

# Aerobatics News Review

February 2004

No 158



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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Committee

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Last Orders

If you have not renewed your membership for the coming year this will be the last ANR that you will receive. We hope that you will consider joining for the year and look forward to seeing you during the coming season.  
Membership forms found as the centre-fold in 157 or can be down-loaded from the web-site.

Competition entries

As from this year it is a requirement that:  
 ● Completed entry forms and your cheque must be with me on, or by the day that entries close.  
 ● Payment at the venue will be subject to a surcharge of 50% will be levied.  
 ● Cheques will not be cashed until after the event, the exceptions being both the Nationals Parts 1 and 2; the fee is non-returnable.  
 ● As in previous years your cheque may be carried forward to the next event.  
 Please read page 8 in the 2004 Competition Booklet

*Jen B*

**FOR SALE**  
**One-sixth share in Pitts S2A  
 and CAP 222 (Giles 202),  
 group based at White  
 Waltham.**  
**£23K**  
**Contact Steve Green.  
 Tel: 01491 836645.  
 stevegreensrg@aol.com.**

Photo Caption

Cover: Adrian Howe flies G-MATE in Sweden 2003 - *Freddy Stenbom*  
 Inside back cover: Points Trophy winners at the AGM - *Nick B*

Report of the 29th British Aerobatic  
Association AGM

The 29th AGM took place at the Aviator Hotel, Sywell on Saturday 17th January at 10.30 am. Amongst those attending were Andy Cunningham, John Gilbert, Ray Stoward, Julie Wood, Rachel Worth, Corinne Dennis, Cas Smith, Steve Lofthouse, Simon and Jennifer Cattlin, Graham Hill, Nikki Mills, Graham Saw, David Cowden, Alex Smith, Polly Whitehead, Simon Abbott, Simon O'Neill, Rob Howarth, Tim Jenkinson, John Paulson, Oliver Johnstone, Dave Kaberry, Aidan Grimley, John Askew, Mark Walden, John and Jane van der Luit, Steve Carver, Adrain Howe, Gerald Cooper, Gary Ferriman, Dick Happs, Judi Jones, Paul Conran, Steve Green, Mark Jefferies, Nick Onn, Eric Marsh, Nick Wakefield, James Brown, Martin Sandford, Julian Murfitt, Andy McClean, Nick Buckenham, Tom Cassells, Gareth Roberts, Ben Ellis, Alan Cassidy, Jen Buckenham and Caroline Bois.

Apologies had been received from David Cope, Kester Scrope, Tony Maxwell, Anne Sandford, Ian Scott and Steve Kirton. Approval of the report of the 28th AGM was proposed by Gareth Roberts and seconded by Gary Ferriman, there being no matters arising.

Chairman's Address

On the domestic scene, we've visited a new airfield, to us at least, Kemble and we've returned to an old friend at Sandtoft (unless you've an aversion to narrow runways in a crosswind, that is!) The weather gods or the sunspot cycle or just random chance, whatever is your philosophy meant that we enjoyed really great weather at most competitions, except for poor old Swansea, or Swimsea as it was whimsically renamed. I won't bore you

with a blow-by-blow account of what we did, I'm sure most of you read about it in our excellent journal and in any case it's all on our superb website, so ably mastered by Nick Buckenham. However, despite the weather, we didn't do as well as we would have liked on the financial front. We'll look in a little more detail at that in a moment. We're not here to play a numbers game or make a profit for shareholders but we do need to make a return on our proceedings sufficient to cover our costs and set aside some funds for development and contingency. This year we had to eat into our reserves, which is what they're there for of course. We must examine the reasons for this and take appropriate steps to ensure we get back on the right track for the future.

Out in the World...

As reported last year, once again we were represented abroad by 3 teams, Unlimited and Advanced Power and Unlimited Glider. You'll have all read of their exploits in the ANR We were very pleased to be able to make a small contribution to every team member's training expenses and although the sums were only a fraction of the costs that all these pilots incur they all expressed their appreciation for our support. I know that the fact that a significant number of pilots fly in International competition feeds back into our domestic arena at all levels. I'm sure that just watching these people flying inspires many people to greater achievement even if they as individuals have no intention of competing outside our shores themselves.

On the ground....

Once again I'm happy to report that our

judging reputation Internationally continues to grow under Steve Green's careful guidance. Graham Hill and Steve Green make a formidable team whether as a part of the line-up at International competitions or working together as Chief Judge. Our International glider judges were also out and about last year in Hungary. This involvement not only advances our say on the world stage but it also feeds back into our domestic scene, raising our game so that all pilots benefit from better appraisal of their skill.

### Behind the scenes...

Once again this year I have attended numerous meetings of various bodies on your behalf. These include both the Council and the Medals and Awards Committee of the Royal Aero Club and the General Aviation Safety Council. Last year we discussed some of the work carried out by the RAeC on behalf of all UK air sports in ensuring that we get the most favourable conditions in which to enjoy our activities under the new EASA. In particular this year we've been able to fend off a proposal that all aircraft must carry a minimum of 65 million third party insurance. There is now a sliding scale being proposed, largely in line with our own competition requirements for our size of aircraft.

### The year ahead...

We've another full season planned. We did go ahead and put dates onto the Web site before the paper version came out this year. I'm sorry that it wasn't sufficiently in advance for those who need to book leave well ahead of time but I feel we've done our best bearing in mind that many airfields can't commit until they've sorted out their own calendars. Sadly we are unable to return to Kemble this year but I'm pleased that we are going back to

Sleap. We've moved things around slightly and we'll kick off the power comps with the Icicle at Sandtoft. We've decided to give Swansea a rest this year and the May open contest has been moved to Elvington in Yorkshire. Once again we've 3 teams lined up for parts foreign and we wish them all the very best in their endeavours.

### Thanks...

- To everyone on the committee and the officers of the association who work so hard on your behalf
- To everyone who worked on the ground at our competitions, judging, assisting, running, scoring and taking video.
- Most especially to the pilots who flew in our competitions.

### Financial report

Martin Sandford presented the financial report in Anne's absence. A full copy of the audited accounts is attached at the end of this report. Turnover was down by 22% and expenses were down by 11% during 2003, the assets of the association were also down by 7.5%; cash remains static at approximately £15,000. Membership in 2003 was down by 22% and competition entries by 34%. There were no questions arising from the presentation of the accounts, Nick Buckenham proposed their approval, Dick Happs seconded this. There appeared to be no particular reason for the decline in membership numbers in 2003; 2002 was a particularly busy year, last year should not be perceived as a significant trend. There was a discussion on how the association could increase the numbers of members and its' public profile. It was proposed that in order to save £800 there should be an internal audit performed. Simon Abbott offered to perform this and to prepare the accounts for presentation to Companies House.

### Election of Officers

Three members of the committee were eligible for re-election all of whom had received nominations.

- Nick Buckenham, nominated by Jen Buckenham and seconded by Ray Stoward
- Alan Cassidy, nominated by Mark Jefferies and seconded by Mark Walden and Dave Cowden
- Eric Marsh, nominated by Jen Buckenham and seconded by Barry Tempest

### The committee for 2004

*Ben Ellis	Chairman
*Tom Cassells	Vice-Chair
*Nick Buckenham	Web-site
*Alan Cassidy	Head of Contest Organisation
*Andy Cunningham	Glider Representative
*Mark Walden	Liaison
*Eric Marsh	Keeper of Trophies
*Gareth Roberts	Public Relations
*Martin Sandford	Points Tabulator
Steve Green	Judging Co-ordinator
Nick Wakefield	Company Secretary
Tony Lloyd	Journal Editor
Anne Sandford	Treasurer
Jen Buckenham	Membership Secretary
Those marked with a * are Directors of the BAeA.	

### Location of the Nationals 2004

The fee demanded by Sywell Aerodrome for the Nationals to be held at Sywell in September has been substantially raised. Various alternatives were suggested by members present including, Swansea, Barkston Heath and Leicester. Adrian Howe proposed that we should try to stay with Sywell and negotiate a lower fee; Mark Jefferies seconded this. Graham Hill suggested that the person charged with liaising with Sywell should try to negotiate the lowest fee possible and

come back to the committee.

Two alternatives were suggested, one to remain at Sywell for 2004 and search for an alternative location for 2005; the second suggestion was that the pilots should pay a greatly increased entry fee to cover the proposed airfield increase (this was approved by all Advanced and Unlimited pilots present.) Mark Walden will contact the manager of Sywell and negotiate fees for the coming season.

### Award of Trophies

The Cessna Aerobat and the Diana Britten trophies were not awarded.

Standard Points Trophy	Rob Howarth
Marcus Norman Trophy	Alex Smith
Swinstead Trophy	Tim Jenkinson
Advanced Points Trophy	Gerald Cooper
Glider Points Trophy	Graham Saw
Slingsby Trophy	Alex Smith
Golden Frog	Tom Cassells
Extra Trophy	Gerald Cooper
Shaggy Cow Trophy	Simon Cattlin
Len Perry Memorial Trophy	Nick Onn
Pitts Special Trophy	Tim Jenkinson
Chipmunk Trophy	Ian Trask
Contest Director of the Year	Eric Marsh
Judge of the Year	Graham Hill

### Any other business

Ben Ellis announced that two awards are to be made to Alan Cassidy in recognition of his services to Aerobatics in the UK and Internationally, the Tissandier Award, from the FAI and the RAeC Silver medal. These will be presented at the RAeC awards ceremony in March.

Barry Tempest gave an explanation of Rule 5 (a copy of his proposals are published on the UK aerobatics exploder in an e-mail dated 06.01.04, timed at 17.10.) A petition was circulated which some members

## REPORT

signed. This discussion continued during the lunch break.

It was reported that Brian Lecomber has had to cease display flying, as he has been unable to gain sponsorship for 2004.

Adrian Howe requested that competition should have a full aerobatic box marked and this would greatly assist pilots embarking on international competitions. Mark Jefferies suggested that assistance should be given to Gareth Roberts with publicity, also there could be a prize for writing an article that was published in the aviation press.

John 'JP' Paulson suggested that the BAeA should endeavour to contact pilots whose aircraft had aerobatic capability, with a view to encouraging membership and participation in competitions. No offers to undertake this task were forthcoming. Gareth Roberts will write an introduction to airfields, which offer aerobatic training and

arrange for someone to visit to talk about the BAeA and aerobatic competitions.

JP suggested that some film could be put onto a CD, so that there could be a multi-media presentation. None of the members present were able to offer to undertake this task.

Rob Howarth highlighted the problem of pilots not being able to get to a competition for the initial briefing on time. Eric Marsh said that pilots must be there for the briefing – if not, they could not compete (unless there were special circumstances.)

Nick Onn suggested that in the case of bad weather the briefing could be delayed. Gary Ferriman proposed that there should be a strict rule for all Contest Directors to follow. Ben Ellis proposed that all discussions should continue into the lunch break, but offered that there should be some flexibility to deal with most cases

The meeting closed at 1.15pm.

## Directors' Report and Financial Statements for the Year ended 31 October 2003

THE BRITISH AEROBATIC ASSOCIATION  
LIMITED  
(Limited by Guarantee)

### COMPANY INFORMATION

**DIRECTORS** Ben Ellis  
Thomas Cassells  
Nicholas Buckenham  
Alan Cassidy  
Andrew Cunningham  
(appointed 25/1/03)  
Eric Marsh  
Gareth Roberts  
Martin Sandford  
Mark Walden  
(appointed 25/1/03)

**SECRETARY** Nicholas Wakefield  
**COMPANY NUMBER** 1168665

**REGISTERED OFFICE**  
West London Aero Club,  
White Waltham Airfield,  
Maidenhead, Berkshire SL6 3NJ

**AUDITORS** J S Bethell & Co  
Chartered Accountants & Registered Auditors  
70 Clarkehouse Road, Sheffield S10 2LJ

The directors present their report and the financial statements for the year ended 31 October 2003.

### STATEMENT OF DIRECTORS' RESPONSIBILITIES

Company law requires the directors to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the company

## REPORT

and of the surplus or deficit of the company for that period. In preparing those financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the company and to enable them to ensure that the financial statements comply with the Companies Act 1985. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

### PRINCIPAL ACTIVITIES

The company's principle activity is to promote and encourage aerobatic flying.

### DIRECTORS

The directors who served during the year were:

Ben Ellis  
Thomas Cassells  
Patrick Margetson-Rushmore  
(resigned 25/1/03)  
Nicholas Buckenham  
Alan Cassidy  
Eric Marsh  
Gareth Roberts  
Martin Sandford  
Ray Stoward (resigned 25/1/03)  
Andrew Cunningham (appointed 25/1/03)  
Mark Walden (appointed 25/1/03)

### AUDITORS

The auditors, J S Bethell & Co, will be

proposed for reappointment in accordance with section 385 of the Companies Act 1985.

The report of the directors has been prepared in accordance with the special provisions of Part VII of the Companies Act 1985 relating to small companies.

This report was approved by the board on and signed on its behalf.

Nicholas Wakefield  
Secretary

We have audited the financial statements of The British Aerobatic Association Limited for the year ended 31 October 2003 set out on pages 3 to 7. These financial statements have been prepared in accordance with the Financial Reporting Standard for Smaller Entities (effective June 2002) under the historical cost convention and the accounting policies set out on page 5.

This report is made solely to the company's members, as a body, in accordance with Section 235 of the Companies Act 1985. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.

### RESPECTIVE RESPONSIBILITIES OF DIRECTORS AND AUDITORS

As described in the Statement of Directors' Responsibilities the company's directors are responsible for the preparation of the financial statements in accordance with applicable law and United Kingdom Accounting Standards.

Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and United

## REPORT

Kingdom Auditing Standards. We report to you our opinion as to whether the financial statements give a true and fair view and are properly prepared in accordance with the Companies Act 1985. We also report to you if, in our opinion, the Directors' Report is not consistent with the financial statements, if the company has not kept proper accounting records, if we have not received all the information and explanations we require for our audit, or if information specified by law regarding directors' remuneration and transactions with the company is not disclosed. We read the Directors' Report and consider the implications for our report if we become aware of any apparent misstatements within it.

### BASIS OF AUDIT OPINION

We conducted our audit in accordance with United Kingdom Auditing Standards issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the directors in the preparation of the

financial statements, and of whether the accounting policies are appropriate to the company's circumstances, consistently applied and adequately disclosed. We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

### OPINION

In our opinion the financial statements give a true and fair view of the state of the company's affairs as at 31 October 2003 and of its deficit for the year then ended and have been properly prepared in accordance with the Companies Act 1985.

J S Bethell & Co  
Chartered Accountants and Registered Auditors  
70 Clarkehouse Road, Sheffield S10 2LJ

### INCOME AND EXPENDITURE ACCOUNT

For the year ended 31 October 2003

	Note	2003 £	2002 £
TURNOVER	1	22,488	28,806
Administrative expenses		(23,525)	(26,378)
OPERATING (DEFICIT)/SURPLUS	2	(1,037)	2,428
Interest receivable		58	85
(DEFICIT)/SURPLUS ON ORDINARY ACTIVITIES BEFORE TAXATION		(879)	2,513
TAX ON (DEFICIT)/SURPLUS ON ORDINARY ACTIVITIES	3	5	28
(DEFICIT)/SURPLUS ON ORDINARY ACTIVITIES AFTER TAXATION		(874)	2,541

## REPORT

RETAINED SURPLUS BROUGHT FORWARD	15,531	12,990
RETAINED SURPLUS CARRIED FORWARD	14,657	15,531

The notes on pages 5 to 7 form part of these financial statements.

### BALANCE SHEET

As at 31 October 2003

	Note	2003 £	2002 £
FIXED ASSETS			
Tangible fixed assets	4	1,833	1,681
CURRENT ASSETS			
Debtors	5	1,811	1,193
Cash at bank		15,215	14,963
		17,026	16,156
CREDITORS: amounts falling due within one year	6	(4,202)	(2,306)
NET CURRENT ASSETS		12,824	13,850
TOTAL ASSETS LESS CURRENT LIABILITIES		14,657	15,531
CAPITAL AND RESERVES			
Income and expenditure account		14,657	15,531
		14,657	15,531

The financial statements have been prepared in accordance with the special provisions of

Part VII of the Companies Act 1985 relating to small companies and in accordance with the Financial Reporting Standard for Smaller Entities (effective June 2002). The financial statements were approved by the board on and signed on its behalf.

Ben Ellis  
Thomas Cassells  
Directors

The notes below form part of these financial statements.

### 1. ACCOUNTING POLICIES

1.1 Basis of preparation of financial statements

The financial statements have been prepared under the historical cost convention and in accordance with the Financial Reporting Standard for Smaller Entities (effective June 2002).

#### 1.2 Cash flow

The financial statements do not include a cash flow statement because the company, as a small reporting entity, is exempt from the requirement to prepare such a statement under the Financial Reporting Standard for Smaller Entities (effective June 2002).

#### 1.3 Turnover

Turnover represents the total receipts from the Association's activities, except for bank interest received.

1.4 Tangible fixed assets and depreciation  
Tangible fixed assets are stated at cost less depreciation. Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following bases:

Aviation equipment -25% reducing balance  
Office equipment -25% reducing balance

## REPORT

### 2. OPERATING (DEFICIT)/SURPLUS

The operating (deficit)/surplus is stated after charging:

	2003	2002
	£	£
Depreciation of tangible fixed assets:		
- owned by the company	614	561
Auditors' remuneration	823	664
During the year, no director received any emoluments (2002 - £nil).		

### 3. TAXATION

	2003	2002
	£	£
Analysis of tax charge in year		
UK corporation tax charge on profits of the year	-	9
Adjustments in respect of prior periods	(5)	(37)
Tax on surplus on ordinary activities	£ (5)	£ (28)

#### Factors affecting tax charge for year

The company is a not for profit organisation and is therefore only liable to corporation tax on interest received.

#### Factors that may affect future tax charges

The company will continue to be a not for profit organisation and will therefore continue to be liable to corporation tax on interest received only.

### 4. TANGIBLE FIXED ASSETS

	Aviation equipment £	Office equipment £	Total £
Cost			
At 1 November 2002	2,510	6,094	8,604
Additions	766	-	766
At 31 October 2003	3,276	6,094	9,370
Depreciation			
At 1 November 2002	2,307	4,616	6,923
Charge for the year	243	371	614
At 31 October 2003	2,550	4,987	7,537
Net book value			
At 31 October 2003	£726	£1,107	£1,833
At 31 October 2002	£203	£1,478	£1,681

## REPORT

### 5. DEBTORS

	2003	2002
	£	£
Due within one year		
Trade debtors	375	-
Other debtors	1,436	1,193
	£1,811	£1,193

### 6. CREDITORS:

	2003	2002
Amounts falling due within one year		
	£	£
Trade creditors	796	-
Other creditors	3,406	2,306
	£4,202	£2,306

### 7. COMPANY STATUS

The company is a private company limited by guarantee and consequently does not have share capital. Each of the members is liable to contribute an amount not exceeding £1 towards the assets of the company in the event of liquidation.

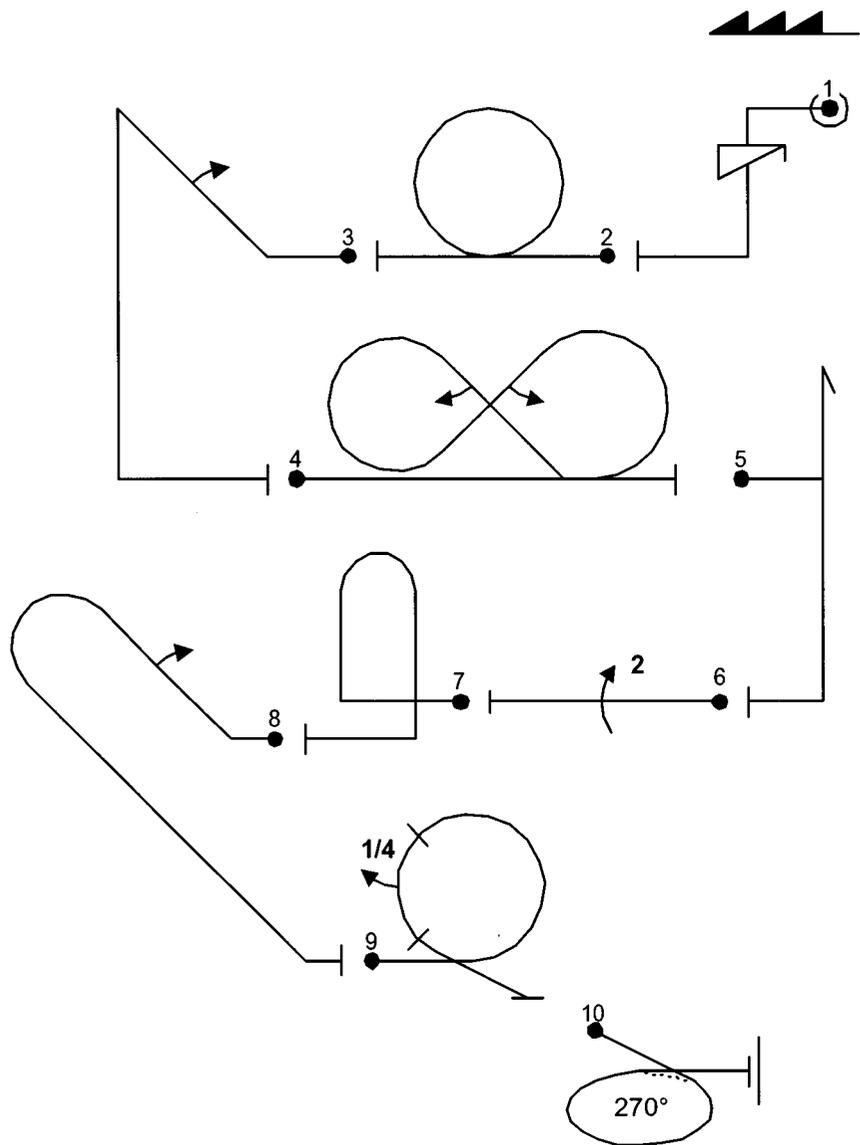
#### DETAILED INCOME AND EXPENDITURE ACCOUNT

For the year ended 31 October 2003

	Page	2003	2002
		£	£
TURNOVER	9	22,488	28,806
Less: OVERHEADS			
Administration expenses	9	(23,525)	(26,378)
OPERATING (DEFICIT)/SURPLUS		(1,037)	2,428
Interest receivable	9	158	85
(DEFICIT)/SURPLUS FOR THE YEAR		£(879)	£2,513
		2003	2002
		£	£
TURNOVER			
Subscriptions		10,437	12,207
Competition entry fees		9,950	15,089
Advertising income and book sales		2,003	600
FAI income		76	304
Donations received		22	606
		£22,488	£28,806

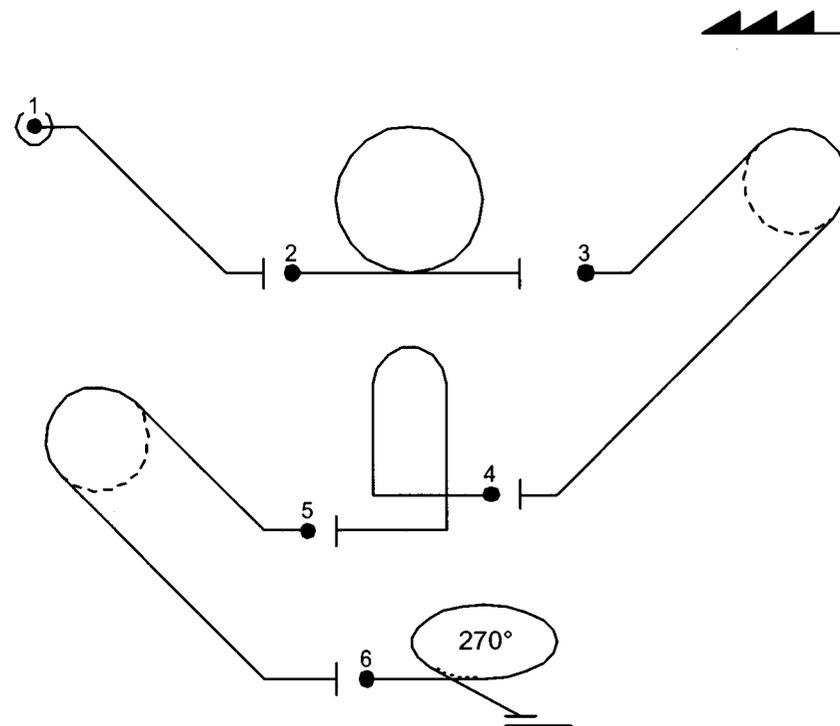
# Known Sequences – 2004 (Gliders)

Intermediate Known, 162K



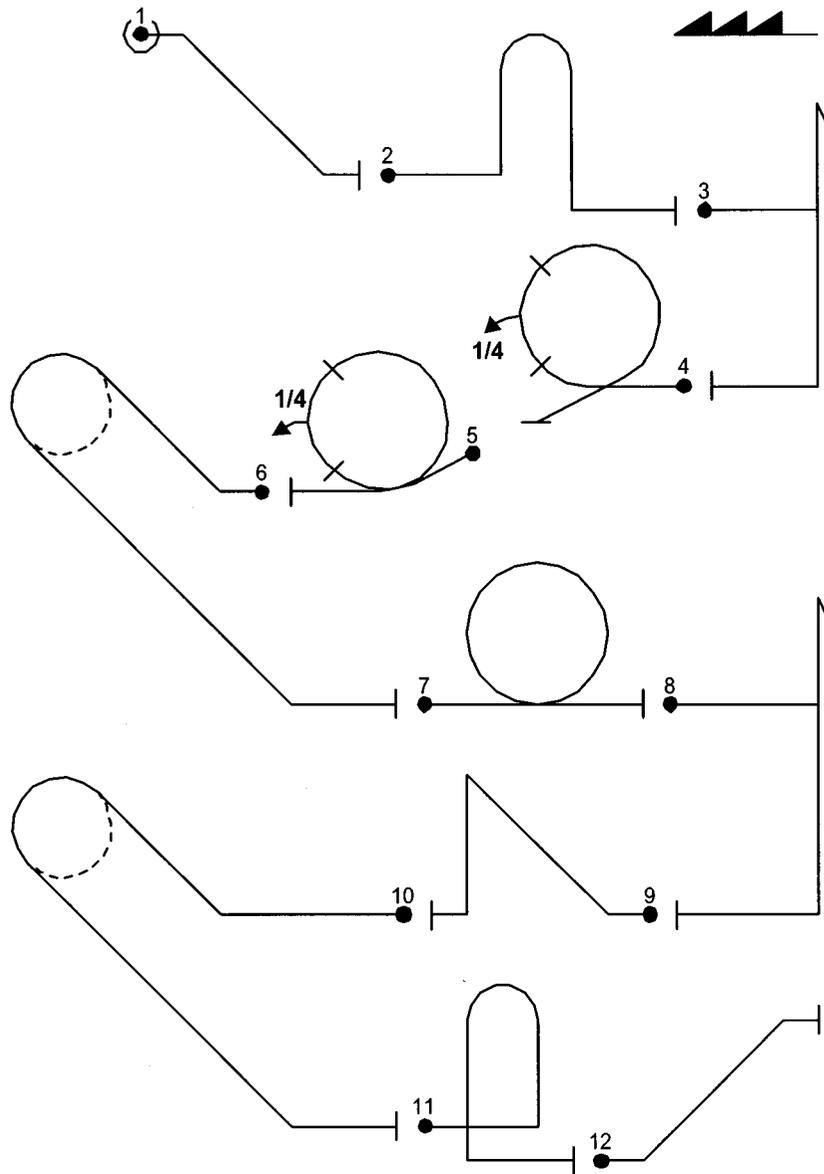
# Known Sequences – 2004 (Gliders)

Beginners Known, 51K



## Known Sequences – 2004 (Gliders)

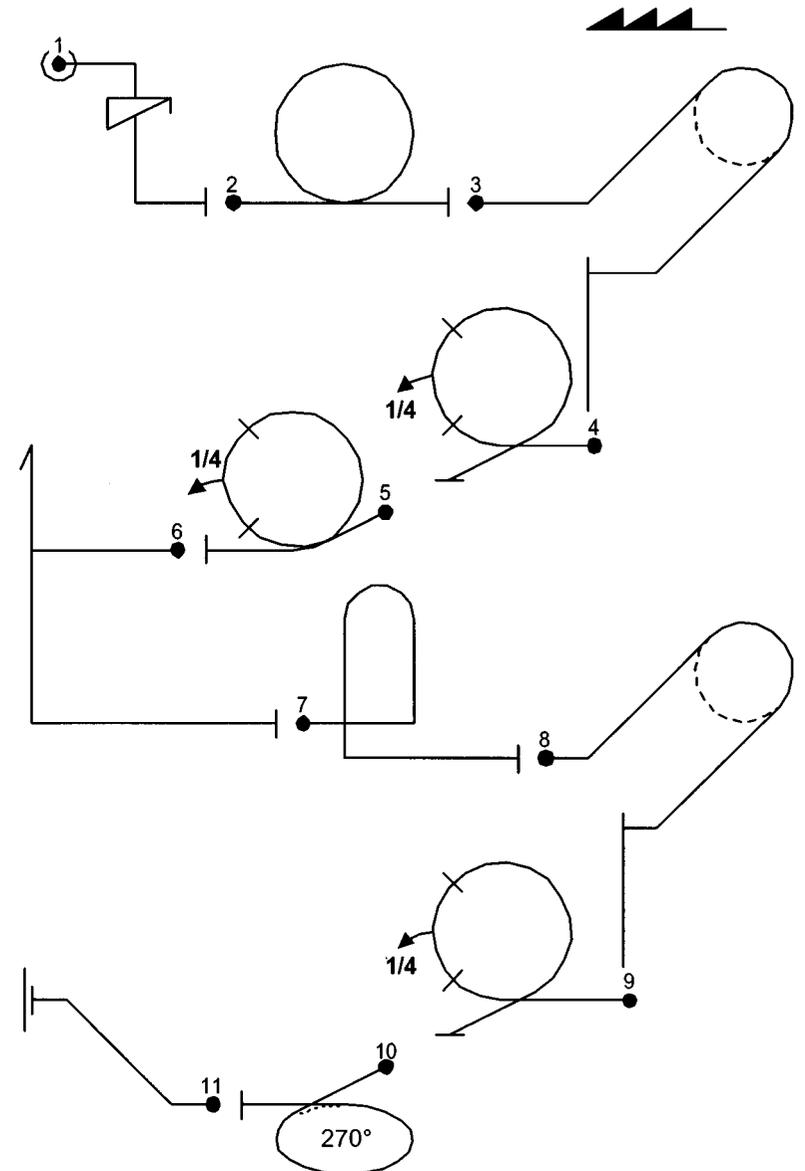
Sports Known 1, 147K - corrected



## Known Sequences – 2004 (Gliders)

Sports Known 2, 131 K - corrected

(For Dan Smith Trophy, delete spin and fly just vertical line down – 126K)



## INFORMATION

	2003	2002
	£	£
<b>ADMINISTRATION EXPENSES</b>		
Competition expenses	9,686	12,354
Training camp donations and winners grants	2,583	3,701
News Review	5,440	4,277
Other publications	341	773
Internet	522	294
Administration	2,349	2,454
Affiliation fees	963	965
Bank charges	65	22
Auditors' remuneration	823	664
Insurances	139	231
Depreciation	614	561
Loss on disposal of tangible assets	-	82
	£23,525	£26,378
	2003	2002
	£	£
<b>INTEREST RECEIVABLE</b>		
Bank interest receivable	£158	£85

### The Diana Britten Aerobatic Scholarship

Candidates are now invited to apply for an entry form for the 2004 Beginner's Aerobatic Scholarship.

#### LEVEL 1

The scholarship will maintain the same format as in previous years, providing the winner with a 10-hour course of dual competition aerobatic instruction with one of the UK's top ranking aerobatic pilots, plus 1 years free membership to the British Aerobatic Association.

It is open to any British woman pilot wishing to enter national aerobatic competitions at the beginner's level for the first time. Applicants must hold as a minimum, a current UK PPL and medical. There is no minimum hour's requirement and a maximum of 350 hours total. Up to 10 hours of non-competitive aerobatic experience is allowed.

This Scholarship is not open to the holders

of a CPL or ATPL.

#### LEVEL 2

The Diana Britten Graduate Trophy will be awarded to a British female pilot gaining the highest percentage of total scores over three separate BAeA aerobatic competitions from beginner's to Intermediate level. The winner will also receive 10 hours of aerobatic training tailored to suit their individual requirements

#### BEGINNER'S AEROBATIC SCHOLARSHIP

Applications for entry forms: Diana Britten Aerobatic Scholarship  
 PO Box 8  
 Chobham  
 Woking  
 Surrey GU24 8YE  
**CLOSING DATE FOR RETURN OF ENTRY FORMS 30th June 2004**

## INFORMATION

### Judging School 2004

The Judging School this year will be held at White Waltham on 27th March from 1000 until 1600. A draft outline of the types of subjects we intend to cover is provided below.

#### Morning Sessions:

We plan to run two main sessions in the morning:

Basic Introduction to Judging – aimed at people who have not judged before. This session will cover the main figures encountered up to Standard level of competition and the basic judging criteria for each figure. At the end of the session people will be given the chance to judge the 2004 beginners sequence (if weather permits).

Advanced Judging – aimed at people who have judged before and want to progress to judging the Advanced and Unlimited repertoire of figures. We will pay particular attention to judging flick rolls on a variety of lines, rolling circles and the more complex, multi-component figures often used in Free Programmes. Rule changes for 2004 will be noted and there will be

time for discussion of other topics.

#### Afternoon Session:

Judging Performance Index – a review of the new CIVA system for assessing the performance of judges at a competition.  
 Height Judgement – a discussion of how to judge infringements at the lower levels of the box.

Teamwork on the judging line – use of callers to aid judging of complex sequences.

Flying Demonstrations (weather permitting) – beginners level sequence; flick rolls on different lines; height perception.

If you intend to come along to the judging school please let me know. If there are other subjects you would like to discuss at the judging school, tell me and I will try to include them. There will a charge of £5 per person to cover room hire and photocopying of paperwork. All you need to bring with you on the day is pen and paper, plus enthusiasm!

*Steve Green.*

*SteveGreenSRG@aol.com*

### Hall of Fame Inductees

The Experimental Aircraft Association inducted the Class of 2003 in its Sport Aviation Halls of fame at a banquet held at the EAA Aviation Centre in Oshkosh last October.

2003 inductee to the IAC Aerobatic Hall of Fame is Don Taylor.

Don Taylor received his "Young Eagles" ride sitting on his mother's lap in an OX-5 American Eagle at just six weeks old. He learned to fly in high school and became a flight instructor by 18. He learned aerobatics in a PT-19 and a Stearman and taught aerobatics for the U.S. Air Force as a

civilian instructor. Don continued flying aerobatics after taking a position with United Airlines and flew his first competition in 1965. He judged the US National Aerobatic Championships from 1967 to 1969.

Following the 1969 Nationals Don met with Paul Poberezny and Bob Heuer to discuss forming a new aerobatic club, which led to the formation of the International Aerobatic Club. at vice president, Don wrote the judging standards and techniques manual for competitions, later adopted by FAI as the world standard for aerobatic judging.

## INFORMATION

Throughout the 1970s and beyond, Don flew numerous Unlimited IAC Competitions; served as the US representative to FAI; and was a contest director, a delegate, a judge, and a chief judge at competitions around the world. In 1979 he made the US proposal for hosting the World Aerobatic Championship which took place the next year in Oshkosh. Since then Don has developed and

produced other racing programmes including the Masters of Aerobatics for which he received an Emmy Award in 1983. Among inductees to the U.S. National Aviation Hall of Fame that will be enshrined in a ceremony at Dayton OH in July 2004 is airshow performer and three-time US National Aerobatic Champion, Patty Wagstaff.

## Safety Reports (from CAA GASIL)

### Loose Articles

The AAIB have published the results of their investigation into the fatal accident to a Yak 52 in January. The aircraft was carrying out aerobatics, and at the end of a stall turn the pilot was unable to pull out of the vertical dive. The elevator control quadrant was jammed by a screwdriver. It appears that the screwdriver had become missing from a toolbox, the property of a trainee at the aircraft's maintenance organisation. The investigation suggests that the pilot himself may have borrowed it at some time, without informing the toolbox owner (who had not used it on the subject aircraft). The Yak 52 has no bulkheads to prevent movement of objects along the rear fuselage.

This is not the first fatal accident which can be attributed to a loose object jamming the controls. The CAA recommends that all aircraft maintainers (owners/pilots, licensed engineers and maintenance organisations) have a positive system to control loose objects and minimise the risk of such accidents.

Suggested good practices should include:

1. Awareness of likely sources of loose objects:
  - 'Consumable' parts such as nuts, bolts and washers.

- Debris from drilling, filing and safety wire off cuts.
- Hand tools.
- Specialist equipment, such as control rigging devices.

2 Strategies to eliminate/minimise loose objects:

- Clean as you go.
- Awareness of critical areas, particularly prior to closure.
- Tool inventory control.

3. Preventative practices;

- Practice good housekeeping.
- Designate storage areas.
- Periodically account for all tools.

However, the system for loose object control is only as good as the weakest link, we therefore strongly recommend that all aircraft maintainers adopt their own positive systems and both encourage and support others in implementing similar systems.

Additional information and advice on cleanliness and debris hazards can be found in:

CAP 562, Civil Aircraft Airworthiness Information and procedures, leaflet 2-6. Electronic copy will be available at [www.caa.co.uk/publications/search.asp](http://www.caa.co.uk/publications/search.asp) later this year.

## INFORMATION

FAA Advisory Circular 150/5380-5B, Debris hazards at civil airports. Available at [www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet)

### Loose articles 2

In their report on the Yak fatal accident described, the AAIB note that it is common practice for pilots to check for loose articles by slapping the underside of the rear fuselage. The investigation reports that such slapping will only show up objects in the front part of the rear fuselage; the structure is such that anything which may have migrated through the frames right to the rear will not be disturbed by such slapping.

While the slapping technique is still an efficient means of finding some loose objects, nothing can replace a full loose article check with a torch and mirror through the inspection hatch in the fuselage side. However, make sure the torch and mirror are removed!

### Parachutes

The AAIB report on the Yak fatal accident described mentioned that the crew were wearing parachutes. However, the manoeuvre from which the aircraft did not recover apparently peaked at about 3000 feet above ground. It probably took some time for the pilot to realise he was unable to pull out of the dive, and more time to decide whether to leave the aircraft. As the aeroplane accelerated towards the ground the height available after they might have managed to make that exit would have been insufficient for the parachutes to open.

It takes time and effort to exit from an aeroplane, and for a parachute to open thereafter. Although it is not always practicable (or even possible) in every aeroplane or individual case, we

recommend that pilots carrying out aerobatic manoeuvres and spinning practice should consider wearing parachutes. However the benefits of wearing a parachute are lost if the manoeuvres are carried out below the height required for a safe exit and parachute deployment.

### Pneumatic Bottle Damage

The pilot of a Yak 50 had just started engines and commenced taxiing when the aircraft was shaken by an explosion between the engine and the pilot. The blast appears to have damaged the throttle linkage and applied full throttle which tipped the aircraft on its nose. According to the Air Accidents Investigation Branch, it appears that the main high pressure air reservoir bottle for the pneumatic starting and undercarrige systems had failed because of internal corrosion from water contamination.

Similar systems are known to be used in other Eastern European aircraft. For example, the main and emergency bottles in a Yak 52 are situated just behind the rear seat, and a similar explosion in that aircraft type might have very serious consequences. A CAA letter to operators of Yak 50 and other types with known similar pneumatic systems was issued on 9 September 2003, reminding that the maintenance tasks to detect and protect against corrosion of such reservoirs are prescribed by the manufacturer and by the relevant CAA Airworthiness Approval Notes. This would typically include:

- After every flight, the water traps must be opened to allow as much water as possible to drain out.
- Every 50 hours (or annually if sooner), the reservoir must be completely drained of water.
- Every 5 years, the reservoirs must be visually inspected internally and hydrostatically pressure checked.

## INFORMATION

### FAI News

#### FAI World Grand Prix Premiere in the Emirates

For the first time ever, an FAI aerobatic competition was held in the United Arab Emirates, at Al Ain, from 2 to 6 February 2004. It will also be the first time the competition will host jet aircraft, solo pilots and formation teams in addition to propeller aerobatic aircraft. For more details on the event and participants, please visit : <http://www.haute-voltige.com/en/fwgp/events/Current/alain04/home.htm>  
<http://www.haute-voltige.com/en/fwgp/events/Current/alain04/participants.htm>

#### Al Ain, United Arab Emirates

02 - 06 February 2004

#### PARTICIPANTS

Formation Teams / Propellers	Nation	Aircraft
FLYING BULLS	CZE	4xZlin 50LX
MATADORS	GBR	2xSU26/31
SPACE KNIGHTS	FRA	2xAcroeze

#### Formation Teams

/Jets	Nation	Aircraft
RUSS	RUS	7xL39
RUSSIAN KNIGHTS	RUS	2XSU27
SWIFTS	RUS	2xMIG29

#### Solo Pilots/Propellers

BESENYEI Peter	HUN	Extra 330L
FEDORENKO Svetlana	RUS	Sukhoi 26
KAIRYS Jurgis	LTU	Juka
KAPANINA Svetlana	RUS	Sukhoi 26
MAMISTOV Mikhail	RUS	Sukhoi 26
SCHRODT Klaus	GER	Extra 300S
RAKHMANNIN Sergey	RUS	Sukhoi 26
TCHMAL Viktor	RUS	Sukhoi 29

#### CIVA Judges & Jury members

##### International Jury

CASSIDY Alan	GBR
Chief Judge	
GAILLARD John	RSA

##### Judges

ARVIDSSON Lars - Goran	SWE
HOELLERL Otto	AUT
TAUTKEVICIUS Vytautas	LTU
ZUMAGLINI Jean	FRA

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## INFORMATION

### 7th European Glider Aerobatic Championships 2004

The Organizers of the 7th European Glider Aerobatic Championships 2004 in Moravska Trebova (Czech Republic) have published the Information Bulletin no. 1, and are

looking forward to receiving your preliminary entries soon : [www.fai.org/press\\_releases/2004/document\\_s/egac2004\\_bulletin\\_1.pdf](http://www.fai.org/press_releases/2004/document_s/egac2004_bulletin_1.pdf)

### 2004 FAI Young Artists Contest

#### Rules for the 2004 contest

All Entries Must Be Made To Your Organizing FAI Member Country by their deadline. Click on the above link for the address of your member country. The Theme for the 2004 Contest will be: "Flying Saves Lives"  
The FAI is particularly concerned with all forms of sporting and recreational aviation, including:

- BALLOONING, GLIDING and PARACHUTING
- AEROBATICS
- HANG - GLIDING and PARAGLIDING
- MICROLIGHT / ULTRALIGHT FLYING
- MODEL AIRCRAFT
- LIGHT AIRCRAFT and HELICOPTER FLYING

FAI Members are responsible for making arrangements in each country for a national competition, or similar process of selection. We recommend that the prizes for winners of national competitions should include visits to sport aviation airports and museums, and if possible flights in light aircraft, gliders or balloons. Each country may submit to FAI a maximum of 9 paintings (3 in each age category). All entries must be received at the FAI Office by 1st April 2004 at the following address:

Fédération Aéronautique Internationale  
Avenue Mon-Repos 24  
CH-1005 Lausanne, Switzerland  
Entries will be judged by an International

Jury. The winners in each age group will receive Gold, Silver and Bronze Medals, together with diplomas. These will be presented at the FAI General Conference in Madrid, Spain, in October 2004. Unless the winners are able to be present in person, the medals and diplomas will be given to the FAI delegates from the countries concerned, who will then be responsible for arranging a suitable occasion for the presentation of the awards. Entries, once received by FAI will become and remain the property of FAI, which may use them for a variety of purposes. FAI Members are therefore encouraged to make good quality colour copies of their winners' work for public relations purposes before sending the entries to Lausanne.

- Eligibility. All children in the age groups shown below are encouraged to participate in the Contest, even if they are related to officials or employees of the FAI or any of its member organisations. Participation in the National contests is limited to residents of that country.
- Age Groups. Entries will be judged in 3 classes :
- Group I (Date of birth between January 1st 1994 and December 31st 1997).
- Group II (Date of birth between January 1st 1990 and December 31st 1993).
- Group III (Date of birth between January 1st 1986 and December 31st 1989).
- Format. The required format is A3 (297 x

## INFORMATION

420 mm or 11 3/4 X 16 1/2 inches) or, if this is unobtainable in your country, the nearest possible equivalent.

Artwork must not be framed or outlined with borders.

- Medium. All artwork must be done by hand (or, in the case of handicapped children, by foot or mouth). Any of the following media are permitted:

- Watercolor
- Acrylic
- Oil paint
- Indelible marker pens
- Felt-tip pens
- Soft ball-point pens
- Indelible ink
- Crayola, or any similar indelible medium

The following media are NOT permitted:

No pencil, charcoal or other non-permanent medium may be used.

No computer-generated artwork is permitted.

No collage work involving the use of photocopies is permitted.

- Markings. The following details should be clearly shown on the back of art:

- Title
- Family name
- Given name
- Address
- Date of birth
- Country of residence
- Name and address of school which child attends
- Certificate of Authenticity
- Certificate of Authenticity. The Certificate is to be worded as follows:

"I/We certify that this is the original and unassisted work of (name of entrant)".

We certify that (name of entrant) is a resident of (name of country).

Certificates are to be signed by the entrant's teacher, or other suitable person.

- Address for Entries. All entries are to be sent to the organising authority in each FAI Member country, and not direct to

the FAI. Only entries sent by FAI Members, and which arrive in Lausanne by the closing date of 01 April 2004, will be considered by the International Jury.

For More Information, contact the FAI at [info@fai.org](mailto:info@fai.org)

### Flying saves lives!

The 21st century offers incredible opportunities to travel and live. Sometimes, though, accidents and natural disasters happen. Boats spring leaks, hikers get lost, and people get sick miles, sometimes hundreds of miles, from hospitals. If that wasn't enough, earthquakes, mudslides, monsoons, and other natural disasters are unavoidable.

Luckily for us, there are all types of aircraft and crews waiting on a moments notice to come to our rescue. Helicopters are used all over the world for medical emergencies.

They can do more than move quickly, above the traffic. Get lost hiking? Well, helicopters with infrared equipment can actually see people in the dark based on their body heat. They can also hover, which means they can pick people up by lowering a harness or stretcher without having to land. Add a specially trained crew of men and women who know first aid and you have a first rate rescue system for anyone lost and injured.

It's not just helicopters, though. Long-range aircraft can search great distances without stopping for incredibly long periods of time by refueling in midair. This comes in handy when someone is lost at sea or stationed in the Antarctic. You may remember that it wasn't so long ago when special lifesaving equipment was flown half way around the world to save the life of a doctor living at an otherwise unreachable Antarctic base. It's not just individuals aided by flight.

When natural disasters strike, sometimes transport aircraft are the only way to quickly get large amounts of food, water,

## INFORMATION

and medical supplies to the communities that need them. In addition to supplies, firefighting aircraft put out fires and deliver firefighters to areas your average fire truck cannot get to. People aren't the only lives aircraft are used to save; though, they are even used to drop food to livestock trapped in snowy mountain passes.

Ever since flight began, aviation has been used to save lives. As aviation technology advances, so does the life saving possibilities of aviation. So, reach into history to capture a rescue from the past or imagine what kind of new rescues the future may bring and share your vision in this year's art contest: Flying Saves Lives!

## Register News

CAP 232 c/n11, previously operated by Frederic Akary, was registered G-SKEW on 28 November 2003, and is the new mount of John Askew.

The ex-Czech Extra 300s introduced last year to the UK competition scene by Mark Jefferies and Kester Scrope has taken up marks in the "Eye Eye" sequence favoured by aerobatic display and competition pilots - G-IIUI.

The Gold Air International Sukhoi Su-26 M displayed last year by their Chief Pilot Will Curtis joins the migration of RA- and LY-registered aerobatic machines to the UK register, becoming G-SIID, while Steve Jones' similar aircraft becomes G-IIIS (via US registry).

Two more Yak 50s also make the change

including that of Aerostar leader Jez Hopkinson.

G-FARL is a US import for F.L. McGee of Bishops Stortford, previously N333AB, this Pitts S-1E was constructed by the legendary Sam Burgess.

October changes of ownership include Gerald Cooper's Extra 230 passing to Clive Butler as replacement for Pitts S-2B G-BPLY. Zlin 326 G-BKOB moves to A.L. Rae, with a Bourne End address, so may probably be based at Booker or White Waltham. A raft of Pitts changes include S-1S G-BOXV to C. Waddington (Hereford), similar G-BRZX to J.S. Dawson (Barnsley), and S-1C G-BUWJ to Gerry Breen trading as G-BUNJ Syndicate based somewhat further afield - Lagos Airport, Portugal.

## IAC Contests 2004

April  
29-1 May 49th Sebring Aerobatic Contest  
Sebring FL

June  
26-27 Ohio Open  
Columbus, OH

July  
9-10 Okie Dust Devil  
Weatherford, OK  
9-11 Henry Haigh Challenge  
Jackson, MI

October  
21-24 First Flight Aerobatic Contest  
Farmville, VA

Contact Jan Hetzer at IAC Executive Office with any questions on USA contests at [jhetzer@ess.org](mailto:jhetzer@ess.org)

**Europe**  
May  
21-22 14th Antwerp Stampe Fly-in  
Antwerp Stampe Center & Museum, Airport Deurne, Antwerp  
[www.stampe.be](http://www.stampe.be)

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 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:

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**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.

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Gerald Cooper  
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