

Aerobatics News Review

June 2003

No 154



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.

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Change of Address

Please note

Jen and Nick Buckenham are now at

**Hawthorn Cottage,
85 Circular Road, Katesbridge,
County Down BT32 5LP**

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Nick Mobile: 07773 768386**

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

Forthcoming events – Europe

1-3 Aug Coupe d'Anjou - Stampe Aerobatics –
Angers, Marce

12-17 Aug Championnat de France (UNL) –
Chateauroux (LFEJ)

Any pilot considering participating in 2003 French competitions is advised to contact gerard.bichet@laposte.net as early as possible as Government edicts require notification of details of any pilot competing from overseas. Proof of holding a FAI International Sporting Licence must also be shown, otherwise payment of a fee equivalent to that for a French national licence will be requested.

13-17 Aug Czech National, Most

X WGAC

2-15 Aug Per bei Győr, Hungary

AEAC Karlsborg, Sweden

24 July-2 August

British Team announced!

The British Team for the forthcoming Advanced European Championship will comprise Adrian Howe, John Askew, Cas Smith and Gerald Cooper. Graham Hill and Steve Green will attend as judges.

Photo Caption

Cover: Nick B in Romeo Hotel, Wickenby 1994 – Rob Gallaher

REPORT

The John McLean Trophy - 2003

Patrick Margetson-Rushmore, CD

My recollection when I was flying was that the CD had a rather easy time of it; no competition pressure, swanning around the airfield, a free lunch and as much coffee as required etc. etc. and anyway I spent most of my time managing large numbers of people in business so it should be easy (shouldn't it?). Friday was 3 beginners and Saturday 12 standard (down from the usual 30 or so).

A very wet start from home at 06.45 on Friday followed by a 4 1/2 hour drive (only an hour by plane but the runway was not long enough for my twin) did not bode well for my first competition as Contest Director; maybe it was going to be one of those "let's wait another hour or two to see if it clears" type of competitions. As it turned out all 3 Beginners were completed on Friday and we managed to fit in a second unknown on Saturday for those that wanted to and still be away by 15.00! Richard Buchan, Peter Borchert and Sam Whatmough strutted their stuff at Beginners, and Richard (it's only for fun) pipped the other two at the post and promptly bought a few rounds in the clubhouse. The evening saw a few beers and some wine followed by 4 hours of partygoers at the Red Lion (I should have joined them in the end for all the sleep I got!!). One interesting little ditty I did learn though the local lads do like a certain

Yellow Aston that John Paulson has but did they have to talk about it at 02.00 outside my bedroom!

Most competitors flew in early on Saturday; mainly clear skies. We were inundated in Judges (as many as those competing). Ben Ellis was assisted by 11 other Judges for the day! (too many to mention); Alan C and Corrine Dennis did a sterling job tapping away at the computer given the absence of Jen B.

After the known the first four places were with T67Ms; Steve Kirton led the field with Andy Kilvington and Alex Smith hot on his tails. But as we all know the unknowns sort out the men from the boys (politically correct in this instance) and at the end of the Unknown the position had changed. Steve Kirton had dropped to 5th place and Peter Borchert, just outside the medals, had climbed from 8th to 4th. In 3rd was Steve Lofthouse (Yak52) behind Roy Nicholson (T67M), last year's winner, in 2nd. This left Alex Smith at 74.431% in his T67M the 2003 winner of the McLean Trophy. After presentations and thanks to Steve Ruskin of Sandtoft four flew a 2nd unknown and we departed home. A great day out. Here's to next year. And as for being CD? Yes it was fun and you do get a lovely breakfast dished up straight after briefing (thanks to Sue behind the bar) there are some compensations!

**McLean : Sandtoft : 3 May 2003
Beginners**

Pilot	Aircraft type	Reg'n	Known #1	O/all %
1 Richard Buchan	Pitts S1D	G-OODI	437.6	66.297
2 Peter Borchert	Pitts S2B	G-STUB	399.1	60.468
3 Sam Whatmough	Yak-52	G-CBRL	372.1	56.378

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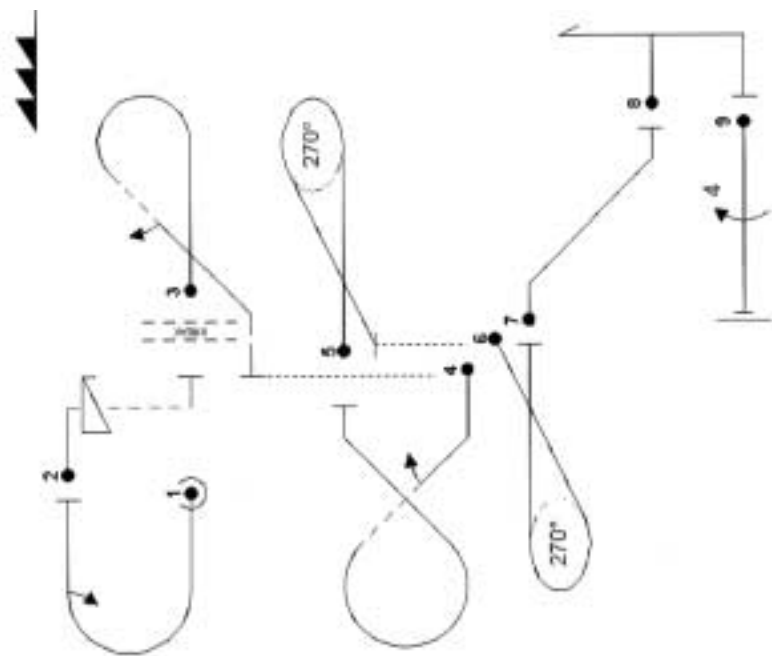
McLean : Sandtoft : 3 May 2003 John Mclean Final

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	O/all %	All Grps
1 Alex Smith	T67M	G-SKYC	943.6	917.2	74.431	1860.8
2 Roy Nicholson	T67M	G-SKYC	906.6	869.1	71.027	1775.7
3 Steve Lofthouse	Yak-52	G-CBPY	905.0	803.7	68.349	1708.7
4 Peter Borchert	Pitts S2B	G-STUB	843.7	863.9	68.302	1707.5
5 Steve Kirton	T67M	G-SKYC	984.1	682.8	66.676	1666.9
6 Pete Anderson	T67M	G-BWXF	763.7	809.7	62.935	1573.4
7 John Wicks	CAP-10B	G-WIXI	837.0	735.6	62.907	1572.7
8 Andy Kilvington	T67M	G-BWXF	960.2	579.7	61.594	1539.9
9 Dave Cavell	Yak 52	G-CBPY	816.4	709.2	61.021	1525.5
10 Al Coutts	Pitts S1S	G-BKKZ	860.6	655.4	60.640	1516.0
11 Richard Buchan	Pitts S1D	G-ODDI	767.5	649.0	56.662	1416.5
12 Alan Wood	Pitts S1E	G-BOXH	872.4	-	34.896	872.4

Extra Standard level unknown

Pilot	Aircraft type	Reg'n	O/all %	Unkwn #2
1 Andy Kilvington	T67M	G-BWXF	72.357	875.5
2 John Wicks	CAP-10B	G-WIXI	67.871	821.2
3 Steve Lofthouse	Yak-52	G-CBPY	65.584	793.6
4 Pete Anderson	T67M	G-BWXF	53.925	652.5

Sandtoft Standard Unknown



REPORT

The Glider Nationals

29th May to 1st June 2003

Contest report from Judi Jones, Chief Judges assistant

A field of 22 competitors enjoyed (!) unusual Saltby weather plus the usual warm welcome from the club, to complete all but the sports published programmes without too much trouble. No mean task, as the Unlimiteds were limited to one glider after they deemed the swift u/s and a Pilatus which was to be flown by three competitors, was also grounded by CJ Dick Happs following a louder than normal flight!

The weather was unusually warm & sunny & no hint of the usual 20-25 knot winds! However, the Vis for pilots and judges was difficult, so all credit to some pretty inexperienced pilots who displayed well and put up a good fight.

The unlimiteds & intermediates got the show on the road on day one- rather belatedly, due to the lack of available gliders & lots of farting around by the unlimited pilots! Yes, they had to check they had insurance, but why was the one available glider not rigged & out on the line early?

Anyway... the competition was so close in inters that there was only 0.9% in it after two sequences.

At the start of day two, Ben (Ellis) commented, "We judges must try harder to find fault!"-Referring to the closeness of scores!

Sports known one interleaved nicely with unlimited frees to speed up the launch rate. Guy Westgate & Dietmar Poll put in good displays, which were reflected in the scores. The others displayed the usual collection of errors-Paul omitting two figures (who hasn't done that one!?) & Andy Cunningham tried to fool the judges by flying two rotations of flick .

On to the Unlimited & intermediate unknowns, one tug lost a magneto, so the launch rate slowed right down. The radio reply from CJ to CD, said something about that being careless!

Eventually, on to the second unknown for the unlims and it almost was for the judges, as following an upheld appeal, the programme was redrawn on the judging line. Who says judges aren't flexible?

Andy gets a mention again, as he did it again!

On to day three-Andy now has the nickname Andy 'Two Flicks' Cunningham, as he almost managed it a third time, but the judges cheered when he only over-rotated 1/2 a turn! Good job he has a great sense of humour!

Just as we were achieving a reasonable launch rate, there was cu in the box at 3500 feet, but most competitors did well to keep away from it & yet not have the judges looking at the sun (those that did it better won!)

The three beginners all did well, with only 2.6% in it, but with Gerald Davies coming out on top with 76.6% (he took great delight at prize giving, pointing out it had been won by a Dunstable pilot the year before also- all in good sport!) It certainly helped they only needed 3000'.

Memorable flights came from Stewart Otterburn in Sports, who swapped to a K21 from the grounded Pilatus & still won his class and Simon Walker who flew so well in intermediate he was less than 3% behind the winner Mike Woollard to take third place-definitely not last! Graham Saw & Mazen Makari flew consistently to be placed 2nd in intermediate & sports, respectively, closely

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followed by Mark Erlund. Carl Sorace was unlucky to pick up the wrong runway following a failed stall turn & so the scores are a little unkind to him. Lots of people have done that one Carl!

Memorable comments from the judging line: Johnnie G Spot was heard to say at afternoon tea that he fancied a really nice tart, the reply of course being that we'd heard that!

Another consistent performance from Guy Westgate gave him 80% overall & the National Championship plate- he won every programme except the free. However, Guy had left for work early & this prevented another championship flight, so not sure if any of his rivals will be sporting enough to deliver it for him! Dietmar Poll caught up well after a disappointing start from him, to finish with 74%. Jamie Allen won the second unknown with an impressive 79% to finish 3rd, with 71% overall. Paul Conran was "consistently in the middle", to quote him, finishing with 63%, closely followed by Andy Two flicks on 61%. Chris Cain, it's fair to say, struggled with the unknowns, to finish on 57%-give yourself some unknowns

before the worlds in August, Chris! Alex Yeates had his first stab at unlimited by flying two frees H.C, but they actually were unknowns as he drew them at Saltby- a bad idea at which he did amazingly well!

There was much discussion about how CIVA rules should be applied in this class and the general consensus was that things should be tighter in future- so I'm sure they will be! As the results of this comp could form the basis for team selection for next year's Europeans, it is perhaps understandable that feelings ran high. The usual championship dinner on Saturday night was a great hoot; with frustrated entertainers Sam Mummery & Lionel Sole lightening everyone's mood with sketch about a glider aerobatic lesson (You had to be there). THANK YOU GUYS. If you are ever out of work, you won't be for long. Thanks also to Jim Duthie for yet again organising satisfying grub!

Low cloud stopped competition flying on the Sunday, but allowed fun flying-actually a welcome break after a tense few days. Maybe we should plan it this way in future, with a weather contingency day only?

Beginners Final

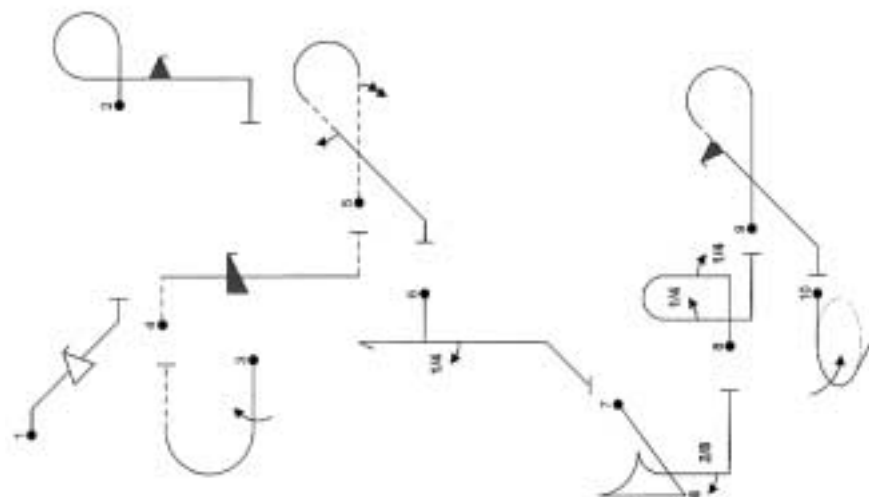
Pilot	A/c type	Reg'n	Known #1	O/all %
1 Gerald Davis	ASK-21	G-FYF	566.5	76.557
2 Steve Hardy	ASK-21	G-FYF	560.4	75.723
3 Anthony Claiden	ASK-21	G-FYF	550.6	74.407

Sportsman Final

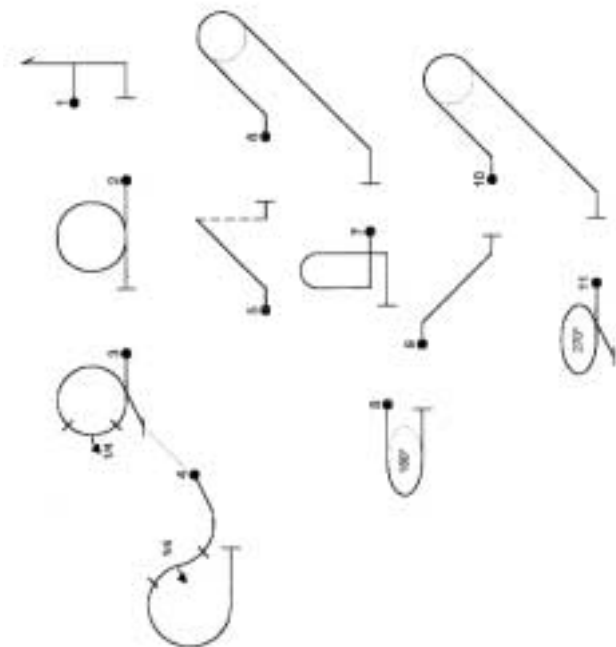
Pilot	A/c type	Reg'n	Known #1	Known #2	All Grps	O/all %
1 Stewart Otterburn	ASK-21	G-FYF	1212.8	1347.2	2560.0	73.562
2 Mazen Makari	ASK-21	G-FYF	1229.3	1228.4	2457.7	70.624
3 Mark Erlund	Lunak	BGA-4970	1234.2	1188.8	2422.9	69.625
4 Peter Miles	Pilatus B4	G-HVH	1176.8	1233.3	2410.1	69.256
5 Mike Collett	ASK-21	G-FYF	1187.1	1149.5	2336.6	67.144
6 Mike Newbound	Puchacz		1280.6	885.8	2166.3	62.251
7 Nikki Mills	ASK-13	G-FWN	1055.6	977.6	2033.2	58.426
8 Donald Gosden	SZD59	G-HWX	936.1	1079.3	2015.5	57.915
9 Carl Sorace	ASK-21	G-FYF	636.3	359.4	995.7	28.612

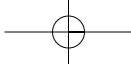
REPORT

Saltby Unlimited Free

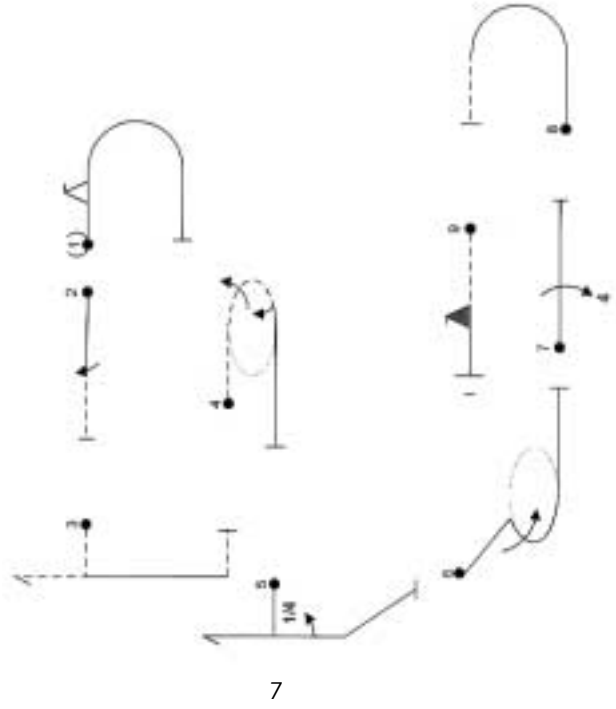


Glider Nationals 2003 Sport Unknown



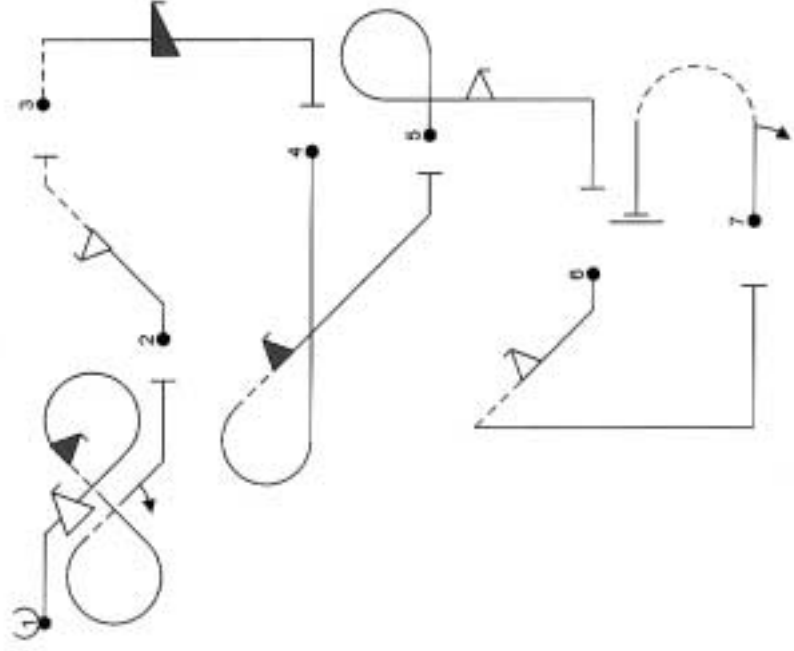


Saltby Unlimited 1st Unknown



7

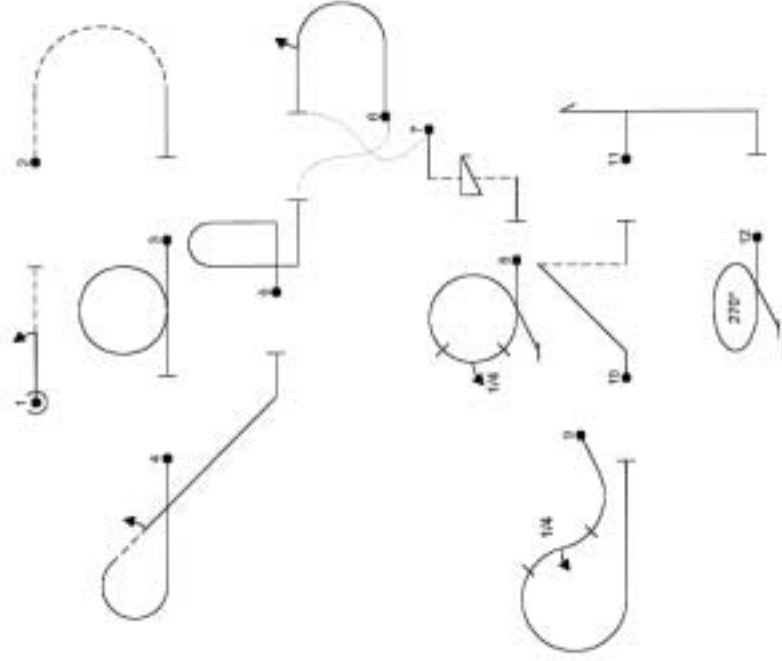
Saltby Unlimited 2nd Unknown



REPORT

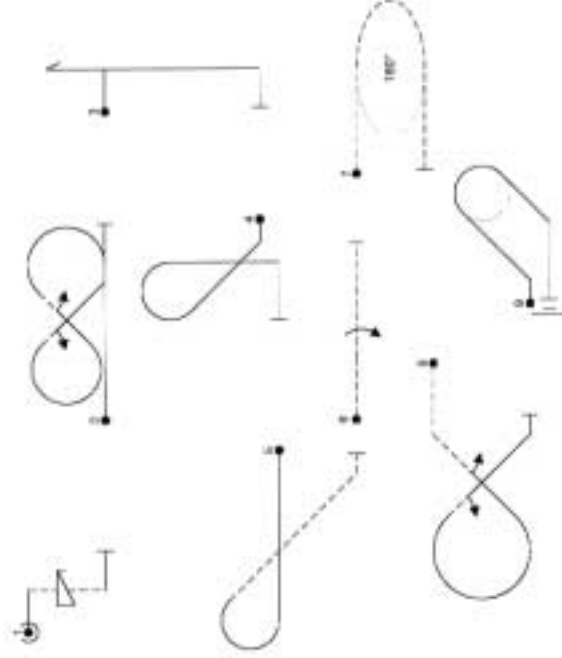
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Saltby Intermediate 1st Unknown



8

Saltby Intermediate 2nd Unknown



REPORT

Intermediate Finals

Pilot	A/c type	Reg'n	Known1	Program1	Unkwn1	Unkwn2	All Grps	O/all %
1 Mike Woollard	Pilatus B4	G-92	1303.2	1522.7	1447.0	1231.6	5504.5	74.284
2 Graham Saw	Lunak	OK-0927	1236.2	1560.8	1418.9	1265.9	5481.8	73.978
3 Simon Walker	Pilatus B4	G-92	1324.5	1464.6	1365.6	1140.1	5294.8	71.454

Unlimited Finals

Pilot	A/c type	Reg'n	Known1	Free1	Free2	Unk1	Unk 2	Totals	O/all %
1 Guy Westgate	FOX	G-JKC	1773.8	2179.8	2214.5	1655.3	1838.2	9661.6	80.313
2 Dietmar Poll	FOX	G-JKC	1275.0	2213.2	2138.8	1534.7	1726.1	8887.8	73.880
3 Jamie Allen	FOX	G-JKC	1298.9	1949.9	1756.6	1602.1	1875.8	8483.3	70.518
4 Paul Conran	FOX	G-JKC	1374.9	1822.8	1552.3	1069.7	1759.4	7579.1	63.002
5 Andy Cunningham	FOX	G-JKC	1306.2	1653.9	1470.8	1242.9	1669.9	7343.7	61.045
6 Chris Cain	FOX	G-JKC	1442.2	1342.1	1695.3	834.8	1469.0	6783.4	56.387
7 Alex Yeates	FOX	G-JKC	0.0	1878.9	902.0	0.0	0.0	2780.9	23.116

Points trophy proposal - something to interest the glider folk

from Judi Jones

As discussed by a few of us at our informal glider meeting of 15/2/03 and by all at the dinner at Dunstable, I have been giving some thought to a points trophy for the gliding world. I was intending to donate a trophy, but Graham Saw has kindly offered to use his vintage skills to form one with his bare hands (well, almost & if I haven't just offended him!)

It would have to work slightly differently to how the power chaps run theirs, as there are simply less comps and therefore sequences to count.

The aims of having such a trophy are however the same:

a. To encourage participation at as many

competitions as possible

b. To reward consistency/excellence at all levels

c. And to get every competitors name up in lights on the website! I propose that we have one point's table, across all classes.

With only an average of six sequences flown per class, we can't allow discards.

For Intermediates and Unlimited all sequences at the Nationals and Saltby

Open would count, plus the first known at the Dan Smith for the Sports class. This is because they fly one less sequence at the Nationals and that the Dan Smith is a

Sports comp after all. The table below sets this out clearly for you.

	Sports	Intermediate	Unlimited
Dan Smith	Known 1		
Nationals	All 3	All 4	All 4
Saltby Open	Both programmes	Both programmes	Both programmes
Total sequences	6	6	6
Total possible points	180	180	180

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You will notice I have automatically applied the same points used in power tables, with 30 points going to the winner of each sequence, 29 to the 2nd right down the list to the bottom. This works well, so why change it? Well, what does differ is class sizes-ours being noticeably smaller!

Handicap Factor

So, in order to equalise opportunity across classes, a handicap factor will be involved according to the size of class. Thus if any class is half or less of any other, e.g. sports 6 pilots, intermediate 3, the points drop will be 1 in the larger class, but 2 in the smaller.

E.g. The pilot who comes second in sports class, will gain 29 points, but in the intermediate class he will be awarded 28 points.

The point's drop will be 1 in 3, if the class sizes vary as greatly as this.

What will happen is that the ranking is done across all classes at the Open, so that the winner of programme one is

declared after all classes have flown their sequence.

I have asked Martin Sandford if he can cope with one more points table to keep an eye on and he is happy to collate the scores for us, as he does for the power guys (thank you Martin).

My only reservation is that if a comp is weathered out, the points spread could be narrow, but it's all about involving every competitor, not really winning, so it won't have to matter!

As a contingency, I will state now, that if the number of sequences across classes varies from the plan above, the first 5 or 4 sequences across all classes will count- pilots will not get to pick which to discard- so don't ask!!!!

In the event there is a points tie at the end of the season, the pilot flying in the larger class will be awarded the trophy.

Anyway, we're on plan for 2003, so let's get going this year, rather than next (by popular demand!)

Check the website ASAP!

CAP 232 F-GYRO

- S/No 25, April 2000, TT 240 hours
- 80 hours on crankshaft since factory visit.
- No damage history
- MT 4-blade prop.
- Factory smoke system.
- Demountable gyroscopic instrument panel. Removable luggage locker,
- £125,000 + VAT or share considered. Based White Waltham

Contact Nick Wakefield +44(0)1584 781046
NickWakef@aol.com

REPORT

The Golding Barratt Trophy - 2003

from Nick Buckenham, CD

What a sunny place Yorkshire is - at least it was for this weekend, the sun-cream being requested by more than one lobster-like judge on Saturday afternoon.... and with the wind dead onto runway 29 on Friday for the Beginners and 180° about for Standard the next day we just couldn't have asked for more. Friday's rather leisurely affair comprised a threesome of hopeful pilots, Tony Glover stealing the usual priceless chunk of marble from runner-up Kate Howe (in JP's Charlie Macaw) and Tom Leader, whose valiant efforts in good old RAF-Charlie just couldn't quite close the gap.

To be fair it did sort of drizzle a touch at around 0900 for Saturday's Standard brigade, almost as though a token was demanded.... but by the time pole-man Tom Richards had begged a 15 minute hiatus it was all gone, and pretty soon the plot was in full flow. By and large the standard of flying was quite impressive, the few BF's being the exception rather than the rule. From Harry Mason's (two-up and unfortunately therefore Hors de Concours) 9th slot upwards 70% was the minimum requirement, our leader James Brown in BIPO clearing a hard-chasing Rob Howarth in his S1S by over 21/2% with Andy Kilvington just a few points behind. The Slingers in SKYC all had Tom Cassells to thank for an early-morning dash over with the spare key, this essential item having mysteriously gone AWOL the previous

evening, but their best man Roy Nicholson was a full five and a bit per-cent behind the front line.

In the unknown sequence that immediately followed efforts were re-doubled by all sorts of people to get a bit further up the order, Roy N in particular closing the aggregate gap to the CAP to only a slender margin whilst Alan Wood and Simon Abbott kept James B back in 4th slot. In the end when it was all added together though it was still JB and BIPO for the crown, with the Slingsby second and Alan in BOXH a worthy third. All good stuff!

It then being just Chinese dentist time (2:30 OK?) an extra unknown sequence was rapidly put into operation, with 16 pilots electing to do it all again from a fresh start. This time Rob Howarth stormed away from Dave Cavell and Alex Smith to win the prestigious soft drink acquired with no expense spared by the BAeA, unfortunate Tom Richards dropping out with his Slingers' two control columns being of slightly independent mind....

Good fun, great company and excellent flying - just what we want. Steve Green ran the unusually healthy judging line with Polly Whitehead, Ann Willis, Deborah Brown, Peter Mackintosh, Brian Gleeve, Toddy and Simon O'Neil in attendance, Jen B tinkled the keys and yours truly ran the clipboard. Shan't be at Bodmin, but we will see you all again at Conington. Bye!

The Golding-Barratt Trophy Meeting : Brighton : 13/14 June 2003
Beginners

Pilot	Aircraft type	Reg'n	Known #1	O/all %
1 Tony Glover	C-150	G-BCKU	433.2	65.644
2 Kate Howe	Extra-300L	G-IICM	385.2	58.362
3 Tom Leader	Robin-A	G-RAFC	379.1	57.443

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The Golding-Barratt Trophy Standard level

Pilot	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 James Brown	CAP-20LS	G-BIPO	1006.0	906.4	1912.5	77.115
2 Roy Nicholson	T-67M	G-SKYC	943.2	948.4	1891.6	76.274
3 Alan Wood	Pitts S-1S	G-BOXH	943.0	940.4	1883.4	75.944
4 Rob Howarth	Pitts S-1S	G-IIIIX	972.7	831.8	1804.5	72.762
5 Andy Kilvington	T-67M	G-BWXA	959.0	833.5	1792.6	72.281
6 Alex Smith	T-67M	G-SKYC	947.5	845.0	1792.5	72.279
7 Steve Kirton	T-67M	G-SKYC	923.4	842.1	1765.5	71.189
8 Harry Mason H/C	Pitts S-2B	G-ICAS	906.0	846.7	1752.7	70.672
9 Eric Marsh	Vans RV-4	G-BXPI	935.2	786.1	1721.3	69.406
10 Steve Lofthouse	Yak-52	G-CBPY	755.1	906.4	1661.4	66.993
11 Peter Borchert	Pitts S-2B	G-STUB	791.5	866.5	1658.0	66.855
12 Simon Abbott	Pitts S-1S	G-IIIIX	716.0	926.0	1642.1	66.213
13 Pete Anderson	T-67M	G-BWXA	734.2	886.6	1620.8	65.356
14 Sam Whatmough	Yak-52	G-CBRL	791.2	806.4	1597.6	64.419
15 Richard Buchan	Pitts S-1D	G-ODDI	861.9	726.8	1588.7	64.060
16 Al Coutts	Pitts S-1S	G-BKKZ	776.9	738.4	1515.3	61.099
17 Corinne Dennis	Pitts S-1S	G-BOXH	806.1	674.2	1480.3	59.690
18 Tom Richards	T-67C	G-BLLR	721.9	704.9	1426.8	57.533
19 John Penfold	Eagle-II	G-EGAL	568.0	825.8	1393.8	56.201
20 Dave Cavell	Yak-52	G-CBPY	482.9	890.4	1373.3	55.375

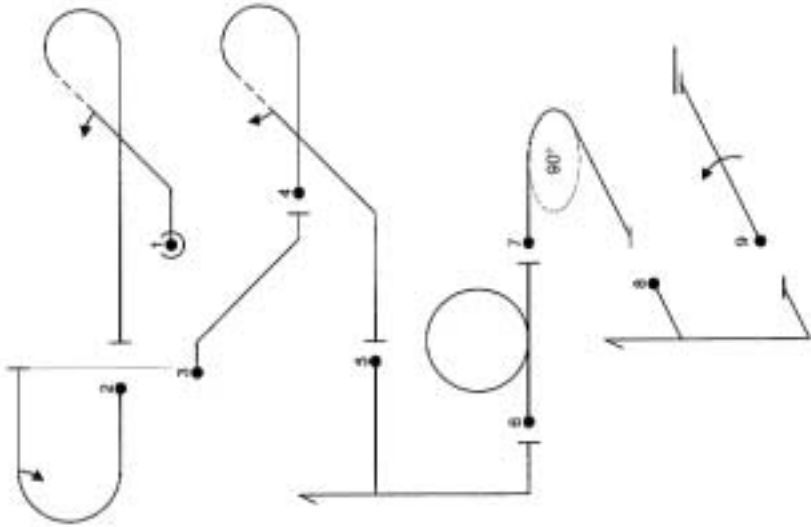
Brighton Rock Standard level

Pilot	Aircraft type	Reg'n	Unkwn #2	O/all %
1 Rob Howarth	Pitts S-1S	G-IIIIX	888.4	79.317
2 Dave Cavell	Yak-52	G-CBPY	846.9	75.614
3 Alex Smith	T-67M	G-SKYC	839.9	74.990
4 Steve Kirton	T-67M	G-SKYC	836.1	74.650
5 Steve Lofthouse	Yak-52	G-CBPY	833.8	74.451
6 Pete Anderson	T-67M	G-BWXA	829.3	74.046
7 Roy Nicholson	T-67M	G-SKYC	825.4	73.696
8 Andy Kilvington	T-67M	G-BWXA	823.3	73.507
9 Alan Wood	Pitts S-1S	G-BOXH	807.5	72.102
10 Eric Marsh	Vans RV-4	G-BXPI	795.7	71.042
11 Simon Abbott	Pitts S-1S	G-IIIIX	763.5	68.166
12 John Penfold	Eagle-II	G-EGAL	758.9	67.760
13 Corinne Dennis	Pitts S-1S	G-BOXH	740.2	66.092
14 Al Coutts	Pitts S-1S	G-BKKZ	617.8	55.156



REPORT

Brighton/Golding Barrett Standard Unknown



Eric's little offering about Swansea!

from Eric Marsh

"Comparisons" say the French, "are odious", but given a choice between say, Florida's Sun "n" Fun and Swansea's Wind "n" Rain the latter is less likely to be selected. But if Swansea Airport has nothing else (and it hasn't), it does have pretty girls. Lots of them. On the reception desk, at Air Wales check in, up in the control tower, in the accounts office, at the bar, even at the local golf club disco. And if that was not enough, more arrived in coaches diverted

en route to a hen party in Dublin. Friendly too; when one such local was asked what one might do on a wet day in Swansea, she replied "well, I have four children....", from which one draws one's own conclusions... Had we finished the contest we would have been overwhelmed with candidates to present the awards. In the event we did not even start, abandoning after the second day for the second year running. Several pilots elected to stay on...

Aeros @ AERO, Friedrichshafen 2003

Aero 2003, taking place for the first time on the new exhibition grounds adjacent to the airport, proved to be a resounding success. Aviation enthusiasts enjoyed the layout of the exhibitions embracing the whole spectrum from model flying through ultralights, gliders, conventional sport planes, right through to state of the art business and executive turbo props and

jets. The ability to move aircraft between the active airfield and the exhibition grounds and halls was a definite 'hit'. Among those regularly taking advantage of this facility was Walter Extra, whose '400 was to use this route before and after its daily flying demonstrations, which were conducted in partnership with Klaus Schrodt flying his

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Extra 330XS. AERO's 'house' commentator was well up to the job of getting the Saturday airshow spectators appreciation of Klaus' performance as Europa-meister of 4 min Kur programme and they were not disappointed. Back on the exhibition grounds Extra had a 300L from recent production on static display. Walter's competition patriot, Wolfgang Dallach has established himself as producer of leisure aircraft at the lighter end of the spectrum. As well as a substantial display within the halls WD Aviation took a significant share in the daily airshow. Dubbed "The Tired Arrows" by the commentator, Hansi Bader flew the Fascination, Tomas Schellinko the Evolution, while Wolfgang flew his erstwhile competition mount, the Diabolo. Aerobatic interest within the halls included a pair of new production Jungmanns in the Polish exhibit area, a Zivko Edge 540T two seater (the first in Europe), and the prototype CAP 10C.

A Swiss exhibitor showed the Votec 322, which appears to be a version of the DR109 two seat version of the One Design, which they also have available. TotalFinaElf had on their stand the CAP231 F-GDTT of the Amicale de Voltige Aeriennne, which may be recalled as the aeroplane flown to #1 by Christine Genin at WAC 90. Rather attractive is the Trener UL or Baby Zlin, one of which was present on the outside display, and progressively joined by a second example as the event progressed. With only four days duration transformation from kit to flyer was not feasible, but given a couple more days, who knows?

New American Champion distributors Blue Yonder had a Decathlon on their stand in the exhibition hall.

Sennheiser audio was a significant sponsor of the weekend old time airshow which included formations of dissimilar aircraft eg

Antonov AN-2, Beech Staggerwing, WACO, Stearman, Siai SF-260 (in false Belgian AF marks) and CAP 231, which in the hands of Uli Benning did an aerobatic performance.

Graham Archer provided the Ultimate High/Power Aerobatics Extra 300 solo, commentated bilingually by Mark Greenfield and the AERO 'house' commentator. (The threat was that for the Sunday performance Mark would speak German, and the house-man English. maybe they did, but I decided to take a look at the Deutsches Museum exhibits in Munchen instead.)

In this part of the world, Red Bull is a significant sponsor, and they provided the Harvard duo of Walter and Toni Eichhorn. Walter returned to close the show flying L-29 Delfin G-BYCT, a one-time North Weald resident.

Friedrichshafen being the home town of Zeppelin, the new generation was very visible with one performing regular flights, one in the Zeppelin hangar, and various radio controlled versions active in the exhibition halls.

Writing these notes on a weekend when the competition guys have had the weather hindered weekend at Swansea they have been hyping themselves up to expect, and the Aerofair exhibition had a few damp days at the Weald. it is worth noting that Hall A1 provided sufficient space for radio controlled aerobatics down to near zero feet - no wind, no rain, no weather at all. There must be something in it! Something I have not seen before was glider tug and glider rolling together whilst still connected - an SP91 towing a Swift. Incidentally this was the only aerobatic machine present that was derived from ex-Soviet parentage - no Sukhois or Yaks at all.

The AERO organisers report a visitor total of 47,500 over the four show days with

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30% coming from abroad. More trade visitors attended on the first two show days when visitor numbers were up 20%. With a total of 504 exhibitors and 243 additionally represented companies coming from over 30 different countries confirmed AERO's position as the most important meeting place and largest trade fair in Europe for general and recreational aviation. During my visit to AERO I picked up a copy of the official programme of the 1996 German Glider Aerobatic Nationals. This booklet of no less than 84 pages sold at the time for just 2DM, and included a prize draw for an aerobatic glider flight. Packed

with information including details of competitors, photos and technical data of the gliders and tug aircraft, explanation of glider aerobatics, and plenty of advertising from sponsors, this was an impressive piece of work by its production team. I imagine these programmes were sold in the towns near to the venue airfield before the event, encouraging locals to visit the competition and 'Tag der Offenen Tur'. I am not sure many UK general aviation airfield managements would have the resources and enthusiasm to take on something of similar scale, or whether they could count on the sort of level of public support the Europeans seem to enjoy.

AERO report

After the AERO's 'take off', which, considering the difficult economic situation was not expected to be of such dimensions, fair management was able to sum up positively: "Exhibitors and visitors were enthusiastic about the atmosphere and the technical possibilities offered by the new exhibition site. The advantages of being situated directly next to the airport and connected to the Zeppelin hangar were made especially apparent by the AERO. Together with the general aviation industry, we have taken a large step towards a promising future," CEO Rolf Mohne is pleased to report such positive results. General aviation businesses reported clear upward tendencies. "Many exhibitors were definitely more confident and optimistic after the course of the fair than before", AERO project manager, Thomas Grunewald, stated after having spoken with exhibitors. Company representatives emphasised trade visitors' strong interest and internationality. "The visitor's trade know-how and competence has clearly increased once again."

According to fair management, exhibitors showcased the entire spectrum available to general aviation, ranging from business jets, gliders and ultralights to board electronic, maintenance and accessories, and all were very satisfied with their AERO presence. The general aviation fair is also a popular media event: a total of 609 journalists from 25 countries, including media from the USA, China, Japan and Argentina, underscored the AERO's international importance for general aviation trade specialists. The AERO, with its comprehensive selection, is the unchallenged 'number one' in Europe. The strong international stream of visitors also highlighted its world-wide significance: 30 per cent of all visitors came to Friedrichshafen from other parts of Europe, the USA and even as far as Australia. Trade visitors closely associated with flying were represented above average at the AERO. According to a survey conducted by fair management on the first three days, approximately 70 percent of all fair visitors surveyed held a pilot licence or other proof of membership.

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In response to the question whether the visit to the AERO had been worthwhile, 96 per cent of those answered "Yes". 94 percent explained that the AERO provided them with a very good to good overview of what is available in general aviation. 86 percent of those asked replied that they planned to attend the next aviation trade fair, taking place from April 21 to 24, 2005, in Friedrichshafen.

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Aerofair 2003

The 8th annual Aerofair at North Weald, 16-18 May showed a steady increase in numbers and scope of exhibitors compared to previous years. For the first time since the demise of the Weald's annual Fighter Meet the main site hardstandings were used as the show site, displacing the regular Saturday market. Aerobatic aircraft came from Mark Jefferies/Yak UK (Laser, Yak 50, Yak 52, Yak 11), Richard Goode Aerobatics (Yak 18T), Gold Air (Pitts S-2C with Aviat, Sukhoi S-26 with RGA), Blue Yonder (Decathlon) and various examples of Extra 300/300L plus a pair of Yakovlevs team Yak 50s.

Yak UK provided the backbone of the daily air display with Mark performing 10 displays in four different machines over the three days of the show. The generally miserable weather that the country 'enjoyed' that weekend may have affected attendance, and certainly one display item - Graham Archer with the Power Aerobatics Extra was weathered in at Bournemouth. This prompted his commentator Mark Greenfield to suggest to James Gilbert that he could do the commentary with no aircraft and spectators could imagine the sight and sound!

Your Comments

John Gaillard
1st Vice President CIVA
South African CIVA Delegate
I have just read the article in the Aerobatics News Review for April 2003 submitted by Tor Andre FUSDahl the CIVA Delegate for Norway and whilst it is not my intention to enter into a debate on the merits of his article, which is the purpose of the annual CIVA meetings, I do feel obliged to comment on some of the statements

included in the article, which in my view are totally inaccurate. Tor Andre takes upon himself to criticise the CIVA regulations by talking about the "unfortunate developments of our sport", but as he well knows all developments in our sport are approved by the majority of CIVA delegates and can be changed at any CIVA meeting again by a majority vote, it therefore follows that the majority of CIVA delegates are happy with the developments

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which Tor Andre describes as unfortunate, so already what he describes as unfortunate is in place with a majority approval and a large one I might add.

Before I enter into comments let me set out my credentials, which I believe entitles me to comment. I had judged at every WAC since 1990, since 1996 I have been Chief Judge at every WAC & WAG since held. I have also been Chief Judge at every AWAC save one, which was held two weeks before the WAC that year. I am head of the CIVA judging Committee and have served as 1st Vice President of CIVA for the past few years.

In this entire time of over ten years, I can recall Tor Andre attending one contest and this was part time, so where does his information come from?

It was stated in the article that there are fewer participants in international competitions, this is factually incorrect the reverse is actually true. Until 1995 the only form of internationally recognised World Championship in aerobatics was WAC with the EAC being held in alternate years in Europe both at unlimited level. These contests attracted between 50 and 80 entrants, frankly some of the entrants were not up to standard but this was the only chance to compete internationally. The introduction of the advanced category changed all that, the first contest was flown in South Africa in 1995 and attracted over forty entrants, since then the class has grown and up to sixty pilots now enter these contests, some of these pilots formerly flew in the unlimited class. So we now have a situation where up to sixty pilots enter both AWAC & WAC events, the maximum we ever had at unlimited level was eighty, we therefore have a significant increase in international activity not a decrease as stated in the article.

It is also suggested that the CIVA

regulations have caused an increase in cost especially the bonus system at unlimited level, this again is not true the SU26 which few will deny was a great step forward in performance was introduced in the 1980s a full twenty year before the bonus system was introduced, at the last WAC which was combined with the WAG in Spain, Robert Armstrong of the USA finished a close 2nd in the championship flying a CAP 231 which is supposedly outdated and is being currently motivated as an Advanced aircraft by the French, how does this fit into Tor Andre's argument?

Let me defend and explain the bonus system which I personally initiated and motivated at CIVA. The freestyle programme up to 1996 left the pilot free to choose his own programme with a maximum of fourteen figures. This in effect led to a long a boring sequence normally with multiple humpty bump figures of all types with simple rolls added both up and down. These sequences were almost like two intermediate sequences linked, with a tailslide and the required snaps added, very boring and of little interest. All this changed at the World Air Games in Turkey in 1997 when, Ramon Alonso of Spain elected to design & fly a sequence with from memory nine figures, this caused a sensation and when he was due to fly virtually every other competitor and official other than the judges was lined up behind the judges to see how he would fly, in other words he had created a tremendous interest in the flight and had taken aerobatics a stage further.

I took it upon myself to write up a proposal to encourage such flying, which consisted of receiving a bonus for each figure dropped from the maximum allowed. This proposal was put to the CIVA meeting later that year and was well received; amongst those that spoke for its adoption were Patrick Paris.

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What had occurred over the years was that aircraft had evolved, but the sequences flown remained virtually static, there was simply no incentive to use the performance of the aircraft available. The new format was first flown in Slovakia at the WAC in 1998, I won't say that it was universally admired, but the fact remains that it is well accepted and any proposals to remove the system have been comprehensively defeated at CIVA.

The other assumption which is stated is that the judging has deteriorated, this again is simply not true, CIVA have in fact become more selective with judges and monitor performance after each programme, judges not up to standard can and are sometimes

dropped from the next programme, this was never the case a few years ago.

I would argue that the judging of a sequence with a fewer number of figures is in fact easier, than having fifty plus pilots flying long and boring sequences, the current freestyles have reduced the time actually judging dramatically by as much as 50%, this is significant over the full length of the programme.

I will not comment directly on the practicalities of what has been proposed, as I am sure that Tor Andre will motivate this personally at CIVA and the discussion can take place there, but I will be very surprised if the CIVA Delegates throw away what has developed over a forty year period.

A New Concept Aerobatic

For those who have not received the comments about the New Concept, published in ANR 153, some of the correspondence received is printed below. Those views expressed are not necessarily those of the editorial staff!

I was fascinated to read, in this month's journal, all about the new concept of New Concept. (My money's on Mr Fusedahl working in marketing...)

Anyway, the whole idea strikes me as most interesting and worthy of further discussion and debate. Would this concept (Concept?) really aid the accuracy of judging, increase excitement, attract a wider audience and make us all rich, rich, rich! Or would it perhaps cheapen our Sacred pastime, weakening the spiritual purity which can only come to those performing 14 negative coruscating snaffle flips upwards on a descending 45? Would it (God forbid) pollute our precious bodily fluids?

I think (for what it's worth) that the idea has some major legs. How about we feed it some hay, and if it whinnies, enter into the

3:30 at Kempton?

Ladies, Gentlemen and Uncle, the floor is open.....

John vd Luit

Personally I think the new concept sequence will be a real hoot. I am busy fitting a new G meter to register up to minus 10. Outside downhill loopette with 2 of 8 up on the finish push level and straight into a stall turn with 3/4 on the up! Great fun. Will certainly sort out the girlies from the massive brain haemorrhages. Unfortunately one of the restrictions of our sport is that every figure must finish in straight and level flight and this is an even bigger problem with 24 figures. It is quite simple to solve the 6/7 figure Free problem and make it more figs. Just increase the number of allowed figures and eliminate the bonus point system.

JP

3.30 at Kempton ? I would want bloody good outside odds and go 10 bob maximum each way on this one.

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My first reaction is negative.

1. I cannot see judges being able to agree on some zeroes immediately and without conference etc

2. I think that to make the programmes easier to help judges is tail wagging dog. I agree that the judging has a subjective element, but in all the contests I have seen the relative positions scored in free programmes seem OK to me.

3. The 6 and 7 figure frees are very exciting, and extremely difficult to fly. To do away with them means that the skill of pilots to design sequences suited to them and their aeroplane is no longer measured, that we do not get to laugh at people whose ambition outweighs their capability etc.

4. Compare advanced 15 figure frees with unlimited 6 figure - which is more interesting?

5. Unlimited will always be extremely expensive, and should continue to try and push back the boundaries

6. More complex figures tax the brain harder - this new idea simply makes unlimited easier. That smacks of a retrogressive step to me.

I would rather advocate a bonus system at advanced. Where minimum number of figures is 8 (so that they are still flyable in a Pitts S2A).

I better now go and read that article upon which I am commenting on in full...

Kester Scrope

I agree with virtually all of Kester's comments.

BUT...I have the same reservations as Tor Andre FUSDahl about the "I quite liked it, give it an 8.5" subjective approach to judging of high-K Unlimited Free Programme figures. If you add up penalties for even the small errors in such a figure, according to the strict judging criteria, a score of 5 might actually be quite high.

However, I suppose that the bottom line is "If the best pilot wins, who cares what the scoring method was?" At least you are less likely to get an international judge at Unlimited judging a power spin from the glider spin criteria (ask Mark J or Nick B for the full story on that!).

Martin Sandford

Well, we never make progress unless someone comes up with new ideas. (That sounds like a cop-out way of being negative to me!)

Personally, I LIKE the very complex Unlimited Free programmes. My 'participation' (if you'd call it that) in this sport is as a judge and as such I do try to put effort into doing it well (not often to my own satisfaction). The Free IS a challenge, but one I enjoy trying to match up to. I'm only sad that there's precious little opportunity to practice it. It very definitely requires teamwork - the caller needs to be as experienced in the figures as the judge and the scorer needs to be good at scribing and accept they're not going to see much of the flying!

Seriously, I do think it wrong to condemn judging because it's not very well done. Perhaps we do need a step change in ability here. I'm personally not in favour of the 'hi-tech' approach - I still think it's the Mk 1 eyeball and human perception that the pilots ought to fly to, not a 3-axis recording g-meter analysing the flightpath, or whatever. Incidentally, when did an 'average' score out of 10 become 7.5? Isn't it 5? 75% is quite often a contest-winning score, with a lot of people in the low 60's. OK, if the Norwegians are going to take the plunge and have a go at a radically different approach then hopefully the outcome will be fully documented so that the rest of us can learn from it.

Ben Ellis

ps, John, that nag you bet your shirt on

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running in the 3.30 at Kempton was STILL running when I drove past just now!!!

I agree about the 8 point problem. I guess there are two ways of tackling this; use the UK system of having a caller to free some of the judges brain to score what they see rather than work out if it is correct, and secondly maybe tweek the bonus points awarded for fewer figures - i.e. reduce the advantage of fewer figures a bit, would need a mathematical brain the size of the planet to justify this on past results I guess... Incidentally I think being a caller could be a good introduction to judging. I think there is a strong case for having 4 excellent judges with 4 callers at the upper levels, rather than 8 judges.

Kester

Having read the proposal I am in favour of this method being adopted as an alternative concept to the current Unlimited formula, there are some very positive comments and benefits from the proposal.

In practice it will rely upon a very "techno" team of PC wizzos to make it work. Can you imagine the frustration of blue skies and a PC crash/ power loss though!!! It could be a very TV active presentation but not live though for WX reasons.

The best will win as always. I believe that a/c development along with human possibilities in terms of negative G have been reached. Positive G can get greater, G suits, pressure breathing etc. (but for what reason) The negative G can never get higher values, some including myself would say that the safety level has been surpassed already. Its negative G that takes people out of UNL and give up contest flying altogether. again. Its negative G that takes people out of UNL and give up contest flying altogether.

So, a/c development would stop (has done) in any case they are now at the limits of

affordability for 99% of competitors. maybe as the figures suggested are ADV that the concept be tried at ADV European and then introduced at UNL with more complex figures.

Just imagine the fatigue for pilots who will get through the whole lot!!! F1 is the pinnacle of motor sport, UNL the same for our sport. F1 does have strict criteria imposed upon cars, what's the problem with strict criteria in our sport? UNL getting more complicated does not make the WIN more prestigious.

the current ADV formula attracted and did not detract contestants to world and European contests, this new formula may well do the same. ie more people in contests. I for one would fly UNL world again with the proposed unknown as it looks like -5 would see you get around. OK Mr Onn would say - 9 as he's a SU real man, me a wimp!!

Good luck NORWAY !!!!

Mark Jefferies

Having spent a while aresting (Aresti 6'ing to be strictly accurate) Tor's original sequence for publication in the ANR (and revising a few minor 'impossibles') I would suggest that, in my ever-so-umble opinion, the plot has become at least temporarily unsure of it's position. Like the majority of us I've only ever seen "our" chaps (and girls) doing the unlimited thing over the years, but from that less-than-wordly basis -

1. If it aint broke, don't fix it. Within it's own territory unlimited is pretty much alive and well - do we really need a change?

Aeroplanes (and their continued development) might be an acute cause for concern, but not sequences, surely.

2. I do not subscribe to the train of thought that says we must change aerobatics into a spectator friendly sport to survive. If we could find a way to do that it certainly wouldn't be much like we have at the top level now - and the mega-figure "run-out-of-

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marks-and-go-bust" / musical chairs approach suggested is surely more of a fairground solution than a worthy Olympic level target for the best in the world to aim at. Bah!

3. Unlimited aeroplanes and pilots must by definition have a big challenge to meet, or there would be not enough satisfaction to make it a worthwhile business. The wearisome/less tough but far longer sequence that Tor suggests - why is this "better"?

4. Suppose the plot was accepted - wouldn't 50 or 60 successive runs of this same boring sequence be even more boring boring than ever?

5. For my money the unlimited 6/7 figure free's are really impressive to watch - clearly very difficult to fly, and all different. That's what I want to see!

6. Fussing on about the capability of judges is a red herring (bit like a judge on a sunny day....) - international unlimited judging has to be up to the job, and CIVA must grapple with / provide the right solution if it isn't.

7. I too have seen judges give preposterously high / generous scores to 80-90k figures, but this can only be a reflection of inadequate personal administration. This high-K stuff no doubt requires a super-concerted effort to keep track of all the individual elements in order to produce overall relevance in a final single number within the very tight time-constraints of the moment, so perhaps we ought to devise a better 'mini-teams' solution at each judging post so as to not loose all the halves and ones to be subtracted from the ten per fig. Certainly any form of score-sheet commenting would be almost impossible, but maybe a recording of the judges' commentary would allow post-flight review by each mini-team to construct a more appropriate result?

8. The Fudahl sequence itself - surely not a great challenge for an accomplished unlimited hero?

9. 'Real time judging' - not easy to orchestrate, and certainly another thing to go wrong on the day. Bound to happen - what does the CJ say to the pilot when the judging line admin cocks up?

10. Anyone who believes that some statistical straightening process is not required to the marks from an international panels of judges has only to watch the next international panel of judges in action. The TBLP graphical analysis shows every time how the judge of the country of the pilot blesses his/her boy/girl and screws the opposition... it is always an amusing plot to watch. In my experience BAeA judging is invariably at least as good as - and often seriously better than - your average international line-up.

11. And finally - TBLP works just fine right now when applied every time a pilot flies to provide instant ranking of this whole complex business. It can be at least as quick as the figure skating marks process, and if that's OK for the telly then just what is the problem here? Whinny whinny, etc.. Bet my nag's faster than yours, John!

Nick B

As this discussion is based upon making the sport more spectator friendly. I pose a simple question, but one in which I think defines the concept of the sport. To me at least.

How many of us actually compete for the pleasure of spectators on the ground? I certainly don't. Although a few people do get pleasure watching me adding a zero or two to my score sheet every now and again. But for errors to be noticed, one has to be involved in the proceedings. Very few spectators are. I am sceptical that a 'general public TV audience' could identify a particularly good or particularly bad performance whichever concept is used.

I compete for my own enjoyment, personal accomplishment, and to talk aeroplanes.

Who cares if it's a spectator sport?

Kind regards to all.

David Cope

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Book Review

BETTER AEROBATICS By Alan Cassidy

At long last he's done it! Having been nagged by many of us for some years, Alan Cassidy has finally committed to print what he has learnt from more than a decades aerobatic coaching. Those of us who have benefited from his instruction are very familiar with Alan's lucid, articulate, and often entertaining style. *Better Aerobatics* is all this and much more. The book is a must whether novice or experienced aerobatic competitor, display pilot or instructor. It's a fairly weighty publication at close on 500 pages, but this is 'no holds barred stuff'. You get the lot! From learning

to develop basic coordination and handling skills, through to the intricacies of competing at Unlimited in a World Championship. No one in their right mind would deny that aerobatics can be a pretty dry subject. However, Alan manages to tip toe the fine line between a detailed technical analysis of our sport, and light hearted anecdotal musings. For me it is his ability to find unique ways to illustrate his point that sets this book apart from the rest. Muller may have made the first real attempt at a detailed analysis of aerobatic figures, but to date this publication is the final word.

Reviewed by Mark Walden

GliderAerobatics.com

As many of you will already be aware, a stunning new glider aerobatics website was conceived at the beginning of the year and will soon be launched to the public. The website is designed to complement the content already supplied by the BAeA and aims to attract corporate sponsorship for the British Team.

During a limited initial consultation, it was agreed that all BAeA members would be given the opportunity to submit feedback before the public launch. If you would like to take part in this process, please take the following action:

- 1.) Register your interest at www.GliderAerobatics.com
- 2.) When the website has been completed, you will receive an e-mail inviting you to preview it.

3.) The preview password is "SUCCESS"

4.) You will then be invited to register as a user after which you will be free to explore the whole site.

It is important that the website accurately represents your sport so the more feedback you provide, the better the website will be. Explore the site thoroughly and then e-mail your comments and suggestions to Feedback@GliderAerobatics.com. If you experience any difficulties with the site please contact Help@GliderAerobatics.com. Once your feedback has been compiled, changes will be made to the site before password access is removed and the site is launched to the public. It is hoped that the whole feedback process will only take a few days so please act promptly when invited to view the site.

CIVA

Rather belatedly catching up on the minutae of last November's CIVA meeting it is apposite to note that the new Swiss

delegate is none other than Hanspeter Rohner, a past-regular BAeA competitor, and G-STUA habituée.

INFORMATION

CONTRIBUTOR'S GUIDE

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

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

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

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

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

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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 2002 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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Sukhoi
corkscrew at
Motega 2002 –
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Again, European Aerobatic Champion

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

For the best aerobatic aircraft in the World contact:

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