

Aerobatics News Review

July 2004

No 160



The Journal of the British Aerobatic Association



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Company Secretary Vacancy

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

The prime job of the Secretary is to ensure that the BAeA meets its legal obligations with respect to such things as keeping Companies House informed of changes to the Board and filing of the Accounts. Just at the moment it would also be useful to cast a fresh pair of eyes over the Arts and Mems of the Association. You don't need any special qualifications to do this job and we do have access to advice on the technical bits when we require it.

The Secretary automatically becomes a non-voting member of the Committee.

If you want to give it a go, please get in touch with Nick Wakefield.

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Photo Caption

Cover: Adam Lewis, Golding Barratt 2004 - Luke Goddard

National Glider Aerobatic Championships

from Debbie Bilham

Saltby Airfield 3rd to 6th June 2004

Thursday 27th May -Unscheduled Prequel.

OK! Guess who turned up a week early? It seems that today was originally scheduled for the start of the competition and was then changed. I was still going by the old dates. Having got to Saltby it was a nice day so I stopped for a bite of lunch and bumped into Paul Watson and Steve Jarvis who had brought a Pilatus with them to practice. I agreed to do a spot of judging for them thus letting the cat out of the bag; judges like a chance to practice too. The weather was perfect both for aerobatics and judging i.e. clear, light wind and pleasantly warm. Plus the visibility was good.

Thursday 3rd June -You should have been here last week!

It seems that a few others nearly turned up last week. Today's forecast is low cloud and rain; then becoming settled for a fine weekend ahead. I packed my shorts and lots of high factor sun cream. Being a well trained Myndite I also brought my waterproofs and woollen Guernsey sweater (windproof, sleetproof and 3lb of cockpit ballast). Unlike some in the gliding movement, I wash mine regularly - every leap year without fail. By lunchtime it started to look flyable so we went out to the judging point. There are 5 Unlimited pilots; Chris Cain, Jamie Allen, Paul Conran & Andy Cunningham are flying the Swift. Guy Westgate is flying the Fox. There are 2 beginners from Dunstable, both flying a K21. We had a selection of glider types in Sports this year; K13 (Nikki Mills), Lunak (Mark

Erland), Pilatus (Caroline Bois, Paul Watson). Nikki has been competing in the K13 for some years now and performed a superb sequence at last year's Saltby Open. Let's hope that she can repeat that form this time around.

Last year's Intermediate champion Mike Woollard and Steven Jarvis are the only competitors in intermediate this year both of whom are flying a Pilatus, my old ship 92.

The CD is Nick Buckenham. Jim Duthie and Ray Stoward are organising the launch point. Cindy Copsy is scorer. Chief Judge is Dick Happs.

Cindy was surprised to find that everybody has arrived with their paperwork in order. The contest is rather more formalised this year to try and bring it into line with BAeA protocol.

Several of us went for dinner at the Cross Swords at Skillington as we have done for many years now. They produce reasonably priced food, all home cooked and very good!

Friday 4th June.

The front from yesterday has passed. Low cu formed but hopefully would rise or clear later.

By lunchtime the suncream was still packed away, we still had low cloud, there was a strong crosswind in the box and we had completed the Daily Telegraph cryptic crossword.

An AWACS and 2 Tucanos flew over. Throughout the day we were frustrated by low cumulus, which stayed below 2,500' until about 5pm.

Radio 5 Live covered the 2nd test match against New Zealand, Tim Henman's French

Open Semi final match and the preparation for the England v Iceland match. Not a mention about us. Perhaps we need some overpaid prima-donnas with silly tattoos and bad haircuts and bad habits. Well O.K., we've got the bad habits!

At around 5pm the cloudbase finally lifted to 2500'. The Unlimited flew their Known as a split.

The cloud base lowered latterly and Guy started his 2nd split with a stall turn in cloud. While it couldn't be seen from the runway, boosting the hopes of his competitors, we could see it, abait faintly, from the judging line so it was scored. Guy Westgate took the lead with Paul Conran lying second. It was interesting that all of the unlimited pilots were very self critical of their flying, agreeing that they hadn't practiced enough, especially with the European championships coming up in 6 weeks time.

Steve and Mike were offered the chance to fly the Intermediate known but they couldn't agree where to split their program so decided to decline and fly when the weather improves -don't you just love an optimist!

The evening saw the traditional barbeque at the clubhouse.

The forecast for tomorrow is much better with high pressure and sunshine; perhaps I may need that suncream after all.

Nick set the morning briefing for 8 o'clock to try and make up for lost time as we were, by now, falling seriously behind.

Saturday 5th June.

Today started with perfect weather; light wind, blue sky, not a cloud in sight. That's how the local insomniac reported conditions at 4 a.m. By 8 o'clock we had 8/8 low cover. Still, it should clear by lunchtime!

"Really, Debbie. Do you still believe in the

weather forecast?" asked Guy.

The morning saw the Unlimited Balloon Modelling contest after somebody produced a pack of bendy balloons. Again the Telegraph prize cryptic crossword was solved by lunchtime.

At midday Nick announced that anyone wanting to take a winch launch and fly may do so. It was still overcast and the contest taking place at Sleap had stopped flying.

(Actaully we hadn'r even started then! Jen) An impromptu display by Simon Walker in his RF4 broke the tedium briefly.

By late afternoon it was starting to look as if we may not get a competition for the first time in the event's history; re-scheduling the Nationals to the Saltby Open weekend in September was considered a possible option.

Nick scrubbed the day at 4 o'clock with a briefing set for 8 o'clock the next morning. The competition dinner was held at The Crown at Sproxton on Saturday evening and went very well.

The bad news is that Weatherjack is forecasting similar conditions tomorrow with possible storms.

Sunday 6th June.

It was sunny at 8 o'clock, so a quick briefing and then ready to roll. Nick decided to interleave the classes in order to expedite the launch rate as four of the unlimited pilots are flying the same glider and the two intermediate pilots are also sharing a glider. Today there are 4 judges, all former champions in various classes.

The first few flights were problematic with 2 of the first 5 pilots declining to fly due to cloud in the box. We broke for about an hour early on but then it got better. Thankfully Weatherjack was wrong about this one.

During the day the following were flown: Unlimited Free (split) -Guy Westgate flew a

humpty canopy up instead of down.

Intermediate Known

Sport Known

Beginners Known

Intermediate and Sports Unknown

(truncated from 3000'); both programs incorporating full clovers. These produced some interesting, and entertaining, results in the sports class.

The unpredictable cloud formation that we've seen today can be devilishly unkind, especially to glider competitors who have to fork out for another aerotow should they decline to fly. It is pretty impossible to tell when you launch, whether there will be any cloud in the box when you get to height. It is also very difficult to judge where you can and cannot be seen from, or indeed if that will hold true in a few seconds time as Steven Jarvis found out. He flew his first figure, a spin, in cloud. It was visible from launch point but completely obscured from the judging line. The rest of his program was superb and those who

saw his spin from the launch point said that it was good. Unfortunately we have to judge by what we see and cannot rely on circumstantial evidence so therefore he scored zero for it.

Mike and Steve both flew very well, however after the unknown Steven was 10 points behind Mike and offering up copious prayers to the great and venerable god of TBL, unfortunately to no avail.

Mike retained his title by a gnat's whisker. The Sports was won by Paul Watson, flying a Pilatus. Nikki Mills won her first medal with a creditable 3rd place. Watch out if she turns up with a "proper" aerobatic glider! Throughout the competition there had been some discussion as to whether it is Guy or Jamie's turn to win Unlimited this year; after all it has alternated between them for a few years now. All wrong! Paul Conran demonstrated that it's consistency that generally wins the day. Although he didn't fly any really outstanding sequences, he didn't drop any major clangers either.

The British Glider Nationals - 2004

from Nick Buckenham, CD

Patience is a virtue, so they say. Last week glider pilots at Saltby needed it by the sack-full from Thursday to Sunday late morning.... and then, against all hope, the seemingly glued-in-place grey stuff reluctantly gave way at first to about 2400ft in haze, and finally to the full monty 4000ft at just about the time we reached the wrap-up point. The METAR's, TAF's and even WeatherJack throughout had invited us to believe it would be far better than it was, and true to form on Sunday they predicted eventual storm conditions and rain - which of course stayed away. Weather men, what do they know ?!

So - apart from the ever-present objectionable state of the aerial environs -

the first two-and-a-half days passed in a blur and not a lot of flying was achieved. It seemed pressing to ensure that we were ready for the promised Met each day, so morning briefings were revised forward an hour to 0800 in order to make the best of sitting around chewing the fat, as they say. Then some nearly 2500ft stuff came our way, and the unlimited known was (relatively) quickly despatched in split-halves. Guy claimed a clear pole position from Paul, the rest vying rather more evenly for 3rd slot.

And so to Sunday, on which by then quite a lot was riding. This time the early weather looked more promising and one or two dodgy sequences were bagged, but then

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rapidly forming Cu at less than a couple of thou' put paid to that. Through dogged perseverance redemption eventually came our way however, and with a mixture of unlimited splits and slightly shortened sports and intermediate sequences we had a (curtailed but adequate) competition. David Gethin Puch'd Tim Brook behind him in the Beginners class, Paul Watson's fine unknown pulled him ahead of the field in Sports, Mike Woollard and Steve Jarvis flew the same B4 to an incredibly close Intermediate finish, and Paul Conran's excellent free sequence earned the

Unlimited crown. It would have been nice to have done some more, but the line of sun-reddened faces on the judging benches told a different story. Dick Happs drove a small but select judiciary, Cindy Cosey played registrar, collated judging sheets and smote the keyboard impeccably, Jim Duthie marshalled the flight line, and yours truly thoroughly enjoyed "management-by-walking-about". My apologies for running away so smartly at the finish, but Mr EasyJet just wouldn't wait.

Saltby Glider National Championships 2004 : Buckminster : 3-6 June

Beginners

Pilot	A/c type	Reg'n	Known #1	O/all %
1 David Gethin	Puchacz	G-FTH	469.4	71.125
2 Tim Brook	ASK-21	G-FYF	460.1	69.710

Sports

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Paul Watson	Pilatus B-4	G-HVH	1358.3	1046.7	2405.0	75.629
2 Patrick Greer	Pilatus B-4	G-HVH	1388.3	973.6	2361.9	74.274
3 Nikki Mills	Ask-13	G-FWN	1354.0	1006.7	2360.8	74.238
4 Caroline Bois	Pilatus B-4	G-HDA	1400.2	933.9	2334.1	73.400
5 Mark Erlund	Lunak	G-OM	1183.7	1067.8	2251.4	70.800
6 Brian Griffin	Lunak	G-PUF	830.8	966.4	1797.2	56.515
7 Gerald Davies	Ask-21	G-FYF	955.4	473.0	1428.4	44.919

IntemEDIATE

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Mike Woollard	Pilatus B-4	G-92	1406.3	1218.0	2624.3	72.898
2 Steve Jarvis	Pilatus B-4	G-92	1318.9	1296.7	2615.5	72.654 *

Unlimited

Pilot	A/c type	Reg'n	Known #1	Program1	All Grps	O/all %
1 Paul Conran	Swift	G-JZP	1506.4	2239.8	3746.2	75.376
2 Guy Westgate	Fox	G-JKC	1696.1	2036.7	3732.7	75.105
3 Jamie Allen	Swift	G-JZP	1324.4	1972.6	3297.0	66.337
4 Chris Cain	Swift	G-JZP	1307.4	1946.5	3253.9	65.470
5 Lucky Cunningham	Swift	G-JZP	1317.3	1361.4	2678.7	53.897

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European Glider Aerobatic Championships - 2004 Final Results

				Prog-1	Prog-2	Prog-3	Totals
1	Jerzy	Makula	POL	1827.187	1808.220	2352.291	5987.698
2	Alexander	Panferov	RUS	1817.648	1754.348	2390.988	5962.984
3	Ferenc	Toth	HUN	1794.247	1736.098	2344.132	5874.476
4	Georgi	Kaminskiy	RUS	1786.774	1719.455	2332.654	5838.882
5	Valentin	Barabanov	RUS	1816.484	1687.043	2328.396	5831.922
6	Premysl	Vavra	CZE	1761.501	1730.096	2309.898	5801.494
7	Krzysztof	Brzakalik	POL	1782.224	1696.005	2310.745	5788.974
8	Janos	Szilagyi	HUN	1720.571	1739.241	2281.742	5741.554
9	Daniel	Serres	FRA	1733.775	1686.451	2321.134	5741.360
10	Stanislaw	Makula	POL	1774.260	1703.517	2236.070	5713.847
11	Pierre	Albertini	FRA	1767.469	1684.423	2247.607	5699.498
12	Malgorzata	Marganska	POL	1714.593	1716.367	2219.724	5650.684
13	Dietmar	Poll	AUT	1705.093	1683.622	2257.531	5646.246
14	Sandor	Katona	HUN	1750.860	1589.544	2252.559	5592.962
15	Josef	Cech	CZE	1714.614	1580.742	2272.303	5567.658
16	Alexander	Smirnov	RUS	1633.699	1683.099	2249.447	5566.245
17	Anatoly	Chigarev	RUS	1698.516	1645.453	2196.796	5540.765
18	Konrad	Zeiler	AUT	1603.373	1701.730	2215.662	5520.765
19	Lucjan	Fizia	POL	1612.772	1613.292	2283.672	5509.735
20	Gregor	Wilke	GER	1673.710	1685.622	2147.318	5506.650
21	Thierry	Etienne	FRA	1687.257	1600.930	2197.927	5486.113
22	Martin	Kramer	GER	1709.145	1601.956	2166.102	5477.203
23	Szabolcs	Kuhntreiber	HUN	1508.549	1703.027	2264.597	5476.173
24	Martin	Strimitzer	AUT	1674.745	1582.033	2214.916	5471.694
25	Igor	Plaksin	RUS	1739.550	1578.025	2142.288	5459.863
26	Ireneusz	Boczkowski	POL	1634.032	1605.690	2215.714	5455.435
27	Tamas	Viola	HUN	1672.747	1601.715	2176.047	5450.509
28	Olaf	Schmidt	GER	1649.749	1576.409	2211.149	5437.307
29	Jan	Vlcek	CZE	1667.311	1607.508	2152.083	5426.902
30	Eugen	Schaal	GER	1710.815	1501.903	2196.877	5409.594
31	Zoltan	Kakuk	HUN	1663.830	1579.255	2141.657	5384.742
32	Lucie	Peskova	CZE	1436.040	1665.607	2222.340	5323.987
33	Paul	Conran	UK	1609.578	1492.573	2215.848	5317.998
34	Craig	Manley	NED	1641.805	1534.087	2117.627	5293.518
35	Jean-Christophe	Beaumier	FRA	1622.350	1487.982	2162.421	5272.753
36	Philipp	Hilker	GER	1559.181	1575.118	2126.010	5260.308
37	Jurgen	Staus	GER	1592.834	1556.550	2084.115	5233.499
38	Erik	Houtman	NED	1594.240	1512.060	2125.102	5231.402
39	Pietro	Filippini	ITA	1622.490	1547.127	1977.232	5146.849
40	Jan	Rozlivka	CZE	1534.867	1395.170	2206.998	5137.034
41	Jamie G	Allen	UK	1440.611	1633.452	1911.238	4985.301
42	Christian	Vohryzka	AUT	1349.626	1526.602	2097.552	4973.779
43	Paolo	Cantani	ITA	1477.610	1458.717	2029.673	4966.000
44	Marcello	Tedeschi	ITA	1398.636	1484.443	2080.751	4963.830
45	Claudio	Brazaola	ITA	1061.880	1628.368	1931.122	4621.370
46	Andrew	Cunningham	UK	1371.103	1162.118	930.746	3463.967
47	Jiri	Jenik	CZE	1464.872	1089.042	576.183	3130.097
48	Chris	Cain	UK	1261.709	1107.541	451.161	2820.412
49	Gianfranco	Lagi	ITA	1285.283	0.000	0.000	1285.283
50.	D Olga	Romanenko	RUS	1670.531	1622.630	2141.972	5435.134
51.	D Maciej	Pospieszynski	POL	1572.978	1540.129	2150.061	5263.168
52.	D Janos	Sonkoly	HUN	1473.865	1550.488	2140.363	5164.716
53.	D Roman	Vavra	CZE	1469.156	1367.424	2114.273	4950.852

Golding-Barratt Trophy Report

from Adam Lewis

It was great to see the Golding Barratt Trophy back at Sleaf, with Sleaf being my home airfield, I remember watching the competition from an early age and hoping one day I would be able to be a part of it. It was a great day (shame about the cloud base) with a good turn out of competitors. I was late starting training this year due to the aircraft coming out of its annual late. April 2nd saw my first flight in G-STUA with Alan Cassidy in the front seat, Before this I hadn't flown since the return trip from Sherburn at the end of last year and needed Alan to help chip the rust away, fitting in training sessions when the weather was good and managing to get critiqued by Mark Walden, Most weekends were taken up displaying for the heavy traffic on the M4 whilst the lovely Louise

watched on. The big day brought stomach churning nerves and when it kicked off it was kind of a relief. Due to a low cloud base I was forced to take a break to regain some "Safety Space", usually after the second lot of wing rocks I'm on the floor pulling the tongue from the roof of my mouth gasping for water, but the final figures went off fine. After what felt like hours waiting for the other competitors to finish we finally had a contest. The marking was swift (as usual), and then it was the judgement hour. I was overwhelmed to win the Golding Barratt Trophy and would like to thank Alan Cassidy and Mark Walden very much for all of their time and hard work they put into my training over the past years.

Thanks for a great G/B weekend

The Golding Barratt Trophy - 2004

from Kester Scrope, CD

How good it was to be asked back to Sleaf. The welcome, hospitality, and excellent facilities make this one of the great venues. With the judges, briefing room, score room, flight-line, control tower, and bar all within 50 yards of each other organisation is far easier too, especially with Jen Buckenham tirelessly driving the computer and Steve Green's experience and good judgement.

For the pilots this weekend was to produce challenges, not just from a confusing runway layout but also from a very teasing cloud-base that gave everyone something to think about - mostly these challenges were overcome, but that is not to say that painful lessons were not learned, with that old chestnut of flying the sequence the wrong way rearing its head again. Perhaps we

should set up a 'one-way-only' club along the lines of the cricketing primary club (where membership is conditional on scoring a golden duck) - if so the membership would run from unlimited pilots to beginners.

There were six pilots at Beginners, the scores were very tight indeed and they belie the lower than ideal sub-3000' cloud-base. Paul Grant joined the one-way-only club on his debut - but flew the figures well in the Cessna. However it was David Jenkins in the Lazer that took the prize - narrowly ahead of the biplanes. So with six good performances the ranks of standard are set to swell and become even more competitive. With a strong on-judge wind the positioning of all the beginners was excellent.

We woke up on Saturday to an even lower cloud-base of c.2000ft and spent a frustrating morning spent looking at the Welsh hills that stood out clearly in the distance, but under a cumulus lid. Mrs Golding-Barratt arrived, with her daughter Brhyer, and I thoroughly enjoyed chatting to them. When Mark Jefferies landed (after strutting his stuff in the Yak-11 en-route to Ireland) and offered to whisk Bryher off to Ireland in his spare seat, Mrs G-B just raised her eyebrows as if to say, 'pilots are still the same'. Anyhow Mrs G-B left after my assurances that the chances of a competition were less than 50% - no doubt the reason why we did fly - but I hope she will forgive me (she drove over 2 hours each way) and come back to give the prizes next year.

However after a re-briefing at 13:30 the pilots accepted the decision to replace the spin in the known with a 90° turn, and that a contest result would be declared from the result of the single sequence. Hence flying began at 14:00 with the ability to take free breaks re-emphasised. The pilots all exercised good discretion in the use of the free breaks and so the contest was completed by 17:15, albeit with the one-way-club adding another to its numbers.

Pilots two-up flew at Hors de Concourse and most notable amongst them was Harry Mason who flew the S2B beautifully from the front seat and would have come second. He has an interesting way of improving his seating position, and said that aero clubs are always a little surprised when he asks for their yellow pages, when they ask which district his answer of 'a large one' only confuses them more. The field was dominated by Pitts of differing variants; S1C, S1D, S1S, S2A, S2B, S2C!! Adam Lewis ultimately triumphed in my old friend STUA by a good margin, with Mark Davies and Dave Cowden coming 2nd and 3rd - congratulations to them all, with twenty-two pilots standard still has to be one of the hardest classes to triumph in. Special mention must be made of the radio call of the day. A certain Robin pilot had disappeared off to the airborne hold and failed to return for a while when we heard the following call, 'Foxtrot Charlie [sorry James Hughes!] ...erm...I am not where I think I am...' - James welcome to the club, and the never-never-land of Jonathan Livingstone Seagull - you are going to fit in just fine, there is always space for the philosopher in the world of aerobatics...

Golding-Barratt Trophy : Sleaf, Salop : 4/5 June Beginners level

Pilot	A/c type	Reg'n	Known #1	O/all %
1 David Jenkins	Lazer	G-LAZA	474.2	68.726
2 Luke Goddard	Pitts S-2A	G-STUA	473.9	68.685
3 Stephen Madle	Pitts S-2A	G-STUA	468.8	67.940
4 Peter Rounce	Pitts S-2A	G-STUA	468.6	67.919
5 Richard Loukota	Pitts S-2B	G-ICAS	445.6	64.574
6 Paul Grant	C-150	G-BCKU	64.2	9.299

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Standard level

Pilot	A/c type	Reg'n	Known #1	O/all %
1 Adam Lewis	Pitts S-2A	G-STUA	884.2	73.686
H/C Harry Mason	Pitts S-2B	G-ICAS	867.7	72.308
2 Mark Davies	Pitts S-2A	G-BTUL	848.1	70.675
3 Dave Cowden	Pitts S2C	G-IICI	842.0	70.169
4 John Dodd	Pitts S-1C	G-OSIC	834.0	69.500
5 Stephen Madle	Pitts S-2A	G-STUA	822.6	68.554
6 Corinne Dennis	Pitts S-1S	G-BOXH	805.2	67.097
7 Brian McCartney	Pitts S-2A	G-TIII	801.5	66.795
H/C Alan Marsland	Pitts S-2B	G-ICAS	786.9	65.577
8 Peter Rounce	Pitts S-2A	G-STUA	776.3	64.691
9 Richard Buchan	Pitts S-1D	G-ODDI	754.1	62.841
10 Alan Wood	Pitts S-1S	G-BOXH	725.7	60.472
11 Neil Bigrigg	Pitts S-2A	G-BTUL	682.8	56.904
12 David Jenkins	Laser	G-LAZA	665.8	55.483
13 Andy McClean	CAP-20LS	G-BIPO	656.1	54.672
14 Al Coutts	Pitts S-1S	G-BKKZ	655.4	54.614
H/C Richard Loukota	Pitts S-2B	G-ICAS	649.6	54.129
H/C Wendy Brownbill	Robin-2160	G-BWZG	641.9	53.488
15 Sam Whatmough	Yak-52	G-CBRL	634.0	52.833
16 Graham Huffen	Pitts S-1S	G-BOXH	595.7	49.645
17 James Hughes	Robin-2160	G-OCFC	394.6	32.882
18 Mark Stewart	CAP-20LS	G-BIPO	0.0	0.000

The CAACI, Celtic & Roy Legg Trophies - 2004

Nick Buckenham, Chief Judge

All through Saturday we danced with intruding orographic cloud that streamed constantly from a point on the coast the other side of Tramore, bustling through the box at anything between a thousand and fifteen-hundred feet or so. However - aviate we did, and the small but enthusiastic group of Beginner, Standard and Advanced level pilots flew well enough to have most of the necessary sequences bagged away by late evening.... when lowering clouds, temperature and spirits conspired to drive the plucky judges back to the clubhouse. From early afternoon the latter had been holed-up at the far sou'west environs of the airport in the fire drill area, amidst ghostly bashed aeroplanes, cars and - we

discovered as we left - a fully dressed dummy (at least it seemed to be a dummy...) face down in the dirt. Well, it takes all sorts, you know!
On Sunday morning the few remaining Advanced sequences were briskly despatched, and a second Unknown sequence drummed-up to tax the assembled brains. This time the box was spun 90° to be over the south-east quadrant and thereby keep the morning sun out of the judiciary's collective gaze, the hefty on-judge wind still being at 45° to the axis but now however on the other tack. In the event this proved to be no problem to those present, and a good time was had by all.

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Chief Judge Nick B presented the trophies and gongs, Jen B dazzled the usual ivories and the Waterford Flying Club were - as always - charming hosts. The (slightly singed) Celtic Shield went to Gerry Humphries (great first event, now keep it up Gerry!), it's interim keeper Paul van Lonkhausen having recently watched aghast as his pub burned to the ground.... the

shield however had emerged from the ashes only slightly the worse for wear. Other winners included Farrell McGee and Eddie Goggins, lone Brit interloper John Vize struggling to whizz his Pitts to sufficient effect. With news of another Extra-200 on the way, the CAACI might just go from strength to strength.

The CAACI Trophy : Waterford : 26 June Beginners level

Pilot	A/c type	Reg'n	Known #1	O/all %
1 Gerry Humphries	Extra-200	EI-SAM	493.4	71.511

Standard level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Farrell McGee	Pitts S-1S	G-FARL	867.1	793.5	1660.6	66.423
2 Gerry Humphries	Extra-200	EI-SAM	960.2	664.6	1624.8	64.992
3 John Keane	Skybolt	EI-CIZ	860.6	719.5	1580.1	63.204

The Celtic Shield (highest known score)

Pilot	A/c type	Reg'n	Known #1	O/all %
1 Std Gerry Humphries	Extra-200	EI-SAM	960.2	73.298
2 Adv Eddie Goggins	E-200	EI-SAM	1889.1	70.225
3 Adv John Vize	Pitts S-1T	G-IIIL	1869.6	69.503
4 Adv David Bruton	E-200	EI-SAM	1846.2	68.631
5 Std Farrell McGee	Pitts S-1S	G-FARL	867.1	66.190
6 Std John Keane	Skybolt	EI-CIZ	860.6	65.697

The Roy Legg Trophy (highest unknown score)

Pilot	A/c type	Reg'n	Unkwn #1	O/all %
1 Adv Eddie Goggins	E-200	EI-SAM	1978.9	72.489
2 Std Farrell McGee	Pitts S-1S	G-FARL	793.5	66.680
3 Adv David Bruton	E-200	EI-SAM	1723.8	63.143
4 Std John Keane	Skybolt	EI-CIZ	719.5	60.460
5 Adv John Vize	Pitts S-1T	G-IIIL	1640.3	60.086
6 Std Gerry Humphries	Extra-200	EI-SAM	664.6	55.848

Advanced level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Eddie Goggins	E-200	EI-SAM	1889.1	1978.9	3868.0	71.366
2 David Bruton	E-200	EI-SAM	1846.2	1723.8	3570.0	65.867
3 John Vize	Pitts S-1T	G-IIIL	1869.6	1640.3	3510.0	64.759

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Training Champ!

Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Adv Eddie Goggins	E-200	EI-SAM	2492.4	72.034
2 Adv David Bruton	E-200	EI-SAM	2327.3	67.264
3 Std Gerry Humphries	Extra-200	EI-SAM	810.6	65.369
4 Adv John Vize	Pitts S-1T	G-IIIIL	2053.2	59.342
5 Std Farrell McGee	Pitts S-1S	G-FARL	662.2	53.404

Congratulations! Thoughts of Saltby

from Paul Conran

Thanks Jen. Because it was really only a fluke I don't think I could or should write anything about my efforts. Much better to let everyone continue to think I won by flying well! The awful truth about practice is that we only rigged the Swift the week before the comp. for the first time since last September. I did more than most (20 odd flights) which must be the only reason I won. Mind you I don't know how much practice Guy had as he was flying the Fox somewhere else! How he must be regretting pushing over that Humpty instead of pulling!!! - and with only 0.2% between us!!!.

But then I know exactly how he feels because I have been there so many times myself. Please thank Nick for me for being such a good CD. It was all very frustrating with the weather, actual as opposed to forecast. They promised us unrelenting blue skies and all we got was scud at 1200' sometimes rising to 2500' allowing splits. Thanks too from all of us to Dick Happs and his team of judges and to Les Merritt, CFI of Buckminster GC, and his team for continuing to make all us aerobats welcome.

Why I won the Welsh open!

By Mark Jefferies with the "Elite twister"

Several days before the Welsh open (now moved to the always sunny Yorkshire) there was much Internet chatter about the dire forecast for the weekend. Some sort of complicated weather system was sitting around just off the East coast toing and frowning inland, this really did cause concern.

The 19:00 Eric briefing on the day before contest (Thursday) went as per all Eric's briefings, concise, to the point and however hard we try he just cant be thrown off topic.

The "Steer Inn" was home to quite a few competitors who all sat down to a meal

with most retiring at 10PM. Friday dawned, still, clear blue skies but this was 06:00 AM. Breakfast at 07:15 was a special request.

Arriving at Elvington in time for Eric's last brief was uneventful with flying starting with the UNL Q at 09:00 or very close. The skies were clear but the morning sea fog from some 30 miles away was visible and slowly drifted westwards causing a stop n start with the last 2 to fly (Kester and Gerald) however the Q was completed. Then came the turn of the ADV for which we await Gary's report, during the ADV flying the UNL unknown was drawn with the usual humour and groans. The weather

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brightened up nicely with a fairly strong wind at 90' to the runway. All flying was with the A axis across the runway into wind. Very helpfully a farmer on the upwind edge of the box lit a fire with lots of white smoke, this gave an indication perfectly as to what the wind was doing, ground level 20-30' on judge but at 500ft it was perfectly on axis of the box, lovely. The UNL free was flown in the afternoon along with the ADV free thus ending the day with 2 flights for each class. Some of the INT pilots started to arrive for the Saturday's contests along with the ADV and UNL unknowns to be flown. Again the forecast was iffy but this time more of a question as to will we be able to fly. Friday evening was had in the beautiful city of York, we did a very quick walk to view some of the old town and drove around the walls in the rain finding a nice restaurant. Saturday dawned overcast and low cloud with rain but it soon cleared a bit but not high enough for flying, it then came lower and at 14:00 Eric called it a day due to the forecast and the time available to complete the contest was just not sufficient. The results were issued and set in history. The INT pilots that managed to arrive recounted

the stories of the dire WX down south. But in the far West at swampsea it was clear skies the first time in 3 years.

So, how did I win? My flying was consistent with good positioning and rhythm, the quality of the figures were not exceptional but above average. Tom and Gerald had 5 days training with Eric Vazeille with Kester and I training with Alan Cassidy. In the Q both Kester and I beat our trainer but Tom came in second. Alan was let down by his years of flying causing a stiff neck and restricting his rearwards down visibility in the vertical and under rolling a point thus zero a figure. Alan has to rely on more timing the rolls unlike most others that use timing with views.

In the free Alan flew his easy 10 figures program exceptional well where all others flew either a 7 or 8 free. I could not match the quality of his flying and the bonus points still did not make up for my more complicated sequence. Tom got figure one of his free 180 degrees wrong and continued to fly the sequence in the wrong direction resulting in a score sheet of zeros excepting a score for positioning!!!

So to "how to win" and this applies to all levels, fly calmly, accurately and by instinct.

Elvington 2004

from Gary Ferriman

When I first thought of Elvington as a competition venue, I thought what a cold, desolate airfield it would be, with none of the amenities we are used to. How wrong I could be, except for the lack of hangarage I think this is our best venue. The airfield itself is magnificent with the largest runway you will see outside Heathrow. This makes visualising the "Box" so much easier (perhaps to easy) with fabulous references from the runway and Peri tracks. The only confusing part is that we had the "A" axis

across the runway because of the wind.

This made you think a little.

The catering and toilet facilities, courtesy of the Aviation Museum are fabulous and I feel are better than anywhere else we use. The competition it self started on the Friday, in not very nice conditions, with the Unlimited Guys. (I thought they were very sporting to fly in them)They didn't live up to there "I might upset my hair do" image and flew all of their Q prog .

Flying ceased after these Sky Gods had

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flown, as the weather just got too bad. We thought that that would be the end of the proceedings for the day. Then the sky miraculously cleared by mid afternoon and the Adv guys Flew the Q, quickly followed by the Unl Free and the Adv Free all in time for the 6pm curfew. Saturday was a complete wash out and not a single competition flight was flown. Therefore the results from Friday were the final results.

I had finally got the monkey off my back (or was it Mark and Gerald) and won an Adv level competition. (Thanks to a bit of sharpening up critique from Alan and Gerald). I am now looking forward to competing in the AWAC in Sweden at the beginning of August. Although going back to the S2B for this is not quite so relished. (The S1-11B is not eligible this year, but will be next year).

Aerofair 2004 Review

Report from the organisers

May 2004 saw sunny weather, clear visibility and Air Traffic reported over 1200 movements over the three days, many of which were from Europe and more distant parts of the UK.

Thousands also arrived by car so it is estimated that between 6,000 and 6,500 people visited the show, the vast majority of whom were the serious buyers for which Aerofair has become famous.

Over 120 exhibitors attended, exhibiting some 80 aircraft as well as pilot supplies, avionics, aviation lubricants, finance, insurance, airparks, engines and parts and, of course, the aviation media.

Substantial sales of aircraft and pilot supplies were reported during the show and post-show sales leads and enquiries have already poured in.

Although it is too soon after the show to have assembled many exhibitor reactions, reports so far include:

Diamond Aircraft sold 5 aeroplanes and are extremely pleased with the show.

Cirrus confirmed orders "and a very good show with serious prospects met" (they had to institute a booking system as a result of the number of visitors who wished to sit in the cockpit of the aeroplanes).

Bob Crowe confirmed excellent contacts "as

usual" for the Cessna Caravan and reported being "flat out" for all three days of the show.

PZL were delighted and have reported a long list of test flights.

WD Aircraft reported numerous contacts and positive sales leads for their new VLA aircraft, the D4 Fascination when it is certified in the UK. Enquiries are also being dealt with for both the Ultralight and VLA versions of the Fascination in kit form.

ST Aviation's 4-seat Jabiru J400 was continuously surrounded by people and Kevin Pearce reports that they not only received valuable enquiries but have almost certainly sold three aircraft as a result. He also stated that, although the quietest day, Sunday produced his buyers.

Yak UK reported good contacts again and sold one of the new Yak 52TD aeroplanes. Breitling reported "good visual impact and a successful weekend" having sold 5 top-of-the-range watches.

Harry Mendelssohn reported good sales, especially products such as the Garmin handheld GPS of which he states that he "could have done with an additional two or more dozen".

We await further comments from other key exhibitors such as CSE, Meridian, Air

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Touring. Without doubt, some of the small company exhibitors, such as Cambrai Covers, S2T with the AT-3 aircraft, Small World Aviation and traders in the Collectair Marquee all did very well indeed.

Talking to the service companies at the show, such as Hayward Aviation, Industrial Equipment Finance, Lombard, Air & General, Besso and Currencies4less.com, all found it very worthwhile.

One extraordinary new fact that has

emerged is that different products seemed to sell on certain days with vastly varying reports from exhibitors as to the day upon which they enjoyed most sales.

To summarise, however, Aerofair once again lived up to its reputation of attracting "Quality not Quantity" visitors which was proven by the sales of aircraft as well as a wide variety of other aviation products and services.

In Memoriam - Charles Kalko

It is with great sadness that I pass on the information that Charles Kalko died at home on 12 June. Charles was US National Glider Aerobatic Champion in 2003. He is survived by his wife, Marti J. Latshaw Kalko of Green Brook; his mother, Mrs. Zita Gerecz Kalko of Budapest, Hungary; his sister, Dr. Ildiko Kalko of New Mexico, and a niece and two nephews. Charles was one of life's characters and always enlivened proceedings at World

Glider Aerobatic Championships. Marti was also a great supporter of the International Glider Aerobatic scene.

Charles will be sorely missed, the more so because Glider Aerobatics in the United States is supported by a such a small number of people, compared with Power. The British Aerobatic Association extends deepest sympathies to Marti, his family and his fellow team members.

BWPA News

Caroline Gough-Cooper elected President of the Federation of European Women Pilots British Women Pilots' Association (BWPA) representative Caroline Gough-Cooper was elected President of the Federation of European Women Pilots (FEWP) at their AGM in Salzburg in May for a two year term of office.

FEWP, in existence since 1995, is a non-profit organisation which aims to cultivate and retain positive links between women pilots; provide opportunities for women pilots to meet and to fly to all European countries; develop international relationships between women pilots and to promote and empower women in aviation. It boasts illustrious members, including Italy's first female commercial pilot,

Fiorenza de Bernardi.

Says Gough-Cooper, "I'm delighted to have been elected. The presidency is a challenging prospect. It is disappointing how little encouragement there is for female pilots in Europe in general and how few opportunities appear to exist for women to experience powered flight the further East you go.

I hope that my experience and involvement in different aspects of British aviation, from the Guild of Air Pilots and Navigators (GAPAN) to the Helicopter Club of Great Britain, will enable us to contact and support female pilots in various disciplines all over Europe"

BWPA Chairman, Tricia Nelmes is very pleased with the result. "Caroline's election

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recognises her many achievements and capabilities and is also an honour for the BWPA. We look forward to continuing to participate in many FEWP activities over the coming years."

FEWP meets at an AGM hosted by one of its member countries every year, usually at the end of May to fit in with European aviation calendars. This year's meeting was in Salzburg, with over 60 female attendees and several male guests. The event is a highlight of the European aviation calendar for many members, who enjoy both the networking with aviators from other countries and the opportunity to go sightseeing. Next year's meeting is scheduled to take place in Bled, Slovenia. Gough-Cooper is widely celebrated for many aviation achievements, including being awarded the GAPAN Masters Medal in 2001 and the prestigious Gold Medal of the Royal Aero Club in 2002, along with her co-pilot team mate Imogen Asker. Gough-Cooper is very positive about her new role. "One of our members joined although, like many of us, she doesn't usually believe in women's groups. Aviation is an exception, however, as the aviation world can be such an uphill struggle for women to break into and then thrive in. She finds the atmosphere in FEWP, like that of the BWPA, supportive and helpful. I'm thrilled to take on this position as flying gives women the chance to build

confidence, spread their metaphorical wings and, above all, enjoy the great pleasure that is the freedom of the skies".

Editors Note:

The BWPA exists to promote aviation, particularly to women. With over 300 members, it is one of the largest European women's aviation groups. Its members include student pilots, those flying for a hobby, airline captains, military pilots and flying instructors. Members are of all ages and backgrounds but share a common enthusiasm for flying. Website:

www.bwpa.demon.co.uk

FEWP membership is restricted to one women's aviation association per country. Each association is allowed one delegate. This delegate is required to hold, or have held, a pilot's licence. Where a National Association does not exist in a country, a women pilot can become an Independent Member. She must hold, or have held, a pilot's licence. Website due to be up at end of July 2004

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My first contest

by David Jenkins, G-LAZA - Laser Z200

In early 2003 I started to fly the immaculate Laser Z200 G-LAZA built by Maurice Hammond with thoughts of possibly competing in it. After 3 months I reached 2.5 hours in the aircraft and Maurice announced that he was selling it. Panic set in as this brilliant aircraft would disappear

from my sweaty hands and I'd have to go back to flying straight and level again. To cut a long story short, over the winter I built a hangar at my home airfield in East Anglia and raided the kids' piggy banks to buy G-LAZA. (Shares are for sale) I targeted Brighton for my first contest but

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then the day job intervened and I moved my sights to the contest at Sleaf. After much practising on my own with occasional input from Greg Morris and Phil O'Donoghue I felt ready to make a fool of myself in public. The Friday morning of the contest was foggy in East Anglia but the forecast was good so I sat at home watching the Met office website. At 10.30 the green lights came on and off I set for my first challenge. A 160-mile cross-country, the first time I had been more than 20 miles in the Laser. It was a straight line direct to Sleaf (well, as straight as you can be in a Laser trying to re-fold the map!) and I arrived at 12.30 with two hours to prepare myself for the contest. I spent the next 40 mins walking up to people and asking "are you Jen Buckenham" until one of them said yes and I realised I had come to right place. Jen and Kester (the CD) were wonderful, patiently answering all my myriad of questions until 6 of us beginners found ourselves in the briefing room at 2.30. Steve Green and Kester explained what was expected of us. It all looked so easy on a white board with a felt tip. Outside was different; we had a variable 1800-2000ft cloud base with the bottom of the beginners box at 1500ft. The first three competitors went off and did their stuff. I had planned to watch them but in the heat of competition completely forgot to. Then it was my turn and.....the cloud base had lowered to 1800ft. No way could I fit my vertical manoeuvres into 300ft...And I still had Kester and Steves briefing ringing in

my ears ...Be safe.. Don't go too low. So I radioed in and landed. Immediate reassurance from Kester and Steve made me feel a bit better but the contest continued. Somehow those Pitts' can fit everything into 300 ft!! Then it was my turn again and the cloud base had lifted to 1900-2000ft so into the box I charged. Half Cuban, Stall turn, Loop, That funny thing meant for gliders, Roll and then it was all over bar the award ceremony. Looking at my judging sheets afterwards I just kept hoping I hadn't come last. Kester announced the results from the bottom up. After the first 3 he hadn't mentioned my name. I began to dream that maybe I had managed to scrape third place, Kester announced two more names and then said I was the winner. I think I was probably in shock. Jen helped again by letting me know that the winner is supposed to get up and collect their award so off I trotted, probably with a silly grin from ear to ear. I didn't have a speech prepared so just said thank you and sat down again. If I had a speech I would probably have thanked Jen, Kester, Steve and the judges for their patient explaining of the ropes to the new boy. I called home later with the news and for my final challenge I texted my 13 yr old son with the results "cm frst n bgnrs luv dad" On Saturday I entered Standard and came 12th due to a couple of misunderstandings, but as the new Governor of California once said, "I'll be back".



"Is It Dangerous?"

by Eric Marsh

Being a simple innkeeper is a crucial factor of this thesis, for if I was cleverer I would perhaps perceive aerobatics as dangerous. But I am not, so I don't.

More to the point, if it was (dangerous that is) I would not do it. Conversely, I suspect that – perversely – many do it because they perceive it as dangerous. So does that make them cleverer?

I have debated "the danger of aerobatics" with myself and others for as long as I have been doing them, and opinions have varied, including my own. Overall the man in the street perceives it as dangerous, yet that same man will calmly walk across that same street straight in front of 25 tons of kinetic energy and consider himself safe, but aerobatics dangerous. Some pilots boast too that aerobatics are dangerous, and thrive on the adulation which it generates.

Danger is relative, and directly proportionate to risk. From the minute we are born we face risk, which is only alleviated by our death. As one of God's animals, it is instinctive in our psyche to survive and evolve, yet that very survival often requires us to take risks. I would argue that all activities such as aerobatics ~ diving, mountaineering, racing, exploring ~ ultimately result from man's instinct to survive and evolve.

So, are aerobatics dangerous? Because danger is relative to risk, that risk needs to

be minimised. In aerobatics I perceive there to be 3 main risks, and with no statistics to hand I list them in random order.

- 1 Collision with unseen aircraft.
- 2 Loss of control leading to collision with terrain.
- 3 Structural failure.

My own counter-measures for the above are

1. Look outside, head up, never look inboard, always keep one's head and eyes moving, hope, pray, squawk 7004, monitor radio, avoid busy areas, have someone (aboard or on the ground) watch for conflicting traffic, wear a helmet and parachute, employ a quick release harness and canopy, hope, pray.
2. Do an Icarus and fly so high the wings melt, then when it starts to spin do an Eric Muller and let go of everything except the closed throttle.
3. Before flight tug everything, every time, then hope and pray. In my opinion this is the least controllable risk, albeit fortuitously also the most rare.

I practice all the above, and I perceive the level of risk as low, and per se the level of danger is low. Certainly I believe it is less dangerous than routing single engine IMC between Elstree and Luton on a freezing Friday night in December... and that's in my comfy car! Doing it in a hired PA28?... now that's dangerous!

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Is it a bird?... Is it a plane?

by John O Vize

There is a long tradition among British aircraft designers to name aircraft after birds. This is not surprising as our feathered friends were the obvious inspiration for aspiring fliers attempting to get airborne by mechanical means. (Interesting though that Leonardo da Vinci should skip straight to the helicopter solution...but perhaps the pigeons of Florence did it differently in 1470).

We've seen the Hawker Siddeley Harrier and its forerunner the Kestrel. We all know the Hawk, the Gannet and the Gull.

Many may remember Gloster's Gamecock and the Grebe and, perhaps the most appropriately named, Supermarine Swift. Yes, it's clear that British designers have since the earliest days had birds in mind when fathoming the practicalities of flight. Not so the Americans. They prefer more macho nomenclature. Their names exude might and clout.....the Marauder, the Fortress, the Lightning, Liberator, Buffalo, Thunderchief and Sabre. OK, they're allowed one aberration with the Blackbird...but it's a pretty butch aeroplane you must admit!

German designers are clearly bird watchers too but like the Americans are selective of those lending some magnitude of dimensional presence. The Condor (not many birds bigger than that) and the Storch; slow maybe but certainly not lacking in stature.

The Canadians surprisingly overlooked the indigenous snow goose and opted for species from more temperate climes such as the De Havilland Heron and Dove.

The French, bless 'em, got in on the act with the Robin...but let's not spoil it for them by explaining the rules.

No, it has to be said, when it comes to

naming aeroplanes after birds, the British rule the roost, so to speak...and to a much greater extent than you might imagine. My research into this long-standing predilection of the UK aircraft industry has revealed a number of examples of which your readers may be unaware. Be honest, how many of the following have you heard of?

The Hawker Woodcock

The Sopwith Snipe

The Armstrong Whitworth Siskin

The Gloster Goshawk

All of these reached volume production and service with the Royal Air Force. Many others reached the flying prototype stage only, or were built in flights rather than flocks.

The Avro Owl, a 1942 prototype medium range bomber was extensively tested but like most owls never operationally saw the light of day.

This aircraft featured the first practical application of variable geometry with a unique development not seen again until 'borrowed' by Boeing engineers seeking a solution in the 1970s to crosswind landing tyre damage on 747s.

The entire cockpit of the Avro Owl could be deflected left or right by 15 degrees to improve pilot visibility on crosswind approaches. OK, Owls can rotate their heads through more than 180 degrees...but it was still very aptly named in my view.

It was not only aircraft designers who studied the pages of the *Twitchers' Guide*; pilots too knew their ornithology. When in 1916 Bristol introduced the Plover, nervous RFC crews awarded it the soubriquet "F'Lapwing" (get it?). Apparently the flying wire mounts were under-engineered and regularly shifted under load causing the wings to oscillate violently, stretching the

aileron cables on one side whilst slackening them on the other. I guess it could have alternatively been called the Roller! (The only bird known to perform aerobatics by rolling in flight as part of its mating display).

Perhaps the most exotic name borrowed from ornithological sources was Handley Page's Humming Bird. Whilst it would be stretching credibility to tell you it could fly backwards (the humming bird being the only one that can) its very short wings and high revving Apiary engines were the nearest it got.

Perhaps the humming bird name would have been more appropriately applied to the Harrier, which as you all know can fly backwards.

Six flying prototypes of the Supermarine Starling, the ill-fated radial engined Spitfire, were built and secretly tested in the Orkneys in 1940. Whilst failing to meet virtually every Air Ministry performance specification, their air-cooled engines at least would have bettered the Spitfire by eliminating the glycol leaks that characterized its early years.

Some designers chose names that reflected

the role of the aircraft. The Grumman Duck could of course land on water, which presumably was how its name was derived, as it would be crediting the Americans with uncharacteristic irony to believe they had recognized that the aircraft's single projecting hull looked like the beak on Walt's famous cartoon bird. Hawker named a Hurricane night fighter variant the Nightjar, the Gannet was a naval dive bomber and the amphibian Short Shag could alight on land or water without pre-selection. In explanation I should add that the Shag is the only seabird with partially webbed feet allowing it to both paddle and roost in trees. My all time favourite, perhaps for the sheer absurdity of the name, enhanced by comedic alliteration, has to be the Westland Willow Pipit. This too was rejected by the men from the Ministry after failing to meet War Office performance targets. Just as well really. Can you imagine the stick wartime RAF crews would have taken when meeting American Flying Fortress, Mustang and Lightning pilots in the bars of London and East Anglia?!

"Say Buddy,....d'yah fly Spits". "No, Willow Pipits actually old bean. Care for a beer?"

FAI News

FAI World Grand Prix

Cancellation of the FAI World Grand Prix 2004 at Twin Ring Motegi. Presentation of the "2005 Haute Voltige Tour".

The President of Haute Voltige, Jean-Louis MONNET, recently announced that the Haute Voltige / FAI World Grand Prix, which had been held every year since 1998 at Twin Ring Motegi (JPN), would be cancelled in 2004 due to the unavailability of the runway, and as construction work would not be ready in time.

He further announced that his company would sponsor the "2005 Haute Voltige Tour" as a special celebration of the FAI

Centenary. Mr Monnet reported that the 2005 Haute Voltige Tour would support aerobatic competitions at Al Ain (UAE / 24-28 January 2005, including the 21st FAI World Grand Prix), Burgos (ESP / 23 July 2005, freestyle programme of the 23rd World Aerobatic Championships), Lausanne (SUI / 3-4 September 2005, including the 22nd FAI World Grand Prix) and Twin Ring Motegi (JPN / November 2005, including the 23rd FAI World Grand Prix.)

Full <<http://www.haute-voltige.com/en/general/news/latest.htm#>> report

CAA Gasil

June 2004

Safety in Spin Training

While many pilots may have no intention of spinning their aeroplanes, or getting into an extreme altitude, there are several who need, or wish to, and for them this should be required reading. For the rest of us, the most important part is the first sentence in the paragraph on 'spin recovery action'.

Each year there are a number of occurrences which involve spinning in some form; there are probably still more incidents where pilots give themselves a good fright and put it down to experience, being too embarrassed to tell anyone about it. This article is an attempt to give guidance to those involved in spin training or those who wish to explore the envelope of their aeroplane.

What is spinning? The spin is a stalled condition of flight with the aeroplane rolling, pitching and yawing all at the same time. There are aerodynamic forces and gyroscopic forces (caused by the rotating mass of the aeroplane) which may be either pro-spin or anti-spin. In a stable spin the aerodynamic and gyroscopic forces balance out leaving the aeroplane rolling pitching and yawing at a constant rate.

So what? A control input may have aerodynamic and/or gyroscopic effects and consequently it can be difficult to predict the effect that any pilot input may have on a spin. If you are going to spin (or fly aerobatics) it is important to minimise the unpredictable elements. Firstly have you read the manufacturers recommendations in the AFM? Is the aeroplane fully serviceable; would you spin or aero an aeroplane that exhibits odd stalling characteristics? Some have and regretted it! Is the type cleared for spinning and are there any mass and

balance considerations?

Have you got the right tool for the job? The Cessna 150/152 Aerobat is widely available but its spin characteristics are unusual. For example it is reluctant to spin, usually needs a small amount of power to sustain it, and will recover often before full spin recovery action is taken. This may be OK as an introduction but does it really prepare a pilot to spin other light aeroplanes?

Aggravated spins

Using anything other than FULL pro-spin controls during the spin may well aggravate the spin:

- In many aeroplanes relaxing the rudder or elevator a little (or not continuing forward movement of the control column sufficiently during recovery) will induce a high rotational spin.
- Using power can have several effects; firstly the propeller is a gyroscope and at high rpm it produces precessional forces, which may upset the gyroscopic balance of the spin, often flattening the spin altitude; the propeller slipstream will change the effect of the rudder and elevator. (For these reasons the first recovery action is usually to close the throttle).
- Using aileron may promote recovery or it may increase the rate of yaw.

Any of these unusual inputs may cause flat, high rotational, or oscillatory spins (or some combination of these). It is important to realise that recovery from such spins may be considerably prolonged and lead to greater height loss.

Spin Safety Weather

Spin training requires better weather than for other general handling work. You

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should have a good horizon and visibility and good clearance from cloud both horizontally and vertically. You should not be over complete cloud cover or a smooth featureless surface to minimise the possibility of disorientation.

Handover/takeover of control

When 2 pilots are in the cockpit the captain must brief how control will be taken over if the flying pilot has a problem or intercom is lost. For flying instructors on early aerobatic or spinning exercises the chance of a student freezing on the controls is quite high. One way for an instructor to get access to the controls in a side by side set-up, is to move his left arm smartly across the chest of the student; this is usually enough to attract the attention of the student and encourage him to release the controls.

Calculation of minimum spin entry altitude

Starting the spin from a safe height is imperative. Calculate the absolute minimum safe entry altitude from the ground up in the following steps, then add an extra safety margin if at all possible;

- Minimum altitude to complete the manoeuvre. Logically if you use 3000ft above ground level (agl) for stall recovery you should use not less than this for completing your spin e.g. ground + 3000ft
- Minimum altitude to commence recovery. Add the height required to take recovery action and pull out of the dive. For an erect spin this could be of the order of 1000ft to 1500ft (but depends on type and could be more) i.e. ground+ 3000 + 1500
- Minimum entry altitude. Add on height for each intended turn (typically about 200ft per turn for a light piston aeroplane) i.e. ground + 3000 + 1500 + 800 (for 4 turns)
- If you intend to do aggravated spins of

any kind make extra allowance. For example a high-rotational spin could take an extra 4-6 turns in the recovery. (On early spin exercises wise instructors assume that the student will aggravate the spin!)

- If you carry a parachute as a safety back-up, decide on a minimum abandonment height which allows time to get out and height for the parachute to deploy fully. Below this height you cannot abandon so the aeroplane must have recovered by this height. You must be familiar with the abandonment drill for your aeroplane and how to use the parachute. It is a good idea to simulate these drills in a practice session on the ground. If you have to use the parachute, quick and efficient abandonment with sufficient height is essential. Military schools have gradually increased their minima over the years such that they use figures considerably higher than those suggested here for their light piston aeroplanes. This seems like a lot doesn't it? Yes, but there have been training accidents where pilots have chosen spin entry heights that guaranteed that they would hit the ground before completing the recovery!

Spin recovery action

By far the best action is to initiate recovery before a spin develops; that is centralise the controls as soon as control is lost. However, if we are deliberately spinning or carrying out extreme manoeuvres we must be prepared for the case where we are too late for this to be effective i.e. a fully developed spin.

The spin recovery action may vary according to type; read the Flight Manual before flight. Typically for an erect spin:

- Throttle: Closed
- Aileron: Neutral
- Rudder: Check the direction of the yaw and use FULL anti-yaw rudder. A pause is often recommended between moving the

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rudder and elevator, and this is important to ensure rudder effectiveness.

- Elevator: Move the control centrally forward. As the aeroplane starts to recover the attitude will steepen and the rate of rotation will increase; keep moving the column towards full deflection until the spin stops.
- Centralise: Centralise all controls as soon as the spin stops or the aeroplane will flick in the opposite direction!
- Climb: Roll towards the nearest horizon and pitch into a climb attitude applying power carefully.

Be confident that the correct recovery action will stop the spin. Do not go back to pro-spin control and start again because you will certainly delay recovery. (In the

very unlikely event that normal recovery action fails, in-spin aileron may well help but this is a last resort action).

In determining the direction of yaw for an inadvertent spin the turn needle is always the best indication (not the slip ball).

Beware if you only have a turn co-ordinator; it measures yaw and roll. In an inverted spin yaw and roll are in opposite direction so a turn co-ordinator is of no help to you here!

Before you fly aerobatics and especially if you teach, it is essential to have a thorough understanding of how to recover from mishandled manoeuvres and especially spinning. Competence in spinning will lend confidence and enjoyment to your flying, but do it safely.

'What the Girlies do when it's wet!'

<i>We went awol</i>	<i>Went thro' Cockshot</i>
<i>We went awol</i>	<i>then thro' Myddle</i>
<i>Into Ellesmere</i>	<i>Got to Sleep</i>
<i>There to shop</i>	<i>Where we stopped</i>
<i>She bought earrings</i>	<i>Had a chocolate cake</i>
<i>I bought cream jugs</i>	<i>and lots of it</i>
<i>Then we came home with</i>	<i>and we nearly, nearly</i>
<i>what we'd got.</i>	<i>popped!!</i>

This should be sung to the tune of Rod Stewart's Sailing, very loudly, out of tune and in the car!!
Apologies to Kester and Farrell McGee, 'cos we took his a/c key with us too!
Julie Wood and JB

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

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Corporate	£30
Associate	£30
Glider Members	£45

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Left: Caroline Bois, Saltby - Nick Buckenham



Chris Cain plays the waiting game Saltby 04 - Nick Buckenham

Right: Fox & GW Saltby - Nick Buckenham



The judges get the best places! Waterford 04 - Nick Buckenham

Below: Waterford - Nick Buckenham

