

Aerobatics News Review

December 2003

No 157



The Journal of the British Aerobatic Association



You can do more and stay there longer in a

Pitts S-2C



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

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

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

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

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

For details contact:

AVIAT AIRCRAFT (UK) LTD

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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)

BAeA 29th AGM

To be held at the
**Aviator Hotel, Sywell, Northants on
Saturday 17th January 2004 at 10.30am**
Buffet lunch will be available
at a cost of £11 per person
Please order as soon as possible from
Jen Buckenham 028 4067 1838
e-mail: membership@aerobatics.org.uk

Change of e-mail address

Nick and Jen have changed their personal e-mail addresses to nick@myrmidon.freemove.co.uk and jen@myrmidon.freemove.co.uk.
Jen can still be contacted on membership@aerobatics.org.uk
Well, we had to move something - if not a house!

Sincere apologies

It has been brought to my attention by a sharp eyed Derbyshire inn-keeper, that I have failed in my duties of giving credit to the authors of items published in the ANR.

In ANR 156 Debbie Bilham wrote the report of the Saltby late bash with the lively cartoon from Piers Bois. Eric Marsh should have been credited with the piece on the Neil Williams Trophy and Diana Britten should have been credited with the report on the scholarship results. If I have forgotten anyone else please accept my sincere apologies, but I hope not!
With a rather red face – Jen B.

Cheques

If you have had a cheque carried over from a competition during the season, may I remind you that they don't get banked until after the event (apart from the Nationals)

Any cheques in my keeping at the end of the season have been destroyed.

Photo Caption

Cover: Yak 50 in transit through the Italian Alps – Ian Austin

The CAACI and Celtic Trophies - 2003

From the sidelines... from Nick Buckenham

I have twice enjoyed competing in Eire in the joint CAACI/BAeA contest over the years, and now also twice travelled by rather more mundane automobile means from 'the Province' of Northern Ireland down to Waterford to help run this very relaxed affair. I'd have to say that the south now seems even more delightful and 'quaint' than ever from the Brit angle, but I'm biased so I'll shut up.

Having been postponed from a somewhat earlier date for various practical reasons, there was some trepidation regarding the extent of the local turn-out (also not helped by the resident S2A G-PITS failing to appreciate a rather heavy arrival the week before....). In the event the weather played dirty on the Friday, leaving a few hopefuls stranded around the UK mainland, but those who braved the elements - and sat out the cold-front dominated Saturday - were rewarded by an extremely pleasant Sunday.... perhaps in compensation for London's 100°+ degree sweltering record that day. With local CD Paul van Lonkhuyzen 'lost' at the other end of a long haul spot of wage earning, Eddie Goggins ran the show in cahoots with yours truly. We briefed at 08:00 on the Sunday (yes!!! Well, maybe it was 08:15....) and first man John Penfold was in the box promptly at quarter past nine. The flying order was strangely contrived to allow pilots at various

levels to compete consecutively, the better therefore to utilise the Robin at Beginners. New-to-competition Dave McCoy made sure - just! - that Ian Gross and Jimmy Griffin didn't bag Beginners, John Penfold and Oliver Johnstone were unusually isolated at Standard and Intermediate, whilst David Bruton blew away the Brits at Advanced. Smashing day, lovely company, great weather, all done by 14:30. What more could a small boy wish for? For the record -

Beginners

For the highest overall score Dave McCoy

The Celtic Shield

Highest percentage score in the knowns at all levels David Bruton

The Roy Legg Trophy

Highest percentage score in the unknowns at all levels John Penfold

The CAACI Trophy

Highest percentage overall at advanced David Bruton

The Celtic Cup

Highest percentage score at standard and above by a local pilot David Bruton

Judges were Viktor Ostapenko, David Gorman and yours truly, various scribes scribed, and Jen B ran the office. Thanks to CAACI and Waterford Regional Airport, and especially to Waterford Aero Club for the use once again of their excellent clubhouse.

**CAACI Competition 2003: Waterford: 9/10 Aug03
Beginners Finals**

	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %	
1	Dave McCoy	Robin-2160	EI-SKV	445.9	457.7	903.6	68.457
2	Jimmy Griffin	Yak-52	G-YFUT	438.4	451.3	889.7	67.404
3	Ian Gross	Robin-2160	EI-SKV	440.5	177.7	618.2	46.834

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The Celtic Shield

	A/c type	Reg'n	Known #1	O/all %
1 Adv David Bruton	Extra-200	EI-SAM	2394.9	70.232
2 Std John Penfold	Eagle-II	G-EGAL	879.4	68.168
3 Beg Dave McCoy	Robin-2160	EI-SKV	445.9	67.564
4 Int Oliver Johnstone	Yak-55M	RA-44510	1247.4	67.063
5 Beg Ian Gross	Robin-2160	EI-SKV	440.5	66.746
6 Beg Jimmy Griffin	Yak-52	G-YFUT	438.4	66.429
7 Adv Eddie Goggins	Extra-200	EI-SAM	2232.9	65.482
8 Adv Simon Cattlin	Yak-55M	RA-44537	2203.7	64.626
9 Adv Tony Maxwell	Pitts S-2B	G-III	2187.1	64.138

The Roy Legg Trophy

	A/c type	Reg'n	Unkwn #1	O/all %
1 Std John Penfold	Eagle-II	G-EGAL	831.3	71.661
2 Beg Dave McCoy	Robin-2160	EI-SKV	457.7	69.350
3 Beg Jimmy Griffin	Yak-52	G-YFUT	451.3	68.380
4 Adv Eddie Goggins	Extra-200	EI-SAM	1991.3	65.938
5 Adv David Bruton	Extra-200	EI-SAM	1988.7	65.852
6 Adv Tony Maxwell	Pitts S-2B	G-III	1929.6	63.893
7 Adv Simon Cattlin	Yak-55M	RA-44537	1888.5	62.534
8 Int Oliver Johnstone	Yak-55M	RA-44510	1012.8	50.388
9 Beg Ian Gross	Robin-2160	EI-SKV	177.7	26.923

The Advanced CAACI Trophy

	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 David Bruton	Extra-200	EI-SAM	2394.9	1988.7	4383.7	68.175
2 Eddie Goggins	Extra-200	EI-SAM	2232.9	1991.3	4224.3	65.696
3 Tony Maxwell	Pitts S-2B	G-III	2187.1	1929.6	4116.7	64.023
4 Simon Cattlin	Yak-55M	RA-44537	2203.7	1888.5	4092.3	63.643

Review of the 2003 Season

from Martin Sandford

The weather in 2003 was superb! I have not been able to write that before. In the South East of England it was, apparently, the driest, warmest, longest summer since records began. And, generally, we benefited from this un-British climate. But, of course, it rained in Wales; or at least it did in mid May. Doubtless the Welsh have experienced drought conditions ever since. Thus, for Intermediate, Advanced and Unlimited, a complete competition was washed out. I

can remember one brilliant weekend at Swansea and one at Pembrey in the last 7 years. Perhaps it is time to move the South Wales Championship somewhere else. Otherwise, the glider people lost just one sequence (at Sportsman at their Nationals at Saltby on 1 June). So, the table on sequences looks healthier than ever before. Nevertheless, the rules on countable sequences for the cross-level trophies put Unlimited pilots at a significant

REPORT

disadvantage (no discards even if they flew all available sequences).

During the season 34 (44) pilots competed at least once at Standard, 20 (23) at Intermediate, 20 (18) at Advanced and 6 (5) at Unlimited (last season's numbers in parentheses). Eliminating duplication from those that flew at more than level, and those that flew only at Waterford, the aggregate number of competition pilots active in the UK amounts to 75 (85). The tables show that the loss of Swansea cost Unlimited over a third of their planned sequences, Advanced a quarter of theirs and Intermediate a fifth of theirs. Standard benefited from a 100% record! The countable sequences numbers are 80% of the sequences flown (excluding Waterford) rounded down to an integer. At Advanced and Unlimited, the Q's are counted, thus making what is otherwise a throwaway sequence have some point. Similarly to last year, 45% of the season's countable Advanced sequences were flown in September whilst the figure for Unlimited was 71% (exactly the same as last year). This meant that the cross-level trophy results changed dramatically in the last month of the season.

Any changes for next season? I don't think so. The results continue to reward sustained quality flying and give some benefit to those able to attend more contests, particularly at Standard and Intermediate. I have been asked why "extra" sequences that CD's may be able to fit in are not included and the reason is they are not scheduled and, more often than not, not all competitors can take part. I have also been asked why the countable number of sequences isn't driven off the lowest number of sequences flown at any level, including Unlimited. Here, I feel it ought to be difficult for Unlimited pilots to win cross-level trophies and, since there are generally fewer entrants at that level,

finishing low down the order still delivers high points. Also, because Unlimited has the lowest number of planned sequences, this could result in large numbers of the sequence scores at Standard and Intermediate being discarded.

And the results themselves? Firstly, for the second year running, no one flew a Cessna in a countable sequence, so that trophy will not be awarded this year. At Standard, no one flew at all the contests, so there were few with discards. The Tiger Club Trophy went to Rob Howarth with 251 points out of a possible 270. Alex Smith (244) and Simon Abbott (238) were his closest rivals. Bad weather at Sherburn on the Friday afternoon before the Tiger Trophy and restrictions on early departures from Halton probably cost Rob Howarth a clean sweep of the Standard level trophies (he had already won the Flyer Trophy). He finished level on points in the Marcus Norman Trophy with Alex Smith, despite having no discards, but Alex had flown more sequences and accumulated more raw score points. Third place went to Simon Abbott, just two points behind on 136 out of a possible 150. At Intermediate, Tim Jenkinson had 11 straight sequence wins, thus having to discard 2 of them to record a maximum 270 in the Swinstead Trophy. John Dixon and Julian Murfitt followed him home, closely followed by Clive Butler. Two discards enabled Gerald Cooper to get within one point of a maximum 210 for the Manx Kelly Trophy at Advanced. Steve Carver and Gary Ferriman were the only two other pilots to fly all the sequences flown on the mainland and duly finished second and third respectively. Tony Maxwell had ventured across the Irish Sea but despite good scores on the Emerald Isle had to be content with 4th. The Extra Trophy also went to "Sooper", followed home again by Steve Carver but with Mark Jefferies in 3rd following his

RESULTS

5 Roy Nicholson	120	120	29	30	18	22	21
6 Richard Buchan	154	119	21	14	21	27	23
7 Al Couffts	138	109	22	15	20	16	14
8 Peter Borchert	109	109	28	23	25	14	19
9 Adam Lewis	106	106			29	20	27
10 Corinne Dennis	116	104		12	19	23	17
11 John Penfold	113	95		18	30	18	20
12 Bill Merry	80	80		27	27	24	29
13 John Wicks	70	70	25			19	26
14 Steve Kinton	70	70	23	21	26	25	22
15 Dave Cowden	65	65					18
16 Tom Richards	57	57		13	22		
17 James Hughes	56	56			25		
18 Giles Caunter	54	54				13	18
19 Robert Woollard	54	54				21	16
20 Steve Lofthouse	53	53	26	27		29	25
21 Pete Anderson	51	51	27	24			
22 Dave Cavell	49	49	24	25			
23 Paul Tomlinson	49	49				15	15
24 Andy Kilvington	40	40	20	20			19
25 Eric Marsh	37	37		16			21
26 Chris Malkin	28	28					28
27 James Brown	27	27		27			
28 Andy McClean	26	26					26
29 Neil Bigrigg	25	25					25
30 Max Gardner	23	23					
31 Mark Davies	20	20		23			20
32 Karl Rode	17	17			17		
33 Sam Whatmough	17	17					
34 John Smith	16	16			16		

RESULTS

The Pitts Special Trophy 2003 For points won in Pitts Special aircraft

Raw Total	ADI PTS	Kemble Known	Stoift Unk	Stoift Unk	Bre'ton Known	Bre'ton Unk	Bodmin Known	Bodmin Unk	Fenland Known	Fenland Unk	Wa'fort Known	Wa'fort Unk	Wa'fort C Free	Abbas C Free	Abbas C Apps	Masters Known	Abbas C Known	Con'ton Unk	Con'ton Unk-2	Con'ton Free	Sywell 'Q'	Sywell Free	Sywell Unk-1	Sywell Unk-2	Sh'burn Tiger	
1 Tim Jenkinson	330	210	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
2 Rob Howarth	251	205	29	19	29	29	27	30	29	27	30	28	30	30	28	28	28	30	30	28	28	28	28	28	28	30
3 John Dixon	285	203	28	14	28	29	26	29	28	26	29	27	29	29	29	29	29	26	24	29	26	24	29	29	29	30
4 Simon Abbott	238	200	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	30
5 Julian Murfitt	245	194	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	30
6 Clive Butler	266	193	29	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	30
7 Gary Ferriman	237	192	29	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	30
8 Alan Wood	242	182	29	25	29	28	24	21	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	30
9 Tony Maxwell	246	181	18	20	21	22	14	26	24	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	30
10 Richard Buchan	270	172	23	28	20	23	20	23	20	25	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30
11 Peter Borchert	196	168	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	30
12 Adam Lewis	243	163	15	24	18	15	24	28	22	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30
13 Al Couffts	154	154	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
14 Alex Smee	146	146	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	30
15 Cas Smith	170	145	21	12	25	21	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	30
16 Corinne Dennis	145	145	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30
17 Ron Allan	144	144	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	30
18 John Vize	129	129	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	30
19 Alex Caramella	128	128	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	30
20 Patrick Caruth	124	124	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	30
21 Bill Merry	97	97	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	30
22 Peter Rutterford	80	80	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	30
23 Dave Cowden	73	73	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	30
24 Robert Woollard	62	62	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	30
25 Giles Caunter	56	56	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
26 Paul Tomlinson	47	47	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	30
27 Pete Shaw	56	56	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
28 David Copse	47	47	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	30
29 David Cooke	47	47	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	30

30 Chris Malkin	28	28
31 Graham Smith	27	27
32 Neil Bigg	25	25
33 Richard Pageter	24	24
34 Mark Davies	20	20
35 Robert Tinkler	18	18
36 John Paulson	16	16

The Shaggy Cow Trophy 2003

For points won in Yakovlev aircraft

Raw	ADJ.	Kemble	Sandtoft	Bre'ion	Fenland	Bodmin	Waterford	Waterford	Free	Abbas	Sywell	Sywell	Sywell		
Total	PTS	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Masters	"Q"	Free	Unk-1		
1 Simon Cattlin	223	179	22					28	27	22	27	24	28	23	22
2 Steve Lofthouse	96	96		26	26	17	27								
3 Dave Cavell	82	82		21	24	12	25								
4 Sam Whatmough	36	36		19	17										
5 Karl Rode	33	33				16	17								
6 Oliver Johnstone	60	0				30	30								

The Slingsby Trophy 2003

For points won in Slingsby aircraft

Raw	ADJ.	Sandtoft	Breighton	Bodmin	Fenland	Bodmin	Fenland	Waterford	Waterford	Free	Abbas	Sywell	Sywell	Sywell
Total	PTS	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Known	Unk-2	Tiger
1 Alex Smith	266	244		28	30	27	22	26	23	25	28	28	28	29
2 Roy Nicholson	217	217		27	29	26	30	23	18	21	22	21		
3 Steve Kirton	143	143		30	23	23	21	20	26					
4 Andy Kilvington	97	97		29	20	28	20							
5 Pete Anderson	86	86		19	27	16	24							
6 Tom Richards	72	72		15	13			22	22					
7 Max Gardner	44	44				21	23							

RESULTS

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27
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The Swinstead Trophy 2003

For Intermediate points

Raw	ADJ	Kemble	Bodmin	Fenland	Waterford	Waterford	Waterford	Free	Abbas	C-Abbas	Free	Abbas	Sywell	Sywell	Sywell
Total	PTS	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Free	Unk	Known	Unk	Free	Unk-1
1 Tim Jenkinson	330	270	30	30	30	30	30	30	30	30	30	30	30	30	30
2 John Dixon	285	259	28	29	26	29	27	27	29	25	25	28	27	29	29
3 Julian Murfit	245	245	27	27	24	27	24	27	29	25	25	28	27	29	29
4 Clive Butler	291	243	25	27	25	28	23	23	25	25	25	28	27	29	29
5 Phil O'Donoghue	131	131		25	28	25	25								
6 Alex Caramella	129	129		26	26										
7 Patrick Caruth	128	128						28	26	26	26	25	23	25	28
8 Colwyn Darlow	114	114	29	28	29	28	28	28	26	26	26	25	23	25	28
9 Peter Krause	101	101			29	28	29	28	26	26	26	25	23	25	28
10 Mike Caskey	99	99			27	26	26	26	26	26	26	25	23	25	28
11 Peter Rutterford	97	97			22	22	22	22	28	28	28	27	29	29	29
12 James Brown	82	82	29	27				25	28	28	28	27	29	29	29
13 Ian Scott	76	76						26	27	27	27	26	25	23	25
14 John Penfold	48	48						24	24	24	24	24	24	24	24
15 David Cooke	47	47			23	24	24								
16 Graham Smith	27	27													
17 Phil Soper	26	26	26	26											
18 Patrick Caruth	24	24	24	24											
19 Richard Pargeter	24	24	24	24											
20 Oliver Johnstone	60	0			30	30	30	30	30	30	30	30	30	30	30

The Tiger Club Trophy 2003

For Standard level points

Raw	ADJ	Sandtoft	Breighton	Bodmin	Fenland	Waterford	Waterford	Waterford	Waterford	Free	Abbas	Sywell	Sywell	Sywell
Total	PTS	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Known	Unk	Known	Unk-2	Tiger
1 Rob Howarth	251	251		29	29	29	29	27	30	28	28	28	28	29
2 Alex Smith	266	244	28	30	27	22	26	26	23	25	28	28	28	29
3 Simon Abbott	238	238		14	28	30	30	29	28	29	26	24	24	27
4 Alan Wood	242	225	25	29	28	24	21	24	24	22	17	21	21	21
5 Roy Nicholson	217	217	27	29	26	30	23	18		21	22	22	21	21

RESULTS

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RESULTS

6 Richard Buchan	270	215	20	21	22	14	26	26	24	21	27	24	23	22
7 Al Coultts	243	198	24	22	18	15	24	28	22	20	22	17	14	23
8 Peter Borchert	196	196	23	28	20	23	30	21	30	25	30	14	19	24
9 Corinne Dennis	194	182			21	12	25	21	19	19	23	13	17	24
10 John Penfold	210	179			13	18	27	27			30	27	18	20
11 Adam Lewis	164	164			23	21			28	29		30	20	27
12 Steve Kirton	143	143	30						20	26		26	24	29
13 Bill Merry	124	124							18	27		18	19	26
14 John Wicks	110	110	22	25					25	22				
15 Eric Marsh	108	108			24	16								21
16 Andy Kilvington	97	97	29	20	28	20								
17 Steve Lofthouse	96	96	26	26	17	27								
18 Pete Anderson	86	86	19	27	16	24								
19 Dave Cavell	82	82	21	24	12	25								
20 Dave Cowden	80	80												
21 Robert Woollard	77	77												
22 Giles Caunter	73	73												
23 Tom Richards	72	72			15	13			22	22				
24 James Hughes	66	66			30	27								
25 James Brown	57	57												
26 Paul Tomlinson	50	50												
27 Max Gardner	44	44							21	23				
28 Sam Whatmough	36	36												
29 John Smith	33	33							17	16				
30 Karl Rode	33	33							16	17				
31 Chris Malkin	28	28												
32 Andy McClean	26	26												
33 Neil Bigrigg	25	25												
34 Mark Davies	20	20												

INFORMATION

British Teams for AWAC and EAC 2004

Unlimited

The Unlimited European Championships will be held in Kaunas, Lithuania from July 22nd until August 1st. The organisers have advised that we may send four Male Team pilots and four Female Team pilots. They have also indicated that they are willing to consider entries from two further male pilots per country who can take part as Independent contestants. The latter will not rank in the overall standings and will not be eligible for awards, but will be able to gain valuable experience by taking part. This arrangement is somewhat unusual, but is in compliance with the FAI Sporting Code, Section 6, which details team sizes for World and Continental Championships. The pilots selected for the British Team are:

Female: Val Rahmani

Male: Tom Cassells, Mark Jefferies, Nick Onn and Kester Scrope

The following are invited to attend as

Independents from the UK:

Gerald Cooper, and Patrick Williams.

Advanced

The Advanced World Championship will be held in in Ljungbyhed, Sweden from 5th to 13th August. Team sizes have not yet been advised by the organisers, but will be a minimum of six and a maximum of eight. The following have been selected to fill the six firm places:

Mark Walden, Steve Carver, Aidan Grimley, Gary Ferriman, David Copse, Adrian Howe. Reserves who will fill the 7th and 8th places if they come available will be, in order of priority: John Askew, Cas Smith.

The committee wish to extend their congratulations to all those selected.

In addition to the pilots, Alan Cassidy will be the British Team Manager in Lithuania and Angela Cassidy will be the Team manager in Sweden, where Alan will be a member of the International Jury.

A Poor Aviator Lay Dying

Oh, a poor aviator lay dying
At the end of a bright summer's day
His comrades were gathered around him
To carry the fragments away

The engine was piled on his wishbone
The Hotchkiss was wrapped round his head

A spark-plug stuck out at each elbow
It was plain that he'd shortly be dead

He spat out a valve and a gasket
And stirred in the sump where he lay
And then to his wond'ring comrades
These brave parting words he did say;

"Take the manifold out of my larynx
And the butterfly valve off my neck
Remove from my kidneys the camrods
There's a lot of good parts in this wreck

"Take the piston rings out of my stomach
And the cylinders out of my brain
Extract from my liver the crankshaft
And assemble the engine again

"I'll be riding a cloud in the morning
With no rotary before me to cuss
So shake the lead from your feet and get busy
There's another lad wanting this 'bus"

Dutch Open Team

from John van der Luit

The British Team departed for Holland to uphold the honour of the BAeA at the Dutch Open.

Your representatives were as follows:

Robbie 'The Lobster' Woollard - Pitts S2B

By day a hard-nosed property developer, by night Robbie transforms himself into the sensual Roberta, and in a pleasing ensemble of boob tube and spandex mini skirt cruises the bars of Old Compton Street seeking action. Flying at Standard level, the Lobster will be attempting to repeat his performance of last year, when he single-handedly demolished 9 pints of export strength lager before engaging several bewildered passers-by in a lengthy discourse on the subject of 'kitchen and bathroom design for the new millennium.' Once checked into the Priory claiming he was 'addicted to life'. Checked out immediately as the bar was closed. Spends his leisure time 'relaxing' in a 'gentleman's way'.

Alex 'The Wop' Caramella - Pitts S2B

Alex paid 50 lire to be smuggled into the UK in the back of a fish finger truck with a family of Albanian refugees and has been enjoying the generosity of the DSS ever since. In spite of signing on, he is a merchant banker. That's rhyming slang, not what he does for a living. A serial womaniser, he has enjoyed more women than Warren Beatty, unfortunately they all charged him £150 per hour. Although a Wop, he has been granted honorary British citizenship for this weekend, qualifying by dint of picking up our bar tab. His specialities include feeling little girls'

bicycle seats and spiking drinks. Current reigning Dutch Standard Champion, The Wop will be competing at Indeterminate this year. He suffers from an allergy to tech logs.

Jane 'El Presidente' van der Luit - Extra 300L (You know, with a 'fag' rudder and 'dodgy' ailerons)

Reigning Dictator of the Biggin Hill Aerobatic Team, and current Dutch Indeterminate Champion, this weekend will see Jane's first time out at Advanced. Elpy is a gifted pilot and was categorised 'Educationally sub-normal' by the Inner London Education Authority during her years growing up in a squat in Peckham. Undeterred by her humble origins, Jane bravely pulled herself out of the gutter, sniffed the pure, clean air above, and promptly crawled back down again. She flies A320 aircraft and can almost dress herself unaided. Not good with a knife and fork. Surely glory beckons!

Johnny 'Ice Cube' van der Luit - Extra 200L (I'm afraid of full power)

It's that time of year again when Ice returns to the land of his fore-fathers and goes all misty-eyed over a gerookte paling and a broodje krokret. A veteran of 3 Dutch Opens and a spell in an Algerian jail (which he describes as 'a learning experience, really opened my eyes, or made them bulge, at least') Johnny is a fine aerobatic pilot, lacking only co-ordination, concentration, 'g' tolerance, money, and any level of competence. Will fail to attach his sequence card properly and will forget to use the aerobatic tank. His 40 a day Marlboro habit gives him a wracking cough which occasionally dislocates his shins.

I am sure you will agree that the prospects for this this Dream Team are highly exciting. Should anyone wish to send

flowers, money, or other substances, please feel free.

Dutch Open Championships, Lelystad

from John van der Luit

Thank you for the kind messages of goodwill received prior to our departure. How our hearts swelled as we marched into battle carrying the hopes and dreams of an entire nation! Shoulder to shoulder we stood, as redcoats in a square at Waterloo, your support our shield against shell and shot!

Friday morning brought the news that as both Dutch competitors had withdrawn from the advanced class, there would be no advanced competition per se - however, we decided to fly the programmes anyway, for the sake of some critique and competition practise. Robbie and Alex would of course be competing at stranded and indeterminate, so the afternoon saw the Pitts and Extra launch from Biggin in the customary manner, late. Something of a first for a competition transit, no bad weather and a tailwind! On arrival at Lelystad we were greeted by the exceptional Jeroen-Erik Vorderman and Peter Tangstrom, contest organisers, and spaces found in the hangar. Alex and his girlfriend Lulu arrived with hire car, having travelled BA due to work commitments, so the team assembled in good spirits. A dash off to our hotel in the pretty village of Elburg, and an early night followed in preparation for the morning's exertions. Our delicious meal of garnalen and paling challenged Robbie's Sarf London palate. 'Wot', he enquired with enormous dignity, 'is this s'posed to be?' 'It's eel,' I replied, 'just imagine it's got jelly on it'. Happily the Wop sedated himself with red wine and soon passed out, so we had a relatively quiet time of it.

Instructed to be at briefing at 10 a.m. on Saturday, we arrived promptly at ten past, hindered by mixture of navigational difficulties and sheer sloth. Due to some low cloud and the absence of the Contest Director, the remarkable Frank Versteegh, briefing was delayed for a couple of hours, but by midday we had clear blue skies and a 6' 6" maniac all present and correct, and the waffle could commence. In spite of there being some 25 Dutch competitors and 4 Brits, the briefing, including questions and answers, was all held in English - a typical example of the hospitality extended to us all weekend. I would personally pay good money to hear Eric M give the briefing at Sywell in Dutch, and even more to hear Mark J heatedly question him on the legality of a figure in the unknown, in the same language....

Once the flying started it quickly became apparent that the up and coming Dutch pilots have made great steps forward since we first attended this event 4 years ago, and Frank Versteegh's stated goal of sending a Dutch Team to the Advanced Europeans in 3 years seemed entirely feasible.

The knowns were despatched reasonably efficaciously, with Willem (forgot surname..) doing a decent impression of Nick B as starter/launcher, only much lower down. Alex put in a decent flight, bar a questionable spin entry, Robbie also blew his spin but then even more annoyingly flew the BAeA known without noticing that the Dutch version had been amended slightly.... my flight included all the figures

and ended going in the right direction, which I considered a triumph, and Jane also put in a good, solid sequence. Honour upheld so far with no enormous errors. Saturday evening brought a lovely barbecue and a few beers, with the weather promised fine for the morning. Results so far were mediocre, with Alex lying second, Robbie fourth, and Johnny and Jane first and second out of two. We were also somewhat surprised with the 'unknowns' which were duly issued. The indeterminate included a positive spin entered from erect flight, whilst the advanced started with a double flick roll on a descending 45, followed by a tailslide, then several other nastinesses. Didn't look particularly 'advanced' to us, so we decided to sleep on it and then consult the experts. (Thanks to Uncle and Nick for advice...)

Sunday morning saw us, entirely predictably, late for briefing once more. This time the navigational difficulties were exacerbated by a late start due to Jane's 'bad hair day'. Our gracious hosts, with enormous generosity of spirit, had elected to wait for us, so after a gentle ticking off from Mr Versteegh we were all instructed to hurry up and standby for the weather to clear. Which it did, more or less, to around 2500'.

Elpy was elected to beard the CD in his lair and address the issues of i) unlimited figures in the advanced sequence, ii) non-catalogue figures and iii) figures designed to pull the wings off. His reply? 'Welcome to Holland'. So! The gauntlet had been thrown, we had to decide whether to chicken out or pick it up! I was all in favour of flouncing off in a huff, however, everyone else called me a wuss and a big girl, so on with the show!

The indeterminates flew, frankly the best you could say was that some were worse than others, Alex managed to fly an inside rolling turn instead of an outside rolling

turn, then blamed Jane for not briefing him properly. At stranded Robbie managed to fly a fishhook instead of a roll off the top, could someone explain the concept of Aresti notation to this pair?

I realised quickly that walking the sequence through was making me dizzy, and figure 4 gave me a nose bleed, so I tried to hide but Jane kept finding me. Eventually several people strapped me into the aeroplane and Elpy issued the invaluable last minute instruction, 'don't crash my aeroplane'. As I taxied out I noticed that Alex had returned to his catholic roots and was saying a rosary for my safe return, Frank Versteegh was chuckling like Muttley. Ideally I was looking to run in at 12,000 feet, the 2500 ft cloudbase scuppered this plan. Unbelievably the first 6 figures went pretty well, until a four-point vertical roll disappeared into cloud.... and all went a little pear-shaped after. Nevertheless I felt that I had made a reasonable fist of an unreasonable programme, and taxied back with a certain swagger to receive the plaudits of my team-mates. They touchingly described my flight as, 'embarrassing', and me in particular as a 'village idiot'. Such team spirit!

All eyes were on the box as Elpy ran in. She pushed, she pulled, she ripped the stick from the floor and beat the aircraft with it! No Extra in history has tailslid so far or so straight! The flicks all flashed round in the blink of an eye, the air was ripped asunder by the pull-ups! How we gasped, we groaned and we cheered! She taxied back to a chorus of wild applause and a queue of Dutchmen (and women) eager to give her a congratulatory kiss. Some included a congratulatory grope. Alex went back twice.

The results - Robbie finished third, a good effort given that he seemed determined to fly something other than that noted on his panel. Alex won at intermediate,

prolonging the tradition of the past few years, (Johnny in 2001, Jane in 2002) and honour was satisfied at advanced. The competition was well-organised and fun, and the hospitality afforded by our hosts could not have been bettered. We promised to try to drag some more of you lot along next year, they are very keen for both competitors and judges. We also encouraged the locals to come and have a go at some of our competitions, so hopefully we will see a few Dutch entrants at BAeA in the near future.

Special thanks to Jeroen-Erik, Peter and Frank for putting together and running such a good weekend. We will certainly be back next year!

Editor's Note: This is an expurgated version of John's post-Dutch comp report to the exploder. I hope it encourages more of us to follow in the contraits of John & Co. and the many others who have attended past DONACs in Ielystad, Midden, Zeeland etc. Good to hear Frank 'It ain't much if it ain't Dutch' Versteegh on top form!.

RAC Bursary Scheme

The Royal Aero Club trust launches its 2004 Bursary Scheme for youngsters wishing to progress in air sport and aviation associated activities

The Royal Aero Club Trust is once more offering bursaries for young people who wish to progress in a wide range of air sports and aviation related activities. Bursaries cover such activities as aero-modelling, para-gliding, hang-gliding, parachuting, micro-lighting, helicopter, fixed wing and flight simulation flying. In 2004 the Trust will award a number of bursaries, each of up to £500 or in the form of practical flying experience, to suitable candidates who wish to progress in air sports.

Applicants must be permanently resident in

UK and aged 16-21 years at the time the training or flying experience, will take place. Training and flying will only be conducted at Clubs, Associations or training establishments based in the UK.

Applications, which must arrive at the Trust by 31 March 2004, are to be submitted through a Sponsoring Organisation, Club or Association approved by the Trust.

Full details, rules and an application form are available on the Royal Aero Club Trust web site, www.royalaeroclubtrust.org, or for more details contact the Trust Administrator, Richard Crabtree OBE

Fairways,
Hesley Lane,
Rathmell,
SETTLE BD24 0LG
Fax 01729-840108
or e-mail dick_crabtree@lineone.net



Report on 2003 CIVA Meeting held in Stockholm and Helsinki on 7-9 November 2003

from Alan Cassidy

The CIVA Plenary Meeting was attended by Alan Cassidy, UK CIVA Delegate and also by Nick Onn, UK Alternate Delegate who also acts as spokesman for IAPA, the International Aerobatic Pilots' Association.

Matters arising from contests in 2003

Reports were received from the Jury Presidents, Contest Directors and Chief Judges of the three 2003 sanctioned contests. The only matter of substance to emerge was a proposal from the AEAC to reduce the break penalty at Advanced from 150 points to 100 (Unlimited is also 150 currently). This was agreed and will require changes to the BAeA computer scoring system co-efficient.

Proposed Rule Changes for 2003

The following noteworthy changes were agreed. Any other proposals discussed were denied and will not be listed here.

1. In all contests, distinction will be made between hard and soft zeroes, as has already been done in UK contests for some time. Soft zeroes will be allowed to stand, though they may be given low weight if shown by TBLP to be statistically unreliable. Hard zeroes will be subject to majority voting in the computer or by review on the judging line as required by the Chief Judge.
2. In Unlimited, opposite aileron rolls will be permitted on vertical lines in Unknown figures subject to the following limitations:
 - a. Uplines. Maximum 540° of rotation and 5 stops.
 - b. Downlines. Maximum 450° rotation and 4 stops.
3. The list of aircraft permitted for

Advanced contests will be enlarged with effect from 1 January 2005 to include any biplane or two-seater with a standard engine, plus the Technoavia SP-55, the SP-91/95, I-3, the wooden winged production CAP-231, and the one-off CAP-21DS. A standard engine is defined as a stock Lycoming up to 300hp or an M14P of maximum 360hp. No changes from the current Appendix 6 will be allowed for the AWAC in 2004.

4. The results of the Final Freestyle contest will be kept separate from the 'classic' competition for the foreseeable future.

5. The results of the judges' performance analysis will be made public at contests. The new Judges' Performance Index (JPI) system under development by Steve Green and Alan Cassidy will be refined and published in time to be used at CIVA contests during 2004.

6. At the beginning of each day's flying, and at the beginning of each Programme, flying will always start with the strongest prevailing wind component as a head-wind.
7. A contestant may now break for deteriorating weather at any time during a sequence, not just up to the half-way point as before.
8. Organizers must ensure that sufficient time elapses between Unknown programmes such that no pilot is required to fly within 6 hours of his previous flight.
9. Note, the proposal to include 'vanilla' tailslides at Advanced was not approved.

Known Sequences for 2004

The UK proposals were adopted for Q Programmes at both Advanced and

Unlimited, the second time this has happened. The German proposal was adopted for Unlimited Gliders. These sequences are included at the end of this report.

Contests in 2004

The following were confirmed:

1. AWAC 2004, Ljungbyhed Sweden, 5-13 August.
2. EAC 2004, Kaunas Lithuania, 22 July - 1 August.
3. EGAC 2004, Moravska Trebova Czech Republic, 6-18 July.

Later Contests

WAG 2005, Malaysia or Poland
 WAC 2005, Lithuania or Spain
 AEAC 2005, proposals invited...
 WGAC 2005, Russia
 AWAC 2006, possibly Hungary
 EAC 2006, proposals invited...

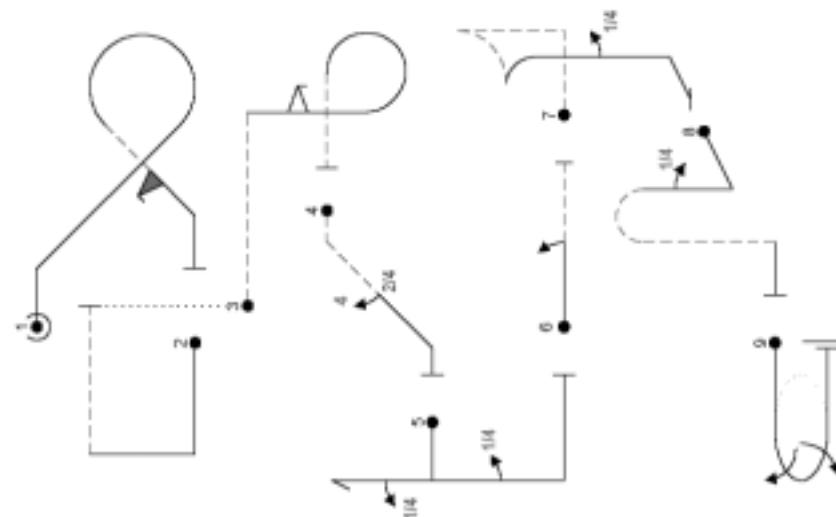
Elections of Officials etc

Alan Cassidy was re-elected as a member of the Rules Sub-Committee and chairman of the Catalogue Sub-Committee. Steve Green was elected in absentia as a member of the Judging Sub-Committee. Alan Cassidy was elected as a member of the International Jury for the AWAC 2004. Chief Judge there will be John Gaillard (South Africa) and Jury President Mike Heuer (USA). Graham Hill was not elected, by the narrowest of margins, to the post of Chief Judge at the EAC 2004, which went instead to Pavol Kavka of Slovakia. Jury President there will also be Mike Heuer. Jury President at EGAC will be Karl Berger (Austria) and Chief Judge Helmut Stas (Poland).

Next Meeting

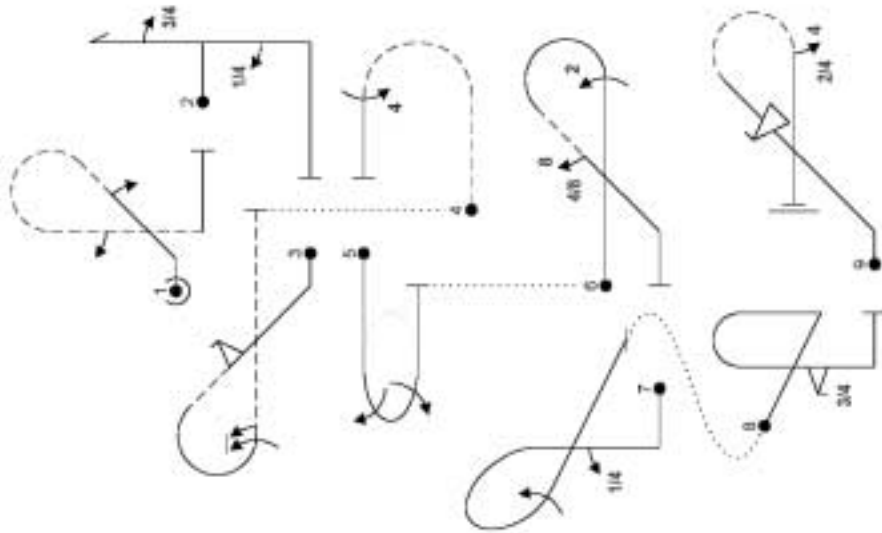
The next CIVA plenary meeting will be in Madrid towards the end of September 2004.

Glider Aerobatic Championships Unlimited Known - 2004

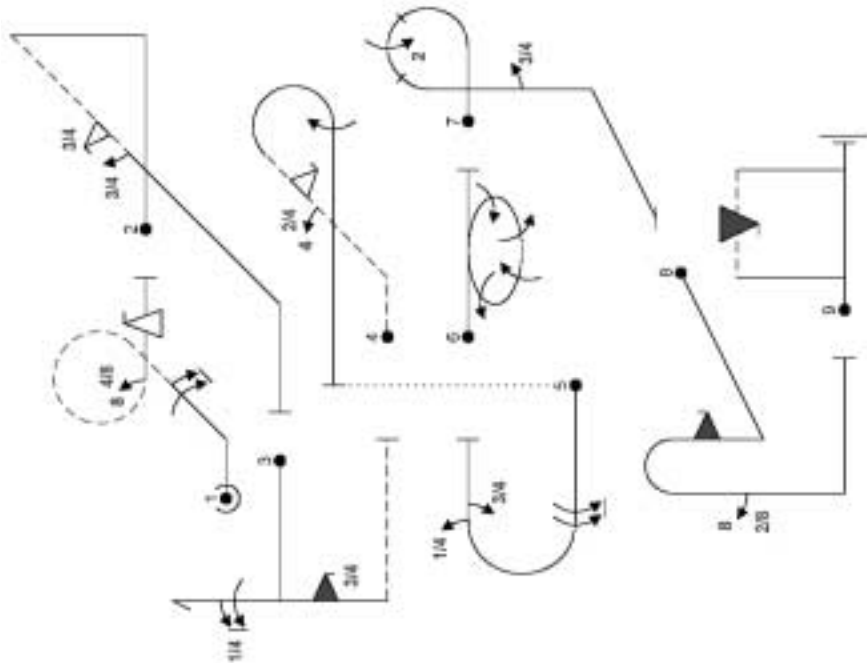


INFORMATION

Advanced Programme Q – 2004



Unlimited Programme Q – 2004



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WAC 2003 – Postscript

Mamistov Wins Four Minute Freestyle
Mikhail Mamistov of Russia won the Final Free Programme (Programme 4) at the XXII. World Aerobatic Championships in Lakeland, Florida on the final day of the competition, the 4th of July. By winning first place, he also took home the Manfred Stroessenreuther Trophy, named after the famous German aerobatic champion. Programme 4 results are not included in the official results of the WAC and it is flown as a separate trophy event. World Champion titles are awarded after Programme 3. Credit is also due Victor Chmal of Russia who actually was awarded more points in Programme 4 than any other pilot. However, Chmal was entered in the WAC as an “independent” entry along with four

other pilots from the USA. Independent pilots are scored but their results are not included in the official results of the competition. Thus, Chmal was not eligible for the FAI Medals in this flight or the Stroessenreuther Trophy. He is the 1996 World Aerobatic Champion but this year was not chosen for the Russian Team. Robert Armstrong of the USA took home the FAI Silver Medal in the Men’s Division in this flight followed in third by Ramon Alonso of Spain who won the FAI Bronze medal for his performance. In the Women’s Division, Debby Rihn-Harvey of the USA won the FAI Gold Medal followed by Svetlana Kapanina (RUS) in second place and Sylvie Breton (FRA) in third. *(Mike Heuer)*

FAI NEWS: 19th FAI World Grand Prix

Report 1

Welcome to Motegi! Before the competition starts on Saturday 1 November 2003, this first report will concentrate on a general presentation of the Twin Ring Motegi, the location of the 19th FAI World Grand Prix 2003, and on the preparation work achieved on Thursday 30 October.

What is Twin Ring Motegi?

Located north-east of Tokyo (between the Japanese cities of Naka and Utsunomiya / approx. 2 1/2-hours drive from Tokyo-Narita International Airport), Twin Ring Motegi is an island of technology and speed lost in a luxurious nature made of forests and small mountains. Apart from the main facilities, a 2.4-km oval race track and a 4.8-km road course dedicated to car and motorcycle races,

different courses for karts and a dirt track are available, as well as the Honda Collection Hall, the Honda Fan Fun Lab (a technical site showing the future of vehicles and robots) and... a 500-meters concrete runway. This short and “aircraft-carrier-like” runway requires from pilots a high degree of concentration, and frequent go-arounds. Adjacent to the runway, a series of tents constitute the “hangars” used for the maintenance of aircraft.

Reassembly of aircraft is completed

Delivered to Japan in containers, the reassembly of the aircraft has been completed Wednesday afternoon. After thorough ground checks and test flights, the first training flights for Artistic Programs and Time Challenge competition could take place today in a clear sky.

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Friday 31 October: Official Practice Day

Friday, the first day open to public, will be the Official Practice Day, allowing fine-tuning of aircraft and infrastructure. For further information : Haute-Voltage
In our next reports, we will come back to the competitors, to the aircraft and to the competitions that will be held on Saturday and Sunday.

Report 2

We are very sorry to inform you that, on

The 96th FAI General Conference 2003

The 96th FAI General Conference was held from 9 to 11 October 2003 in Krakow, Poland. A small FAI delegation led by the FAI President had the honour of being received by the President of the Republic of Poland, Mr. Aleksander Kwasniewski, at the Presidential Palace in Warsaw. After a well-attended Opening Ceremony, at which Steve Fossett was awarded the FAI Gold Air Medal, delegates representing 42 nations and 10 international Air Sport Commissions, discussed - among many other subjects - World Air Games, a Code of Ethics, the introduction of a new visual image, and the program for the celebrations of FAI Centenary in 2005.

A well-attended Opening and Awards Ceremony

The ceremony was held in the splendour of the Opera House of Krakow, with over 400 guests present. After words of welcome from Mr Jan Tadeusz Karpinski, President of the Aero-Club of Poland, Mr Wolfgang Weinreich, FAI President, evoked the last FAI Conference held in Poland in 1936, and stressed the continuity of FAI's activities. The Secretary of State for Sport, Mr. Adam Giersz conveyed a personal message from

Friday morning, an accident occurred during a training session, causing injuries to the Russian pilot Alexander Krotov. In order to allow proper investigation, the Japanese Civil Aviation Bureau suspended all the flights for the rest of the day.

On Friday evening, due to the uncertainty of the situation, and in order to avoid inconveniences to the public, Twin Ring Motegi, the Event Organiser, decided to cancel the whole event, including the 19th FAI World Grand Prix.

(Jean Marc Badan, FAI)

Prime Minister Leszek Miller and officially opened the 96th FAI General Conference. Several persons and groups who had served the cause of aviation and air sports were recognised for their work. The FAI Gold Air Medal, FAI's highest award, was awarded to the renowned aviation record-breaker Steve Fossett, who flew in specially from America to attend the Awards Ceremony; Mr Fossett also received the De La Vaulx Medal (his fourth) for the Absolute Ballooning World Record he set on 3 July 2002, when he set a new mark for the shortest time around the world (320h 33mn) on his solo earth circumnavigation aboard "Spirit of Freedom".

New FAI Members

New FAI members were admitted from Malaysia, Thailand, and Paraguay. Taking into account the decisions made in Krakow, FAI membership now stands at 78 Active members, 12 Associate members, 9 Temporary members and 3 International Affiliates (102 in total).

Code of Ethics

The FAI General Conference has unanimously adopted a Code of Ethics

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which applies with immediate effect to all who participate in FAI, whether as competitors, judges, jury members, delegates to Commissions, elected officials, staff members or in any other capacity. The Code can be read or downloaded from the FAI website at :

<http://www.fai.org/documents/#other>
Please take note of the contents of the Code, and bring it to the attention of all those who are active on the international air sport scene, in whatever capacity. Any person who wishes to make a declaration of conflict of interest should send a letter marked "Confidential" to :
FAI Executive Director (Ethics)
Fédération Aéronautique Internationale
Avenue Mon-Repos 24
CH-1005 LAUSANNE
Switzerland
Any enquiries on this matter should be addressed in the first instance to:
sec@fai.org

This code applies to all who participate in FAI, whether as competitors, judges, jury members, delegates to Commissions, elected officials, staff members or in any other capacity.

Dignity

The dignity of all individuals who participate in air sports in any capacity shall be safeguarded and maintained. There shall be no form of discrimination based on any criteria other than merit and performance. Cheating in any form, including doping, will not be tolerated. The principles of fair-play shall be applied by all competitors and officials.

Good Behaviour

All FAI participants have a duty to uphold the good name of the FAI and the air sports community. They shall refrain from harassing or inflicting any form of physical

or mental injury on other members of that community or of society as a whole.

Integrity

All FAI participants shall act in accordance with the highest standards of integrity. When representing FAI, they shall be impartial and refrain from defending the specific interests of their own country or sport. All members of FAI staff and elected or appointed FAI officials with decision-making power shall observe the following principles regarding conflicts of interest:

- Definition

A possible conflict of interests is any situation in which a person's judgments or decisions on matters affecting FAI might be influenced by relations that person has (or is on the point of having) with other persons or organisations that might be affected (positively or negatively) by his/her judgments or decisions.

- The conflict of interests becomes real when the person fails to reveal the potential for conflict and then expresses an opinion or makes a decision in favour of, or against, the person or organisation concerned, or accepts any benefit from that person or organisation.
- Conflicts of interest may arise as a result of direct personal relations, or indirectly, through the interests of a closely related third person (parent, spouse, partner, dependent etc).

- Types of interest

Typical circumstances in which conflicts of interest arise are involvement with suppliers, sponsors, professional advisers, event organisers and contracting parties (shareholdings, payments, hospitality, gifts or other benefits).

- Disclosures

All those to whom these rules apply must, if facing a possible conflict of interests, refrain from giving their opinions, making decisions or accepting benefits, and must

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make a declaration of interest. This can be made in one of two ways:

- A public statement to a FAI body such as a Commission meeting.
- A written disclosure to the FAI Executive Director responsible for Ethics. The information given will be kept confidential if requested.

- Treatment of Disclosures

The FAI Executive Board, on the advice of the responsible Board member, will take the necessary decisions. The options may include, but are not limited to:

- Registering the declaration without further action;
- Removing the person from part or all of the action or decision-making opportunities that create the potential for conflict;
- Eliminating the person's involvement in the external interest causing the conflict.

- Penalties

Failure to disclose potential conflicts of interest may lead to action under FAI

Statute 2.8.1. and Chapter 6 of FAI By Laws (Enforcement).

- Prevention

All FAI Commissions and other legislative and executive organs of FAI should have as a standing item on their meeting agendas "Declaration of Conflicts of Interest", in order to provide a formal opportunity for people to make disclosures of potential conflicts.

Confidentiality

FAI participants shall not disclose information entrusted to them in confidence.

Breaches of Code of Ethics

Any breaches of this Code will be considered by the FAI Executive Board, advised by the FAI Executive Director responsible for Ethics. Action may be taken in accordance with FAI Enforcement procedures (By Laws Chapter 6).

Aircraft News

Pitts S-1D G-BRZL, formerly the mount of Rick Cardwell, has been restored to the UK register under ownership of former National Aerobatic Champion, Tim Barnby. The aircraft has been out of permit since 1996.

Southern Sailplanes at Membury, who were responsible for restoration of the ex

Jordanian Falcons Extra 300L that crash landed at Usk, have Extra 300L G-IIXI. This is a two-year-old example that has come from the Aeroclub of Romania. This particular aircraft was a replacement for one of the original batch of five that was written off during its delivery flight.

Aerofair 2004

21 - 23 May, North Weald Airfield, Epping, Essex.

Almost 100% Exhibitors re-booked

Aerofair 2004 will see an almost 100% return rate of 2003's exhibiting companies. It will also see a major new co-sponsor in the form of ExxonMobil Aviation Lubricants, which further emphasizes the strength that

the show has in the industry.

Over the years, Aerofair has gained an outstanding reputation as a highly focused general aviation sales show that attracts serious buyers of all aviation products. Consequently, its position as the exhibition

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that gets business done cannot be disputed. Jeff Carr, Managing Director of Meridian Aviation, which is Aerofair's main sponsor and was at the 2003 show in force with its own Air Park, commented that, "The boat industry has the Southampton Boat Show, the motor industry has the NEC Motor Show, Aerospace has Farnborough and General Aviation has Aerofair."

In that context, several regular exhibitors currently consider the event to be a highly important marketing event in Europe for them.

In addition, Aerofair 2003 saw a substantial amount of 'business to business' transactions taking place with dealerships, agencies and other contracts being signed and sealed at the show.

Aerofair's other key sponsors, Besso Limited, Breitling Swiss Chronographs, Flyer Magazine, GA Buyer Europe, Hayward Aviation and Pilot Magazine and have all confirmed their continued support and active participation in 2004 together with GAMTA and the AOPA.

Among the exhibitor list are a vast array of aviation professionals from leading general aviation aircraft and helicopter manufacturers/agents to aviation memorabilia, prints and model suppliers; avionics and Nav aid manufacturers and suppliers to general pilot equipment and accessories, privately-owned used aircraft to

aviation insurance; and that isn't touching on the engineering, safety equipment and flight training products. Indeed, the range gets wider with every year that passes. That range is on show to a visitor profile that comprises high net worth individuals including owners of aircraft and helicopters (both business and private), pilots, potential pilots, those considering advanced flight training, engineers and, of course, enthusiasts and people who want to learn more about aviation.

Aerofair attracts an ever increasing number of visiting aircraft, as well as visitors by car, from the whole of the UK, Ireland and Northern Europe - along with a small percentage of visitors and exhibitors from across the Atlantic.

All in all, Aerofair's success and continued growth is now set for forthcoming years - keep an eye on aerofair.co.uk for up to date information concerning exhibitors and other exciting news from Aerofair.

If you require further information and/or would like to receive future press releases, please contact:

Anthony or Samantha Hutton,
AEROFAIR, GA House,
North Weald Airfield,
Epping, Essex. CM16 6AA,
England.

Telephone +44(0)1992-522210

Fax +44(0)1992-522533

Jump in Accidents!

Bruce Johnson IAC via Kester Scrope

Thanks to all who responded to my inquiry on the MD Extra mishap.

After being on the phone with numerous NTSB investigators this week, I thought that I would break my rule on posting safety warnings here. BUT this has been a very bad week with 4 mishaps and 3 fatalities.

They are:

Type	AC	State	Mode of mishap	Date
Edge	540	VA	DCF (depart controlled flight)	7 Oct Fatal
S2B		MN	DCF	10 Oct Fatal
Velox		NC	SPIN (intentional)	12 Oct Nonfatal
Extra 300		MD	Unknown as of yet	12 Oct Fatal

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Common thread - Spins -

The recent posts have been excellent in raising awareness and I thank you! The NTSB IICs have asked me to restate the obvious:

● Risk assess our flights.

Plan your flight and FLY YOUR PLAN, have abort criteria etched in your mind. The altitude starting a spin is not as important as the altitude at which one recovers. Therefore, HAVE a minsafe altitude where a recovery must be initiated.

● Know and review your DCF and Spin emergency recovery procedure.

In the recent posts, the Beggs method is discussed. In a conversation with Gene, we chatted about using both hands to bring the throttle to idle. This insures step 1 and completes step 2.

My method on when to initiate the Beggs method is when the aircraft departs 5 degrees from what I intended it to do: I'm in recovery mode! If you catch any gyration early there is no time for autogyration.

● Plan C

When the above doesn't work, JUMP OUT !!!!!!!!!!!!!

Have an EMERGENCY Egress altitude; when you pass it, it is like flipping a switch, we are now in an egress mode and we are abandoning the aircraft... Period. This decision must be made on the ground prior the flight. "When I'm through (the altitude) I'm out of here".

Every one of these pilots had a parachute strapped to him. I'll resort to begging here; Please, that seat cushion is there to save your life, use it.

The NTSB IICs don't understand our reluctance to egress a dying aircraft. I do. 500 hours in MY aircraft is more comfortable than the unknown of a windy bailout which I've never tried. We need to get over this. Have insurance on your hull so there is no question on getting a new

aircraft. Role play the egress and make it second nature to leave a dying plane. Those who I've interviewed, that have bailed out, all seemed to have made the decision to bailout years before the need. We must do the same.

"Be careful out there"

Bruce Johnson, IAC Safety

Reference to Dan McCann's spin accident

Dan (luckiest fellow on planet earth this month) and I are now tied for the lowest non-fatal spin recoveries although his hitting a hangar may require an asterisk in the record book next to my 1966 entry. He gets extra credit for the hangar fire, parked plane and 65 Mustang (?).

All of which qualifies me as a keen observer of low altitude spin incidents: How low can you enter and still recover alive? Or how high should you enter when practicing? (And practice we should because sooner or later we will see them unintentionally as we explore the corners of our flight envelopes.) The "how low" is an after-the-fact-question because nobody intentionally sets out to test the "hard floor" of spins. We live and learn by our blown manoeuvre and close calls. I was sadly a witness to a non-spin airshow accident this Spring in which an unplanned low altitude loop needed more altitude on the downline than gained going up. The plane was clearly on the stall burble all the way from "committed" to impact. Another 75 -100 feet, or even a hangar might have helped. How high should you enter in practice? The operative word is practice. (Disregarding sequence work in the box.) High enough to blow several recovery attempts, figure out why, and still recover to straight and level before busting your personal bail-out decision altitude. These cute little planes can find numerous ways to surprise us in the mysterious spin realm.

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Just when you think you have seen them all. One example - Way out of practice on inverted spin recoveries so: Planned - intentional left rudder inverted spin entered at 9,000 agl - newly installed engine - lightweight MT prop - low idle setting - quit at 1/2 turn - throttle bumped up to restart after 1st full turn - OK so far - finished planned 3 turns - recovery initiated - gets funky - different mode - no recovery - do the Beggs thing - accelerated funky - mentally return to spin entry - Ah ha - throttle not at idle due to engine restart - throttle idle - Beggs - SUCCESS. Recovery normal - level at 4,500 agl. Exciting ride, no sweat - thanks to the extra altitude going in. Had I done the entry at my normal "new manoeuvre" comfort level of 7,000 agl it would have become very exciting as I approached my bailout altitude!!

"Plan your Flight, Fly your Plan"

Frank Gorham

Reference to Dan McCann's spin accident

Thank you to those who answered my question. I was very interested to not only see what type of replies this question would generate but more importantly WHO would reply.

WHO meaning what level of expertise. I received replies on and off the forum, from sportsman pilots to unlimited team pilots. Is it safe to say that EXPERIENCE is or should be the factor in determining what altitude one should initiate this type of manoeuvre and equally as important what altitude to begin a safe recovery? That is what I think, what do you think?

from Chris Meyer (from the IAC Exploder)

Today's Pilot Fly-In 2004

from Stephen Bridgewater

There's nothing like advanced notice, and as we have now been able to confirm a date for the 2004 Today's Pilot Fly-In I thought you might like the details. Once again the fly-in takes place at Retford (Gamston) Airfield in Nottinghamshire and after the success of last year's event (107 visitors in less than ideal conditions) we are hoping the 2004 fly-in will be an even greater hit. The event will take place on June 13 and once again all aircraft types are welcomed and encouraged to attend (sadly with the exception of 'pure' jets which are restricted because of planning issues - sorry). However, this year we are also holding what is being dubbed the US Classics Fly-In at Gamston on the same day as the 'normal' Today's Pilot Fly-In. With the assistance of Pete White and the

Aeronca Club of Great Britain the idea is to gather together as many US Classic aircraft as possible. Consequently anybody flying a vintage Aeronca, Piper, Cessna, Luscombe, Taylorcraft, Stinson, Porterfield, Beech, Ryan, Stearman, Texan or even a Trojan, Mustang or Bell 47 would be particularly welcome! Or anyone flying any American aircraft for that matter! Any help promoting the fly-in would be most welcome, there is no need for PPR but we ask that pilots call for a briefing prior to departure. Please tell your friends and fellow pilots and broadcast the date as widely as possible. Contact numbers for the event are 01780 755131 (TP Office) or 01777 838593/838594/838521 (Gamston). More details will emerge before the event and I'll try to keep everybody

informed as and when things are announced.
As ever, if we can be of any assistance

please do not hesitate to contact me.
I look forward to hopefully seeing many of you at Gamston in June.

FAI - The World Air Sports Federation

96th FAI General Conference (3)

The third report on the 96th FAI General Conference, which was held from 9 to 11 October 2003 in Krakow, Poland, focuses on the new FAI Strategic Plan and on one of the projects launched within the context of the FAI Centenary in 2005.

FAI 100th Anniversary Publication

As already mentioned in our Press Release 04/03, FAI will mark its Centenary by publishing a 224-page book (English and French) covering the history and the development of FAI and Air Sports. Mr Pierre Morath, a sports historian, started research work in March 2003 and we now have pleasure in publishing the provisional Table of Contents. In 2004, a subscription campaign will be launched, inviting you to place pre-orders for the book which will be published in March 2005. FAI Members, Air Sport Commissions, Museums and Companies wishing to personalize their books will have the opportunity to have their own logo printed at the beginning of the book.

Provisional Table of Contents
(subject to later adjustments)

1. Introduction (approx. 20 pages)
 - Introduction by the IOC President
 - Foreword by the FAI President
 - Preface by Mr Eilif Ness
 - The FAI : role and mission at the dawn of the 21st Century.
2. Main Part (approx. 130 pages)
Six thematic articles, which put together constitute the history of FAI:
 - Development of aeronautics before the

- founding of FAI
 - Birth of FAI and its first years of development (1905-1914)
 - The FAI during First and Second World Wars
 - Relations between the traditional and new FAI Air Sports
 - The FAI and the Olympic Movement
 - Relations between sporting and civil aviation; fight for airspace
- 3. Annexes (approx. 50 pages)
 - FAI Presidents (list and biographies)
 - FAI Secretary Generals (list)
 - FAI Members (list)
 - FAI General Conferences (list, dates, locations)
 - FAI Gold Air Medals (list and short biographies)
 - Chronological development of FAI Air Sports
 - Aviation museums world-wide (list and description)
- 4. Bibliography & Guide for FAI Archives (approx 20 pages)

New Guidelines for the Future of FAI

Adopted by the Executive Board at the beginning of 2003, the new FAI Strategic Plan presented at the General Conference forms a long-term vision to guide FAI activities for the next 3 to 5 years. The main goals depicted in the Strategic Plan are to modernize and promote the image of FAI and Air Sports, to develop attractive international competitions, products and services, and finally to increase the proportion of financial revenues coming from external commercial sources.

The first projects resulting from the new FAI Strategic Plan have already been launched in 2003, and should bear fruit in 2004 and 2005: among other projects, a new Corporate Identity and Communication Strategy will be introduced in the course of 2004, the exploitation of FAI Archive and World Record Files will be improved, and the organization of several public events has been launched to celebrate the FAI Centenary in 2005 (further details about the FAI Centenary will be given in a forthcoming FAI-News).
The success of the FAI Strategic Plan relies on the whole FAI Community sharing

responsibility for achieving these goals. Each person involved in Air Sports can contribute to these efforts and create positive effects for the whole Air Sports community.
Therefore, we invite you to read the basic principles, visions, goals and priorities contained in the FAI Strategic Plan by downloading the leaflet available at <http://www.fai.org/documents/StrategicPlan.pdf> (242 ko / To better understand its content, please print this PDF file recto-verso on an A4 sheet of paper, then fold the document in 3 equal parts).

Why fly competition aerobatics?

A personal view from John van der Luit

I have spent many long hours, deep in the night, just me, my muse, and a bottle of something golden, pondering the question of our motivation for this great pursuit of ours. Definitive answers, as, alas, with so much else in life, evade me, but here are a few results of my reflections which may or may not strike a chord with you, sweet reader.

After all, unless one is of private means, the sacrifices one makes in order to compete are generally of a quite extraordinary nature. Firstly it is often necessary to buy an absurdly expensive aeroplane. This aeroplane will not only be expensive to buy, it will also cost a small fortune to insure, maintain and hangar. It will use lots and lots of petrol. It will be difficult to land in a crosswind. In the summer one will broil under a Perspex greenhouse canopy. In winter one will freeze, as the optional heater, if fitted, will make no difference to the icy gale blowing through all the little gaps and straight up the trouser leg. Occasional warmth may be felt during the winter months when trying to reach an

airfield, any airfield, under a 300' lowering cloudbase in peeing rain, without the benefit of anything so useful as an attitude indicator. Luggage space will be restricted to flying suit pockets, and range to 'just not quite far enough'.
And all this before one flies a single 'figure'. Time for training and practise must be found in between one's other commitments such as work, keeping the little lady at home happy, (I think you know what I'm saying....) and occasionally monitoring the progress of the sprogllets. Having found sufficient money by denying the wife and dustbin lids the little luxuries in life, like a decent standard of living, and having lied, cheated and manipulated all around to steal some precious moments, one can finally enjoy the wondrous buzz of strapping into the aeroplane and consistently cocking it all up. From time to time, just for the sake of a little light relief, one will scare oneself rigid. The heart will try to jump from the chest, one will go cold and then immediately very hot, and if one is Robbie one may even vomit oneself. Flying with a trainer is even more

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enjoyable, as one can strain one's kishkas pulling, pushing, sweating and groaning, all for the privilege of being told, 'That was rubbish'. Ah! The exhilaration of it all! Of course things improve dramatically once in the middle of the season. With the springtime cobwebs blown away it is time to visit a god-forsaken hole in the middle of nowhere, (no offence to our Welsh readers) and if the Met man is feeling generous enough to allow flight at all one may take the opportunity to make all the same mistakes and humiliate oneself in public. Unless one is called Gerald. So, we have established that our sport is not, at first glance, the most enticing of pursuits. Let us, therefore, examine for a moment the reason I continue to devote far too much of my life to it. I refer, of course, to foreign travel. Flying allows us all the possibility of swift and efficient travel to far away places. For myself the mere sight of an aeroplane conjures images of exotic and mysterious locations, the smell of strange spices, the lure of distant horizons. Aerobic competition stretches this possibility immeasurably, managing as it does, to draw two great cultures together. How blessed we are to enjoy the unique manner in which competition aerobatics brings the South into contact with the North. I can imagine no other pastime which would give me the opportunity of visiting such romantic, historic centres of art and learning such as Holbeach. Each time a competition is held at Fenland the heart races at the thought of another sojourn in the Edwardian glory that is the Chequers Hotel, Holbeach. And before you start quibbling, Up North starts at the top of Essex, and that's an end to it. Unbelievable as it may seem, there are places even further North than Holbeach! None, perhaps, with quite the same glamour, but what other hobby would give

us regular visits to Sherbert, Swampsea and Compton Abbas. (For the confused amongst you, these are all Up North, Up North beginning, as it does, anywhere West of Heathrow.)

Who amongst us has not sat for 48 hours in a tin shack on an airfield somewhere in the back of beyond and felt their soul uplifted by the beauty of the architecture surrounding them, but couple this with the opportunity of subjecting oneself to the mind-expanding northern philosophy of a Paulson, the wisdom of a Shaw (shawly a relative of George Bernard?).... just phenomenal. One only needs to hear the language of Shakespeare, Milton and Donne interpreted by the admirably mellifluous Mr Cassells to fully understand why we consistently return for more! Poetry, pure poetry.

As with any great travel destination, the joys of Up North are not limited to great cities and a beautiful language. The local cuisine, with its myriad combinations of delicate flavours, can often be worth the trip on its own. The thrill of having an emphysemic landlord coughing sputum into one's congealing fried eggs is difficult to quantify, and it may appear that one has reached the heights of culinary wonder at the first meal of the day, but one should not miss the opportunity to continue the investigation of this rich tradition at lunchtime by partaking of one of the numerous local specialities such as 'Tesco value sausage in stale Mother's Pride' sandwich, complete with tomato ketchup invigoratingly diluted with malt vinegar. Yummy. Of course our very own Eric Marsh continues his single-handed life mission to bring rocket and guacamole to the dining tables of Derbyshire, but let us pray to the Lord that he never abandons his roots and the delights of 'curry with rice and chips'.

I hope that, in these dark days of winter,

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my little stroll through the very special place that is a competition weekend outside the Home Counties has fired your enthusiasm for next season once more. And to those of you who open your hearts, homes and B&B's and invite us into your wilderness each summer, we thank you for allowing us a glimpse of your very special

culture. Unchanged over thousands of years, long may it remain so! The author holds a 50 yard swimming certificate (ILEA 1975) and was once punched by a barman in Leicestershire. Whilst not flying aerobatics he enjoys drinking and transvestism. He and his wife are keen swingers.

Polish News

On 7 November 2003 at EADS PZL "Warszawa Ok_cie" (in the oldest production aircraft plant in Poland) we celebrated the ceremony of roll-out of the first training airplane PZL-130TC-II Orlik. On the basis of experience arising from operation of older version by Polish Air Forces (37 aircraft delivered to Academy of Air Forces) many modifications have been introduced. The most important is installation of Pratt-Whitney PT-6A-25C turbo-prop engine which has 750 SHP in comparison to 670 SHP for previous Walter M-601T engine. New engine is operated 'on condition' (it has unlimited service life) what should significantly reduce costs of operation. We installed also a new propeller i.e. four-blade Hartzell propeller with steady RPM. Orlik TC-II has also a new wing with changed geometry and surface extended. Under wings at six fixing points it is possible to install auxiliary armament and equipment. All these changes are to significantly improve the aircraft flight

characteristics- especially at low cruising speed and aerobatics manoeuvres. The aircraft is easier for operation due to installation of new electrical system and digital Vehicle Management System - VMS). Cockpit air conditioning significantly improves flight comfort to the crew. At the ceremony, conducted by Mr Carlosa Navarro - EADS-PZL President, participated 120 visitors from Ministry of National Defence, Scientific Research Committee, Air Forces, etc. who got acquainted with the current business offer of the plant including Wilga, Koliber and Kruk family airplanes.



CONTRIBUTOR'S GUIDE

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

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

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

Deadline dates for articles and advertising in 2004 are on the 1 February, 1 April, 1 June, 1 August, 1 October, 15 November.

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

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

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

INTERNET AND E-MAIL

General enquiries to the BAeA can be made via E-Mail using: info@aerobatics.org.uk or visit our website at: http://www.aerobatics.org.uk Other people who can be reached via the Internet are: chairman@aerobatics.org.uk (Ben Ellis) contests@aerobatics.org.uk (Alan C) gliders@aerobatics.org.uk (John G) membership@aerobatics.org.uk (Jen B)

FAI COMPETITION LICENCES

Applications for issue or renewal of FAI competition licences should be directed to Jen Buckenham (address on next page). The fee is £2. Renewal applicants, please enclose license for stamping.

MEMBERSHIP

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

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

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

BRITISH AEROBATIC ASSOCIATION COMMITTEE 2003

Ben Ellis*

Chairman
19 Thistledeane, Thames Ditton, Surrey
KT7 OYH. Tel: 020 8398 2114
Fax: 020 8224 3540 Mobile: 07711 821249
E-mail: benellis@aol.com

Jen Buckenham

Membership Secretary
Hawthorn Cottage, 85 Circular Road
Katesbridge, County Down BT32 5LP
Tel 028 4067 1838 Mobile: 07905 893480
E-mail: jen@myrmidon.freeserve.co.uk

Alan Cassidy*

Head of Contest Organisation
18 Woodhurst Road, Maidenhead, Berks SL6 8TF.
Tel: 01628 637732 Fax: 01628 777083
E-mail: contests@aerobatics.org.uk

Steve Green

Judging Co-ordinator
25 Rowland Close, Wallingford, Oxon OX10 8LA
Tel: 01491 824999 (day) 01491 836645 (eve)
E-mail: SteveGreenSRG@aol.com

Eric Marsh*

Keeper of Trophies
Cavendish Hotel, Baslow, Bakewell,
Derbyshire DE4 1SP
Tel: 01246 582311 Fax: 01246 582312
E-mail: info@cavendish-hotel.net

Anne Sandford

Treasurer
Folliotts, River Road, Taplow, Bucks SL6 0BJ
Tel: 01628 633780
E-mail: aesandford@yahoo.co.uk

Nick Wakefield

Company Secretary
Bannersfield, Field Farm, Knighton on Teme,
Tenbury Wells, Worcs WR15 8LT
Tel 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: tom@skyboard.co.uk

Nick Buckenham*

Website design etc.
Hawthorn Cottage, 85 Circular Road
Katesbridge, County Down BT32 5LP
Tel 028 4067 1838 Mobile: 07773 768386
E-mail: nick@myrmidon.freeserve.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 *

Official WAC photographs



Right: Sukhoi 29 model showing off at WAC 2003



Above: British Team WAC 2003 – Nick Onn, Val Rahmani, Alan Cassidy and Patrick Williams



Left: When it all gets just *too* much!

Two Sukhoi Su-29



Only 85-hours since new. Ultimate specification: 400-hp; 2.6 metre 3-blade propeller; full-span ailerons; lightweight electrical system; Hooker harnesses; smoke; long-range fuel; Garmin GNC 250 + King transponder. Red and white with dark blue and gold contrast. Just fitted NEW engine and prop.



1998 manufacture just assembled for first time. To include smoke; long-range fuel, a factory zero-timed 400-hp engine; new MTV-9-260 propeller; Garmin GNC 250 XL GPS/COM; Garmin transponder.

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Richard Goode Aerobatics

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

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

E-mail: richard.goode@russianaeros.com www.russianaeros.com

Operations: White Waltham Airfield, Maidenhead, Berks

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