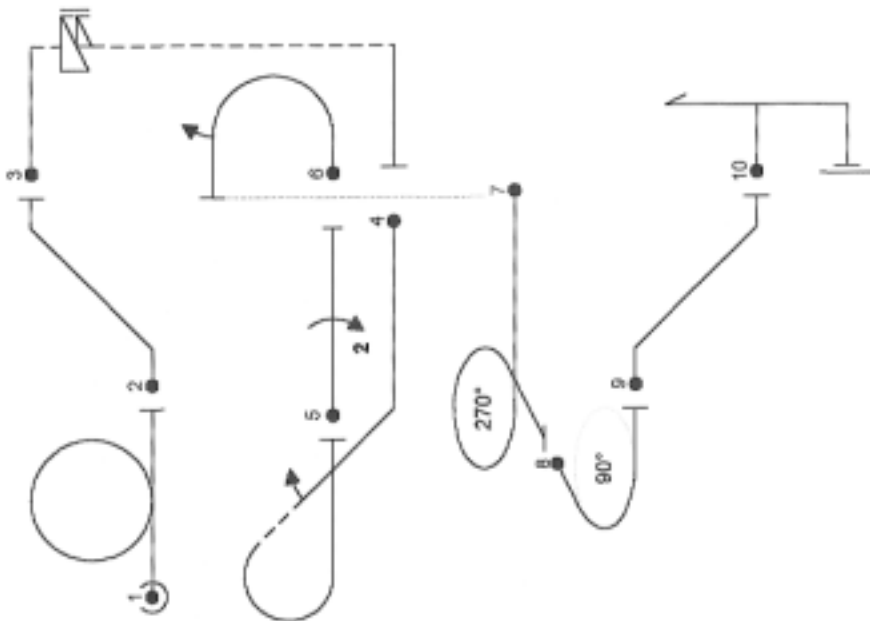
Pilot	A/c type	Reg'n	Known #1	O/all %
1 Ian Barratt	Yak-52	G-YAKH	411.7	59.674
2 David Shutter	Pitts S-1D	G-LOOP	394.5	57.171
3 Tom Leader	Robin	G-RAFC	369.2	53.510

REPORT

Fenland Intermediate Unknown



Fenland Standard Unknown



REPORT

The McAully Trophy

Standard level

Pilot	A/c type	Reg'n	Program1	Unkwn #1	All Grps	O/all %
1 Richard Buchan	Pitts S-1D	G-OODI	1195.7	839.3	2035.0	74.000
2 Dave Cowden	Pitts S-2A	G-TIII	1131.3	877.3	2008.5	73.038
3 Neil Bigrigg	Pitts S-2A	G-BTUL	1180.5	822.8	2003.3	72.847
4 Nick Richards	Extra-300L	D-ETTO	1153.4	838.2	1991.6	72.421
5 Brian McCartney	Pitts S-2A	G-TIII	1111.6	861.6	1973.2	71.752
6 David Jenkins	Laser	G-LAZA	1160.7	804.5	1965.2	71.463
7 Stephen Madle	Pitts S-2A	G-STUA	1079.8	819.9	1899.7	69.080
8 Peter Rounce	Pitts S-2A	G-STUA	1022.0	854.6	1876.6	68.240
9 Paul Tomlinson	Pitts S-1C	G-BXAU	1050.0	795.6	1845.6	67.113
10 Steve Lofthouse	Yak-52	G-CBPY	1108.4	732.9	1841.3	66.957
11 Corinne Dennis	Pitts S-1S	G-BOXH	1078.3	723.9	1802.2	65.536
12 Giles Caunter	Pitts S-1D	G-BLAG	1034.3	730.8	1765.2	64.188
13 Dave Cavell	Yak-52	G-CBPY	968.8	690.9	1659.6	60.350
14 John Smith	Stampe	G-HJSS	912.1	687.0	1599.1	58.148
15 Andy McClean	Pitts S-1T	G-WILD	1128.7	-	1128.7	41.044
16 Farrell McGee	Pitts S-1S	G-FARL	978.6	-	978.6	35.584
17 Andrew Holman-West	Yak-50	G-OJDR	969.8	-	969.8	35.267
18 Sam Whatmough	Yak-52	G-CBRL	961.3	-	961.3	34.957
19 Tom Leader	Robin	G-RAFC	907.5	-	907.5	33.000
20 Tony Glover	Yak-52	G-YAKS	896.1	-	896.1	32.585
21 Wendy Brownbill	Robin-2160	G-BWZG	890.7	-	890.7	32.390

The Fenland Trophy

Intermediate level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Ian Trask	Yak-55m	G-YKSS	1351.5	1306.7	2658.2	73.432
2 Clive Butler	Extra-230	G-CBUA	1316.5	1303.0	2619.5	72.361
3 Alex Caramella	Extra-300	G-CCPI	1403.2	1168.2	2571.4	71.033
4 Alan Wood	Pitts S-1S	G-BOXH	1241.6	1067.8	2309.4	63.794
5 Mike Caskey	CAP-10C	G-BXRC	1098.4	1139.0	2237.5	61.809
6 Patrick Caruth	Pitts S-1S	G-LITZ	926.1	1295.2	2221.3	61.361
7 Corinne Dennis h/c	Pitts S-1S	G-BOXH	1296.7	829.6	2126.3	58.737

Intermediate 2nd Unknown

Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Clive Butler	Extra-230	G-CBUA	1568.5	72.281
2 Ian Trask	Yak-55m	G-YKSS	1499.3	69.093
3 Patrick Caruth	Pitts S-1S	G-LITZ	1374.1	63.322
4 Ian Scott	CAP-10B	G-BXRC	1350.8	62.250
5 Mike Caskey	CAP-10C	G-BXRC	1349.6	62.194
6 Nick Richards h/c	Extra-300L	D-ETTO	1036.9	47.783

REPORT

The Don Henry and Air Squadron Trophies

Compton Abbas - 17th July 2004

from Patrick Margetson Rushmore, Contest Director

Normally we talk about washouts but Compton this year provided us with Cloud Out and that cheeky sun poking through minute holes. By the end of Friday Cas Smith, John Vize and Bob Tinkler had flown in and I had taken many an update telephone call from pilots spread around the country. Saturday started in ground fog and mist. We now had 4 Advanced pilots and 3 Intermediate with 5 Judges - all watching and waiting for the weather. Most of the day was spent in banter and finally - lo and behold - the cloud did start to lift and Gary

Ferriman, Cas Smith and Tim Jenkinson managed their sequence with a 2,300 ft could base. Unfortunately by the time John Vize got airborne the cloud had dropped and there it stayed - always, as usual, threatening to improve but never doing so. By 18.30 local we called it a day. John Vize kindly withdrew his entry to allow a medal to go Gary and the trophies remain for another year. So - whilst there was limited flying the camaraderie and bonhomie was, as always, excellent and - as Arnie would say - "we'll be back!"

Don Henry + Air Squadron Trophy : Compton Abbas : 17/July Don Henry Trophy

Advanced level

Pilot	A/c type	Reg'n	Program1	O/all %
1 Gary Ferriman	Pitts S1-11B	G-IIIV	2591.7	76.227
2 Tim Jenkinson	Pitts s-1f	G-MAXG	2460.1	72.357
3 Cas Smith	Pitts S-2B	G-ICAS	2175.3	63.978

A huge THANK YOU

to Steve Green and Graham Hill for the tremendous amount of work they put into the preparation for the Nationals at Sywell, now many more people know who we are and what we do. Also to Eric Marsh for ensuring that the contest ran smoothly, not an easy task!

REPORT

Advanced World Aerobatic Championships

Ljungbyhed, Sweden - August 5th to 13th 2004

The BAeA power Advanced Team
Team Manager Angela Cassidy
International Jury Alan Cassidy
UK judge Graham Hill
Assistants Ian Scott and Julie Wood
Cas Smith Pitts S2B G-ICAS
Tim Jenkinson Pitts S1-F G-MAXG
Aidan Grimley Laser G-CBHR
Mark Walden Apex G202 F-WWMX
Gary Ferriman Pitts S2-B G-IIDY

August 6th

All is OK for us at the moment. The US are still awaiting delivery of a spare S2B canopy (oops!!) which is due tonight for them to fly tomorrow. Attached is the team at the opening - complete with ties from your favourite airline. Spotter points for identifying the Mark Number of the Bleriot 'en arriere'.

We are about to stop the Q at number 30, so Tim will be 8 in the morning, the others thereafter in due course

More later,
Alan

Hi All,

Have at last managed to get an Internet connection...:-)

The Q programme at the AWAC has started and we should get through the first half of the 63 pilots present by close of play this evening. We are blessed with high pressure and blue skies after some wet days in training, so for the moment at least the weather is not an issue. It may last for a few more days yet, if the organisers keep making the appropriate biblical sacrifices. All our boys drew fairly high numbers: from 38 (Tim) to 60 (Gary) so don't expect any meaningful results until tomorrow afternoon.

There are 20 countries represented, including Israel for, I believe, the first time. Eight of these nations have at least the three pilots required for a team result. The speech at the opening ceremony lasted only 42 seconds, so my messages from earlier contests have clearly been intercepted and decoded. The smorgasbord, with only 68 different types of herring, was another matter entirely, especially as another glass of schnapps appeared at my place each time I returned from the buffet... but this was on the segregated 'Jury' table. For the pilots below the salt there appeared only cheap beer in Australian quantities.

Bye for now
Alan

August 8th

Not much coming in from the Brits in Sweden I'm afraid, but our man Ian Scott - he and Julie Woods are assisting UK judge Graham Hill - has posted us a few words: Just thought we'd let you know that we are sitting all day in bright sunshine eating too much drinking too much and playing silly games. Occasionally an aircraft flies to interrupt our activities but we are enjoying ourselves none the less and I am liable to run out of sun cream. So far we have completed the Q with, from a judging point of view, no really good flights. I would have expected the odd one or two flights to provide a certain "wow" feeling and that just hasn't happened.

Anyway we now move on to the serious stuff with the Free starting shortly in, yet again, bright sunshine. So we are about to leave for our judging positions which, all the judges agree, is the best they have ever experienced. We are on a golfing range (3

REPORT

acres of mown grass) with trees at the back to provide shade during intermissions. A caravan, video equipment etc. all set up (though the videoing is pretty second rate). We can see the box markers, the aircraft at all times both in the air and on the ground and are looking North - it just couldn't be better. The accommodation is comfortable, with Julie providing Ginger Wine (!) at 82 percent proof - this may have something to do with the odd headache around.... The "Q" results (via the link above) have been published, the UK having Mark Walden well up at 13th with 75.49%, Tim Jenkinson 26th on 72.79%, Gary Ferriman 43rd on 69.28%, whilst Cas Smith and Aidan Grimley at 59th and 60th are both struggling below 60%.

August 9th

Hi Folks,
The Free is nearly finished, so we will shortly be into protest mode. At least two such are expected from the UK Team. So there is little to say just yet except that Tim had a great Free, and Mark will be a little disappointed with his placing as he is just a couple of percent down on the best, but there will be lots to gain in the Unknowns.
Alan

And from the judging line....
16:30 Monday - the Free is now complete. As the weather man described it "Severe CAVOK" all day - sunburn and consumption of gallons of water. The judging line remains the most comfortable place to stay as any breeze blows across it. The teams, who have to try to live in the hangar out of the sun, get very hot indeed.
Yesterday was a rather slow start as they decided to alter the order of flying (two pilots in the same aircraft following each other) - delay to reorganise paperwork in excess of one and a half hours, time lost for delay while pilots changed maybe 20

minutes at most... Still we flew through half the frees by just after 18:00 and then retired to drink, eat and relax.

Today things got going much more quickly and we flew the first competitive flight just after 09:30. We were even hotter today as the breeze is less - thank god for umbrellas. Valentina had a nice footrest to help with her judging technique (or, possibly, to help her sleep(?)) until Graham sat on it - he promptly performed a backwards somersault with flip (perhaps a 9.7.33.2) destroying said foot rest.

Free results will come out in the next couple of hours and, I really do hope, they use the available time to get everything sorted for tomorrow and we get started in good time of the first unknown. There has been some good flying but also, to be honest, a lot of indifferent flying as well. Certainly there was no outstanding flight so we think it will be quite close at the top. At present I have no idea how the Brits may have got on.

We are off to the Italian spaghetti night shortly - Uncle has advised us NOT to change but stick with the mucky clothing we are in....
Ian Scott

August 10th

Hi All,
We finally finished the Free and computed the results about 5pm last night. The winner in a Yak 54 was Andrey Bepalov, from Russia, who flew as their Unlimited warm-up pilot in Lithuania. Second was Glen Dell from South Africa in an Extra 230 and third Gerard Bichet of France in another 230. British placings were as follows:

Tim	14th	78.67%
Mark	24th	76.68%
Cas	41st	72.47%
Gary	50th	69.89%
Aidan	60th	51.88%

REPORT

The top 35 pilots all scored greater than 75%, with Bepalov making just under 82%, so you can see that the field is really quite close and that a lot will be gained from flying good unknowns.

Gary's untypically low score was caused by a 5:4 hard zero majority for his one-and-a-half flick, which slowed towards the end. The Team made a protest because of misleading correction on the judging sheets, but to no avail. There was a successful protest for Aidan, though, reducing his low penalties (I think he'll be using full rpm today!!) and getting one soft zero made hard so it was averaged up on a simple humpty. This at least raised him off the bottom, so was a psychological boost.

One feature of this contest is the number of competitive pilots from a wider range of countries than at the Unlimited these days. The top 5 pilots were all from different countries and their were 6 countries represented in the top 10, 8 in the top 12. Today we are starting the first unknown which is attached in gif format for you to peruse and maybe even try out if the rain ever stops over there.
Enjoy,
Alan

PS As you may have seen from the weather reports on the TV, we have had high pressure here since the contest started and we have had 8/8ths blue with gentle winds all the time. The Norse Gods are obviously aerobatic enthusiasts... so far anyway.

Hi folks,
I don't have much access to computers - the weather is so good we go from the briefing to the judging line and only finish late just in time to go to dinner. Just about to start morning brief - another severe CAVOK day.
Tim is our top pilot (13th) with Aidan sadly right down the bottom. He managed to

mess up his first figure and was too annoyed to fly well for the rest of the sequence. Lesson - don't have a full roll on a down line of figure one and two-of-two on a down line in figure two - you will mix them up...
Must go to briefing but will try to send more later on,
Ian Scott

August 12th

Hi all,
Here are the second and third Unknowns. In the 2nd, Tim and Mark flew in the top 30 earlier today, Cas and Gary will probably fly it at 5 or 6 o'clock this evening. Flying will go on until 1900 local, and we hope to get 50 pilots through this sequence. Tim's flight was going very well until he got to figure 8, whereupon he rolled the 1/4 the wrong way and had to improvise to get back on heading inverted to start figure 9 without an additional break penalty. Mark's flight also got very good scores right up until the end. He was a bit fast out of figure 11 and the half flick on 12 was exceptionally fast. As a result he over-rotated and was zeroed by a majority of 5 to 4 (oh so close), even though one judge (not the UK one) actually gave him an 8 for it!!.

So a little sadness and it looks like they will finish between 25 and 29 -ish. However, for both it is their first International and they are up against a lot of very experienced opposition. Most of the Czech and Russian pilots are the same ones that were flying the AWAC as far back as '97, while the French Team includes both current European and World Champions. Their results here augur well for the future. Also in future years there will be room for Extra 300L and Super Stinker drivers, so we will continue to have strength in depth and to improve.
The third unknown tomorrow will be flown

REPORT

by perhaps the top twenty pilots.
What fun....
Alan

Hi there,
Fog allowed us a few games of bridge yesterday, but soon cleared and we started flying by 09:30 with bright sunshine although a little colder. The 1st unknown continued steadily throughout the day, finishing at around 16:00. There was an attempt to start a few flights of the 2nd unknown but one of the first pilots due up had only had 5 hours since his previous flight and declined to fly... Such is international competition.

The provisional results after the 1st unknown (use the Individual Results link above) show the Brits as Mark in 20th, Tim in 24th, Cas in 40th, Gary in 42nd and Aidan in 61st positions. Not quite so good this time I'm afraid. Tim in particular seemed not to fly as well as he could, getting a bit low and losing rhythm. There's a bit of fog this morning but rather less than yesterday so it should clear soon. We will then leap into the 2nd Unknown, which is a rather more pilot friendly sequence than the first.
Regards from me and Jules
Ian Scott

August 13th

Hi All,
The weather never got flyable this morning, so the contest has been abandoned without the 3rd Unknown being flown.
The new AWAC Champion is Glen Dell from South Africa who flew a Norwegian Extra 230 with considerable skill. Individually second and third were Gerard Bichet of France and Petr Biskup of Czech. Russians were 4th and 5th. The winning Team was France, from Russia and Czech. Americans were 4th, UK 5th ahead of Poland and Lithuania. Thirteen other

countries were here but could not muster 3 pilots to score for a team place. The best result for a biplane was 10th, in the Ultimate 300hp monster. It is interesting to see pilots from seven countries in the top 10, proving what an open contest this is compared with Unlimited nowadays. Final Brit placings were rather disappointing, but this is what happens when nobody quite manages to get through all the programmes without making at least one serious mistake. The planes have all now set off back for UK, as the airfield here is to be closed all day Saturday and no departures allowed. Nobody wanted to stay til Sunday, so representation at the closing will be limited to Angela and Diane, with me wearing my Jury badge. A bit of an anticlimax, as ever, but I expect it all to be low-key in typical Scandinavian style anyway.
Hope to see you all soon in the UK.
Alan

Hi people,
We flew the second unknown down to pilot 46 yesterday in, yet again, severe CAVOK once a little early morning fog cleared. The plan is to fly up to the top 30 in a 3rd unknown today but, at present, the weather is set at low cloud so this may not happen. At least the top 10 pilots must fly the 3rd unknown for the sequence to count. The second unknown produced its fair share of disasters with plenty of zeros around. Unfortunately more than one of them went to the Brits (Tim quarter rolled the wrong way, Mark over-flicked) so their positions haven't improved...
We have now spent 70 hours on the judging line actually judging live in a week - everybody there thinks this must be some sort of record. We are a little knackered, and Graham managed to reduce Julie to a wobbly jelly by calling a vertical roll that was barrelled "He's rabbled the bowl" - we

REPORT

had to give an "A" as all concentration was lost.
Currently Glen Dell USA leads from Gerard Bichet of France. Our lads are:
Mark 27th
Tim 33rd
Cas 42nd

Gary 43rd
Aidan 61 (er, of 61 currently flying... - put this one down to experience)
Must go to briefing.
All the best
Ian Scott

Advanced World Aerobatic Championships 2004 INDIVIDUAL RESULTS

Pilot		"Q" points	Free points	Unk-1 points	Unk-2 points	Total points	O/all %
1 Glen DELL	RSA	2054.7062	2769.8761	2715.8067	2890.6164	8376.2992	81.17
2 Gerard BICHET	FRA	2125.3291	2763.3220	2681.2636	2892.1037	8336.6893	80.78
3 Petr BISKUP	CZE	2046.6922	2717.7183	2612.1469	2925.1929	8255.0581	79.99
4 Anatoly BELOV	RUS	2003.0476	2713.1519	2641.1555	2864.6762	8218.9836	79.64
5 Valeriy KORCHAGIN	RUS	2061.3166	2706.8790	2600.1464	2836.2915	8143.3169	78.91
6 Simon ROY	FRA	2010.3406	2641.7795	2570.1539	2888.1428	8100.0762	78.49
7 Eltonas MELECKIS	LTU	2077.0049	2698.2268	2522.6133	2740.8880	7961.7281	77.15
8 Frederic CHESNEAU	FRA	2091.7484	2721.6390	2475.8605	2741.7739	7939.2734	76.93
9 Gabor VARGA	SWE	2100.6206	2640.3285	2476.3760	2820.6413	7937.3458	76.91
10 Rob HOLLAND	USA	2008.3705	2624.7986	2384.1630	2865.9903	7874.9519	76.31
11 Mikhail PEREVERZEV	RUS	1957.8571	2649.0219	2418.4900	2724.0549	7791.5668	75.50
12 Don PETERSON	USA	2010.5458	2596.7140	2491.0359	2696.5357	7784.2856	75.43
13 Mike WISKUS	USA	2037.8234	2695.6522	2327.4743	2750.7149	7773.8414	75.33
14 Gennadiy PETROV	RUS	2088.9838	2691.5763	2461.5659	2617.4267	7770.5689	75.30
15 Andrey BESPALOV	RUS	2052.1685	2783.7612	2496.7612	2478.8204	7759.3428	75.19
16 Sami KONTIO	FIN	1890.7671	2701.4692	2407.5880	2638.7569	7747.8141	75.08
17 Martin VECKO	CZE	2146.5183	2729.0702	2474.7682	2542.0221	7745.8605	75.06
18 Jeff BOERBOON	USA	2001.3987	2549.0145	2501.1159	2684.3305	7734.4609	74.95
19 Franck SOUBRANE	FRA	1895.8803	2552.6648	2424.6446	2713.5913	7690.9007	74.52
20 Mike NICCUM	USA	1867.0008	2580.0524	2366.4341	2697.7454	7644.2319	74.07
21 Tomo POLJANEC	SLO	2072.6003	2744.2328	2616.9177	2270.2604	7631.4109	73.95
22 Mikko JÄGERHOLM	FIN	1997.3070	2603.4280	2353.9664	2642.1534	7599.5478	73.64
23 Martin MUCK	CZE	2022.7526	2638.3308	2232.1434	2726.0764	7596.5506	73.61
24 Nils-Harald HANSEN	NOR	1875.5387	2440.1423	2370.6615	2713.9440	7524.7478	72.91
25 Irina MARKOVA	RUS	1925.7088	2582.4734	2406.2364	2511.2798	7499.9896	72.67
26 Linas RUTELIONIS	LTU	1946.5520	2578.1905	2355.6287	2556.0283	7489.8475	72.58
27 Mark WALDEN	GBR	2023.2274	2607.0099	2393.9969	2408.2972	7409.3040	71.80
28 Helmut LUDWIG	RSA	1938.5451	2651.3330	2231.9176	2490.3986	7373.6492	71.45
29 Richard WILTSHIRE	AUS	1844.6474	2512.2480	2327.6961	2526.5424	7366.4865	71.38
30 Lars NAJBORG	DEN	1893.4609	2581.0158	2261.9274	2468.5530	7311.4962	70.85
31 Radoslaw RUMSZEWICZ	POL	1788.9859	2515.2339	2314.8147	2464.9755	7295.0241	70.69
32 Wojciech KRUPA	POL	1827.1987	2615.5159	2130.8644	2514.0295	7260.4098	70.35
33 Tim JENKINSON	GBR	1950.8277	2674.7507	2273.7730	2306.9448	7255.4685	70.30

REPORT

34	Vladislav BUTENKO	RUS	1875.1324	2552.6559	2365.6860	2315.6168	7233.9587	70.10
35	Alexander KURYLEV	RUS	1998.7560	2584.4731	2173.3238	2442.6013	7200.3982	69.77
36	Jason NEWBURG	CAN	1816.5534	2628.8169	2269.9960	2292.0585	7190.8714	69.68
37	Soren DOLRIIS	DEN	1893.0852	2558.1925	2315.1719	2259.7538	7133.1182	69.12
38	Frantisek PYTLIK	SVK	1584.4543	2491.9708	2359.8788	2279.4311	7131.2807	69.10
39	Gary FERRIMAN	GBR	1856.7193	2376.2231	2288.7736	2457.9359	7122.9326	69.02
40	Vittorio PRIMULTINI	ITA	1942.4605	2543.0774	2158.6301	2396.7441	7098.4516	68.78
41	Doug SOWDER	USA	1865.9602	2630.2913	2043.6454	2291.2544	6965.1911	67.49
42	Zbigniew BASIARZ	POL	1701.0640	2378.9682	2241.1440	2226.1240	6846.2362	66.34
43	Miroslav SAZAVSKY	CZE	1691.5013	2572.7255	1948.6785	2215.8624	6737.2664	65.28
44	Cas SMITH	GBR	1514.2525	2463.9417	2215.7359	2012.7536	6692.4312	64.85
45	Lennart HARJU	SWE	1948.1492	2411.7633	2235.1946	2007.3105	6654.2684	64.48
46	Jean Michel DENJEAN	FRA	1950.8933	2419.5406	2237.1773	1958.8290	6615.5469	64.10
47	Emmanuel FOULON	FRA	1816.3088	2150.3398	2357.5580		4507.8978	43.68
48	Thomas KORINEK Jr	CZE	1848.0517	2274.0110	2233.7002		4507.7112	43.68
49	Krzysztof KOSSINSKI	POL	1718.1112	2312.0932	2192.6544		4504.7476	43.65
50	Thore THORESEN	NOR	1961.9866	2295.5772	2005.2576		4300.8348	41.67
51	David WRIGHT	USA	1609.3322	2288.3895	2009.8834		4298.2729	41.65
52	PA GIRARDEAU	BEL	1906.9919	2437.5612	1816.7222		4254.2834	41.22
53	Walt PLENTIS	USA	1630.2770	2381.2242	1863.9541		4245.1783	41.14
54	Stasys NARVILAS	LTU	1910.3140	2414.7997	1800.2992		4215.0989	40.84
55	Donaldas BLEIFERTAS	LTU	1818.4556	2455.5430	1639.3856		4094.9286	39.68
56	Emilio GENTILE	ITA	1467.7600	2327.2858	1664.5823		3991.8681	38.68
57	Peter STEIMAN	GER	1470.5117	2355.6795	1577.0427		3932.7222	38.11
58	Michael GOLAN	ISR	1964.2926	2077.9658	1799.3993		3877.3651	37.57
59	Jago STEMBERGER	SLO		2173.6785	1642.5950		3816.2735	36.98
60	Jan ADAMEC	CZE	1930.2413	1726.1041	1912.0021		3638.1062	35.25
61	Aidan GRIMLEY	GBR	1512.9783	1763.7677	1836.5729		3600.3406	34.89

Team Results

Country	Country points	Pilots name	Pilot points
1 FRANCE	24376.0389	Gerard BICHET	8336.6893
		Simon ROY	8100.0762
		Frederic CHESNEAU	7939.2734
2 RUSSIA	24153.8673	Anatoly BELOV	8218.9836
		Valeriy KORCHAGIN	8143.3169
		Mikhail PEREVERZEV	7791.5668
3 CZECH REPUBLIC	23597.4692	Petr BISKUP	8255.0581
		Martin VECKO	7745.8605
		Martin MUCK	7596.5506
4 USA	23433.0789	Rob HOLLAND	7874.9519
		Don PETERSON	7784.2856
		Mike WISKUS	7773.8414
5 GREAT BRITAIN	21787.7051	Mark WALDEN	7409.3040
		Tim JENKINSON	7255.4685
		Gary FERRIMAN	7122.9326

REPORT

6 POLAND	21401.6701	Radoslaw RUMSZEWICZ	7295.0241
		Wojciech KRUPA	7260.4098
		Zbigniew BASIARZ	6846.2362
7 LITHUANI	19666.6745	Eltonas MELECKIS	7961.7281
		Linas RUTELIONIS	7489.8475
		Stasys NARVILAS	4215.0989

The European Glider Aerobatic Championships

Moravska Trebova, Czech Republic - July 6th to 18th 2004

The BAeA glider Unlimited Team

UK judge: Dick Happs

Assistant: Judi Jones

Paul Conran Swift

Jamie Allen Swift

Chris Cain Swift

"Lucky" Andy Cunningham Swift

Results for known:

Jerzy Makula Poland 79.44

Alexander Panfirov Russia 79.03

Valentin Barabanov Russia 78.98

Ferenc Toth Hungary 78.01

and.....

33rd Paul Conran 69.98

42nd Jamie Allen 62.64

45th Andy Cunningham 59.61

48th Chris Cain 54.86

Saturday 10th July

Hi everyone,

Usual hassle getting outgoing mail service,

but should be OK from now on. Paul,

Jamie and Chris flew the known-1

yesterday, and I was up No-5 this morning.

Results are not in yet, but will be on the

EGAC website later (but not by Saturday

evening / NHB). No disgraceful

performances though - and we are not last!

More soon,

Cheers from A"L"C

Sunday 11th July

Hi All,

A frustrating day today. Dawned blue and calm, everyone got excited and ready, then early cloud formed (you know, those nasty fluffy little cumulus things that straight glider pilots like) at just a hundred metres short of the 1200 we need. 3.0 pm now, and I would not be surprised if nothing happens....it's getting greyer! The unknown we should be flying has 9 figures and 10 rolls ...(!!!) The EGAC website is rather slow in getting results and progs on, so a pic is attached of the Polish copy.

We ALL have good excuses for not doing better, mine probably the lamest....my hand slipped right off the stick during the second inverted part of a 180 outside rolling turn, NOT helping the score. Everyone has been very helpful though, suggesting all sorts of ways I can stop my hand slipping off my stick in future.

Czech Republic is wonderful. Lovely rolling countryside, with mini-mountains here, forested on the tops. The real ones are further north and east. Roads are empty, buildings pretty, girls have fine architecture, food excellent, beer CHEAP and natives friendly. Provision of accomodation has been a partial success. Dick and Judy have good hotel with rest of judges. Jamie and Chris/Cindy each have HUGE apartments overlooking the town square. Paul has a good sized room in the rather seedy Pension above Excalibur restaurant (which really has torn the arse out of the Arthurian bit....complete with suits of armour and

REPORT

sword in stone!). I myself have vacated the cupboard I was given, at the same establishment, in favour of a room in a rather beautiful house two miles out of town, sharing with Polish team member, Staszek, the younger Makula and his delightful partner, Anna. I am hoping for better scores when I take on the alter-ego, as devised by Dick, of Andrzej Cunnillingski. More tomorrow. Happy landings, and Ahoj! Andy

Monday / Tuesday 12th and 13th

Ahoj!

No news has not been good news, I'm afraid. The weather has been cruel and left us endlessly hanging about without flying. Two pilots, Eric from Holland and Ferenc from Hungary, were able to do the unknown at about 6.0pm yesterday, and then it rained....again! Today has been worse. It is 4.0pm now and the hangar still full. We are re-briefing at 5.0 but I think chances are slim for today. Forecast for the next couple of days much better but we are running out of time. Let's hope! I took an evening off and went to visit my Czech Dental nurse in Mikulovice last night. Wonderfully hospitable family who made me drink for Britain. Took sore head across border to Poland this morning...actually rather relieved not to be up early. Still, it was a matter of national pride, you know! Na zdravie, Andy

Thursday 15th

Dobry den, folks, only it's not a bit dobry, it's raining again. Last night the sky cleared at about 6.30pm but wind stayed stubbornly out of limits until nearly 8.0. At last, seven or eight pilots flew the unknown. Our Jamie was final flight of the day, launching into gloom with the tug nav lights very bright, but he took

full advantage of a bright patch of sky as he got into the box, and flew a cracker. We all thought his performance best of the day, accurately flown and well positioned. Judges were pretty much in agreement as he scored well and is 4th out of 14 for that sequence so far. He landed at 9.10, so it was a long old day at the airfield for so few flights. However....

Getting up early today NOT necessary as rain and low cloud have ruled OK all day. It is 3.15pm now, yet another re-brief due at 5.0pm, but it looks worse than yesterday and the sat pictures show cloud cover from here to the UK without a break. Crap in any language!

It was great to see some friends of ours who came out to CZ for a few days just to see us in action. Denis Woodhams, his lovely wife Margaret (thanks for the big hug, it's been over a week away now!), and Mike and Brenda Littler. The Woodhams are proprietors of the excellent Arrow Mill Hotel, near Alcester in Warwickshire. Denis flies just about everything and has done aerobatics in SU39, Tiger Moth, Harrier....and the front of a Fox. Mike is Manager of Wellesbourne Mountford airfield, does a lot of flying, Helis and fixed-wing, and will give in and take up aerobatics if we just try once more. They got to see a few flights last night, at least. Thanks for coming, chaps...sorry about the weather! Chris Cain couldn't stand the rain and shot himself....see right! Nashledanou, Andy

Saturday 17th

Just a note from NHB - nothing from Andy today, but the Czech website shows that the 1st unknown has been completed. In this second sequence Jamie was a remarkable 20th, Paul 44th, Andy 50th and Chris 51st so in the overall results Paul is still top Brit at 38th, Jamie 40th, Andy 47th and Chris

REPORT

48th. Just one day to go....
Monday 19th

Again nothing has arrived from Andy, but the official website shows that the championship was concluded with just

programmes 1, 2 and 3 completed from the seven in the CIVA plan. Of the 49 national competitors Paul is a Brit best ever at 33rd, Jamie 41st, Andy 46th and Chris 48th - see the Results page. NHB.

30th Coupe d'Anjou Results

31 July-1 August 2004, Angers-Marcé

Coupe monotype Stampe

Name	Club	Connu	moy	rg	Libre	moy	rg	Inconnu	moy	rg	Points
1 PONS Philippe	CPVA - Angers	1383.67	8.19	1	1437.25	9.91	1	1086.33	8.24	2	3907.25
2 MAILLARD Christophe	CPVA - Angers	1378.00	8.15	2	1317.70	9.09	4	1129.33	8.24	1	3825.03
3 DE RANIERI Jacques	Caen	1341.53	7.94	3	1298.77	8.96	6	1077.96	7.87	3	3718.26
4 PETERSON Don	Dallas - USA	1337.59	7.91	4	1340.13	9.24	3	1016.44	7.42	4	3694.16
5 MATHIOTTE Georges	CPVA - Angers	1311.46	7.76	5	1354.39	9.34	2	982.46	7.17	5	3648.31
6 MARCHAND Christophe	CPVA - Angers	1128.54	7.52	6	1299.90	8.96	5	963.10	7.77	6	3391.54
7 MOYAUX Benoît	Belgique	1067.78	7.12	9	1175.78	8.11	8	902.54	7.28	7	3146.10
8 GOUMARD Pascal	La Rochelle	1089.70	7.26	8	1224.26	8.44	7	733.94	5.92	12	3047.90
9 ROGER Jérôme	CPVA - Angers	1037.56	6.14	11	1107.16	7.64	10	877.83	6.41	9	3022.55
10 MOYAUX Jean-Luc	Belgique	992.71	6.62	12	1151.70	7.94	9	878.04	7.08	8	3022.45
11 CHAUVIERRE Jacques	CPVA - Angers	1104.11	7.36	7	956.31	6.60	13	818.88	6.60	11	2879.30
12 RIGLING Roland	Allemagne	1062.64	7.08	10	1099.80	7.58	11	713.26	5.75	13	2875.70
13 CLOUET Daniel	Livernon	477.86	3.19	14	887.36	6.12	14	835.93	6.74	10	2201.15
14 SIMON Karl	Allemagne	820.25	5.47	13	1036.22	7.15	12	35.06	0.28	14	1891.53

FOR SALE
SQUARE PARACHUTE
Thomas Sports Tempo 250 reserve parachute complete. Back pack / Pop top/red. Brand new, square canopy gives steering control for extra safety and soft landing. Weight 6.8 kg.
New cost £1000, Accept £650.
Please ring John Askew on
01484 361052 / 07786 865442

The 2004 European Aerobatic Championships

Kaunas, Lithuania - July 22nd to August 1st

The BAeA power Unlimited Team		
Team Manager	Alan Cassidy	
T.M's Assistant	John Paulson	
Tom Cassells	CAP-232	F-GOTC
Mark Jefferies	Extra 300L	G-IIUI
Kester Scrope	Extra 300L	G-IIUI
Gerald Cooper	CAP-232	G-SKEW
Nick Onn	Sukhoi-26	G-XXVI
Val Rahmani	Sukhoi 26	G-XXVI

July 17th

Hi All,
Mark, Kester, Tom and Gerald are busy training. Nick was hoping to leave Berlin this morning, but as two Italians are still stuck in Poland, I don't know when he'll arrive. Val is apparently in Kaunas, probably running IBM from her mobile. As the contest proper does not start 'til next Thursday, there is time.
Alan

July 18th

Hi folks, guten matin
The Team is now fully assembled in Lithuania, and everyone has had a chance for some training in the contest box in Kaunas. The weather has improved, with the pressure increasing and the wind going round to the South, so today, at least, looks like being sunny and hot. Mark is away this morning getting some maintenance done on the Extra, which has been suffering from fuel vapour-locking problems since arrival here. We are hoping a new electric pump will ease things. Nick and Val's Su26 is also a little unwell, consuming even more oil than normal, so that is also being monitored and we are trusting that it doesn't get any worse.
I am now getting quite good at the 125km drive from Panevezys here in the North

down to Kaunas. Today will be the third day running we have made the trip for afternoon/evening training after having less hectic mornings here. There is even a chance that we might be able to rent a small aeroplane today to get the coaches and an Extra pilot there a bit quicker. We have here a rental Ford Focus C-max turbo-diesel (brand new, just in from Finland) which is surprisingly quick. I could recommend one for anyone in the UK who needs more speeding tickets for their collection. So far we have avoided the law, but a lot of wood is being touched as we have yet to be overtaken on the road to Kaunas or back.

The Russians seem now to have taken another step up in the power stakes, with higher compression pistons and electronic ignition in the Su26M3, that is now pushing about 450hp. They are thus able to fly slower on down lines, make tighter corners and still get vertical penetration going back up. This may well prove key in the unknowns this year, where opposite vertical rolls are permitted for the first time. To counter this, Tom and Gerald both now have higher compression pistons as well, as I expect will all the French CAPs. At the other end of the scale, the Italian G200 is here again, flown I think by Paolo Zoppi, so it looks like he will take over my unofficial title of 200hp World Champion, held since 1998!!

The hospitality at Istra airfield has been very warm. We have visitors to watch the flying every day and there are no noise complaints. How long can this last, now that this delightful little country is part of the European Empire?

Ciao amigos,
Alan

July 21st

Hello everybody,
We have now had two opportunities to train briefly at the contest site, so all the pilots know what the box looks like there. Yesterday we had a less busy day at our private training base at Istra and today is the last full day before we trek back to Kaunas for registration on Thursday.

JP arrives by air this afternoon and already the crowds outside are gathering in anticipation of this momentous event. There is even talk of a delegation from the local Hi-Fi Society attending to pick up a few tips on super-woofers. The local TV company has been seen with contracts in hand, hoping to snap up a star presenter for their coverage of our last day's training. Alas, however, there is no sign of the Kaunas Aston Martin enthusiasts club. The kitchen has been warned, of course. Will write more when there is real news.
Bye for now.
Alan

July 23rd

Very very quiet and the phony war continues with little prospect of flying today. We all know what a cloudy/wet day at Compton or Swampea is like, but at a major competition like this with its additional administrative delays then it's tough on pilots all ready to launch into action.
JP ps - I made a key error yesterday when I signed personally for two hire cars. Foolish boy Paulson. ACC is driving the other one and mine has just been stolen by a well known YAK dealer :((
... after dinner. Included are Eric Vazeille, on the left, trainer for Tom and Gerald, World Champion in 2000, and Nikolai Timofeev (next to me) who was never overall champion but won lots of World

gold medals in individual programmes. Note how little enjoyment they are all having
Alan

July 24th

Note from NHB - 17 pilots had flown by (what looks like) close of play today - Gerald is 61/2th (there's one "independent" ahead of him), Nick is yet to fly. The "Results" link above will take you right there for up-to-the-minute info.

Hi,
It is now 0950 local on Day 2 of the contest in Lithuania and I can hear the sound of the first warm-up pilot entering the box. Yesterday was completely spoiled by low cloud, but we now have an 1100m base, so all is well. Gerald will fly in just over an hour, unless something really changes. We'll mail again with some updates and results when we have them.
Alan

R but..... Alan has not got the Kaunas TAF!! as below, so now flying in 1600ft base!! As I see from the hotel only the box flight was done. With TS forecast for Sunday its doubtful in my opinion the Q will be flown by Tuesday, if they decide to do a Q that is.

METAR
EYKA 240650Z 30006KT 9999 OVC016 19/16 Q1017=
EYKA 240550Z 30006KT 9999 OVC019 18/16 Q1017= TAF
EYKA 240500Z 240615 30012KT 8000 BKN017 OVC100 PROB40 0915 3000 TSRA BKN012CB=Mark J
Second warm up flight from PZL Koliber (aka Rallye) disappeared into cloud at 2300ft after a 15 minute climb (with international jury members on board). Only excitement at morning brief, I say we need Mr Marsh here as he'd soon have this lot ship shape..... JP

REPORT

July 25th

Hi Folks,
You will by now have seen Gerald's excellent result from yesterday. I'm afraid I was a bit premature with my 0950 report. Just as I got outside after mailing it the warm-up pilot landed after finding a 750m cloud base. In the event, Gerald did not get going until about 16.20 local. This morning is again dull and misty with a 16/15 temperature/dewpoint scenario and a lot of moisture on the grass. I don't expect any flying conditions until perhaps mid-day. The draw means that Nick Onn will be wind dummy after today's two warm-up pilots, so please all keep your fingers crossed for him. Val and Mark have more mid-draw numbers with Kester and Tom near the end. I suspect that if we do not finish the Q Programme today, there will be moves afoot to bin it and get on with the Free Programmes ASAP. More of that if it happens.

We have just been given the Free Programme booklet and there are lots of 6-figure sequences this year, including Nick's of course from the UK. Will provide entertaining watching to spot zeroes etc... especially from the judges.
Bye for now,
Alan

As you know from Uncle, flying started yesterday and this morning we have a booklet of everyone's free programme to review for mistakes and skulduggery. I am here to look listen and learn plus BEER, have found myself drinking our abstemious pilots quota as well as my own. However, aerobatics. It is very educational. Most of us see very little unhinged aros and it is interesting to see the standard of the best in Europe which includes Russia and USA (flying H/C as a qualification contest for them). Only 16 Q's so far and

some of the very best still to fly, but with a few very good flights there is also some fairly modest flying. The niceties of the Q programme are there to be seen by experienced pilots, but just like our home comps they still catch people out.... eg. Figure 9 (square loop with negative snap in the top) often comes in what ACC calls the "widescreen" version. Being a bit naive and nouveau to this game I find the style of flying surprising. Some very very square corners (ouch) to exit right on the 332ft bottom limit, even to the point of compromising balanced line lengths. At these heights and standard it is best to present closer in to the judges, and from our tent of course we see different things to the judges!. HEY big idea...we could position judges at random points around the airfield and then really catch people doing their subtle corrections. The wind has been very light and after some faffing over cloud base there was a free break available but not really necessary. So far I have only seen one team taking best advantage to reposition using this break, with quite a few others getting very close to the judges and needing to present a couple of figures going away. Very few big zeros, and very accurate attitudes... most of the time. Of course the Q is to be discarded and it is not clear how hard people have trained for this sequence, it only determines start position for the Free programme.

Ah yes! Free programmes. Not everyone uses Aresti software and the draughting of some is poor and inaccurate, bad enough to get you in hot water at Compton or Sywell. Now where's me crayons?
Regards,
J(your car awaits)P

July 26th

Nice weather but a poor forecast for Tues and Wed. Won't comment on our

REPORT

performances cos -

a) ACC does it far better than I could and
b) I'm trapped behind the video camera for our chaps, so I've not really seen our boys fly (!)
Anyway, 'Q' finished and scores discarded, but the Russians are leading as a result of excellent flying and the French similarly in second. Third are the Lithuanians who have scored very well indeed, and our chaps have put in good performances with few errors. Of course many errors are not necessarily visible. The Su's present very convincingly to the judges in snaps!!!; (Mark J says "just like an extra"). Have either met or seen every top name aerobatic god still extant. American Bob shoots more breeze than a Force 8 gale, but my vote of top man at this contest is FAI organiser Hans Vogtmann, German fixer and expert at herding cats but a really affable cool guy.

Must go - ACC wants to print an unknown offering.

Regards JP

ps. Please send more hub caps !!!!!!!

Later.... Free's well under way this afternoon and Top Cat has just put in an absolute stonker, will be leader after 31 flights (if there is any justice in this world). And Gerald is not far behind in 6th. MJ and Nick Onn also well placed. LATEST as I type Tom is 4th. We have an online scoring system which posts unofficial results just a minute two after a flight finishes (we need this at Conners and Sywell). There was extreme skulduggery last night while most of us were enjoying Lithuanian night in the beer tent, but of this more cannot I say. Dos vadanya. We did get a little bit of aileron (about 2 half rolls worth) in a practice humpty this morning and a hundred of the best US greenbacks cadged off Nick Onn now say its an official protest.

We shall see.

Half of the competition hire cars were relieved of hub caps at the hotel overnight, but don't send me any cos Mark says he knows a good Sunday market across from the airfield where they sell them and anything else under the sun apparently. I am very happy to be here and wish I had gone to Slovenia the other year as Bagger Nadger (Kaberry's term) - it is well worth while for anyone wanting to go international in the next year or so. Being kept very busy.

Regards

JP

BA. Bachelor of Aerobatics

MIS Master of Ironic Subtlety

ps. Justice is a rare commodity in this world but in ample supply here.

July 27th

Dear All,

So this morning we have very heavy rain and no visibility. The Free Programmes were all flown yesterday and it looks like today will probably be washed out. I will go for a briefing at 11.45 (90 minutes yet) but it looks like being bad for a day or more.

The official results are available on the EAC website (per the link above), but for reference the UK placings (out of 41 European pilots) are:

Tom Cassells	17th	85.65%
Gerald Cooper	20th	84.59%
Nick Onn	25th	81.82%
Mark Jefferies	26th	80.86%
Kester Scrope	37th	72.07%
Val Rahmani	38th	70.54%

So you can see that everyone has flown at least respectably and, in Tom and Gerald's cases, quite exceptionally. Most experienced spectators would agree that Tom's placing probably does not really do justice to his flying and it is hard not to think that the order of flight and the halo effect are not,

REPORT

to some extent at least, affecting scores. As far as the team results are concerned, we are currently in 4th behind the Lithuanians. Our total is 12,099 and theirs is 12,166 so it is very close indeed. We also have the benefit of fourth and fifth competitors whose scores might come in to play in the event of a disaster from one of the current top three, while our delightful hosts have just the three men competing. So we are still in with a great chance of capturing that elusive bronze medal. JP is being very useful as an extra pair of hands, especially when I need to tend to unknown sequence design etc while some of our pilots are flying. Also collecting and delivering people to and from the hotel at unscheduled point in the day. So I'm glad he made the effort to be a part of it all. It has certainly been an eye-opener for him as far as top-level flying is concerned. The speed and aggression of the top French and Russian pilots is very impressive, as they remain always virtually faultless in their precision. As next year's WAC is in Spain, just a cheap EasyJet ride away, maybe we could swell the team numbers with a few more helpers. Perhaps some of you with other personal skills that could be put at the team's disposal might care to join us for an experience in the sun that is certainly educational from the flying side, to say the least. Just a thought. I'll send more news as the met situation becomes clearer... Alan

Kaunas actual 290/02 2000 OVC002 +RA So no flying today then, and similar for the next few days now puts the contest under some pressure. Watching the last few Free flights (the leaders from the Q) yesterday was quite amazing. The lines are spot on and the corners are square. You look at the sheet for the next element, perhaps a couple of

full rotations in opposed rolls and flicks on the vertical up. You see the pilot pull up hard and draw a great long long line but no roll, then he starts rolling and you think this is not possible, finally he stops and instead of falling out of the sky flies another good long line and continues. WOW! Now... Preparation is everything and I am always as careful as I can be about my admin and paperwork (just ask Kaberry). But...Even the best can fail and I have seen lots of minor examples here. The best came to light last night when an anorak burning midnight oil started checking Free Programmes from one leading country. And... every one was wrong, correct pictures, correct K but wrong catalogue code for either one or two figures on each sheet. They were using an old version of Aresti software except that the catalogue changed in 2003 with all of the 1.35 etc through 1.40.plonk figures and Aresti 6 (the current version) incorporated these changes. The scrutineers and competitors appear not to have picked this up. Ho Hum YAKUK is busy in business. Switch on a 'puter in the contest office and Oh God there it is is again, either the Elite Twister or some other bag of Cow Bones as wallpaper. We were out at dinner last night and some dude and family walk in at random and "Oh hello" and MJ quickly completes the sale of more rag sticks and old pans.. Just amazing. Bonjour JP ps. Uncle says I can have commission on all Aresti 6 upgrade sales for the next month so please order promptly.

July 28th

Hi All,
Another morning and another damp squib. The bad weather persists at about 600ft and drizzle. No briefing planned before lunch.

REPORT

To keep you busy, here is the first unknown (in yesterday's slot below)..... Better start practicing for Sywell! Alan

July 29th

The combined results of the Free and Unknown as we know them at 10pm as the contest office prepares to close have Tom 6th, Gerald 8th, Nick 10th, Mark 11th and Kester 13th. We have actually flown 33 pilots in the unknown but have confirmed scores for only 14 so far. This means that 19 remain for further judges discussion or scrutiny, and it appears that will not happen until tomorrow morning. We stopped flying at about 8,30 local with just 10 pilots to fly tomorrow (sound familiar). What we don't know are the current team placings, as two Lithuanian pilots are among those with scores held back. All five of our men flew clear rounds, the first time I can remember that for a long time (perhaps because I am Team Manager, you might think, and therefore unable to zero anything myself...). There will also be much head-scratching tomorrow about how many pilots will be allowed to go on the the second unknown. There is also a new rule this year that says no pilot can be made to fly two consecutive unknowns with less than six hours between, so that will be fun in operation. Whichever team (France or Russia) is leading after the first unknown will almost certainly want to delay if possible so the second does not get finished. There is also some doubt about whether we can continue with the unknowns into Saturday and then do the 4-minute that afternoon. We will of course keep you posted. Watch this space. Bye for now Alan

A bit earlier...

Here we are again in sunny Lithuania. The fog and cloud lifted enough for flying to start at about 2:30 pm. It is now 4:30 and the judges are having their first break. Val and Kester have both flown. Kester had a very respectable clear round with just over 70%, while we are still waiting for Val's scores to get through the system. If the weather stays as perfect as it is now, all the Brits will fly this afternoon and it may just be possible to finish the programme this evening. If the full programme is not possible, I expect they will stop and leave the top 10 to fight it out tomorrow morning rather than risk having just two or three flights in different conditions. Will get online again this evening to give the up-to-date picture then. Alan

Foggy foggy day from Eric Sykes.... You don't want to know the Kaunas actual. Postponed briefing in 20 minutes and flying starts an hour later...not. However, last night was high spot of the week..Spaghetti Night in the big tent. There have been several evenings organised by teams plus an Arabian night that I missed a couple of days back which involved young ladies removing their underclothes on stage. However last nights spaghetti job was best with big chunks of personally imported Parma ham and parmaggiano reggiano for snacks followed by hundreds of gallons of spaghetti and sauce cooked by the Italian team with much arm waving and shouted excitement. Our team stayed on the water but me and uncle would have ended up slatted on 3 bottles of red plonk if we had not invested a proportion of it in camaraderie and hopeful sabotage of other team pilots. Top people the Italians and they get my team gold medal.

REPORT

As I type the other side of the field is becoming more defined in the mist !

Bye
JP

ps. Today I am Eric Sykes.... just off to the hangars with a hacksaw to disable a few enemy aircraft. But definitely not the Italians!

July 30th

Hi All,

It is now well into party time here, but I have the car keys and am drinking mineral water in the hope that I'll still look part of the celebration. The least said about the state of your other compatriots the better. Although the scores will not be official before tomorrow morning, the final provisional results are in and will not change. The Russians also have the top 3 ladies, with Svetlana Fedorenko leading from Elena Klimovich and Laris Radosteva. The Russians have a clean 1,2,3 in the mens' contest and the overall, with Mamistov, Rakhmanin and Shpoliansky in the top three places. France are 4,5 and 6 with Narjoux, Delorme and Dussau. UK are TC 17th, GC 20th, NO 21st, MJ 25th and KS 32nd. All Brits bar Kester and Val flew the second Unknown and the lowest overall aggregate (Mark) was 76.35%. Tom was on 79.73% at the end.

We have a 137 point lead over the home team for the bronze; hence the celebration going on in the tent currently. I will go back in a minute and snap some more compromising photos. I think Tom will fly the Final Freestyle tomorrow, but at the moment he could do it without the aid of either Mr. Lycoming or Mr Cap. Lock up your daughters... See you at Conington, or Sywell.
Alan

(earlier on)

....the bronze appears now to be firmly in

our grasp, as we have a 150 point lead on TBL'd scores with just a few pilots left to fly. So I doubt the result will change much once it is official. Nick flew a very good second unknown, and Mark's was also very clean. The last Lithuanian had a little problem with heading after the half pos flick on figure 7 and so scored relatively low to our benefit.

Now we will bite our nails until the scores become official, but we are dusting off our best kit for tomorrow's ceremony...

Cheers

Alan

(it may just be beer o'clock now!!)

Hi All,

The 2nd unknown is now underway at 18:30 local time and the first Frenchman of the top ten pilots has just launched ahead of his necessary start time. I won't even begin to explain other than that the Russians and in the 123 positions at the moment. We are still in bronze team position for the moment by 10 points out of many many thousands of points.

Regards

JP

That elusive medal... is finely poised as the first unknown draws to a close. We now have all the scores relevant to the bronze medal and the current situation is that we are 78 points ahead of the home team. The French and Russians are still fighting out the gold and silver places as the last 3 or 4 pilots fly the routine just before lunch. If the cut allows 75% to fly the second unknown, then we have 4 pilots in contention to Lithuania's 3. If the cut is made at 50% then both countries have 2 to fly. For us, Tom and Gerald would have to hold on to, or possibly improve, that 78-point buffer. The next couple of hours are going to be very interesting for the organisers...

Byeee

Alan

REPORT

Some flying has taken place to complete the first Unknown and since yesterday evening, tactics and the rule book starts to become significant.

All the team have performed very very well with very good results for Tom and Jerry in particular. HOWEVER they are being pipped at the moment by SAINTLY local hero V. Lapenas and the ANGELIC Antanas unpronounceable. Nevertheless we are holding the current bronze medal position as the last few flights take place and the TBLP gets to work.

I don't understand all of the JPI bollocks but its all on-line with bar graphs and what have you. Verreeee interesting Mr Bond. Will there be a second unknown and who will fly when? Certainly the Russians and French are flying last (ie. now) and one will invoke the new 6 hour break rule (just like the Graf Spee in Montevideo Harbour with ACC as the British Ambassador). Anyway back to aeros, the wind is now westerly this morning and we are back close to the judging position. These are very top men and a very difficult technical sequence to get just right but nevertheless I am surprised at what I see as basic errors and easy judging downgrades. eg. there is a goldfish in the unknown and on the finish 45° into a spin figure I have seen both Su's and CAP's go very very steep (there are good reasons for being a bit steep at this point) but on current record this is not necessarily reflected in scores, and also well rolled finishes to snaps. Ho hum. Must go and get me place in the team photo...at the rear in a borrowed team shirt.
Regards
JP

ps. Must also pester ACC and TC with more why why why questions. That's the value of being here, plus the flying which is personally inspiring and depressing in equal measure.

And from Alan...

Friday morning in Kaunas.... has clear blue skies, and the airfield is resounding to the whoosh and crack of the judges' conference.

Flying the last 10 of the first unknown should start soon, then, when the results are known, the politics will begin - about cuts and time remaining. I have no more news on scores etc yet. Perhaps in an hour or so...

Alan

July 31st

Hi All,

As 'Merican Bob said to us after the ceremony, "Sure looks better from up there, doesn't it?" And I have to say he was right. After we got the medals we went to the aeroplanes to take some pictures, and actually got applauded by the airshow crowd just for walking by. A bit like being the queen at Ascot. JP will never be the same again... Then there was the re-enactment of the battle of the Nile with pedaloes at the yacht club farewell party, but I won't go into details. See some of you in Sweden soon, the rest at Conington or Sywell, I hope. Let's make those events causes for celebration too.

Best wishes to all

Alan

Ay Up the lads done good. We've got the bronze team medal, its official, and our smartly dressed and Brylcreemed team will be stepping up onto the podium at the 4 O'clock closing ceremony which will now be at 5 o'clock. This is entirely due to the 4 minute freestyle which is taking 5 minutes and still running.

Naturally, as you know, Top Cat did the top flight and Nik On put in a very good performance particularly in the not very well knowns. BUT, the outstanding performance was Sooper Dooper Jerry who has finished just 3 places behind Tom in

REPORT

20th (that's Gerald 20th and Tom 17th) flying two full unlimited Unknown sequences for the very first time and doing it in competition. Those results do not reflect the real quality of their flights. Last night was French party night and it were reet grand to see Tom in particular release all the pent up tension of a competition, in the usual manner. A top pilot barely alive today! But I would rather have avoided watching Uncle dancing at midnight...scoring a big handful of hard and soft zeros with his footwork, let us hope he

does as bad at Sywell hee hee. Yours JP
A few sore heads this morning, but not mine. Damned responsibility. Some of the limbo pictures are interesting... Freestyle just finished and now closing ceremony in 10 minutes. Have at last got what is left of the team (Kester and Mark have both jumped ship early) into reasonably matching outfits for the photos. Bye for now Uncle

European Aerobatic Championships 2004 INDIVIDUAL RESULTS

Pilots - Male	C/try	"Q"	Free	Unk-1	Unk-2	Total	pp %
1 Michail Mamistov	RUS	3061.4964	4510.2923	3783.2032	3672.5326	11966.0281	87.92
2 Sergey Rakhmanin	RUS	3035.3316	4466.8843	3674.0876	3689.3639	11830.3358	86.92
3 Oleg Shpolyanskiy	RUS	2955.2814	4484.4029	3759.1157	3570.2328	11813.7514	86.80
4 Laurent Narjoux	FRA	2838.1574	4495.5194	3576.3350	3636.7635	11708.6179	86.03
5 Jean-Michel Delorme	FRA	2846.9089	4540.6545	3573.6341	3588.8986	11703.1872	85.99
6 Eddy Dussau	FRA	2952.5844	4387.0775	3674.7399	3566.7128	11628.5302	85.44
7 Victor Chmal	RUS	2949.4070	4498.1530	3498.2279	3612.2584	11608.6393	85.29
8 Nicolas Ivanoff	FRA	2837.7658	4300.3827	3626.2704	3512.4805	11439.1336	84.05
IND Michael Racy	IND	2874.9642	4359.2701	3550.2826	3482.7892	11392.3419	83.71
IND David Martin	IND	2729.6789	4227.2226	3645.7614	3375.8648	11248.8488	82.65
9 Mattieu Roulet	FRA	2665.0087	4185.5182	3577.3086	3397.0320	11159.8588	82.00
10 Pierre Marmy	SUI	2808.0743	4151.9572	3502.3727	3387.3144	11041.6443	81.13
11 Stephane Chantre	FRA	2822.1025	4168.7936	3502.3436	3355.2874	11026.4246	81.02
12 Vladimir Popov	RUS	2631.1040	4102.9252	3459.0507	3431.7569	10993.7328	80.78
13 Thomas W Cassells	GBR	2785.4060	4111.3180	3412.8617	3327.5854	10851.7651	79.73
14 Vytautas Lapenas	LTU	2836.3241	4120.1058	3420.4737	3287.4538	10828.0333	79.56
15 Antanas Marciukaitis	LTU	2833.6964	4056.7824	3395.6746	3374.6731	10827.1301	79.55
16 Gerald Cooper	GBR	2681.2496	4060.4798	3360.7437	3266.0356	10687.2591	78.53
17 Nick Onn	GBR	2622.4658	3927.2859	3412.8288	3309.6429	10649.7576	78.25
18 Maurizio Costa	ITA	2664.2331	4047.1999	3309.6832	3225.6199	10582.5030	77.76
IND Robert Armstrong	IND	2575.5285	3875.1983	3253.6371	3354.9815	10483.8169	77.03
19 Petras Jurgionis	LTU	2649.6606	3989.4323	3218.9003	3186.9953	10395.3279	76.38
20 Mark Jefferies	GBR	2688.4057	3881.2581	3339.0170	3170.4527	10390.7278	76.35
21 Sergio Dallan	ITA	2456.5220	3938.7953	3412.3440	2934.4901	10285.6294	75.57
22 Klaus Schrodtt	GER	2777.1216	3331.7498	3381.3691	3319.9009	10033.0198	73.72
23 Paolo Zoppi	ITA	2646.4449	3812.4382	2849.7264	3262.2698	9924.4344	72.92
24 Juan Velarde	ESP	2511.3002	3676.2541	3071.4201	2703.3279	9451.0021	69.44
25 Kester Scrope	GBR	2160.7051	3459.1519	3124.5934	6583.7453		48.37
26 Juan Socias	ESP	2443.8768	3561.1581	2806.2475	6367.4056		46.78

REPORT

27 Robert Kowalik	POL	2513.5879	3655.9208	2609.3358	6265.2566		46.03
28 Hanspeter Rohner	SUI	2567.2272	3690.2897	2458.3628	6148.6525		45.18
29 Anselmo Gamez	ESP	2571.4383	3657.9818	2482.3118	6140.2936		45.12
30 Sergio Pla	ESP	2498.2365	3505.2734	2614.3909	6119.6643		44.96
31 Guido Girauda	ITA	2460.0437	2843.2774	2759.4527	5602.7301		41.17
32 Francesco Fornabaio	ITA	2362.9485	3082.2789	1838.2285	4920.5074		36.15

Pilots - Female	"Q"	Free	Unk-1	Unk-2	Total	pp %	
1 Svetlana Fedorenko	RUS	2945.0611	4356.2795	3520.9973	3539.1172	11416.3940	83.88
2 Elena Klimovich	RUS	2783.4122	4191.5281	3545.5776	3536.0368	11273.1425	82.83
3 Larisa Radosteva	RUS	2734.5117	4167.5152	3478.9422	3481.2605	11127.7179	81.76
4 Pascale Alajouanine	FRA	2750.7794	4134.1747	3435.7702	3416.7673	10986.7122	80.73
5 Valentina Drokina	RUS	2672.3705	4092.9839	3296.7121	3208.0636	10597.7596	77.87
6 Kathel Boulanger	FRA	2630.5397	3784.1584	3272.0165	3294.9354	10351.1103	76.06
7 Elena Corte	ITA	2542.1398	3861.7784	2805.7204	3066.0120	9733.5108	71.52
8 Irene Pasini	ITA	2347.6105	3459.3912	3042.7341	6502.1253		47.77
9 Val Rahmani	GBR	2390.9906	3385.8695	2890.5788	6276.4483		46.12

European Aerobatic Championships 2004

Country	Country points	Pilots name	Pilot points
1 RUSSIA	35610.1153	Michail Mamistov	11966.0281
		Sergey Rakhmanin	11830.3358
		Oleg Shpolyanskiy	11813.7514
2 FRANCE	35040.3353	Laurent Narjoux	11708.6179
		Jean-Michel Delorme	11703.1872
		Eddy Dussau	11628.5302
3 GREAT BRITAIN	32188.7818	Thomas W Cassells	10851.7651
		Gerald Cooper	10687.2591
		Nick Onn	10649.7576
4 LITHUANIA	32050.4913	Vytautas Lapenas	10828.0333
		Antanas Marciukaitis	10827.1301
		Petras Jurgionis	10395.3279
5 ITALY	30792.5668	Maurizio Costa	10582.5030
		Sergio Dallan	10285.6294
		Paolo Zoppi	9924.4344
6 SPAIN	21958.7013	Juan Velarde	9451.0021
		Juan Socias	6367.4056
		Anselmo Gamez	6140.2936



Our weekend together!

Judi and Dick at the London Gliding Club by Adrian Hobbs

The London Gliding Club is rapidly becoming the Centre of Excellence in Glider Aerobatics, and with this in mind I asked Dick and Judi if they would dedicate a weekend to the club, with a judging school on day 1, and a mini within-club competition on day 2. They kindly agreed to do so.

I had asked them during the Dan Smith Trophy. With cloud base at 7-800 feet during most of the weekend there was plenty of time for heel kicking, and with no prospect of immediate flying on the Sunday, Dick, Judi and Ben gathered pilots, ground crew and others into the briefing room to tell us what they look for in the routines, and the basis on which they judge. It was a revelation to most pilots who attended.

So we all met up on July 31. Experienced and novice pilots alike, some interested in judging, and some members just wanting to be part of the fun. With the help of Power Point Dick took us through the various families of manoeuvres, explained Zero Lift Axis and Centre of Gravity Track, told us how marks are deducted and what the penalties are for the different faults. Judi took us through Sportsman Known 1, showed us how the score sheets are to be completed and emphasised how the comments made should be of use to the pilot. After lunch we went out to put their teachings into practice. As a preliminary Steve Jarvis took a K21 while Dick scored, (Steve swears he got it to spin, but Dick thought otherwise) and then Steve went off in the club Pilatus for two flights. Mike Woollard very generously donated two flights in the Faulkes' DG505. while the novice judges made their first attempts at calling the marks. As a test of the judges

abilities Dick had quietly asked Steve to deliberately perform the last two manoeuvres facing the wrong way, but unfortunately Steve forgot. However the situation was rectified when Mike did them the wrong way without even having to be asked to do so!

Debrief, we went through the scores, and were generally pleased with how close we had got to Dick's own scores and comments, although a lot gentler. However we found that the more we progressed the more faults we noticed and the harder we judged. Someone suggested that Dick must have been judging since birth.

We had a lovely evening with a meal in the club restaurant, with other club members and visitors, during which Steve gave an extremely funny "thank you" speech. Day 2. East Run Day, The huge benefit of our ridge becomes a disadvantage on those few days in the year when the wind is from the North East. So a slow start to the competition. We'd split up into judges and pilots with two classes, Beginners and Sports. Lloyd Duhaney, Howard and Marcus Whybrow, never having flown an aerobatic routine before, (Macus had only soloed a week before, on his 16th birthday) took Ray Stoward with them in the 21. Mike Woollard flew his Super Blanik with an FFF pupil, Tim Brook, Paul Watson and Pat Greer flew various Pilati. Lloyd was so exhilarated with his flight that, on landing, he told us that he only had 2 words to describe it; "Yeeee Haaaa"

Dick and Judi gave advice and encouragement as the judges became more and more confident in their cries to their scribes of "Soft Exit!" "Pos up line", "Off axis 90 degrees" etc. Off to the bar to work out the final percentages, and it was no surprise

to find Mike Woollard top of the tree. Something had to be done! Using all the skills acquired during his previous career, Dick worked out that as Mike was an Intermediate pilot flying a Sports routine he should only be given 75% of his score. This bought him down to fourth place, a far more satisfactory result. There was only 2% separating Paul Watson and Pat Greer in first and second place, and the only objection came from Marcus Whybrow, who was last. His complaint was that as he'd never flown a humpty bump before Ray Stoward decided it best to fly it for him. It was generally agreed that Marcus's

score would have been higher if he himself had flown it, but that it was too late to do anything about it.

A great weekend, thanks to Judi and Dick's enthusiasm. We all thank them so much. And if there are any power pilots out there who would like to have a go at aerobatics without an engine we would love to see you at the London Gliding Club. You'll be amazed at what can be done. Come and try it. Get in touch with the Club, or email me at adrianhobbs@blueyonder.co.uk for more information.

Thanks again, Judi and Dick.

One's life story

by Eric Marsh, K.G. Cavendish Hotel

Most associations feel that they must produce a newsletter, often in the mistaken belief that their members would like one as an added benefit of membership. I suggest they do not. Whilst it might be the case that some ask for a newsletter without membership(no), even more ask if they can be members and not receive the newsletter (still no). Eventually the editor runs out of printable material and in desperation seeks the assistance of a simple innkeeper to write a life story.

One was born in 1943, of only marginally wealthy nobility on a modest estate in Royal Berkshire. The news got around so, soon afterwards, the second World War ended. Pater was a motor dealer and mater worked in Woolworths, so easily afforded one to be educated at nearby Eton. A First at Oxford (nuclear physics) was inevitable, and a rather pretty young Russian princess proposed to one during a convenient leap year... bla, bla, bla, boring, boring, boring.. then, the year one's fourth of four was

born, one discovered ...AEROBATICS! For complex business reasons I had formed a small aviation company ~ Cavendish Aviation Ltd ~ in 1980, the first aircraft being one of the then new SOCATA Tobagos.

I gained my PPL in 1981 after a long struggle ~ 100 hours over 5 years ~ then wondered what to do with it: surely there was more to flying than burning 8gph to abstain from alcohol at a neighbouring airfield's Greasy Spoon Café. I was also a very timid pilot. I still am. So I confided in my Netherthorpe CFI, Wendy Mills. "Take up aerobatics" she said. "I'll be sick" I said. "Yes" she said. We were both right, but she more so for she assured me that the body would adjust and the nausea pass, which of course it does, hangovers excepted.. First sick lessons were in 1982 in a C150 Aerobat G FLIP with Andy Purcell (moved on to DC3s....), but most blame can be attributed to Alan Wade, then an infant pilot willing to fly for food, now an RAF ace. I had just had my PPL restricted to flight with safety pilot only (of which more later) but a

INFORMATION

mis-guided owner had offered me use of his Grumman AA5, perhaps in the hope I would do him a favour and write it off. All I needed then was a safety pilot, and whilst everyone else I propositioned took a sudden interest in their shoes, Alan Wade said yes, and off we went to look for Wales, where I introduced him to friends as Alan Welch: a fine start.

About this time I received some bad news and some good news; the good news was that government was offering me a large cash grant if I extended my hotel by 10 bedrooms; the bad news was that I had cancer. Given that my days were~at worst~numbered, I took the money then soon afterwards bought a new Slingsby T67 M. I leased it to several flying schools and did a side deal with Alan Welch-Wade: teach me how to fly it and you can do what you want in it. That was probably the real start of the aerobatic careers of both Alan and I. Delivering the T67 to Cranfield one day, we negotiated the loan of the Cranfield A1 Chase (the unique Neil Williams inspired Zlin look-alike) which Alan then campaigned in competition and display. I decided I would “just do one Beginners contest but no more” but then continued into Standard level, albeit with negligible success. Meanwhile I acquired a 180 Cherokee from Hamble with a sealed bid of £8000?, which I renovated, leased to Netherthorpe and later sold for about £15k. About then too I received a good offer for the Slingsby, and it eventually ended up belonging to Tom Cassells disguised as G-SKY C.

Until now the business of Cavendish Aviation Ltd had been dedicated to pilot training , but evolving circumstances dictated that advertising through aerobatic display and competition would be more profitable. Thus it was that a tired old Skybolt was acquired, subjected to an Eric Marsh restoration, lettered “Cavendish

Hotel” and re-registered G BNKG (it had been G RATS, quite inappropriate for the sponsor!). I was converted to the multiple joys of open cockpit, tail wheel, biplane aviation by Alan Wade (God bless him), and off I went to spread the word of “Cavendish”.

At the time of writing I have flown 1000+ hours over 20+ years but can still say that I have never enjoyed flying more than I enjoyed Skybolt G-BNKG. Exhilarating it was, but trouble free it was not. The engine disintegrated one day with Wade in control, which was expensive and time consuming, and soon after it was fixed I wrote off the entire aircraft at Walton Wood en route to a contest in Scotland. I blame the farmer: in a crosswind I drifted over the crops , which I could have overflown were they not 6 feet high~ or was it 10 feet? But I walked away from it, thinking now was the time to take up golf. Alan was not as angry as he might have been: “Now you are a real pilot” he said, which was reassuring. So I bought a ticket to Oshkosh where two minor miracles occurred: of the half million people there, one of the first I saw was the owner of Walton Wood, Pete Scott, who then directed me to the world’s most beautiful Skybolt, which of course I had to buy. The experience of freighting it to UK was recounted in Pilot magazine, it was re-registered G-BRIS, and lettered “Cavendish Hotel”. I continued at standard level competition . When The Recession hit my business in 1991 I sold G BRIS and sadly it too was written off in 2004. The previous one~G BNKG~had meanwhile been immaculately restored by John~son~of~Barry Tempest, who aerobats it equally well but does not compete “coz I don’t like cross country!” We know the feeling. Perhaps, I thought, Cavendish Aviation might make some money by building an aerobatic aircraft. So a Vans RV4 kit was bought and after a gestation of 5000 hours

INFORMATION

over 5 years G BXPI was eventually born. I cannot recommend the strategy: at the end of it I was 5 years older, had lost 5 years aerobatic experience, missed 5 years tactical development of the sport, and finished with a plane which was not really suited to competitive aerobatics and limited to standard level.

Probably as a consequence the inclination, the discipline and, the passion to get up and practice diminished inexorably. Simultaneously the desire to “build another” was overwhelming, so I did, taking another 3000 hours over 4 years. Why didn’t I just buy a Cap or an Extra and move on up? Dunno! I should have done that first then built another. Too late now.

It is very touching to hear the apparent chagrin of fellow pilots when I say ~perhaps too often~that I am ceasing competition aeros, but I have hardly been an ace: started aerobatics in 1982 (Aerobat), first contest in 1986 (T 67), highest placing

second in 1988 Tiger Trophy (Skybolt); no progress to a higher level, and indeed consistently lower placing in latter years. Nevertheless, in the process I have owned 8 aeroplanes, 2 of which I have built myself, and simultaneously reared 4 kids, developed one hotel and acquired another, and all the while stayed married (so far!). I like doing it, I love the elation after, but I do get stressed before (it’s the same with aerobatics), so for the last few seasons I have said “no-more”. We shall see. However , I now have an aerobatic plane lettered “Cavendish Hotel” which needs to be displayed. Anybody out there who wants to do it? DA required, but all related expenses paid. Form a tidy queue, and contact me.

ERIC MARSH
CAVENDISH HOTEL
BASLOW,
DERBYSHIRE
DE45 1SP, ENGLAND

Budapest: Hundreds of Thousands saw American Victory at “Air Race”

Friday afternoon, August 20, the centre of Hungary’s capital Budapest turned into a real stage for the second stop of the “Red Bull Air Race World Series”. Right on the day of Hungary’s National Holiday, several hundreds of thousands of spectators were watching the amazing show of eight of the world’s best pilots at Air Acrobatics. The pilots had to tackle an obstacle course in the sky right in front of the Parliament, complete with specially designed 18 metre high air-filled ‘cones’ and had to perform complex manoeuvres including loops, edge flights and rolls. Flying very low at speeds of up to 250mph, each pilot did one lap of the course individually and was timed and penalized for any mistakes. An extremely tight and exciting super finals

of the four best pilots of the event finally decided upon the winner. In the end, former World Champion Kirby Chambliss from America won ahead of German Klaus Schrodte and actual Hungarian World Champion Peter Besenyei. British Steve Jones finished fourth.

An 80 metre overflight of a Boeing 737 of the Hungarian Airline Malev, the demo flights of a Mitchell B-25 out of the Second World War and the jet fighter Sea-Vixen from England as well as the acrobatic formation flight of the “Flying Bulls” from the Czech Republic were the spectacular highlights of this air show.

The first competition of the series took place in Kemble, England, and was won by former American World Champion Kirby

INFORMATION

Chambliss ahead of the current World Champion Peter Besenyei from Hungary (Herceghalom). In September, the great finals will take place in Reno, USA. A video on demand summary of the Red Bull Air Race in Budapest as well as the preview for the last stop of Red Bull Air Race World Series can be seen on <http://www.redbullairrace.com>

The results:

- | | | |
|--------------------|-------|-------------|
| 1. Kirby Chambliss | (USA) | 1:29,45 min |
| 2. Klaus Schrodtt | (GER) | 1:30,86 |
| 3. Peter Bessenyei | (HUN) | 1:32,15 |
| 4. Steve Jones | (GBR) | 1:42,02 |
| 5. Nicolas Ivanoff | (FR) | |
| 6. Frank Verstegh | (NED) | |
| 7. Paul Bonhomme | (GBR) | |
| 8. Alex MacLean | (ESP) | |

Single Sky. All of GA to pay?

by Nigel Everett

Dear Colleague

At a recent meeting the UK Department for Trade (DfT) revealed that under The European Single Skies Policy to which the UK signed up earlier this year, it has been decided that in future all aircraft, regardless of whether they are IFR or VFR, and with no minimum weight cut off, should be required to pay for use of 'services' provided, such as air traffic control, NOTAMS and weather information, search and rescue and so on, whether directly or indirectly used. The main criterion for charging is that the aircraft should land somewhere other than its take off point. No exemptions are offered in the draft proposals even for gliders, microlights or balloons. The proposals seem to have been drafted without any thought of their impact on General Aviation (GA) and are directed mostly at getting short haul airline flights to pay more and >long haul overflying flights to pay less. Costs are to be apportioned on a total, not marginal, cost basis so that VFR aircraft will, for example, bear the cost of a VOR if it provides a service in uncontrolled airspace. This will be regardless of whether the aircraft actually uses the VOR. Nothing in the draft proposals suggests that even a light aircraft flying non radio, from one private

strip in uncontrolled airspace to another will escape being charged. The proposals apply to all civil air traffic and General Aviation (GA) is not mentioned. It will, apparently, be up to the governments of individual states to decide how the payments are levied. Details may be found at <http://www.eurocontrol.int/enprm/DfT> is said to be sympathetic to the plight of GA and wants to exclude us as per the current airways charges exemptions but the regulations do not permit that unless the Government pays the costs thereof to the Air Navigation Service Providers - and it won't.

Eurocontrol has been charged with undertaking a consultation on how the charges are to be made and has given European aviation until 17 September to make representations. Not only has Eurocontrol imposed this outrageously short deadline, but it has also declined to recognise any representation unless it is made on its official form, a copy of which is attached.

I don't think that I need spell out what this proposal could do to European GA and I hope that you will feel moved to do what you can to argue for the retention of the current exemption for all VFR aircraft and for IFR aircraft below the minimum weight

INFORMATION

for incurring Eurocontrol En Route charges. If you are willing to join in, I ask that you now undertake two tasks:

1. Complete and return the attached form to Eurocontrol by e mail, post or fax, as shown on the form. You may like to consult whatever aviation body you belong to as to the detail of your objections and they may have already formulated some points that they are making in their own representations. I have set out on an attached sheet three fundamental points that I regard as being central to the issue. The list, however, is neither exhaustive nor authoritative: it should not be copied out word for word or it is likely to be dismissed as a mere duplicate. Set out your objections,

remembering all the time, that it is more important to get some sort of objection properly registered than to spend days polishing up your irrefutable arguments and then failing to get the form back in time. If you can also find the time to copy your objections to your MEPs and MP, so much the better.

2. Contact as many GA colleagues as possible, by e mail, or however. Send them a copy of the form and ask them to object and to distribute the form and a similar request to all of their contacts. An avalanche of objections from all over Europe would give Eurocontrol a lot to think about. Please remember that time is desperately short and immediate action is needed.

Launch of the 2005 FAI Young Artists Contest

The 2005 FAI Young Artists Contest invites young people to express in art the theme "More than 100 years of human flight". Every year, national member organisations of the Fédération Aéronautique Internationale (FAI) are invited to hold a national aviation art contest for youngsters and to submit a selection of 9 art works to an international jury conducted by the FAI [http://www.fai.org/education/Aviation & Space Education Commission \(CIEA\)](http://www.fai.org/education/Aviation & Space Education Commission (CIEA)). During its last annual meeting in Ankara, CIEA Delegates decided to contribute to the Centenary 2005 by inviting youngsters to work on the theme "Create an Air Show Poster - More than 100 years of human flight" : For more than 100 years, men and women have been taking to the air and delighting those on the ground. Across the world, people have gathered in open fields and airports large and small to see aircraft old and new, aerobatic pilots spinning and diving their planes in the sky, beautiful hot air balloons floating over the land, parachutists descending to the earth under

colourful canopies, and microlights competing in precision flying contests. For 100 years, the FAI has been there to encourage both the love of aviation and the thrill of competition. Many participants and visitors come simply to see the wonderful aircraft and meet other aviation enthusiasts. Others come for the competition. It is now your turn to become a part of this century long tradition by creating an air show poster. It should celebrate the adventure of human flight that has long been promoted by the FAI. Design a poster that will draw families and individuals, children and grandparents, and everyone in-between. Showcase the action, excitement and fun at the open fields and airports where pilots and their aircraft amaze and entertain millions of people each year.

Closing date : 1st June 2005
2005 FAI Young Artists Contest: Rules <http://www.fai.org/education/contests/artists> /and Guidelines Contact address for national aviation art contest: FAI http://www.fai.org/fai_members/Members

INFORMATION

The Royal Aero Club Trust Winners

As in 2003, the Royal Aero Club Trust was able to offer, in 2004, two separate kinds of air sport related bursary for young people. Flying bursaries which were awarded to those applicants who already had a basic qualification in an air sport and who wished to progress to the next higher level and Flight Simulator bursaries which were awarded to PC pilots who wished to gain

practical experience of flying. Once again the contest was keen, but it was refreshing that this year the Trustees were able to offer bursaries to a wider range of activities which included gliding, motor gliding, parachuting, hang gliding and paragliding. Details of the lucky award winners are listed below:

Flying Bursaries

	Age	Home Town	Bursary for	Sponsor
Ben Bond	17	Watford	Motor Glider NPPL	The Royal Society of St George Charitable Trust
Alexandra Shipulina	20	Bristol	Cross Country Paraglider	The Royal Society of St George Charitable Trust
Megan Clark	17	Clapham, Lancaster	Club Paraglider Pilot	The Lawyers' Flying Association
Katy Happe	18	Matlock	Club Paraglider Pilot	The Lawyers' Flying Association
Will Chappell	16	Pewsey	CGliser Bronze to Silver	The Royal Aero Club Trust
Laura Maksymowicz	18	Solihull	Glider Bronze and Cross Country	The Royal Aero Club Trust
Edward Coles-Gale	20	London	Glider Bronze to Silver	The Royal Aero Club Trust
Bethan Richards	20	Lancaster	Parachutist FF1	The Royal Aero Club Trust
Oliver gallant	16	Shipston -on-Stour	Glider Bronze to Silver	The Royal Aero Club Trust

Flight Sim Bursaries

Timothy Johns	16	Worcester	Fixed Wing Flight Experience	PC Pilot/Just Piilot
Alexander Cuff	15	Crowborough	Fixed Wing Flight Experience	PC Pilot/Just Piilot
Christopher Shackleton	15	Yeadon	Fixed Wing Flight Experience	Get Mapping

The Trustees wish to congratulate the winners and also to thank those sponsoring organisations whose generosity makes these awards possible.

INFORMATION

The Royal Aero Club Trust 'Friends' Scheme

'Friends' Scheme

Various commercial organisations and charitable bodies have been generous in their support however more funds are urgently required and to this end the Trust is launching a 'Friends Scheme'. The objective of the scheme is to generate a regular and known annual income to assist us in our two primary aims (see below). These monies will not be used for general administration or salaries as all of those who give their time to the Trust are unpaid volunteers who work from home. For the modest sum of £35.00 per year the public would be able greatly to assist us and ensure the worthwhile work of the Trust can continue.

Trust Objectives

The trust has two primary objectives: To assist the development of young people, including the disadvantaged, to achieve their full physical, intellectual, social and spiritual potential by participation in aviation related activities and air sport, and to conserve, and make available to the public for education, study and research, the Royal Aero Club's valuable and unique collection of historical documents, memorabilia, paintings and trophies.

The Bursary Scheme

The Trust recognises that participation in air sport can be limited for many young people due to cost and, to provide encouragement and opportunity to take part in these sports, the Trust operates a bursary scheme for youngsters in the age group 16-21 years. In addition to using funds from the Trust, a number of other organisations have joined the scheme and offer either financial support or support through the provision of goods or services. Organisations presently offering assistance include – The Royal

Society of St George Charitable Trust, The Lawyers' Flying Association, The Royal Aeronautical Society, The Weetabix Chritable Foundation, Get Mapping, Metropolitan Police Flying Club, Microlight Sport Aviation, Just Flight, PC Pilot and others.

The Flying for Youth Programme

The Flying for Youth Programme runs a major project to generate a series of web sites which will appeal to youngsters aged 11-18. These sites will be designed to provide information on, and links to, other sites concerning all aspects of air sport. A number of schools have joined this scheme to assist in the generation of websites.

The Royal Aero Club Collection

The Royal Aero Club owns a major collection of more than 500 boxes of archive material which, together with books, albums, trophies, memorabilia and around 70 paintings, represents a significant part of the country's aviation heritage. Some of the Press Cuttings date back to as early as 1784. The collection includes 33 Aviators' Certificate albums, 34,000 aviators' record cards dating back to 1910, albums of the Hon CS Rolls (of Rolls Royce fame), Claude Grahame-White, Frank Hedges-Butler (The founder of the RAeC) and Aviation Accident books going back to the very early days of flying. The majority of this material is unique with no copies anywhere in the world. Much is stored at the RAF Museum at Hendon but, due to the fragile nature and largely uncatalogued condition, is not, at present, available to the public. A major task of the Trust is the conservation and cataloguing of this unique material. When this work is completed the material will be made available to the public for study, education and research.

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 date for articles and advertising in 2004 is on the 30 September.

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 2004

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 863480

E-mail: jen@myrmidon.freemove.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

61, Tennyson Road, Battersea, London SW8 3SU

Tel: 0797 3885006

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 01584 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: tcassells@reedboardall.com

Nick Buckenham*

Website design etc.

Hawthorn Cottage, 85 Circular Road

Katesbridge, County Down BT32 5LP

Tel 028 4067 1838 Mobile: 07773 768386

E-mail: nick@myrmidon.freemove.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 *



Glider Nationals Winners 2004

Clockwise from top left: David Gethin – Beginners
 Paul Watson – Sports
 Mike Woollard – Intermediate
 Paul Conran – Unlimited
Pics: Judi Jones



Jungmann BYIJ at North Weald 2004 – *Tom Cole*

Sunset at Bodmin 2004 – *Ben Ellis*

