

Aerobatics News Review

June 2004

No 159



The Journal of the British Aerobatic Association



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Teams

AWAC

Gary Ferriman, Cas Smith, Tim Jenkinson, John Askew, Adrian Howe, Aidan Grimley, Simon Cattlin, Mark Walden

Team Manager - Angela Cassidy

International Jury Member - Alan Cassidy

Judge - Graham Hill

Assistants - Ian Scott and Julie Wood

EAC

Kester Scrope, Tom Cassells, Patrick Williams, Mark Jefferies, Gerald Cooper, Nick Onn, Val Rahmani (may not go at last minute)

Team Manager - Alan Cassidy

EGAC

Andy Cunningham, Paul Conran, Jamie Allen and Chris Cain

Judge - Dick Happs

Assistant - Judi Jones



Photo Caption

Cover: By Neil Bigrigg

Elvington

from Eric Marsh, Contest Director

Whilst Swansea Airport has two and a half runways and several cluttered aprons, Elvington has but one runway, the length of which exceeds the total of Swansea's two and a half, and an apron measuring 50 (fifty!) totally naked acres. And whilst Swansea has an arrivals lounge, departures lounge, check in desks, car hire, customs, bar, restaurant, control tower, sheep and a fire service – each with its own supporting cast of pretty girls – Elvington has a damp wooden shed and a shaven headed ex soldier.

But as Swansea Airport is probably the worst location for an aerobatic contest (and – unless you are in the market for sheep or pretty girls – anything else for that matter) Elvington is probably the best.

For whilst some of the equipment at Swansea might be destined for a museum, Elvington has its own immaculately maintained and professionally managed Yorkshire Air Museum, with its excellent cafeteria, spotless toilets, and spectacular exhibits, mostly manned by twinkly eyed old gentlemen.

Ironically, the Nathaniel Alony Trophy was originally contested in South Wales to generate publicity for Swansea Airport, but after several events were aborted the contest had to be relocated. Vice Chairman Tom Cassells arranged the first Elvington contest (The Icicle) in 2000, but its then total lack of facilities precluded further use until this year. Now that the basic essentials of a briefing room, fuel and toilets are in

place it is the ideal location, not least because the absence of a phone precludes any complaints from whingeing neighbours! Arrivals and registration happened on Thursday 6 May, with briefing of Unlimited and Advanced pilots at 0800 on Friday. First flight rolled at exactly 0900 and the sixth just an hour later when low cloud stopped play. But we had finished the Unlimited Q, and technically “had a contest”. Four boring hours later the cloud rose seemingly abruptly (I hate it when He does that!) and by commendably expeditious flying by every pilot three more groups were flown, so that by the 1800 curfew each pilot had flown the “Q”

(= known) and the “free” (= pilot's composition). We had a full contest and an interim result.

MET having been unduly pessimistic all week proved to be right on Saturday, with cloud never rising above 1000'. Still we briefed at 0800, ... and at 1000, and at 1200, but at 1400 prospects were no better so the contest was abandoned without the six hardy intermediates pilots having flown at all. A pretty girl – this time Miss Ashley Gleave from the judging line – presented the awards to the winners listed elsewhere. Thanks were made to the organisational team – Chief Judge Steve Green, Scorer Jen Buckenham, Airfield Operator Steve Roper and Contest Director Eric Marsh – and our pilots flew off into a narrowing gap between grey and green.



Elvington 2004

from Jen Buckenham

This was my second visit to Yorkshire this year, the first was to Sandtoft for the Icicle and this was for the South Wales Open. It was also my second visit to the airfield, but slightly more fragrant than the last, which was on the tail of the foot and mouth epidemic and there was a lingering odour of disinfectant over the Yorkshire countryside; this time it was more pleasantly hawthorn and horse chestnut blossom. My Journey across the water was uneventful and in my hired VW Golf (with six forward gears!) I made very good time from Derbyshire International Spaceport – arriving bang on time at 5.30 p.m. to do the registration! Most pilots managed to arrive before 7 p.m. and dispersed to various hostelrys in the area – under strict instructions to be present for the briefing at 0800 on the Friday morning.

One forgets how vast the runway at Elvington is, but you cannot see from one end to 'tother, unless, of course, I have a worse problem with my eyesight than I thought! Our little row of aircraft looked sadly lost on the apron, taking up little of the available space, but huddled together for warmth!

Friday morning was clear and bright at 5.30, but not quite so good by the time we returned to the airfield for the mornings briefing, but nothing daunted, nothing gained – the mornings arrivals registered, paperwork was put into folders and the pilots and judges made ready for the off. And off we did go too. First up were the unlimited flying their 'Q'. I took a walk down to the judging line and discovered that it was a three mile round trip, but it was beautiful – one of those warm spring days with a gentle breeze (not quite so gentle at 3000 feet I was told), with the

Skylarks on full volume and the odd Curlew for variety. I am always amazed that such a boring looking little bird can produce such a sweet intense song – and the aircraft doesn't drown it out! There followed a weather break, which gave us all time to explore the Museum and find new objects of interest. I found the Barnes Wallis collection absolutely fascinating, there was a very knowledgeable steward on hand to give extra information. The workshops next door were an eye-opener, and one of the huge gliders used in the D-Day landings was being re-furbished. We were invited to have a look round a Dakota that was undergoing a re-build (didn't need asking twice!) It was also good to see the Halifax having her final 'wash and brush up' and paintwork prettied ready for her dedication on May 12th – what a grand lady. It would have been good to stay for her coming-out party, but - I digress!

The weather lifted again after the extended lunch break to allow the Advanced 'Q' and both Free programmes to be flown – all done and dusted by 6pm. Well done Eric for driving things in your inimitable style. The evening was spent at the various establishments in the area who had been graced with our company – we were a very jolly eight for dinner at a cracking pub in Sutton upon Derwent – last time I was there it was Sutton in Derwent!

Saturday morning was drippy and grey, but at Eric's request the pre-briefing meeting was at 07.45 and the intermediate pilots were briefed at 08.00 and were told to stand down for a couple of hours. During that time there was a little change in the weather, it became drier and the cloud got a bit higher and the sun came out! Those who has gone to Sherburn to bring a/c over

that morning said that they breaks were quite patchy, with the cloud base at about 1200 feet, so despite being able to sit on outside to catch up with the worlds events in the sunshine it was still not flyable. At 2pm Eric awarded the medals and trophy to the Advanced and Unlimited pilots, as the two sequences flown 'made' a competition. Sadly the intermediate pilots were not to have that luxury as the weather did not really improve sufficiently for them to get their sequences flown, and by about 4 p.m. most of the pilots had left for home and Elvington was returned to its ghosts and the skylarks.

I did not return to NI until the Sunday evening and had cause to doubt the wisdom of using economy airlines. As we left the English coastline the P2 announced that 'passengers on the left could see the Welsh coast whilst those on the right could see the Isle of Wight' – hmmm I don't think

so! As I disembarked I asked the flight attendant if the I o W had moved, her reaction was to open the flight deck door and say "See – I told you someone would notice!"

Hope fully we will be back at Elvington next year for a repeat performance – thank you to all and sundry, particularly Steve Green, Ben Ellis, Ian Scott (who did a wonderful job of sorting out my printer poltergeist) and Peter Macintosh and their assistants Corinne Dennis, Richard Gee, his friend (sorry I didn't catch your name!) and Julie Wood who braved the increasing cold on the judging line, to the lovely lady in the NAAFI who opened up early on Saturday so that we could have tea, and to the lovely sparkly eyed gentlemen in the museum who got more sparkly as the girls arrived! Also sincere thanks to Steve Roper who kept all the aircraft fuelled – in kilos!

South Wales Open Championships: Elvington: 7/9 May

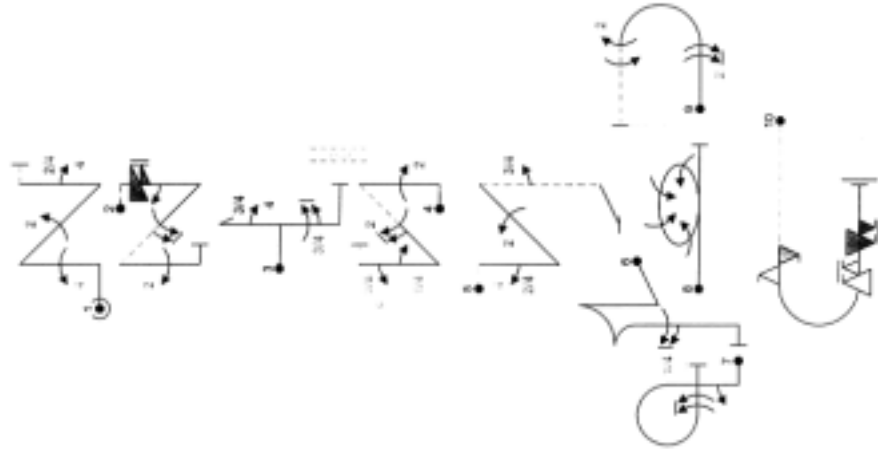
Advanced results

	A/c type	Reg'n	"Q"	Program1	All Grps	O/all %
1 Gary Ferriman	Pitts S1-11B	G-IIIIV	1985.9	2633.9	4619.8	75.858
2 David Copse	CAP-20L	G-BIPO	1828.9	2696.6	4525.5	74.310
3 Mark Walden	CAP-222	F-WWMX	1827.0	2689.0	4516.0	74.155
4 John Dixon	Pitts S-2B	G-BPLY	1910.0	2270.3	4180.3	68.643
5 Cas Smith	Pitts S-2B	G-ICAS	1713.9	2402.3	4116.2	67.589
6 Ron Allan	Pitts S-2B	G-III	1603.0	2386.1	3989.1	65.502
7 Dave Kaberry	CAP-231EX	F-GKKI	1594.4	1671.1	3265.5	53.621
8 Simon Cattlin	Yak-55M	G-NOIZ	1070.5	2190.9	3261.4	53.553

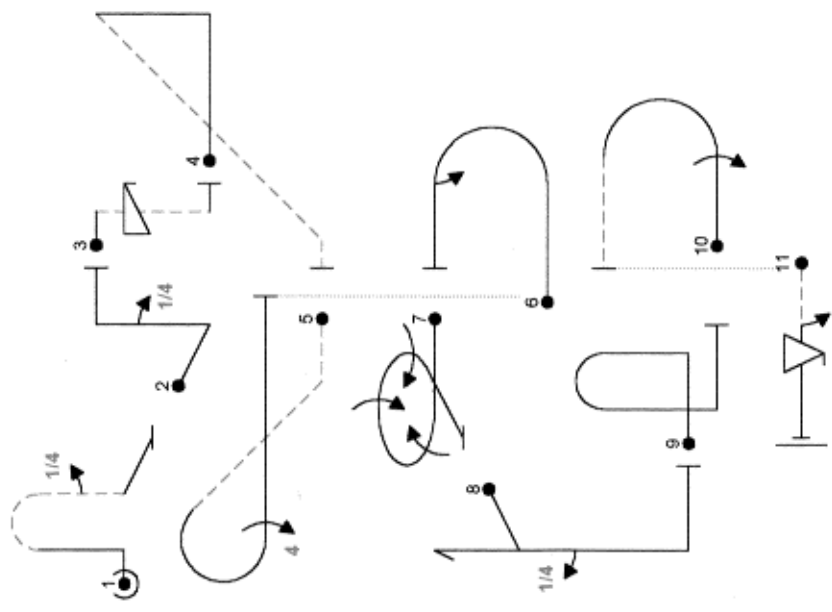
Unlimited results

	A/c type	Reg'n	"Q"	Program1	All Grps	O/all %
1 Mark Jefferies	Extra-300S	G-IIUI	2693.3	3521.5	6214.8	73.986
2 Alan Cassidy	CAP-232	F-GYRO	2249.9	3687.2	5937.0	70.679
3 Gerald Cooper	CAP-232	G-SKEW	2540.1	3330.7	5870.8	69.891
4 Kester Scrope	Extra-300S	G-IIUI	2286.1	2701.9	4988.0	59.381
5 Tom Cassells	CAP-232	F-GOTC	2598.1	775.9	3374.0	40.167
6 John Paulson	Extra-300L	G-IICM	1961.2	-	1961.2	23.348

Alan Cassidy Unlimited Free

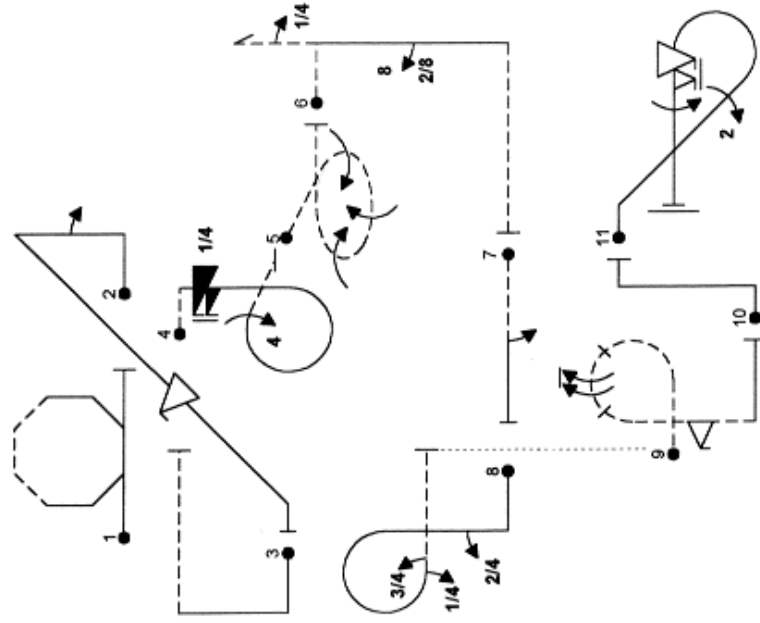


Elvington Intermediate Unknown

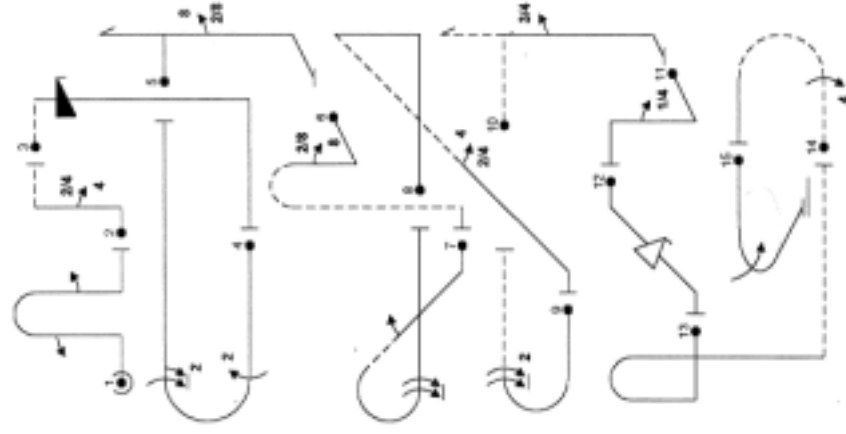


REPORT

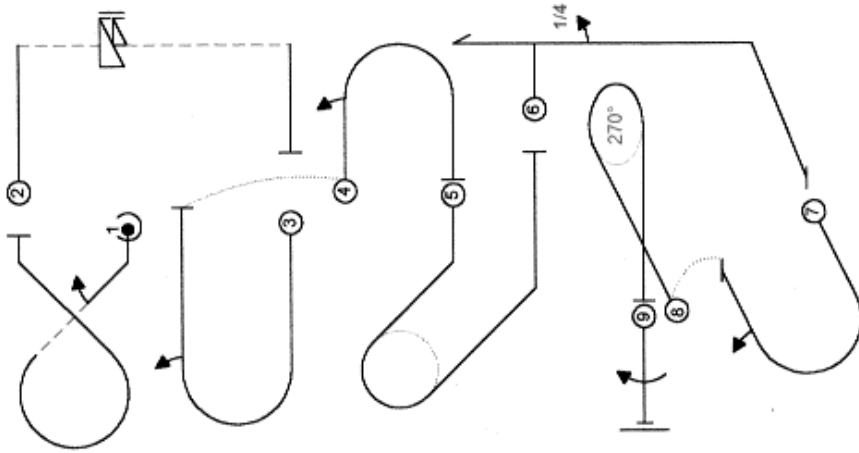
John McLean 1st Unknown



David Copse Advanced Free



REPORT



John McLean Trophy, Brighton

from Tom Cassells, Contest Director

Well, what a good day and a half ... The sun shone on Yorkshire. Friday was a glorious day with 60 kilometres visibility. Friday afternoon beginners briefed and ready, sadly only two pilots, however both put up a good show with Andrew Holman-West just taking first place. Brighton was my first contest in 1992, seems a long time ago. Saturday started at 0600hrs for me; looked out the window, weather looked the same as Friday. Unfortunately the vis did reduce as the morning progressed. We had a briefing for the management at 0745hrs. Graham Hill Chief Judge with Steve Green, Debbie Brown, Ann Willis, Brian Gleave, Peter Macintosh, Steve Todd and Corinne Dennis. JP was in charge of registration and

scoring. The briefing proper started on the nail at 0800hrs. We put the box at the end of the airfield to the East, the aerobatic wind being from the North. Brighton has many disused runways and these in the past have caught one or two out, picking up the wrong runway out of a figure and going off axis. That was not the case in 2004 - we had a different problem. The disused on the A axis was half the box at the upwind end, and some pilots were determined to stay above this feature and so conducted some of their sequence upwind and out. During the Known sequence some cloud started to form in the box; this caused a number of zeros due to cloud being between the Judges and the judged. Always remember, if you can't see the

Judges there's a possibility they will not be able to see you! By the end of the Known the first three were Alan Wood, Dave Cavell and Mark Davies. Last years winner Alex Smith did a spot of cloud dancing and collected zero's for being unseen. The unknown was started after a Judges break. The top four in this sequence were Alex Smith, followed by Richard Buchan, Alan Wood and Harry Mason. In the final results Alan Wood kept his lead by over 3% from Dave Cavell, with Richard Buchan in third spot.

As time was on our side a second unknown was completed, Alan Wood being on grand form yet again. We had a good contest. Many thanks to Brian Brown and Brighton for hosting us again in 2004.

As a post script I feel it necessary to make comment on the action of two pilots who were not taking part in the contest. You may have seen a departure and an arrival during the day which - had they been seen by the authorities - would very likely have resulted in big problems for the pilots concerned. Worse, it could have been an accident in a heart beat.

Their actions are nothing to do with me and I am in no position to comment. However, I did speak to both concerned, to point out to them the very real risk of their

actions. During my twelve years involved in this great sport I have had the misfortune to attend a number of funerals, all aerobatic pilots, all good friends. I do not wish to attend any more.

The events which took my friends have made me feel I do have a responsibility to tell those who I feel are at risk to take stock. If you fly aerobatic competitions - take instruction, take care of your aircraft and fly to the rules and you will be fine. If you cut corners and try to impress then take great care, because that route is natural selection with vengeance. The best in the World have fallen, and I mean seriously good pilots with World rankings. If you feel the need to impress then do so by taking part in the contest. If you really want to impress the best in the World, keep going till you win The World Aerobatic Championship. That would certainly impress me.

In BAeA competitions our minimum height limits are 1500 feet beginners, 1000 feet Standard, 600 feet for Intermediate and Advanced, and 300 feet for Unlimited. Please keep ALL your aerobatic manoeuvres above the limit you are signed off and current at. Don't be tempted to do flash arrivals or departures; it's just a matter of time before they bite.

John McLean Trophy: Brighton: 23/24 Apr Beginners

	A/c type	Reg'n	Known #1	O/all %
1 Andrew Holman-West	Yak-50	G-OJDR	470.2	68.147
2 Richard Loukota	Pitts S-2B	G-ICAS	464.1	67.268

The John McLean Trophy

	A/c type	Reg'n	Known #1	Unkwn #1	All Grps	O/all %
1 Alan Wood	Pitts S-1S	G-BOXH	979.6	809.3	1788.9	72.719
2 Dave Cavell	Yak-52	G-CBPY	943.3	770.7	1714.0	69.676
3 Richard Buchan	Pitts S-1D	G-ODDI	860.4	822.3	1682.7	68.402
H/C Harry Mason	Pitts S-2B	G-ICAS	848.3	795.4	1643.7	66.818
4 Corinne Dennis	Pitts S-1S	G-BOXH	842.0	790.0	1632.0	66.342

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5 Alex Smith	T-67M	G-SKYC	740.6	861.9	1602.5	65.141
6 Andy McClean	CAP-20L	G-BIPO	877.1	708.1	1585.3	64.442
7 Mark Davies	Pitts S-2A	G-BTUL	901.6	675.0	1576.6	64.090
8 Dave Cowden	Pitts S-2C	G-IICI	809.5	743.8	1553.3	63.143
9 Al Coutts	Pitts S-1S	G-BKKZ	846.6	577.8	1424.4	57.904
10 Sam Whatmough	Yak-52	G-CBRL	560.3	776.2	1336.5	54.331
11 Steve Lofthouse	Yak-52	G-CBPY	855.4	407.4	1262.8	51.333
12 Giles Caunter	Pitts S-1D	G-BLAG	608.7	639.8	1248.5	50.752
13 Neil Bigrigg	Pitts S-2A	G-BTUL	899.5	300.0	1199.5	48.761
H/C Wendy Brownbill	Slingsby	G-BNSO	734.3	401.6	1135.9	46.175

Second Unknown

	A/c type	Reg'n	Unkwn #2	O/all %
1 Alan Wood	Pitts S-1S	G-BOXH	904.3	75.362
2 Mark Davies	Pitts S-2A	G-BTUL	869.6	72.465
3 Corinne Dennis	Pitts S-1S	G-BOXH	852.9	71.079
4 Al Coutts	Pitts S-1S	G-BKKZ	849.0	70.754
5 Alex Smith	T-67M	G-SKYC	842.1	70.175
6 Neil Bigrigg	Pitts S-2A	G-BTUL	813.7	67.808
H/C Harry Mason	Pitts S-2B	G-ICAS	811.5	67.622
7 Andy McClean	CAP-20L	G-BIPO	799.3	66.609
8 Steve Lofthouse	Yak-52	G-CBPY	795.5	66.289
9 Dave Cowden	Pitts S-2C	G-IICI	763.5	63.621
H/C Wendy Brownbill	Slingsby	G-BNSO	720.1	60.006
10 Giles Caunter	Pitts S-1D	G-BLAG	709.0	59.083
11 Richard Buchan	Pitts S-1D	G-ODDI	705.4	58.782
12 Dave Cavell	Yak-52	G-CBPY	662.9	55.245

The Dan Smith Memorial Trophy - 2004

from Judi Jones

I wonder how many glider pilots, judges & assorted helpers/supporters had an emergency service station meat pie for their Sunday dinner on the 28th?

With flying till around 7.30pm above the Dunstable Downs, I can vouch for two who did!

With 24 entries, the largest entry seen for this comp, we really needed the weather to play ball & guess what - it kept us waiting! CD Ray Stoward & CJ Dick Happs got the show on the road on Saturday morning, with only one notable comment: just as Dick had gone through the criteria for _

clovers, Guy Westgate's mobile rang - he was just checking with CIVA! Ben provided a translation of the Luton Met for the unenlightened - he could have shortened it to C**P! And so the day progressed with various other Cs: Crosswords, computing, crochet, composing (of frees for the Europeans), chatting - you get the picture. We all enjoyed an evening meal together in the clubhouse and got to know the party of eight Bicester pilots who Ian Tunstall had cajoled into entering, as well as discussing the idea of an Aerobatic Club - thanks to

REPORT

Ray & Pam for organising. Sunday morning came faster than we would have liked due to time "springing forward" an hour while we slept, (let's hope to avoid this w/e in future) but the vis didn't appear much better than the day before. The met was however more promising, so an early decision to cut the field back to just the 15 eligible sports pilots left us hopeful of getting a comp. The others sportingly supported/coached, which was really great to see.

To say that we persisted is an understatement! It took over 5 hrs to fly 15 programmes, which were only of 7 figures, as from 3000`.

Several pilots dodged scanty cloud, but generally flew well. Don Gosden was penalised for rushing to get his flight in before oncoming bad weather because unfortunately CJ told the judges to stop scoring at one point, as Don was well behind us - a lesson taken in by many. Stewart Otterburn wasn't going to make the

same mistake & took a second tow to get a clear box in which to impress the judges. I'm sure newcomer Ed Lockhart must have muttered something - cos up to that point he had clearly flown the best round - nicely placed and crisply flown. But impress the judges he did & as you can see from the results, Stewart walked off with the Dan Smith Memorial Trophy 2004. Maybe it was worth the 50% late entry penalty!

Anyway, another one in the bag - just! Ben Ellis presented the prizes & thanked Ray & Dick for their perseverance. The competitors presented Ray with a couple of bottles of his favourite Rioja & he good-naturedly passed one on to Dick - another sporting gesture. And that just about sums it up - despite being so cold at one point that we resorted to Jaegermeister to warm our cockles, everyone seemed to enjoy themselves & got on well. See you all at the nationals - hopefully we won't need 2 sets of thermals each!

Dan Smith

from Ray Stoward, CD

Twenty two of the twenty four entries (a UK glider competition record) checked in on a misty Saturday morning. Dunstable provided two K21 gliders and the contingent of RAF pilots brought one of their own. After a thorough briefing on local airspace, competition box and safety issues the day was spent drinking tea and waiting for the weather to clear to an acceptable minimum cloud-base of 3,000ft for a shortened programme. This having not made itself available, the day's flying was formally scrubbed at 4:00pm.

Following an excellent meal and social evening the weather continued to allow all to recover from the effect of an hour less sleep as the clocks went forward

overnight. By lunchtime on Sunday it became obvious that when the improving weather actually arrived we would then not have enough time to fly all competitors. A generous gesture (!) by the unlimited brigade to withdraw allowed the fifteen remaining sportsman pilots who were eligible for the Dan Smith Memorial Trophy to fly. The competition thus eventually started at 3:00pm and was completed by sunset, with just two pilots needing to re-fly due to cloud in the box (and one was the winner...!)

During an informal prize-giving in the bar the CD (yours truly) thanked all for their patience, the London Gliding Club for its support, and Chief Judge Dick Happs and

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his team for their perseverance and good humour. Chairman Ben Ellis presented the Dan Smith Memorial Trophy to

Stewart Otterburn and the appropriate BAeA medals as the results below indicate.

Dan Smith Trophy: Dunstable Down: 27-28 Mar 2004 Sports Known 1 Sportsman level

	A/c type	Reg'n	Known #1	O/all %
1 Stewart Otterburn	K-21	G-JWD	973.0	78.464
2 Ed Lockhart S	K-21	G-FBV	931.7	75.137
3 Steve Jarvis S	K-21	G-JWD	919.5	74.155
4 Ian Gallacher S	K-21	G-BIC	919.2	74.132
5 Paul Watson S	K-21	G-FBV	877.2	70.738
6 Colin McInnes S	K-21	G-BIC	868.3	70.024
7 Caroline Bois S	K-21	G-FBV	853.6	68.835
8 Mark Erlund S	K-21	G-JWD	801.4	64.629
9 Martin Pike S	K-21	G-BIC	792.8	63.939
10 Nick Aram S	K-21	G-BIC	775.1	62.506
11 Patrick Greer S	K-21	G-JWD	772.0	62.257
12 Paul Moslin S	K-21	G-BIC	691.6	55.774
13 Randall Williams S	K-21	G-FBV	686.9	55.394
14 Brian Griffin S	K-21	G-JWD	684.8	55.225
15 Donald Gosden S	K-21	G-FBV	491.1	39.601

The Icicle and Nigel Newbold Trophies – 2004

CD's report from Eric Marsh

The Tiger Club Icicle Trophy was first presented in 1968 and is familiarly known as the hamster-run, for reasons which are obvious when you see it. Traditionally the contest is the first event of the season, which one assumes is the reason for its wintry name. There is no record either of why "surprise" crept into the title: was it the fact that the event comprises solely unknown sequences, or that early sponsors presented surprise awards for the winners? (Deck chairs, whisky and engine oil have been previous surprise awards). That this year was cold was no surprise, that we nearly did not have fuel was a surprise, that the cloudbase rose from 300 to 3000 feet between the preliminary briefing and the second cup of coffee

caught several by surprise, but that there were no weather interruptions thereafter was certainly a surprise. Seven each flew at Intermediate and Advanced between 1320 and 1540, about as many judged two particularly interesting sequences under the cold command of Chairman Ben Ellis, local ATC Steve Rusling upheld his promise to repel all (except one) alien aircraft, Jen Buckenham travelled from overseas to tickle the ivories as competently as ever, and newcomer Kevin Heap attended in his capacity as Honorary Photographer accompanied by his partner Lynn, who then kindly awarded the trophies. Speaking of which, the Nigel Newbold Memorial Trophy passed from Tim

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Jenkinson (now at Advanced Level) to Intermediate winner Rob Howarth with 67% (in Tim's S1), and the Icicle Trophy passed from four times holder Tom Cassells to Kester Scrope with 66% in his beautifully transformed Extra 300S.

But still more surprises were to follow: ex champion Tom Cassells, anticipating abandonment due to weather, had arrived post-briefing thus disqualifying himself, but negotiated a judged flight after the contest and surprised nobody by topping all others' scores with 79%, particularly commendable because for part of his display he shared the box with a passing muppet. Yours truly as CD judged this as meriting The Surprise: a book on how to build paper aeroplanes. I left at 1600, and met the forecast weather

front on the M18 ten minutes later. We just made it: thank you everybody.

Footnote: Andrew Chadwick, Tiger Club member and aerobatic and race pilot, who even flew the Kings Cup in one of the TC Stamps before going on to Formula One, donated the Trophy which was an Advanced comp but open to Unlimited pilots. Sometime in the 70's BAeA decided to add an Intermediate and Andrew who was on our Committee then knidly donated the Surprise. This started out as something alcoholic in a bottle from North of the Border, and got a bit esoteric as time went by. The deck chair was for real. Keith Miller won it in Pitts G-LOOP so he must have had help to get that one home!

Icicle and Newbold Cups: Sandtoft: 3 April Intermediate Unknown

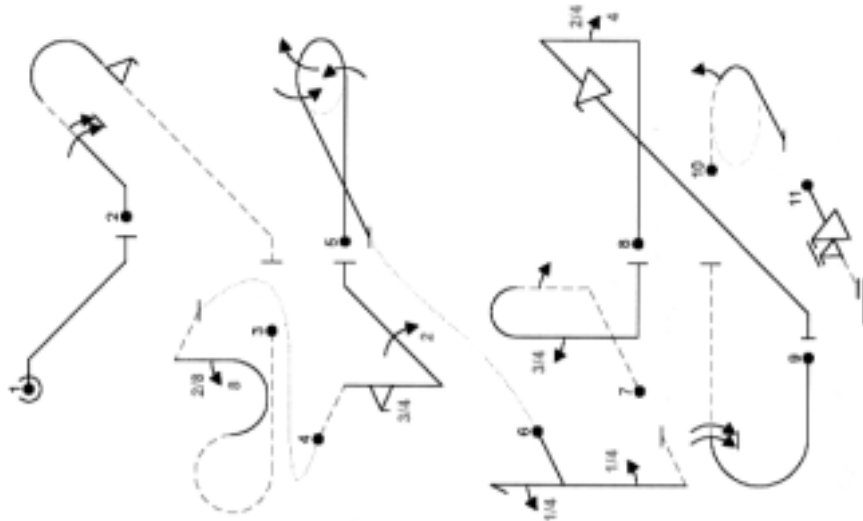
	A/c type	Reg'n	Unkwn #1	O/all %
1 Rob Howarth	Pitts S-1	G-MAXG	1304.8	67.608
2 Clive Butler	Extra-230	G-LBUA	1274.2	66.018
3 Simon Abbott	Pitts S-1	G-MAXG	1168.8	60.561
4 Julian Murfitt	Pitts S-2A	G-STUA	1152.4	59.709
5 Patrick Caruth	Pitts S-1S	G-LITZ	890.0	46.113
6 Bill Merry	Pitts S-2A	G-STUA	737.9	38.235
7 Phil Soper	Pitts S-2S	G-EWIZ	458.7	23.768

Advanced Unknown

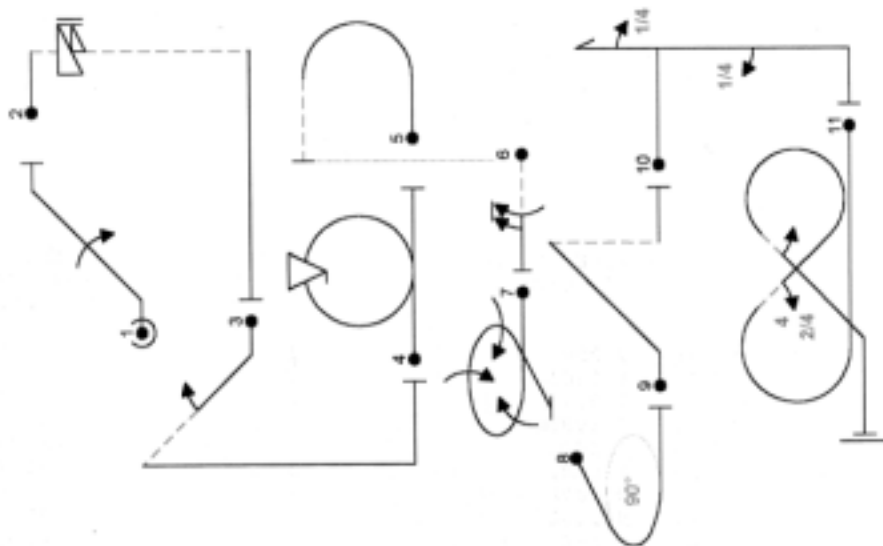
	A/c type	Reg'n	Unkwn #1	O/all %
HdC Tom Cassells	CAP-232	F-GOTC	2341.3	78.043
1 Kester Scrope	Extra-300S	G-IIUI	1996.8	66.559
2 Aidan Grimley	Laser	G-CBHR	1953.9	65.129
3 Gary Ferriman	Pitts S-111B	G-IIIV	1919.2	63.972
4 Dave Kaberry	CAP-231	F-GKKI	1915.3	63.845
5 Ron Allan	Pitts S-2B	G-III	1820.7	60.691
6 Tim Jenkinson	Pitts S-1	G-MAXG	1786.9	59.562
7 Cas Smith	Pitts S-2B	G-ICAS	1636.9	54.562



Icicle Advanced Unknown



Icicle Intermediate Unknown



Matadors Slay Flying Bulls

from Alan Cassidy

The FAI World Grand Prix is actually a series of aerobatic events which are held sporadically in far flung places. The brainchild of former French Air Force pilot Jean-Louis Monnet, these Grand Prix are something of a cross between air show, circus and competition. We have yet to see such an occasion here in the UK, largely because we cannot get anyone to sponsor one. They cost a lot of money to put on and, as yet, do not generate sufficient TV or public revenue to be self-supporting. Jean-Louis is something of a visionary in air show/aerobatic terms. His big idea involves using aircraft to tell stories to music and song, and he promotes aerobatic flying as an art form rather than a technical sport. Hence the name of his company Haute-Voltige, aiming to draw comparison with the highest forms of fashion and cooking – both things very close to a Frenchman’s heart. This year saw a Grand Prix event in the Gulf region for the first time. Where there is oil there is cash, and the Emirates Tourist Board can stump up where English Tourism cannot. So, as in days of yore, jobbing Englishmen have to go abroad to find recognition and acclaim (but not yet a fortune, it has to be said).

The Englishmen referred to here are Steve Jones (UK aerobatic champion in 1996) and Paul Bonhomme, an experienced display pilot who has unfortunately never really brought his talent to the contest arena. The site for this event was Al Ain airport, which is primarily a military training field for the Abu Dhabi Air Force, set just outside a coastal desert oasis town of relatively little tourist note. In fact I think the only tourist spectators for the whole event were expat Emirates flight crew based in Dubai having a drive out on a day off. However, the oil money was there and so every little detail of

organisation was seen to, from X-ray security to smoked salmon canapés. This was a 5-day snacking contest from the start. The show proper ran 5 days from Monday to Friday starting February 2nd. The participating specialist aircraft had all been shipped and assembled from different parts of Europe. There was a whole bunch of Sukhois, mostly 26s but with Steve Jones 31-model and a sole Russian 29 two-seater. Extra 300s were provided by Klaus Schrodt of Germany and Peter Besenyei of Hungary and there was a Czech formation team flying four Zlin 50 elleses or ellexes I’m not sure which. France was represented by two more ex-Air Force pilots flying aerobatic versions of the Rutan Long-Eze (very strange). Lastly there was Jurgis Kairys from Lithuania with his hand-crafted all-metal 400hp JuKa.

On Monday and Tuesday, the aerobatic part of the show was devoted entirely to the ‘Air Musical’ entitled ‘Dreamings’. This is Haute Voltige in its true form. To an original score of music, songs and narration, the aeroplanes act out a kind of fairy tale love story. The Sukhois play dolphins and mermaids, the Zlins and Extras are sharks and the Acro-Ezes are sea-birds. Its really just like going to the ballet. Solos, duets and corps-de-ballet all hopping on and off the stage in their turn, for about 90 minutes. Sadly, instead of a live orchestra there is an air show sound system. More sadly, the audience is an air show audience, not a ballet audience. Hence there is little broad understanding of the technicalities involved, nor really does there seem to be the attention span necessary to follow the storyline and appreciate the art. A balletic performance requires a ballet company and a lot of rehearsal. So the pilots involved are the same ones who have

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been doing this same thing for 2 or 3 years now. They are a bit like a peripatetic repertory company, or 'roadshow' for younger readers. The players live and socialise together when not 'on stage'. So when the 'competition' part comes along on Wednesday, it is rather difficult for the outsider to see it as a real contest. However, these are mostly competitive people, brought to the event through prior competition, so there does remain a strong competitive element.

The Grand Prix competition series runs now in three categories: piston-engined solo performers, piston formation teams and jet formation teams. At least in theory. There was only one jet formation team at Al Ain: the Saudis. Some Russian jets had been due to arrive but never left their home country due to some political uncertainties. The Saudi 6-ship flew each afternoon, but made no real attempt to modify their standard show to the notional Grand Prix rules or time limits. Whatever...

The three piston formation teams were the French Acro-Eze pair, the Czech Zlin quartet (the Flying Bulls) and the two British Sukhoi

pilots Paul and Steve. Our boys first got together 8 or 9 years ago and trooped round the UK airshow circuit, rather unimaginatively called the 'Sukhoi Duo'. Once they started regular competition in the Grand Prix events, they renamed themselves the 'Matadors' which seems highly appropriate for a team trying to beat the Czechs. The formation teams fly a routine to music that must last between 11 and 13 minutes.

Eight European pilots, all proven world-class competitors, took part in the solo piston event, flying a 3_ to 4 minute Freestyle Programme to CIVA Rules. Following the completion of their programme, some of the pilots were a bit prone to the low fly-past, as you might have seen from some pictures on the web.

There were four judges for the competition, from South Africa, Sweden, Austria and France. My task was to be the 'International Jury', meaning that I had to make sure the rules were observed and any protests dealt with (there were none!). Oh, and I had to taste the beer to make sure no pilots were being poisoned... It's a hard life.

Al Ain Grand Prix Results

	Solo Pilot	Nation	Points
1st	KAIRYS Jurgis	LTU	12
2nd	BESENYEI Peter	HUN	10
3rd	MAMISTOV Mikhail	RUS	8
4th	RAKHMANNIN Sergey	RUS	6
5th	SCHRODT Klaus	GER	4
6th	CHMAL Viktor	RUS	2
7th	FEDORENKO Svetlana	RUS	1

8th	KAPANINA Svetlana	RUS	0
	Formation Team	Nation	Points*
1 st	MATADORS	GBR	12
2nd	SPACE KNIGHTS	FRA	10
2rd	FLYING BULLS	CZE	8
	Aircraft Manufacturer	Nation	Points*
= 1st	JUKA	LTU	12
= 1st	SUKHOI	RUS	12

An apology

Following our report of the GASIL item "Loose articles" in ANR 158 we have been advised by Deborah Hunt that GASIL have withdrawn their comments and will publish

an apology from the CAA in a forthcoming issue of their own leaflet, the text of which we give below. For our part we apologise unreservedly to

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Deborah, Tony's parents, family and friends for any distress that we may have caused. In reporting matters of this nature our intention is always to impart information relating to flying safety for the benefit of aerobatics in general and BAeA members in particular, but in this instance we may have been misled.

The CAA has said -

In the article published in the last issue (of GASIL) on the loose article in the Yak... we included the statement "The investigation suggests that the pilot himself may have borrowed it (the screwdriver) at some time without the owners knowledge". This was

incorrect; the AAIB report said only that testing of the screwdriver removed from the wreckage revealed DNA matching that of the pilot, and that this indicated that he had touched it at some time prior to the accident.

The sole purpose of GASIL is accident prevention. Accordingly the CAA accepts that the statement in GASIL was wrong and that the AAIB investigation made no such suggestion. The CAA apologises unreservedly to the family of the pilot for this mistake and for any distress that this comment may have caused.

Stalling

by Brian Lecomber

The letter below appeared in the Spring 2004 edition of GASCO Flight Safety following on from articles in the previous issue. We feel Brian's advice ought to be widely read.

I feel that some points are the real drive home issues that need to be emphasised. There is no such thing as 'stalling speed'. The definition of 'stalling speed' refers to a particular test-configuration which has no bearing on real-life operations. In real accidents no aircraft departs at 'stalling speed'. No-one ever dies from a straight-and-level stall.

Any aircraft can stall at any speed. Any light aircraft can be flown completely unstalled at a quarter of stall speed or below - and at the other end of the scale any light aircraft can be most definitely fully-stalled at 150% of quoted stall speed with even the flimsiest of modern designs. On a tough machine call that 300% - an Extra has a 'stall speed' of 50, but will stall heartily at 150.

The stall is only and solely related to angle of attack (Alpha). Stalling alpha can be reached at any speed, and the drama of the

event is much exaggerated by out-of-balance flight - in short, if you have too much left rudder om, the device will flick and spin left. (In fact not entirely true, but accurate 99% of the time, and for the odd 1% you have to work at it). The higher the weight (through G loading) obviously the more vicious the stall.

So the classic stall accident is a slightly accelerated stall (the aircraft weighing more under G - forget the silly word 'accelerated'). For example overshooting the finals turn. ruddering it into the turn, drag-flap, too much pull meaning too much alpha - whap and goodnight with a stall-spin into turn.

The best defence is practice. I know many people who spend meticulous hours on their flying - working out the latest EFIS (whatever that is), studying the GPS so they can feed the most complicated route from Little Chalfont to Darwin - anything but actually getting up there and exploring the handling of their aircraft. Be brave - go feel it.

Don't bother with instruments. The ASI is a vague and sometimes actually misleading

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device; the stall-warner ditto. Feel it. I have never met an aeroplane which doesn't talk to you at near the stall, it may shake, the elevators may go soggy, pitch may get heavy or unresponsive, BUT however it talks to you, it WILL talk to you. They all do. All of them. Try it level, in turns, descending, climbing, with flap, without flap, with power, without power. Let it develop into a spin if it is cleared for it... FEEL what it's telling you. Then you will recognise that feel again. That's your armoury. That's your treasure. For the sake of a couple of hours practice,

you will have acquired real skills, which will last. It will also free up your head – with your aircraft handling more confident, you will have more attention to spare. Obviously, practise at height. Take an instructor if you want to, but don't bother with a numbers-wimp. take the old guy in the corner who still does side-slips... or, at height, just venture into it yourself. I suspect this is Not Politically Correct advice – but why not? Let the facts bear me out: I have never heard of any accident resulting from a sensible person trying cautious experiments at height. Learning, yes. Dying, no.

CAP 10 fuel tank

CAA GASIL

We learn from the BEA (French AAIB) of an incident involving a Mudry CAP10B during an aerobatic instructional flight. It occurred over the aircraft's base aerodrome, which has a single runway.

The aircraft carried out a manoeuvre involving rolling inverted from the climb then pulling 4 'g'. As the student was pulling about 2 'g' in the entry next to the manoeuvre, the instructor noticed debris passing his windscreen. he took control and re-established straight and level flight. he then noticed that the forward fuel tank filler cap, which normally was in his line of vision in front of the windscreen, was no longer visible; at the same time the student realised there was an object lying on his feet.

The instructor checked the flying controls and found a restriction which prevented him

achieving any left aileron. The fuel cock was jammed, and he deduced correctly that his forward fuel tank had become detached. he declared an emergency and made a safe landing, taking into account the crosswind problems and his aileron restriction. The tank is held in place by a metal strip, attached by bolts. The attachment on the left side relies on two bolts fastened through holes in the strap itself, and the strap had suffered a fatigue fracture at the lower of these two holes. There was at the time of the accident no requirement for the strap to be replaced nor examined during routine maintenance, but a service instruction and appropriate airworthiness notice is apparently in preparation. Owners and operators of other aircraft types with similar attachments might consider the effects of a similar accident on their aircraft!

Register News

A brand new CAP enters the register as G-CCNX, officially designated as a CAB CAP10B, in the ownership of Arc Input Ltd of Stowmarket.

At Sywell a Jungmann imported from the USA has been registered to William Tomkins Ltd of Peterborough. Originally from the Aero production line in the former

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Czechoslovakia this machine is in a damaged state requiring incorporation of parts from a second example of the type to complete the restoration. Way back in the 1960's the same owner had a modified Tiger Moth G-AHRC which was one of the aeroplanes used by the Barnstormers Flying Circus, until being ditched in the Irish Sea. Even further back J.W. Tompkins (father of William) flew a modified Gloster Gamecock at Apethorpe and Sywell between 1934 and 1936. He had obtained the ex-RAF air frame from a scrap dealer at Hornchurch and rebuilt it with a 490hp Bristol Jupiter VIIIFP.

In more recent times another high powered bi-plane used to live at Sywell – John Jordan's Stearman, another Barnstormers regular. And, there was even one memorable occasion when a BAeA competition took place at the Tompkins farm at Apethorpe. On that day because of the amount of rain that had fallen prior to the competition the aircraft operated out of Sibson, but the final competitor John Wood in Airtourer G-AXIX did land at the end of his performance, thus becoming the only person apart from the judging troupe to set foot on the competition venue.

AWAC Judges Selected

The Bureau of CIVA concluded its balloting last night and the following Judges have been selected for AWAC:
Matti Mecklin (Finland)
Aldo Marengo (Italy)
Christian Arvidsson (Sweden)
Graham Hill (Great Britain)
Greg Dungan (USA)

Jean Zumaglini (France)
Jiri Duras (Czech Republic)
Valentina Drokina (Russia)
Quintin Hawthorne (South Africa)
These are all fine Judges and I know they will give all competitors a fair and equal treatment.

Mike Heuer, President of CIVA

Dates

22-27 June French Nationals – all levels – Argentom s/Creuse
1-3 Aug Coupe d'Anjou for Stampes, Angers Marce
30 Aug-4 Sept Swiss Nationals Bex
26 Sept-1 Oct US Nationals, Sherman/ Denison TX

Czech Glider Nationals
26-28 June Moravska Trebova
Slovak Glider Nationals
15-19 Sept Nitra
Memorial Pavel Uchal
15-19 Sept KosiceSlovakia



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 June, 1 August, 1 October, 15 November.

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

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

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

INTERNET AND E-MAIL

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FAI COMPETITION LICENCES

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

MEMBERSHIP

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

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

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

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