

Aerobatics News Review

November 2004

No 162



The Journal of the British Aerobatic Association



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This will be the last ANR of 2004, membership renewal forms and voting papers for the AGM will be sent out at the beginning of December. The production team, Tony Lloyd, Jen B. and Sarah Williams, wish you all a Happy Christmas and safe flying in 2005. May all your loops be perfect and the lines be straight, may all your entries be on time and the postman never late!!

Jen B

The 30th AGM of the BAeA will be at the Aviator Hotel on Saturday 8th January 2005, starting at 11am.

Photo Caption

Cover: Mark Jefferies performing an "Elite" twist at Sywell - *Kevin Heap - pixavia.com*

Sex, drugs and rock'n'roll

from Space - Richard Buchan - Cadet

Having been asked to submit prose as the winner of standard Fenland of course my first thoughts were to compare the competition to sex - four minutes of thrashing about with blood rushing into and out of one's brain, usually on one's own, joysticks, sometimes being watched by strangers and afterwards not knowing quite what's just happened, but with the obvious difference being that one wins an aerobatics competition if one comes first. But thought against such sullied talk, and having already been warned against the "arrived, flew twice, won" option, there's little alternative but to jot down thoughts and reminiscences.

Life is a box. House, car, train, car, house - and sometimes in a different order just to make it interesting. To counteract this to some small extent I fly without a canopy (and with odd socks - how else does one know it's the weekend?). I can vouch for the experience of getting to the top of a rolling stall turn and sticking ones arms out, my patented attitude indicators (furry dice to you) really just pointing to the engine when flying, a little like the compass - gently oscillating for that millisecond in the non-wind at the top, and a millisecond just before all hell breaks loose, if one does it right.

I still find the notion of trying to draw a round loop d'loop... sublime. A point in time lost forever, unless its videoed, but then it's like watching a demented bumblebee in an ocean of sky. But it is none the less art in one of its purest forms, and I haven't even tried to put a flick into a loop yet - no doubt a Jackson Pollock in the making.

On competitions, I have come across a couple of points - ok, five and a half - I now accept as normal practice:

1. do not talk to aerobats that are about to fly - cranky as hell
 2. do not talk to aerobats after they have flown - spout half an inch of meaning to every 20 feet of noise, or in metric if you prefer, true Pollocks.
 3. if one books into a hotel one will have a wedding party going on with the compulsory 'wake me up before you gogo' at two in the morning, and a screaming child in the next room at four o'clock - mandatory requirements for that 7.00hrs briefing and brilliant flying.
 4. taxis will be inordinately expensive
 5. whatever you think your score is during the competition it makes absolutely no sense until the fat lady sings (or 'tblp-ed into oblivion' as its known)
 6. if you are not in bed by 10 o'clock, you might as well go home - not really aero related but good advice none the less I hope you agree.
- To the people that have tried to chat to me at a competition, I apologise. Getting to Fenland has meant my fair share of loops that have taken the enamel off my back molars and given me a face of a bulldog licking piss off a nettle, temporarily I hope, although I'm not so sure sometimes (surely "more of a face..." I hear you cry). But still... going to some competitions I have felt like a one-legged man at an arse-kicking contest. And I know that it is not over yet, getting my arse kicked and not being able to do anything about it, that is. On getting the Elwyn McAully Trophy (a stunning model of the Tiger Moth G-ACDC, a plane I have flown at the Tiger Club) I was amazed and honoured by the company that I was now to keep. Barry Smith (1979) came up to me after the competition and shook my hand and Barry Tempest (1980) was at Leicester when I returned there. It

was a good three days for the endorphins to dissipate (the drugs part in the title, by the way). I will do my best to shake the hand of the 2029 winner. From one who has legs for opera and a

voice for ballet I have absolutely no doubt that I am very lucky to have won at Fenland having tried to keep in mind what in the immortal words of our Uncle is: pppppp.

Peterborough, Conington

from Clive Butler

Friday morning, 7am, the day of the Nationals, the radio alarm gently woke me and after a few minutes snoozing I stumbled to the window and peered through the curtains to see what the weather had in store. Fantastic !! clear blue skies and sunshine a good day for a competition. I had good reason to be awake so early as I wanted to arrive at the airfield first thing as the extremely high winds of the previous two days had prevented any kind of practice and I wanted (needed) to fly at least the known sequence before setting off for Peterborough Conington. A shower, a coffee and a bowl of shredded wheat later the weather had changed dramatically- no more blue just a dull grey and a few spots of rain- still ok I thought but by the time I arrived at Netherthorpe the situation had worsened, full cloud cover at around 400 feet and light to medium rain, it seems the slow moving occluded front had finally arrived with a vengeance. 11am, the time of the pilots briefing and I was still at Netherthorpe, the airfield was officially closed (it had never been opened) I had been pacing around for 2 and a half hours the thought of a practice flight now replaced by doubts as to whether I would even get to Peterborough. I had been in touch with CD Nick Buckenham to explain my predicament and he very reasonably advised me not to worry but to get there when safe to do so, the most frustrating thing though was the weather at Peterborough was fine and the competition

was going ahead. Nick had kindly put me last in the flying order to give me more time. It was now 1pm and things hadn't improved much, I was still at Netherthorpe and flying had started at Peterborough. I phoned airfields to the south and en route to Peterborough and discovered that the front had come to a standstill around Nottingham with the weather gradually improving to the south. With this information in mind I figured if I could pick up the A1 at Worksop just a few miles east of the airfield I could follow this line feature all the way to Peterborough if necessary and I would only have about 10 to 15 minutes flying in the cr*p. The airfield was opened to allow me to depart under the dark grey sky and light rain and I gingerly tracked my way down the A1. Radio failure as I approached RAF Cottesmore was annoying (it was probably full of water) and necessitated a detour to the east of Peterborough instead of continuing to track the A1. I could not raise Peterborough Conington on the radio although I could hear them and so I joined right base for 28, as I taxied in my radio seemed to be working again- good that makes life easier. As I untangled the myriad of bungee cords that held my luggage precariously in the back of the Extra I was greeted by Nick and invited for a quick briefing on the position of the box and judges etc etc, twenty minutes later and it was my turn to fly.

The flight itself was pretty uneventful, it felt ok and started and finished in the right place and in the right direction which is always a relief. I did find it quite difficult to see the judging line but they saw me ok and my score of 75.4 % put me in the overnight lead with Alex Caramella and Julian Murfitt snapping at my heels.

Friday night saw us in the bar of the Queensgate hotel in Peterborough where many of us seemed to be staying and after resisting all the free alcohol so generously offered by Rob Howarth, Julian Murfitt and Co (Go on Clive, seven or eight pints wouldn't hurt now - would it?) a group of around twenty made their way through the heavy rain to one of the Chinese restaurants on the river.

It was my intention to just have a couple of lagers for relaxation purposes but 'luckily' for me I was seated next to Gerald (sooper) Cooper who insisted that as I was flying tomorrow it would be extremely bad form to consume any alcohol at all before the conclusion of the competition, thoughtfully he drank my share of lager (and several other peoples as well) without any fee or thought for his own safety, thanks Gerald, still it led to an entertaining stroll back to the hotel. (Gerald you still owe me a fiver) Everyone made the 7am briefing and the Conington barbecue was already lit and the aroma of cooking bacon and sausage tempted many of the aerobatic athletes to forgo their strict diets.

The box position was changed for the first intermediate flights using the runway as the main axis with the judges positioned to the north, this made it very easy to see the judges and the runway gave an excellent line feature for this next flight, the free. I thought my flight went pretty well but an over rotated vertical roll cost me dearly but I still managed a reasonable 77%. Alex must have had a good flight as when the results

were posted he had taken the overall lead by a couple of percent. The next few hours were spent learning the unknown which was not too complicated and watching everyone doing their sky dancing, moonwalking thing. It was unbelievable, everywhere you looked there was someone (including me) gyrating and spinning on their heels whilst gazing at the sun or moon or some unseen skygod, what the uninitiated locals made of us I shudder to think as the performers repeated themselves over and over.

Julian was trying (and succeeding) to put everyone off by wearing a pair of bright red knee length shorts that had obviously been given to him by some long forgotten boy band of the eighties while Rob Howarth was 'accidentally' bumping into people as they walked the sequence. Alex was looking relaxed listening to music on his portable thingy but he could not understand how everytime he closed his eyes the headset became unplugged (Alex, that's magic) unfortunately this did not distract him and Alex put in a good third flight. My own flight went remarkably well despite being steadily blown away by the 25 to 30 knot westerly it was still all going to plan, right up to figure 6 that is, a 270 inside roller. I had elected to roll left away from the judges enabling me to drive back into wind and finish my sequence right at the front of the box, unfortunately it all went too well, I think I was so surprised that the roller finished absolutely bang on heading and directly opposite the big white J on the ground that I must have got excited and instead of calmly driving back into wind as planned I elected to pull the humpty there and then meaning all my remaining figures were flown right at the back of the box significantly lowering my framing score to miserable levels. I finished with 76% for this flight.

The next hour or so was a nailbiting

time, we all knew it was going to be close, but we didn't know who would finish on top, finally Jen (are they ready yet Jen?) posted the results on the briefing room noticeboard. Alex had held on to his lead and finished in front by 0.4%. Although I was initially disappointed with the result I was genuinely pleased for Alex as he is a very nice chap and he had flown very well, Alex however congratulated me on becoming National champion and explained that as he is from foreign parts (Italy) the rulebook dictates he is ineligible for the title. I really did not know what to do or say, I had the title but it somehow didn't feel right and it took a few days to get over this uneasy feeling. I am quite happy about it now though!!

There are a few Intermediate pilots moving to advanced next season (Alex Caramella, Julian Murfitt, Rob Howarth, myself and hopefully Ian Trask) so Advanced should not only be very competitive next year, (look out Mark, Gary et al) it will also be a good laugh which it is what it is all about, isn't it? In the meantime I will buy Alex a pint or two the next time we meet and remind him about the time I became Intermediate National Champion.

Footnote,
I feel compelled to say that Peterborough Conington is an excellent venue and the helpfulness and friendliness of everyone there make this a place we need to look after.

A very special trophy

from Alex Caramella

Yes I confess.....I am Italian and because of my place of birth, (Monza) I cannot be Intermediate British Champion. During and after the competition, many of my fellow pilots approached me to let me know that they felt the rule which prevents me from receiving the trophy was unfair ("after all you do pay taxes in England"). Even my friend Clive (Intermediate Champ) considered declining the honour of being crowned since the competition results indicated that I had won. Apart from being impressed by the sportsmanship shown by other contestants, you might also expect me to share the above views and be disappointed, even angry (cursing fate that brought me into this world as a "WOP"). Instead quite the opposite ... I'm as happy as you can possibly be. Not only was I aware of the BAeA rules regarding this matter before entering the competition but I also agree with the spirit of the law. It is a British Championship not an "open" contest (such as the Dutch).

So...why am I so happy even without a trophy on my bookshelf? Because the Peterborough days (not only this year but all 3 Nationals I have attended) will forever be in my heart. Not because of the victory (only one) and (more often) the disappointments but because they were great, great days. Flying and competing in aerobatics means different things to each and all of us and what drives us to dedicate time, money and effort in exchange for no material reward is often hard to define. I know however, what keeps me interested (apart from the fact that flying is possibly cheaper than psychotherapy and strip joints). It's the ongoing challenge of expressing myself via a mechanical device which often (at least in my case), refuses to cooperate. Expressing myself in the skies and experiencing three-dimensional freedom in its purest form is only the first part of the fun for me. The second part is comparing my ability to execute a set of figures as I

think they should appear, against other pilots I respect and admire. I personally feel the greatest competition is really with myself. The joy, the excitement of flying the sequence to the best of my abilities (hence at least in the right direction and in the right county) and fellow pilots telling me it that looked "alright" from the ground, means more to me than coming first. Learning and improving on every flight is what has kept me interested all these years. But being "interested" is not enough in this sport. I need to "love" it to put up with the inevitable disappointments and the maintenance bills. Without this love I would have drifted to some other hobby a long time ago (researching strip joints in Amsterdam has always been a fascinating activity I would have loved to pursue...I know JP feels the same way). What makes me love flying aerobatics are the people I

have met along the way. For me, training camps, training days, even weathered-off competitions are what this sport is all about. Aerobatics is a team sport! It's the people you fly with (the Biggin Hill Aerobatic Team (BHATies) and against that make it fun. These are the people that push you to fly better. It's the judges, contest directors and people helping on the ground that make it a great day among friends. It's the coaches and more experienced members of the Association, all willing to share their wisdom with the more junior competitors whilst setting high standards, that make aerobatic flying a challenging and rewarding activity. So...I really don't need a trophy. I already have a very special one. The memory of this year's Peterborough National competition and all the people I shared this event with will be with me for a long time.

Trains, Planes and Rowing Boats

from Brian McCartney

I've often wondered what would happen to a rowing boat in quick-sand, how long would it take to sink in? At Conington Airfield, 21st August 2004, I was handed a gold medal, the 'Flyer Trophy' and told I just become the Standard level National Aerobatic Champion. But then, what an absurd situation - a rowing boat - in quicksand!!! It can't be true! How did it get there? The 'Nationals'!! The one we all want to win. National Champion has a kind of ring to it, don't you think? But it was true. I'd won! So how did I get there? The Friday morning drive to Redhill was about as wet as Land Rover wipers can cope with. High winds the preceding few days met hangar rats dangling from hopping Tiger Moths with the result that no hangar re-shuffle could happen without a pile of de-Havilland Swan Vestas ending up in the

car park. And my Pitts? Yes it was still at the back. The very back. With no petrol in it. 1105hrs, 5 minutes after the briefing had begun, G-TIII landed on Conington's runway 28 with the pilot - me - still some way behind it. Not the best of starts, but my luck was about to change. Being drawn to fly towards the end of the pack meant that unlike most, I didn't have to fly with a 90 degree off judge wind, or an electrical storm only a few miles away, or anything else for that matter as low scud had us all put our toys back in the box for the day, leaving 6 of us to fly the known at 8am the next morning - 8am! And a beautiful morning it was too. No clouds yet, light winds and visibility that Gordon's would be proud of - but 8am?? So there I was, sitting in 1st place with 80% getting vertigo. Never been up here before, I thought. What do I do now? Take it all a

bit more seriously for a start. Keep away from distractions, you know, the usual banter around the usual suspects. And above all, don't blow it in the 1st unknown! Now the tables were turned against me slightly. For the known I got to use the box aligned with the runway. Now though, I had to use the other box. The box aligned with the railway line. The box the Friday flyers used. The box with the off judge wind. The box I had no experience of. This is where a wander behind the judges helped me. Wary of the wind, some pilots started so close to the judges that 45 lines could not be judged, so they lost a couple of marks straight away, then lost again on positioning. There had to be a better way. So I started near the back of the box to score well on my 45's, made my turns towards the judges - and Big - using top rudder (thanks to Alan and his book), Leaving me in a good position for the spin - which I over rotated!! How could that have happened?? It was all going so well!! Below, on a north bound train, someone may have thought that my spin looked good - but they'd have been the only one. However, even a bad spin started in a good position, ends in a good position, that's my theory anyway, so I had to bin it and get on with the rest of the sequence. 73% for the flight was enough to keep me in 1st place, but only just as Corrine Dennis

flew the 1st unknown much better than I did and was now only 1% behind in 2nd. The 2nd unknown started with a figure few of us had ever flown. In fact the whole sequence required a fair bit of thought, and so it should, this was the Nationals and no-one said it was going to be easy. My flight felt like it went as well as could be expected but it's hard to tell from behind the dials. From the beer garden, the lads thought Corrine and myself flew equally and that positioning was perhaps going to decide the day. In the bar, downing a well earned cola, Nick B handed us our score sheets personally. 79% Crikey!! That should do it. And it did too. But hats off to Corrine who not only flew well but did so after a very early transit flight from Yorkshire. Super Saturday they called it. In Athens the British Olympic Team scooped a fist full of gold medals. Matthew Pinsent got his 4th and at an airfield not far from Stilton, England, I got one too. So how long did it take to sink in? Well for a start, there's a lot more people want to come flying with me than before. Seems they think I know what I'm doing now, whereas before?... My Dad tells everyone he meets. But for me, It's a big tick in my 'done that' box and all thoughts turn towards Intermediate next year. So yes, I think it has finally sunk in. And that rowing boat? I couldn't care less.

Peterborough Conington

from Nick Buckenham, CD

Now a well established event at Peterborough Conington, this year's Nationals part-1 provided the usual fierce tussle to bag the country's ultimate aerobatic prizes for Standard and Intermediate pilots. It is indeed an eye-opener to see just how accurately you must fly to make the grade now, and the commitment it takes to get to the top -

whilst this time the Standard class was still dominated by biplanes, all three medal-winning slots at Intermediate were the province of sharp and speedy monoplanes. Even the weather came up to scratch, after a dodgy start Friday's expected pm wind and rain holding close to the NW and SE whilst we scurried on between the lightening to one side and gloom to the other.... floods in

Cambridge barely 8 miles distant and cloud-on-the-deck just up the A1, but up to three-grand for us until just after 17:00 when the clag freshly generating itself in the box stopped play. At this stage the knowns were almost completed, the expected high-rollers showing the rest just how far they should jump.

At the Saturday 07:00 kick-off we had Swedish-style severe CAVOK, and from bang-on 08:00 a fine rate of sequences kept Steve Green's judging line well occupied. Inevitably the high level of solar energy drove lots of moisture up into our bit of the sky, and we abruptly ground to a halt after a couple of hours. It didn't either last long or spoil the atmosphere around the Conington apron, and after a tense break the Intermediate Free show was back on with an allowed break that very quickly became superfluous. At the completion of the second sequence Corrine Dennis was pushing Brian McCartney hard for the Standard lead with Robert Woollard close behind, whilst Alex Caramella had Clive Butler and Julian Murfit in close attendance at Intermediate. For the latter class all the great efforts in the final unknown sequence made not a jot of difference, the same three pilots bagging all the gongs in the same order. On this occasion however our friendly Italians' home country became part

of the issue, our rule book clearly requiring the National champion to be a passport bearing Brit - so allowing Clive to scoop the crown whilst Alex retained the gong and can look forward to a 'special trophy'. At Standard however, where affairs were more straightforward although time permitted only the highest-placed ten to take on a 2nd unknown, it was Andy McLean with the best score (too late, too late!) and Mark Davies who made the most of the opportunity to snatch the bronze, whilst Little Brian stretched his lead to just over 2% over Corrine's outstanding effort..... for her at least, a rather better result than last year! Good flying, no serious complaints from the judging line, lots of Joe Public in cars along the adjoining road, no noise complaints to the Conington office, and another gruelling day for the bar staff - in other words, situation normal and a great competition. Steve's judges were Nick Wakefield, Gerald Cooper, Peter Macintosh, Simon O'Neill and Robert Tinkler, numerous assistants gave freely of their time, Jen B drove the calculator, and I thoroughly enjoyed doing the easy bit. Well done to the champions, commiserations to the others, a thousand thanks again to all the team at Conington, and three cheers for the meteorology that let us get on with the job.... at least for most of the time.

British Nationals part 1: Conington: 20/21 August The Flyer Trophy - Standard level National Championship

Pilot	A/C type	Reg'n	Known1	Unkwn1	Unkwn2	AllGrps	O/all %
1 Brian McCartney	Pitts S-2A	G-TIII	1056.8	855.2	834.6	2746.6	76.721
2 Corinne Dennis	Pitts S-1S	G-BOXH	979.5	901.5	789.7	2670.6	74.597
3 Mark Davies	Pitts S-2A	G-BTUL	926.8	772.4	825.8	2525.0	70.530
4 Neil Bigrigg	Pitts S-2A	G-BTUL	868.2	858.7	781.1	2508.0	70.056
5 Richard Buchan	Pitts S-1D	G-OODI	876.6	861.0	751.9	2489.5	69.539
6 Andy McLean	Pitts S-1T	G-WILD	853.8	720.8	844.0	2418.6	67.558
7 Steve Lofthouse	Yak 52	G-CBPY	870.6	802.3	744.8	2417.7	67.533
8 Robert Woollard	Pitts S-2B	G-BRVT	998.4	846.8	571.4	2416.5	67.500
9 Sam Whatmough	Yak 52	G-CBRL	825.6	789.2	727.2	2342.0	65.419

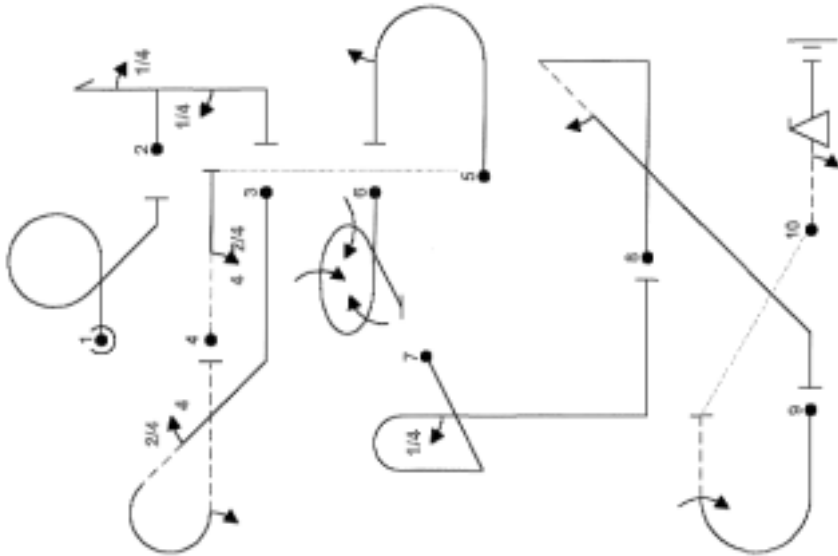
REPORT

10	David Jenkins	Laser	G-LAZA	945.6	756.2	585.4	2287.2	63.888
11	Andrew Holman-West	Yak-50	G-OJDR	777.3	832.1	-	1609.4	44.955
12	John Wicks	CAP 10C	G-CPXC	857.1	697.1	-	1554.2	43.413
13	Farrell McGee	Pitts S-1SE	G-FARL	921.7	613.3	-	1535.0	42.878
14	David Cowden	Pitts S-2A	G-TIII	895.6	627.6	-	1523.2	42.549
H/C	Harry Mason	Pitts S-2B	G-ICAS	808.4	708.4	-	1516.8	42.281
15	Al Couitts	Pitts S-1S	G-BKKZ	749.3	758.6	-	1507.9	42.120
16	Dave Cavell	Yak 52	G-CBPY	703.0	726.9	-	1429.9	39.941
17	Giles Caunter	Pitts S-1D	G-BLAG	796.7	611.2	-	1407.9	39.327
18	Paul Tomlinson	Pitts S-1C	G-BXAU	711.2	597.8	-	1308.9	36.562
19	Tom Leader	Robin 2112A	G-RAFC	623.2	292.8	-	916.0	25.587

BAeA Intermediate National Championship

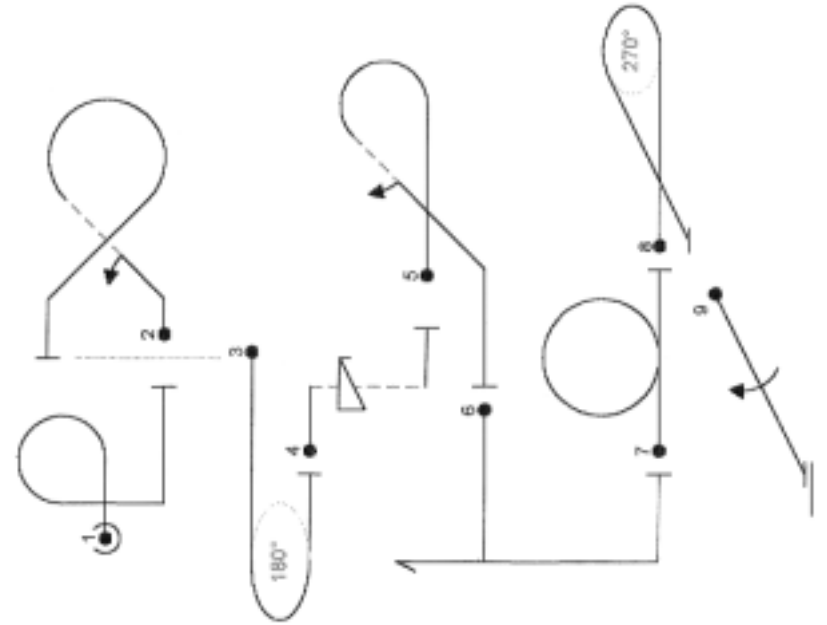
Pilot	A/c type	Reg'n	Known1	Prog1	Unk 1	All Grps	O/all%	
1	Alex Caramella	Extra 300L	G-CCPI	1369.3	1397.6	1336.3	4103.2	76.126
2	Clive Butler	Extra 230	G-CBUA	1381.6	1366.9	1331.5	4080.0	75.696
3	Julian Murfitt	CAP 222	F-WWMX	1343.1	1313.4	1289.8	3946.3	73.215
4	Rob Howarth	Pitts S-1	G-MAXG	1315.2	1328.7	1260.5	3904.3	72.437
5	Ian Trask	Yak 55M	G-YKSS	1334.7	1148.6	1239.6	3722.9	69.070
6	Simon Abbott	Pitts S-1F	G-MAXG	1245.0	1247.0	1053.0	3545.0	65.770
7	Patrick Caruth	Pitts S-1S	G-LITZ	1323.9	960.5	1178.8	3463.2	64.252
8	Alan Wood	Pitts S-1S	G-BOXH	1181.3	1181.7	939.9	3302.8	61.277
9	Ian Scott	CAP 10B	G-BXRC	1015.9	1168.6	1058.6	3243.1	60.168
10	Mike Caskey	CAP 10B	G-BXRC	733.4	1287.9	1126.1	3147.4	58.393
11	Nick Richards	Extra 300L	D-ETTO	1292.5	731.2	952.6	2976.4	55.220

UK Nationals Intermediate
Unknown

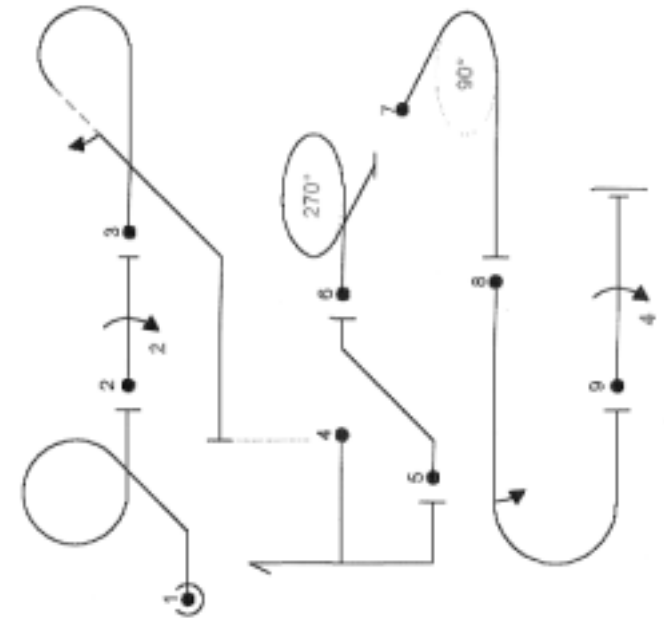


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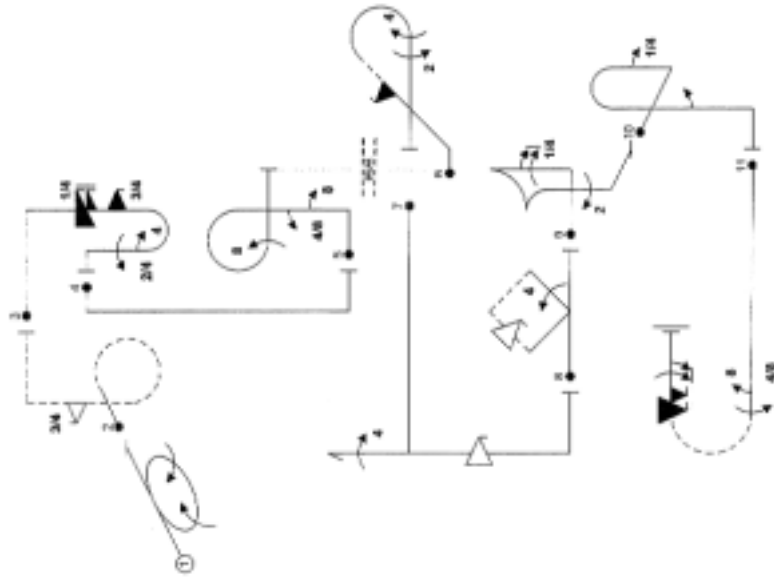
UK Nationals Standard
1st Unknown



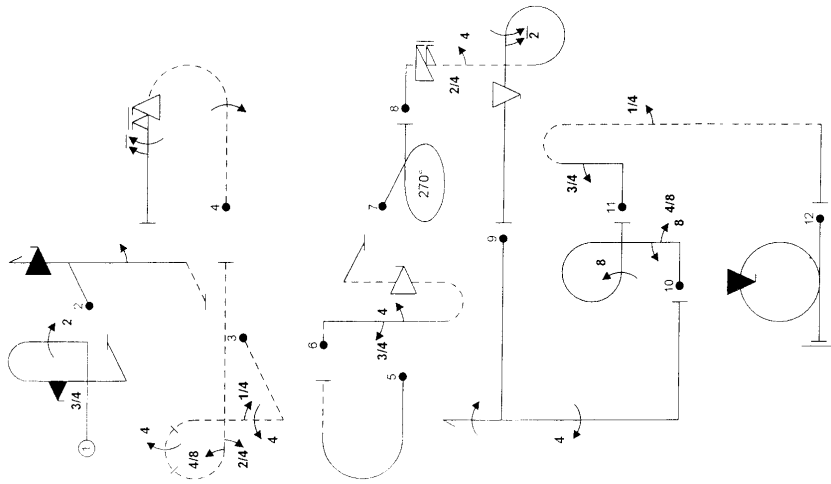
UK Nationals Standard
2nd Unknown



UK Nationals Unlimited
1st Unknown



UK Nationals Unlimited
2nd Unknown



Tiger Trophy

from Tom Cassells

It has become a bit of a tradition for me to wash and polish the 232 before a contest; Uncle would call it a "Pickin moment". Richard does keep his aircraft very clean. Anyway washed, polished, and prepared I pushed out of the hangar at Bagby at 0715hrs. Early departure required prior permission, and very careful noise abatement. My technique is 20/20 squared. I landed at Sherburn at 0736hrs just after Mark and Gary. The clubhouse was full of people most of whom were taking bacon sandwiches. At 0800hrs Alan called the briefing, the weather was not brilliant and at that point the contest looked doubtful to me. The Tiger is a contest I have always failed to win, mainly due to going through the level quickly and being signed off just prior to the contest. Having taken part in I suppose nine or ten Tiger Trophy's and been placed in half a dozen I had come to the conclusion it would never happen. A well flown standard flight percentage is difficult to beat at unlimited. They say hope springs eternal and mine had a bit of a hop when the wind got up. The wind was quite strong, no it was very strong and it was starting to take its toll on the shape of figures flown and positioning. I thought we just might be on here. I planned and rehearsed the sequence which was quite challenging with regards the wind. As I was strapping in I was told I had 69% to beat, all the unknowns I had flown recently had been in the mid seventies so game on. Rule one No Zeros. Rule two No mistakes. Rule three enjoy.

Did the low lines climbed up checking the wind as I went, warm up humpty; turn the volume down on the dittor. The sequence began inverted. Inverted starts are, when you first try them, a bit daunting, but like most things in aerobatics that begin by being daunting end up being great fun. Last wing rock push level inverted 220kts-ish, jolt and push to shy of 45 to wind correct, line two of four first point over towards the judges so the illusion is that it is on. One and half positive snap, small angle of attack because it on a up line however big separation between stick and rudder to make the incidence easy for the judges to see unloading as the rotation starts full foot to the end throttle and stick back together at the stop cap off. Figure one seemed the most risky with it done I settling down to the spin and got into the rhythm of the sequence. Not much to say really errors here and there but nothing major. After the presentations most of the gathered went to the bar where some stayed till very late. I remember during the proceedings Alan telling me again to "drink water, feel better" unfortunately I did neither. The Tiger is possibly one of the best looking trophies and to finally win it has ended what has been, for me, the best year so far in aerobatics. However the medal which means the most to me this year was the Team Bronze that Gerald, Nick and I won in Lithuania. I would like to take the opportunity to thank all those who have helped to make it happen



Tiger CD's Report

from Alan Cassidy

The magnificently variable British weather clashed once again with the magnificently variable British aerobatic pilots to provide a challenging, but ultimately very successful, Tiger Trophy meet at Sherburn-in-Elmet. The dominating factor, as often, was what the BBC politely calls 'changeable' weather and which might more accurately be described as a series of frontal systems, moving (or not) rapidly across the country, enshrining the North/South divide in ways rather less permanent than the difference in beer prices. Thus it was that the only two southern-based pilots who had an uneventful trip North were those who were sufficiently far-sighted, and perhaps sufficiently unemployed, to fly up Thursday evening. Many valiant attempts were made to transit north on Friday, but all but two were doomed to failure under a rather murky cold front that became somewhat static on a line from Penzance to Gamston. By contrast, Friday afternoon in the Vale of York, north of the front, was sunny and warm with a reasonable wind straight down the Beginners box. Thus, with Graham Hill et al planted on the threshold of 29 and with the grass 24 runway as the main axis, all those who had arrived for the Beginners event flew in wonderful conditions, but by now have probably forgotten all about it. The highest score was achieved by Michael Burton in a T67, but well done to all who took part and so lost their aerobatic virginity, so to speak. Friday afternoon's stillness was also punctuated by occasional short trips by Corinne Dennis in BOXH, tracked by various ground-based and on-board cameras, to provide an entertaining and well-edited news piece on BBC Manchester's Look North programme during

the 6.30 local news bulletin. Well done Corinne for something of a PR coup. Saturday morning the weather in the south was better (well, a bit) and there were several new arrivals, including Mark Jefferies to double the field at Unlimited. Peter and Stephen arrived in STUA after a night stop at Turweston, while Wixie eventually got through in the 10C, so a respectable field was assembled for the unfolding contest. We started flying the Tiger Standard sequence at nine o'clock and succeeded in flying about half a dozen before having to break a bit for the arrival of the first tellings of another cold frontal passage. But this time the weather was moving fast. By one o'clock, after an early lunch for the Judges, flying restarted and then went through to completion of the Tiger proper at about 4 pm. With Advanced completed, Standard pilots were holding the top three places on percentage, David Jenkins led in G-LAZA, followed by Neil Bigrigg and Stephen Madle flying Pitts S2As 'UL and 'UA. Then Tom Cassells launched in his CAP 232 and stormed around a technical Unlimited sequence in fine style, just pipping everyone else to win the big Esso Tiger trophy. With some flying time still left, and the weather still clear, several Standard and Intermediate pilots took the opportunity to fly the newly-revealed 2005 Known Programmes as though they were unknowns, under the scrutiny of Graham and Ian Scott who kindly sat out on the judging line for another 90 minutes. This bonus flying was followed by the presentation ceremony, a few rapid departures, and then some more serious eating and drinking by those staying over

until Sunday. Special thanks are due to Sherburn Aero Club in general, and CFI John Cross in particular, for excellent

hospitality throughout and for letting us do our thing at their lovely airfield. Roll on, and in, 2005.

The Tiger Trophy : Sherburn in Elmet: 17/18 September Beginners Class

Pilot	A/c type	Reg'n	O/all %	Known #1
1 Michael Burton	T-67M	G-BNSO	69.063	476.5
2 Paul Marshall	T-67M	G-SKYC	62.717	432.7
3 Les Rhind	T-67M	G-BNSO	59.514	410.6
4 Chris Waddington	Pitts S-1S	G-BOXV	49.992	344.9
5 Simon Janvrin	Pitts S-2A	G-TIII	48.876	337.2

The Tiger Trophy

Pilot	A/c type	Reg'n	Unkwn #1	O/all %
1 Unl Tom Cassells	CAP 232	F-GOTC	2648.7	73.987
2 Std David Jenkins	Laser	G-LAZA	982.7	70.696
3 Std Neil Bigrigg	Pitts S-2A	G-BTUL	971.6	69.900
4 Std Stephen Madle	Pitts S-2A	G-STUA	963.3	69.301
5 Int Colwyn Darlow	DR-107	G-IDII	1338.2	68.981
6 Int Julian Murfitt	CAP 222	F-WWMX	1334.6	68.792
7 Adv Gary Ferriman	Pitts S 1-11	G-IIIV	1880.5	68.381
8 Std Mark Davies	Pitts S-2A	G-BTUL	935.4	67.293
9 Std Peter Rounce	Pitts S-2A	G-STUA	933.3	67.144
H/C Std Richard Loukota	Pitts S-2B	G-ICAS	910.6	65.508
10 Std Dave Cavell	Yak 52	G-CBPY	902.3	64.917
11 Adv Dave Kaberry	CAP 231	F-GKKI	1781.0	64.764
12 Std Richard Buchan	Pitts S-1D	G-ODDI	888.9	63.946
13 Int Corinne Dennis	Pitts S-1S	G-BOXH	1230.8	63.442
14 Int Alan Wood	Pitts S-1S	G-BOXH	1213.8	62.569
15 Std Steve Lofthouse	Yak 52	G-CBPY	851.9	61.290
16 Adv Ron Allan	Pitts S-2B	G-III	1678.0	61.017
17 Std Dave Cowden	Pitts S-2C	G-IIIC	843.8	60.708
18 Std Andy McLean	Pitts S-1T	G-WILD	839.4	60.389
19 Adv John Dixon	Pitts S-2B	G-BPLY	1642.6	59.731
20 Unl Mark Jefferies	Extra 300S	G-IIUI	2138.0	59.722
21 Std John Wicks	CAP 10C	G-CPXC	827.9	59.563
22 Int Clive Butler	Extra 230	G-CBUA	1138.1	58.666
23 Adv Cas Smith	Pitts S-2B	G-ICAS	1606.6	58.421
24 Adv Tony Maxwell	Pitts S-2B	G-III	1532.7	55.735
H/C Std Harry Mason	Pitts S-2B	G-ICAS	729.9	52.513
25 Std Alan Marsland	T-67M	G-BNSO	640.8	46.102
26 Std Simon Janvrin	Pitts S-2A	G-TIII	559.1	40.220
27 Int Bill Merry	Pitts S-2A	G-STUA	744.4	38.369
28 Std Stuart McLaren	Firefly 160	G-BWXL	418.5	30.109
29 Std Sam Whatmough	Yak 52	G-CBRL	352.6	25.366

REPORT

And for the record -

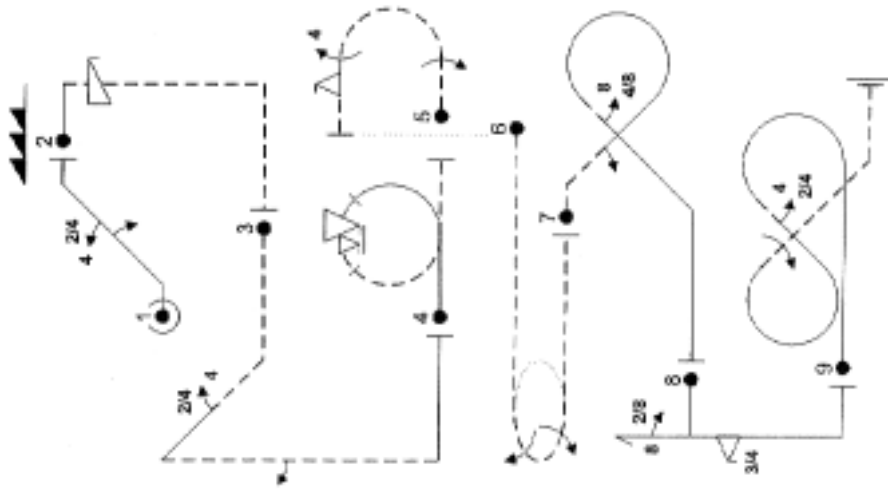
The 2005 Standard Known

Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Mark Davies	Pitts S-2A	G-BTUL	1025.9	76.557
2 Peter Rounce	Pitts S-2A	G-STUA	1014.9	75.736
3 Neil Bigrigg	Pitts S-2A	G-BTUL	976.5	72.876
4 David Jenkins	Laser	G-LAZA	904.1	67.467
5 Dave Cowden	Pitts S-2C	G-IICI	885.1	66.049
6 Steve Lofthouse	Yak-52	G-CBPY	882.1	65.829
7 Stephen Madle	Pitts S-2A	G-STUA	876.6	65.415
8 Dave Cavell	Yak-52	G-CBPY	788.2	58.823
9 Simon Janvrin	Pitts S-2A	G-TIII	684.7	51.095

The 2005 Intermediate Known

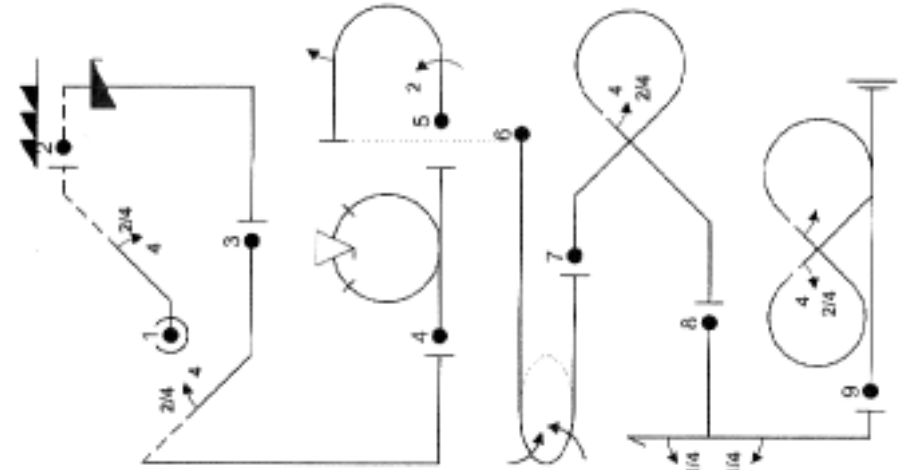
Pilot	A/c type	Reg'n	Unkwn #2	O/all %
1 Clive Butler	Extra 230	G-CBUA	1452.0	68.167
2 Julian Murfitt	CAP 222	F-WWMX	1365.6	64.114
3 Alan Wood	Pitts S-1S	G-BOXH	1320.2	61.981
4 Corinne Dennis	Pitts S-1S	G-BOXH	1293.9	60.747
5 Colwyn Darlow	DR-107	G-IDII	1266.6	59.467

Tiger Advanced

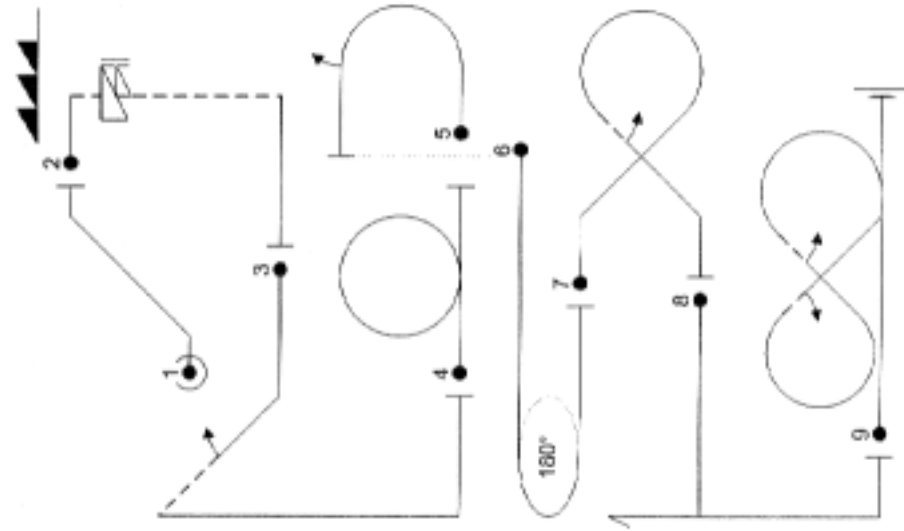


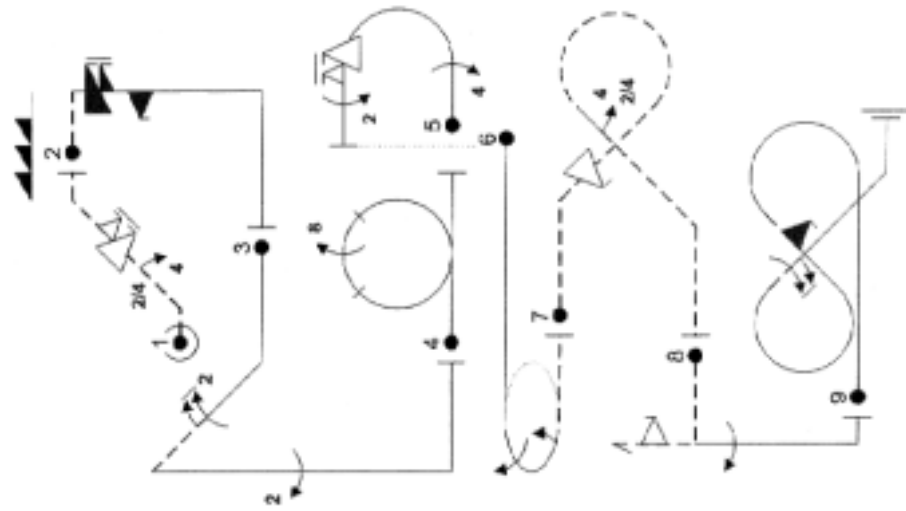
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Tiger Intermediate



Tiger Standard





Our Flagship Event

by Mark Walden

As always for me the training days before the competition are the most enjoyable, and this year was no exception. The actual competition being just a means of benchmarking the standard achieved, and answering the question, can you deliver to order when under pressure? The weather for our pre-nationals training camp was excellent, as it was for the first two days of the competition. Simon Cattlin, Alan Cassidy, and I enjoyed a cracking two days of unrestricted flying. With the added entertainment of listening on the critique frequency, to the familiar dulcet tones of others enjoying similar preparations at training sites around the country.

I have often thought, how peculiar is our sport, that so solitary in many ways, creates such a bond between those that share this strange obsession. Whilst sharing thoughts, here's another one I frequently have. How can a sport that involves sitting in a chair,

wiggling a stick around, and occasionally kicking a couple of pedals, be so physically and mentally demanding? I suppose Fred DeLacerda would suggest a bigger brain and bigger muscles!

Digressing for a moment, but on a similar theme. Two of the best days at AWAC were spent at Hassleholm, a sleepy little immaculate grass airfield just east of Ljungbyhed. It was such a novelty to find somewhere that welcomed a formation of five aerobatic aeroplanes blasting into their circuit each morning at 09:00. Then proceeded to spend the next eight hours 'ripping the s**t' out of the place, to coin one of Tim Jenkinson's favourite sayings. Far from having had enough by the end of the day, they then treated us to tea and waffles, and wrote a complementary article for the local rag. With hindsight we should have spent the week at Hassleholm, where everyone said nice things about our flying,

even if they didn't mean it! However, ever hopeful we said farewell, and headed off to the competition. One of the major differences from our domestic meets, which run at a frenetic pace, is the way these International events lumber along. There's plenty of time to chill out, bond with your team, and come up with mischievous ways to pass the hours. Our adopted Australian contingent were particularly inventive in this area. Then there was always Aidan with his 'tales from the pigeon loft', which became more entertaining with each beer. When it comes to a miss spent youth, that boy takes a lot of beating!

Back to Sywell then, this being my fourth Advanced Nationals, and probably my last. It was particularly pleasing to feel I was finally able to take all four programmes in my stride. It's been a long journey, with a lot of effort in the last two years transitioning to MX. It's an awesome machine like all the modern monoplanes, but very unforgiving of my poor technique. As always Alan's patience and coaching have kept me heading in the right direction. Like so many of us, I have him to thank for this year's success, along with a few well chosen words from the Zen Master himself, Gerald Cooper. I'm sure it won't be long before the book is available! The Senior Nationals at Sywell has grown considerably in stature over the last two years. Not least because of the efforts made by Steve and Graham along with the airfield management, to create a real sense of occasion. The significant numbers that came to spectate were treated to a far more professionally staged spectacle than in previous years. The commentary from Julian and Rob worked well, particularly when the weather was causing delays in the programme, and the two thousand strong crowd needed entertaining. From the pilots point of view it makes a huge difference to have a well marked box (this

years even better than last years), and a good line up of knowledgeable judges. The effect is to reproduce, something along the lines of a scaled down international event. This is an important contribution made by the Association to help prepare the teams we send abroad each year. An area I think we should explore in the future is having one of our international judges present at team training camps. Their perspective in conjunction with that of the coach, would better prepare the team for what to expect. Steve Green kindly gave up some of his time this season, and I know Graham has done so similarly in the past. Clearly the education would be a two way street, and one that can only benefit the sport. Our judges are already highly regarded in the international arena, and do much at these events to lead by example. To be involved in such a programme at home can only serve to further increase credibility amongst the international community, and hopefully influence others to raise their game. In the same way that the experience gained from international competition by Steve and Graham is being passed on through the ranks of our domestic judges. We must not overlook how we all benefit from the pilots that represent, or have represented the country. We all accept they make a massive commitment, and unlike the vast majority of other countries are completely self funding. However, do we appreciate how much we all glean from the likes of Tom and Alan who give up so much of their time to passing on this hard earned knowledge. It wasn't so many years ago, that such knowledge was a jealously guarded secret. Fortunately today those at the top of the sport, are more than happy to share what they have learnt with the rest of us. This is borne out by the ever improving standards we see across all levels. Long may it continue, we all owe

them our gratitude and support. Those of you who are moving up next year, and for whom it will be your first outing at Sywell. I promise you will enjoy the

flagship event in our calendar. It is a great venue, and good preparation if you aspire to representing your country. Take it in your stride, and most of all have fun!

Nationals CD's Report

from Eric Marsh

Last year's British Aerobatic Championships at Sywell was considered to be one of the best ever: energetic preparations by Graham Hill and Steve Green followed by two days of perfect weather facilitated a text-book contest with all programmes completed. So it was a hard act to follow in 2004, but BAeA management started preparations many months before with an approach to the proprietors of Sywell Aerodrome. Delegated negotiator Mark Walden discovered that closer co-operation between the two parties would be mutually beneficial, not least because Sywell's development strategy would gain from an event which would draw the crowds. The event introduced yet another BAeA first, that of prominent sponsorship of a BAeA contestant by Exxon, whose Bill Dennis attended the contest and further sponsored some of BAeA's operational costs. It was pleasing therefore that Exxon's aircraft, flown by Mark Jefferies, won the David Perrin Trophy. Exxon and BAeA are now discussing the possibility of future sponsored events.

Every contest contains drama, of which some impacts on an individual, whilst others have a ripple effect on the event at large. Last year Simon Cattlin discovered F.O.D. the hard way, and Cas Smith had a funny turn whilst performing. This year drama started early ~ before arrival even ~ when Gerald Cooper lost a magneto en-route and spent the afternoon replacing it. Several assisted by providing tools, components, advice, fluid and medication, and even more assisted by keeping out of

the way. It put Gerald last in the running order for that afternoon's "Q", but it did not stop him coming second to Tom Cassells in finishing order, with Mark Jefferies third. Meanwhile Mark Walden, Gary Ferriman and Tony Maxwell had filled the top three places in Advanced "Q". In theory this is only a qualifying sequence in which a minimum score must be achieved in order to continue, and the result is only used for the Championship in exceptional circumstances.

It is said that they stopped making wooden aeroplanes because aviation paperwork had used up all the trees! Quite a lot of it too is used in compiling unknowns at national contests. The deal is that each pilot, in an agreed order, submits a figure which he has rehearsed but which he hopes will slaughter his opponents. All submitted manoeuvres are combined into a workable sequence by the same competing pilots. Aerobatic pilots being aerobatic pilots, opinions vary over what constitutes "workable", but when all is resolved someone enters it into a computer. That is a skill in itself, usually undertaken by Mister Freestyle Aviation, the software's designer (a.k.a. Alan Cassidy), when everyone else has retired to the bar.

Next morning gave us the rare combination of clear heads and a clear sky for Programme 1, which I describe as "pilot's own free". In this sequence the pilot presents his own full sequence, and scoring is such that he benefits from fewer but more complex figures. Given that every pilot flies a different sequence and each

sequence contains numerous highly complex manoeuvres, judging requires especially advanced skills. This year for instance the judging line contained no less than 18 personnel in six groups of three all under the control of Chief Judge Graham Hill: a caller to translate into plain English the Aresti code due to be flown, a judge to score it, and a scribe to enter the score and comments in a log which the pilot will eventually receive. No-one was to know it then, but the order of the top three at both Unlimited and Advanced after this flight was eventually the order at the end of the contest, including the margins of separation.

After a brief lunch break, the aforementioned first unknown was flown. In this programme the demands of judging were less on following the figures but more on surviving the heat, keeping the water-and-ice-cream shuttle very busy. Expedient flying by all allowed the programme to be finished before the 1800 curfew, leaving time for composition of second unknowns i.a.w. the standard formula. They were still at it when this C.D. retired to the pub at 2000hrs, unfortunately causing an interruption to my fluid intake whilst I returned to the briefing room to collect and distribute their consensus, by which time most of them were fortuitously also in the pub.

The weather forecast for Saturday was marginal i.e. Sywell was in the unpredictable area between clear and cloudy, and in the event it got the latter. It improved all morning, but in spite of being willed to clear by an airfield owner, an aerobatic sponsor, judges, contestants (who even went up to try and disperse the cloud) and 1,500 expectant spectators, the cloud base refused to rise to the occasion. By lunchtime the natives were becoming restless (some had built a scaffold whilst others scoured for a noose), so a not

uncontentious decision was taken to abandon the second unknown in favour of the final four minute freestyle contest, which could be achieved in the prevailing conditions.

There had already been a comprehensive briefing of all pilots by the Chief Judge Graham Hill and the Contest Director, in which it was emphasised that any flying which the judges judged to be in any way hazardous would result not only in disqualification but an instruction on the radio to "land, land, land". To further ensure distancing from the crowd the box was moved 200 yards further away, and happily there were no anxious moments, other than perhaps in the cockpits. Julian Murfitt, in collaboration with the Aviator Hotel, provided an entertaining commentary and kept the crowds - now approaching 2,000 - a little less puzzled about the intricacies of competition aerobatics.

Amongst the items Sywell requested be provided by BAeA as our contribution to the joint venture was some form of information centre manned by Aresti-speaking personnel and equipped with explanatory artwork. Steve Green took this seriously and produced large rigid encapsulated artwork containing illustrations and copy about BAeA and its pilots, obtained from Alan Cassidy an informative "All-you-wanted-to-know-about-aerobatics-but-were-afraid-to-ask" leaflet, and from the pilots cajoled a profile on every competitor. Then for a truly professional finish Steve acquired and erected our own tiny marquee with table and chairs, all manned with Aresti-speaking BAeA representatives.

So it was there, in the rose garden of the Aviator Hotel, that yours truly thanked all the generous volunteers for their contribution to a successful day. Bill Dennis of Exxon presented the awards to a dozen

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winning pilots (details below), the proprietor of Sywell Aerodrome revelled at the prospect of telling local planners that 2,000 happy spectators have priority over 20 unhappy protestors, and everybody disappeared into the dusk.

Two hours later Steve Green and Graham

Hill – “amongst the best in the world as aerobatic judges” – staggered back from the wheat-fields of Northamptonshire with the box markers. The BAeA should be proud both of it's ground-based administrators and it's pilots.

British National Unlimited & Advanced Championships

Sywell, Northants : 2-5 September

The Neil Williams - Daily Telegraph Trophy

Unlimited Aresti programmes

Pilot	A/c type	Reg'n	Prog1	Unk #1	All Grps	O/all %
1 Tom Cassells	CAP 232	F-GOTC	3683.1	3087.5	6770.6	71.723
2 Mark Jefferies	Extra 300S	G-IIUI	3472.4	2914.9	6387.3	67.662
3 Gerald Cooper	CAP 232	G-SKEW	3419.1	2956.0	6375.1	67.533
4 Alan Cassidy	CAP 232	F-GYRO	3255.3	2843.5	6098.8	64.606
5 Richard Pickin	CAP 232	F-GKMZ	3162.9	2649.0	5811.8	61.566
6 Kester Scrope	Extra 300S	G-IIUI	2392.4	1742.0	4134.4	43.797
7 John Paulson	Extra 300L	G-IICM	2476.1	1425.9	3902.0	41.335

The David Perrin Trophy

Unlimited 4-minute Freestyle

Pilot	A/c type	Reg'n	4m Free	O/all %
1 Mark Jefferies	Extra 300S	G-IIUI	3119.0	77.976
2 Alan Cassidy	CAP 232	F-GYRO	2811.7	70.293
3 Tom Cassells	CAP 232	F-GOTC	2759.7	68.993
4 Kester Scrope	Extra 300S	G-IIUI	2717.4	67.934
5 Richard Pickin	CAP 232	F-GKMZ	2560.3	64.007

BAeA Champions Plate

Advanced Aresti Programmes

Pilot	A/c type	Reg'n	Prog1	Unk #1	All Grps	O/all %
1 Mark Walden	CAP 222	F-WWMX	2689.4	2048.6	4738.0	70.612
2 Gary Ferriman	Pitts S1-11	G-IIIV	2542.9	2007.8	4550.7	67.819
3 Tim Jenkinson	Pitts S-1F	G-MAXG	2433.3	1999.7	4432.9	66.064
4 Dave Kaberry	CAP 231	F-GKKI	2267.3	1849.6	4116.9	61.354
5 David Bruton	Extra 200	EI-SAM	2294.2	1775.7	4069.9	60.655
6 Ron Allan	Pitts S-2B	G-III	2229.2	1711.1	3940.3	58.723
7 John Dixon	Pitts S-2B	G-BPLY	2138.1	1756.6	3894.7	58.043
8 Cas Smith	Pitts S-2B	G-ICAS	2145.3	1622.5	3767.8	56.152
9 Simon Cattlin	Yak 55M	G-NOIZ	2371.6	1348.5	3720.2	55.442
10 Tony Maxwell	Pitts S-2B	G-III	983.4	1429.0	2412.4	35.952

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Advanced Masters

Pilot	A/c type	Reg'n	App/Mstr	O/all %
1 Mark Walden	CAP 222	F-WWMX	1500.1	68.185
2 David Bruton	Extra 200	EI-SAM	1420.1	64.551
3 Ron Allan	Pitts S-2B	G-III	1166.6	53.028
4 Simon Cattlin	Yak 55M	G-NOIZ	1084.4	49.291
5 Gary Ferriman	Pitts S1-11	G-IIIV	989.9	44.994
6 Dave Kaberry	CAP 231	F-GKKI	912.4	41.473

And for the record...

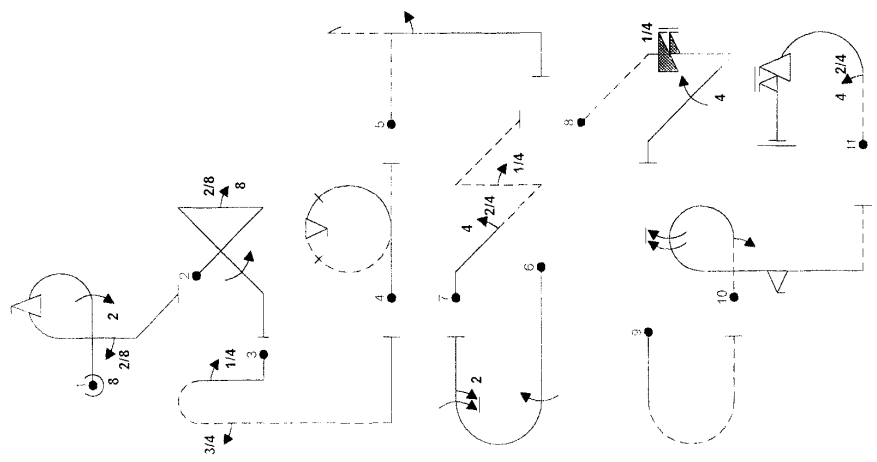
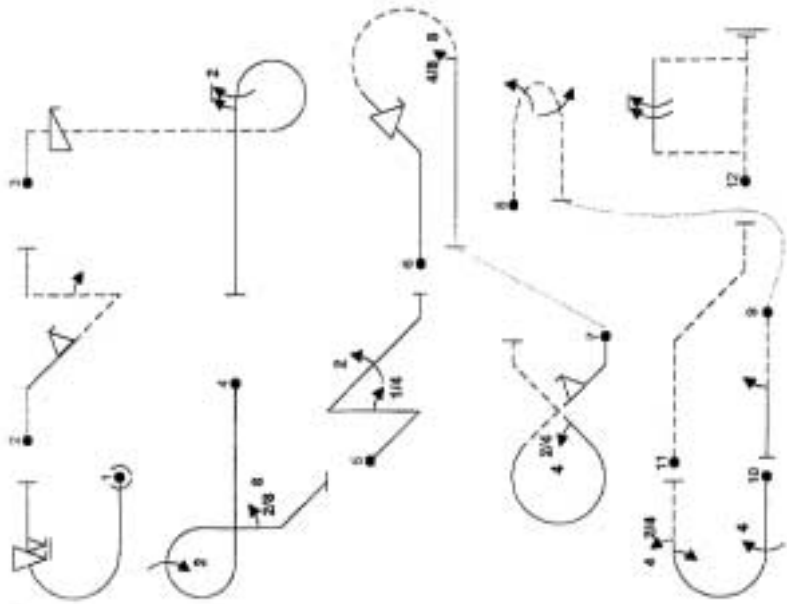
Unlimited "Q" sequence results

Pilot	A/c type	Reg'n	Known #1	O/all %
1 Tom Cassells	CAP 232	F-GOTC	2821.3	78.370
2 Gerald Cooper	CAP 232	G-SKEW	2693.5	74.820
3 Mark Jefferies	Extra 300S	G-IIUI	2624.1	72.892
4 Alan Cassidy	CAP 232	F-GYRO	2588.0	71.888
5 Kester Scrope	Extra 300S	G-IIUI	2400.3	66.675
6 Richard Pickin	CAP 232	F-GKMZ	2390.2	66.393
7 John Paulson	Extra 300L	G-IICM	2071.7	57.546

Advanced "Q" sequence results

Pilot	A/c type	Reg'n	Known #1	O/all %
1 Mark Walden	CAP 222	F-WWMX	1949.9	72.485
2 Gary Ferriman	Pitts S1-11	G-IIIV	1806.8	67.168
3 Tony Maxwell	Pitts S-2B	G-III	1693.8	62.966
4 Cas Smith	Pitts S-2B	G-ICAS	1666.1	61.937
5 John Dixon	Pitts S-2B	G-BPLY	1634.6	60.767
6 Tim Jenkinson	Pitts S-1F	G-MAXG	1625.0	60.410
7 Simon Cattlin	Yak 55M	G-NOIZ	1537.8	57.168
8 Ron Allan	Pitts S-2B	G-III	1466.0	54.497
9 Dave Kaberry	CAP 231	F-GKKI	1433.1	53.275
10 David Bruton	Extra 200	EI-SAM	1406.8	52.297





Saltby Open

11 -12 September 2004 from Debbie Bilham

Friday 10th.

The forecast had been for a fine sunny day. It was, - for a while.

Dick Happs re-affirmed his current field landing credentials when he took a tow just before a bank of cloud quickly appeared and engulfed the airfield. He did a couple of figures and suddenly realised that a land out was the only safe option. Chris Cain who launched immediately afterwards descended 3,000' on tow; "three minutes of terror" as he put it. Meanwhile another pilot was waiting to launch on the runway and was told that he couldn't go "until we've found the other two".

We had dinner at the Crown at Spoxton, the first real opportunity for everyone to meet up. It wasn't easy finding dinner as all the pubs were full up, left-overs from the holiday season or an indication that the consumer boom isn't quite over yet.

Fortunately they had a spare room upstairs in which to accommodate us.

Saturday 11th.

This is rather a case of "You should have been here last week". Right now the BBC forecaster is lamenting the end of summer and describing the series of depressions lined up across the Atlantic due to hit us starting tonight. When I woke at 7am it was fine but some low cu was starting to form up. By 9 it was 8/8, raining and windy.

Given the devastation that Hurricane Ivan is wreaking across the Caribbean right now I suppose we mustn't grumble.

We have a total of 16 competitors in three classes. Each competitor flies one or two unknown programs appropriate to their normal competition class; the highest overall percentage score wins the trophy. This year sees the introduction of a safety

frequency which will enable the judges or CD to order a pilot to abort and land if they see something unsafe in the box such as aircraft or birds. This is already used in power competitions and was used twice in anger last weekend at the Nationals at Sywell, where it also enabled a pilot to report a mechanical problem. The frequency nominated was 130.4 which is normally used in gliding for notifying your whereabouts when cloud flying, theoretically preventing two gliders from being in the same cloud, at the same height, at the same time.

The programs have been compiled for a 3,000' start instead of the conventional 4,000' which makes them more appropriate for the expected weather conditions but unsuitable for badge claims due to the reduced "K" factors.

Jim Duthie is CD and Judy Jones is Chief Judge. Dick Happs is competing this time and took a fair bit of flack at briefing about making an expeditious landing back here after completing his program!

Re-brief at 12 and another at 2pm.

Flying started mid afternoon after the wind abated slightly allowing the unlimited field to fly. They managed 1 flight each however the wind strength precluded the intermediate and sports pilots. Also a shower could be seen encroaching from the west.

The Buckminster Club held a barbeque, however a few people went to the Cross Swords at Skillington instead, possibly something to do with the strengthening wind and rapidly approaching active frontal system.

At 11-30 we returned to a dark, stormy and wet airfield.

REPORT

Sunday 12th

Dawned clear but windy (gusting 35kts). A 8-00 briefing was followed by a quick breakfast and rush to the launch point for a 9 o'clock launch.

It was clear from the first flight that conditions were rough and challenging. Low scraggy bits of cu were starting to blow into the box by now and there looked like a possibility that the competition could be stopped by the cloud. The second pilot to launch, Pat Greer, tried to line himself up for a start on several occasions, losing height each time, and eventually aborted. Fortunately the cloud died away allowing the flights to continue. Pat flew again at the end of the program, and flew the best positioned sequence

we've seen today, along with the best wind corrected loop.

Nikki Mills withdrew, feeling that attempting to fly a K13 in such conditions would be a bit too challenging.

Dick Happs messed up a figure. I remember thinking, at the time, that I'd get a right bollocking if I don't zero that one!

By the end of the first program, Jim decided that this would be a good point at which to conclude the competition since, with another frontal system due to arrive this evening, the wind was likely to strengthen, there was little chance of getting another full program in.

Prize giving took place at 1 o'clock. Ben Ellis presented the trophy but not the medals which were in the post.

Saltby Spectacular 2004

from Jamie Allen

This years glider bash at Saltby will be remembered for an event that is common in glider cross-country contests, a land-out! Strictly speaking the arrival in a field downwind of the airfield was on a training flight the day before, but the pilot, having been caught in low cloud and strong winds pulled off a textbook arrival. It would be unfair to mention Dick Happs name, so I had better not.

A good turnout of enthusiasts made the most of the weekend despite the wind and showers. A decision was taken on the Saturday to fly the Unlimited class first, due to the conditions, some reasonable flying ensued in the one Unknown programme. Despite waiting, the weather did not improve enough for the Sports Class to fly. The evening BBQ warmed the spirits though.

Less than ideal conditions greeted the competitors on Sunday, nevertheless the

Sports pilots flew, bar one, and a contest was declared ! Results were declared and medals were , er, not. awarded. We understand they will arrive by post, as a certain person left them behind. Despite the difficulties, high morale was evident and much laughter could be heard, (especially from Caroline) The Swift pilots struggled to remove a wing during the derig, until a junior pilot mooted. "shouldn't you remove that pin first? "

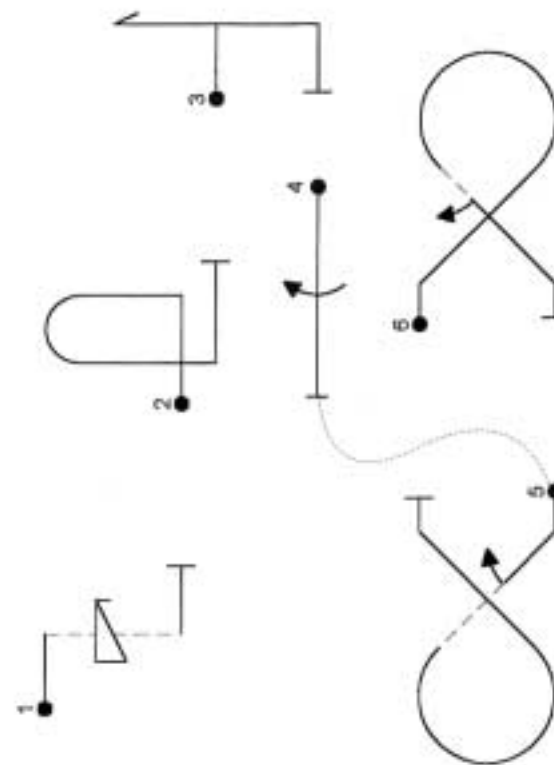
Good airmanship, on the ground and in the air regarding the strong winds ensured a stress free time for everyone. The Saltby regulars were, as ever, great hosts, our thanks to them. We hope the benefits of disciplined flight to an Aresti diagram will filter further into the British gliding movement, so that better spin/stall awareness can contribute to higher standards of flying skill.

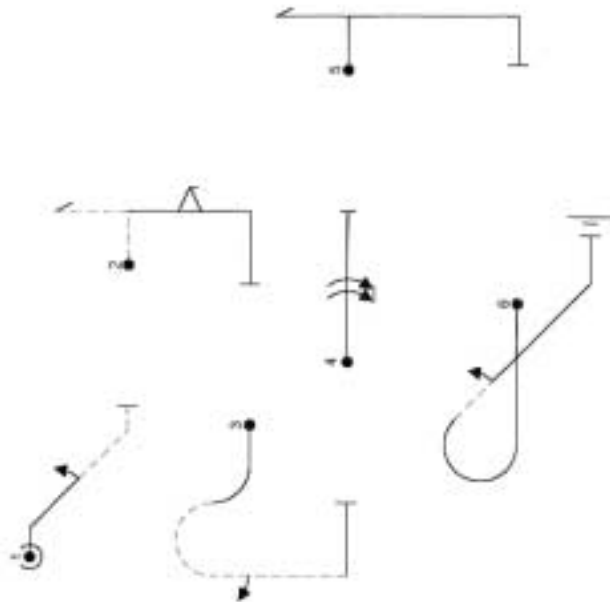
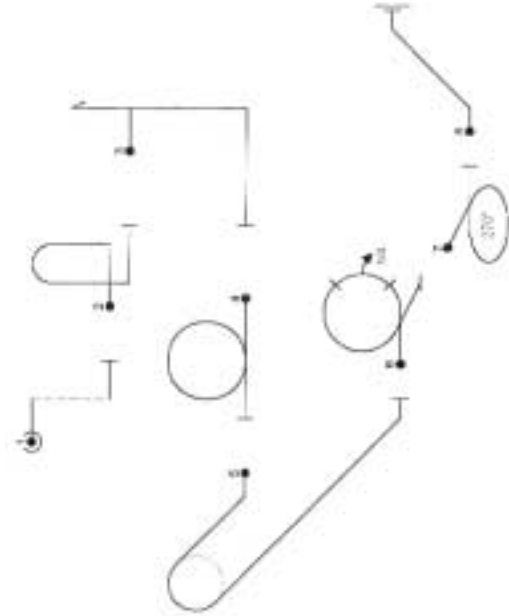
REPORT

The Saltby Open : Buckminster : 11-12 September Winner Open 2004

Pilot	A/c type	Reg'n	Unkwn #1	O/all %
1 Unl Jamie Allen	Swift S-1	G-JZP	1241.9	77.621
2 Unl Paul Conran	Swift S-1	G-JZP	1229.1	76.817
3 Unl Chris Cain	Swift S-1	G-JZP	1212.2	75.765
4 Spr Patrick Greer	Pilatus B-4	G-HVH	826.1	68.277
5 Spr Peter Miles	Pilatus B-4	G-HVH	825.2	68.198
6 Spr Mark Erlund	Lunak	G-OM0973	821.3	67.879
7 Unl Ian Tunstall	Swift S-1	G-JZP	1069.0	66.810
8 Spr Dick Happs	Pilatus-B4	G-DND	791.0	65.371
9 Int Steve Jarvis	Pilatus B-4	G-HVH	919.5	65.216
10 Spr Brian Griffin	Lunak	G-OM0973	749.2	61.918
11 Spr Paul Watson	Pilatus B-4	G-HVH	747.5	61.780
12 Spr Caroline Bois	Pilatus B-4	G-HDA	721.7	59.647
13 Spr Paul Moslin	ASK-21	G-GSA	701.3	57.961
14 Unl Andy Cunningham	Swift S-1	G-JZP	875.5	54.718
15 Spr Ian Gallacher	ASK-21	G-GSA	629.5	52.028

Saltby Intermediate 1st Unknown





AERO Friedrichshafen

The AERO Friedrichshafen has started well; the preparations for Europe's most important general aviation event are well underway: "With just over seven months to go before the start of the trade fair, we are very happy with the large number of registrations we have received," said the managing director of the fair, Rolf Mohne, who is confident that the International Trade Fair for General Aviation, which is taking place from 21st to 24th April 2005 in Friedrichshafen, will once again be a big event for the international aviation industry. "The demand from the USA is extremely high," said project manager Thomas Grunewald highlighting the intensive footwork going on in the United States. The fair management is working hard on making the AERO even more international. With its new location at the airport, this trade fair has gained an importance and acceptance in the worldwide aviation

industry. The trade fair also sees additional market opportunities in the new countries in East Europe that have now joined the EU. The growing international importance of the AERO is underscored by the fact that the fair management was able to win the company Exxon/Mobil as a major sponsor for the AERO 2005. This global player was an exhibitor at the AERO for the first time in 2003: "Exxon/Mobil's participation last year was obviously very successful and one can see the enormous potential in the AERO trade fair," commented project manager Thomas Grunewald. Directly adjacent to the airport, the AERO Friedrichshafen provides an international platform and ideal landing conditions even for larger business class machines. In 2003, this most important meeting point for the general aviation industry in Europe recorded 504 exhibitors and 243 other represented companies from 30 countries.



US Nationals 2004

Based on results and info on IAC and US Nationals websites.

The Unlimited USA National Champion for 2004 is Kirby Chambliss. The event took place late September in Sherman TX. Chambliss flying the Red Bull Zivko Edge won all 3 programmes to record his 4th National Championship. Only the late Leo Loudenslager with 7 victories has achieved better. In second place Texan Debby Rihn-Harvey now an ever-present on the American team since 1984 in Hungary flew the CAP 232. Third and fourth were David Martin (CAP 232) and Michael Racy (Su-31), both of whom had competed hors concours at this summer's EAC. Martin took first place in the Unlimited 4-minute Freestyle programme. Advanced was won

by Robert Stark ahead of Bob Freeman and Rob Holland, who had been highest placed American at the AWAC. Intermediate Champion is Todd Whitner of San Jose CA who flew a Edge 540. The Sportsman crown went to Joe Haycroft from Carbondale IL, a Decathlon pilot. The pilots selected for the USA Team for WAC 2005 comprise:- Kirby Chambliss
Debby Rihn-Harvey
Michael Racy
Hubie Tolson
Janet Fitzke
Alyson Parker-Lauck
Vicki Cruse
Chandy Clanton
David Martin
Robert Armstrong

Tom

from Isobel, Hannah and James

I have been married to Tom for 21 years and I can count on two hands the number of weekends he has been at home, by choice and not because of inclement weather, and spent family time with me and the children James 15 Hannah 10. Tom has such a love of this sport "aerobatics" and his ambition was to be the best in the UK, he achieved that for the second time at Sywell September 2004. The result of a Bronze Team Medal for Tom, Gerald and Nick at the 14th European Aerobatic Championships in Lithuania August 2004 was a great moment for them and well deserved for all the hard work, commitment and sacrifice (only those closest to them can really understand what I am saying). The Bronze medal was probably the best International success since 1974 at the Coupe Leon Biancotto at Rochefort, France

where James Black, Neil Williams and Mike Riley took Gold Team Medals. It's not all doom and gloom and weekends spent on our own, we have all met many new friends and they often stay at our home during training camps. Eric Vazeille, World Champion 2000, has been a regular visitor who has done so much for Tom's technique and confidence. So well done Tom we think you are great.

Our Dad Tom

Our dad he has talent and skill
But boy do we get our fill
Of tantrums and shouting and stress
If you're a pilot you'll understand this I guess
Homework to be done games to play
Another competition draws dad away
The basket of medals should be some compensation
But wouldn't you welcome some rest and

relaxation

We've seen aeroplanes lots of aeroplanes
Some with teeth and flames
Dad's blue and yellow of the Cap 232
We designed it together that took some time
phew!
Spins tumbles loops and flicks
Just some of the many tricks
Eric on the radio

Watching you from below
Did you do it right?
You put up such a fight
The mixture of joy and pain
Will you ever be the same?
It's been like training for a marathon
To be British Aerobatic Champion
We're proud of all your achievements Dad
Remind us it's just mum that calls you MAD

Results of the Diana Britten Scholarship 2004

'Glorious' Goodwood was the venue for the final choice for the winner of the 2004 scholarship. Four very keen young ladies were put through their paces by Stewart Becker in his Extra-300L on the 4th July. The eventual choice of the "fire-cracker"

was Charlotte Hay who is in residence at Swansea. Charlotte will start her training in the spring of 2005 and we look forward to welcoming her at a competition during the season.

CIVA Meeting Report – 2004

The 2004 CIVA Plenary meeting was held at the Royal Aeroclub of Spain, Madrid from the 24th to the 26th of September. Informal discussions on Friday preceded the formal session which started on Saturday and ran through to Sunday morning. The following were the key decisions that will directly affect the BAeA at Advanced and Unlimited levels, both domestically and internationally.

Rule Changes

The number of competitors at unlimited continental championships was increased to a maximum of 10 per NAC, of which up to 6 may be of the same gender. This is now the same as for Unlimited world championships.

Some clearer wording was agreed concerning breaks for deteriorating weather. This applies to all levels. If stopping in mid-sequence for weather, it is now explicit that this must be done between figures, and scoring on a reflight started with the next figure.

Some more horizontal eights were added to the figures allowable for Advanced Unknowns.

It was agreed that the top third of pilots would draw lots rather than the top 10, when applying the reverse order principle. This applies at Advanced and Unlimited.

Tailsides will be subject to a normal judging downgrade of 1 point per 5 degrees, not 2 points as at present.

Permitted warm-up figures for Adv and Unl will now include a vanilla stall turn (5.1.1.)

Penalty points for a break in Adv were reduced from 150 to 100.

Appendices 3, for Adv and Unl Unknowns were specifically approved with the following minor changes:

Advanced Unknowns no flick roll on the vertical down line of any P-loop after any

sort of roll in the top looping section.

Unlimited Unknowns The extent of opposite aileron rolls on up and down verticals was reduced to 360°/2 stops and 450°/4 stops respectively.

With the above changes to Appendices 3, Rule 1.2.4.5 was removed completely so that legal unknown figures can no longer be protested at contests for grounds of safety or performance.

Rule 2.4.8 on Hard Zeroes was changed so that hard zeroes for a single error now start at 90° rather than 45°. This means that many more soft zeroes will now be given when figures are over-rotated by something like 45° and there will be less problem with mixes of hard and soft zeroes on marginal figures.

The Judging Criteria for Flicks and Spins were changed so that a judge who

perceives that a flick or spin did not occur due to improper initiation will now award a soft zero rather than a hard zero. Minority soft zeroes of this kind will not be 'averaged up' but will stand as raw scores. In effect, they are overlooked if it is just one or two judges' view out of a field of 7 judges, but becomes much more significant if three or more judges consider the flick to be doubtful. You have been warned!!

Numerous small textual changes were made to the Unlimited Glider Regulations and I can make these available in detail to anyone who asks.

The Cassidy/Green Judging Performance Index system was approved for use in 2005.

Next CIVA Meeting will be in Bavaria in November 2005.

Alan Cassidy
CIVA Delegate

97th FAI General Conference

During the 97th FAI General Conference recently held at the airport of Madrid Cuatro Vientos, FAI Members elected the new FAI President, the new FAI Executive Board, and established a new Statutes Working Group.

The new FAI President is Mr Pierre Portmann (FRA), formerly President of the FAI's General Aviation Commission and FAI Executive Director Finance.

A keen private pilot and experienced business man of Swiss origin, Mr Portmann has been resident in Paris for many years. He holds several voluntary posts, including Secretary General of the Fédération Française Aéronautique and board member of Europe Airports, posts in which he has accumulated great experience in defending air sports against excessive

regulatory restrictions. The new FAI Executive Board (members of which do not represent their countries of origin), consists of :

- Mr Alvaro de Orleans-Borbon,
- Mr Robert Clipsham,
- Mr Bengt-Eric Fonsell,
- Mr Hideo Hirasawa,
- Mr Jerzy Makula,
- Mr B.J. Worth.

Biographies of executive directors will be published soon.

A new Statutes Working Group was established by the General Conference, to be chaired by Mr Jean-Claude Weber, President of the FAI Ballooning Commission. Its elected members are Mr René De Monchy, Mr Art Greenfield, Mr Bob Henderson, and Mr Adam Ustinowicz.

Sexy Wings for the Beginner

by *Toddy*

Recent posts on the Exploder provoked some very happy memories (and a few dark ones) of one of the more fun aeroplanes I have been privileged to fly. I hesitate to describe it as fun to own, but then doesn't that apply to all machines at some time or another ?

I refer, of course, to that delightful Belgian chocolate, the Topsy Nipper. Tesco trolley to some, ugly bug to most, but strap on angel wings to those who have had the pleasure. And enjoyed it. And often think back to how simple and calorifically cheap flying was..... in those days.

My first Nipper was the real education. It had previously belonged to some Barton acquaintances, the Bennison twins, slightly more amenable than the Krays and definitely more trustworthy. They enthused, I was hooked. So off I went to sunny Devon with the entire contents of my bank account and part of someone else's and nervously handed the swag to an amiable farmer. His private strip looked very well kept, but the redundant Egyptian SAM missile in the hangar could easily have been interpreted as an omen to the less lovestruck. Cloud Dancer G-ARDY was mine!

The unfortunate miscalculation was that we had only arrived at the collection point in the late afternoon of Monday after a shall we/shan't day at Barton, looking at the Met man's rather optimistic interpretation of a typical squally Bank Holiday. Having relied on a few circuits and several debriefing beers before a gentle drift home the next day, I suddenly found the lid slammed down on me with a cheery "see you at Barton, the weather's fine and you've just about enough daylight to get there". With no apparent choice and plenty of trepidation I pointed the aircraft down the

green and fired off. Twenty knots crosswind was conveniently ignored as I popped into the air like the proverbial cork, levelled (don't push !!!) and headed right. One thing you don't have much of in a Nipper is room. There is you and there is airframe. If you can perform gymnastic contortions, you can put your flask in the pouch behind you, but beyond that a packet of mints is a dangerous extravagance. So manipulating the half mill was my first challenge and I soon learned the meaning of the word. I had travelled about 500 paces across the rolling green of this beautiful part of the country when it all went really quiet. When it goes quiet in a Nipper other forces soon compensate. Having only achieved 800' in the first 5 minutes anyway, the green suddenly returned with alarming rapidity (it was a MK1 1400cc wonder machine after all). I searched in a manner that could only be described as frantic. First for a field (no shortage of those), second for one that was longer than 100 metres (none). Capitalism hadn't found its way to this part of the world, so each farmer had his own miniscule plot. I am all in favour of hedge conservation, but just not right below me. Fortunately moving the throttle back to the open position restored my ascent to the heavens to a more controlled fashion – the spring-loaded throttle friction defaulting to 'off' was probably not the best design feature of this little baby.

With sky high BP and ever reducing confidence I finally managed to go head up with a view to trying to match what little I had made sense of on the map to that delightful terrain ahead. My first impression was how menacing, yet ever so beautiful black clouds look, especially when they are neatly arranged across the blue sky you are

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trying to traverse. Still, they were probably up near Bristol and it would take me some days to get there, so there was every chance of their clearing. Wrong ! I bounced around the Bristol zone, cursed by the controller for the ignition modulated inadequacy of my borrowed King handheld and made a Columbus like transit of the Seven estuary, focussed on the whitecaps like a rabbit in the headlights.

Those of you who are familiar with the next episode of topography will recall fond transits of the rolling hills and greenery. In an underpowered Nipper with a decreasing cloudbase, this became an alpine adventure, with some wonderful views up at the mountain ridges and some interesting 'do I climb, or make some forward progress?' tradeoffs. Eventually the stress of recalculating fuel/time and incipient darkness got the better of this intrepid birdman and sanctuary was sought at a local strip. This was populated by a friendly farmer and a large bottle of scotch, both equally welcoming. A quick phone call to the motorway bound escort, soon forced his reversal (he was about 10 miles further on and full of remorse for closing the lid) and we did then get the beer on the tarmac at Barton. About three hours later than planned.

Having retrieved my new mount some weeks later I explored her somewhat limited aerobatic capabilities. I only bought a Nipper because one N. Lamb esq had lectured that she was the every bit as good for competition as mounts I couldn't afford. Slightly disappointed we parted company some months later. The twinkling rolls were a delight, especially on the downwind leg, but power has no substitute and she had none to trade with.

I dabbled with a few other machines over the next years, but a dormant bug is nevertheless still a bug and my chance came to acquire a more powerful MK3,

Flywayman II, G-AVXC. I jumped and once again the strap on wings became my obsession. This time I was able to experiment more extensively with the second loop and 50' stall turn, but regular 5.00 am commutes to Leicester meant that the opportunity to achieve competition standard was never quite afforded. Nevertheless I did manage some 30 hours of real fun flying on 3gph of MOGAS. Of course the true cost of flying was still about £100 per hour over the years of ownership, but no one ever counts beyond fuel. Do they?

One thing about the Nipper is that it is (or at least feels) extraordinarily manoeuvrable. Aileron rolls take 2 seconds and you can change direction with hefty amounts of all control inputs at will. So I am at a fly-in at a local strip and the owner suggests a close inspection of the runway after departure. Naturally obliging, I performed a quick circuit and hopped over the wooden fence at the threshold, a unique Nipper capability. I then set about some serious grass trimming down the main until I suddenly got a horrible sinking feeling. Sinking at 6 inches and 90 knots is not a good plan in any flying machine, let alone one where your posterior is already nearly green, so instinct took over and a hefty snatch and roll produced a spectacular climbing break. It looked really good on the video, even though I say so myself. Later contemplation (after much beer) revealed that the astounding responsiveness of the aircraft was that it was simply following the ground effect of a dip in the runway. Must have been all of a two foot fall.

I never got to compete in 'XC. I must however confess to being the Gary Ferriboat dealer who sold the machine on to Dave Egg, shortly after which he performed his rather spectacular disappearance at Brighton. In my defence, I was compelled to be first on the scene after a similarly

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death-defying race around the local roads in my tired Astra. Mighty relieved to see him in one piece, I did gain some satisfaction of knowing that she had never stopped on me in flight, but then I never did experiment with extended reverse half Cubans in a 40 knot wind. And, yes, we did lift her back over the road and after a thorough inspection she did return to Brighton by air from a local cornfield.

So what is the point of this piece? I didn't compete, never really got to grips with enough aerobatic practice to say I learnt anything new and parted with enough cash to have kept a sensible Pitts share solvent for several years. But I did own two little pieces of history, had immense fun while airborne and banked plenty of bar room tales for my retirement. As for the Tipsy Nipper as a

good Beginners machine? Absolutely. Barry Smith, John Cheeseborough and that little Nipper I watched down at Exeter all those years ago that started it all show what can be done in this diminutive insect. Beginners is for breakfast.

Some years later I am sitting in a similarly shoulder-winged aircraft on a lovely sunny autumn morning in Yorkshire. I get that feeling of strap on wings again, relax, fly and really enjoy the moment. After a while someone hands me a purring metal tiger and I head off home with thoughts of the little Nipper in my mind. Yes sure, this was a Laser and it had six times the HP for not much more wood, but essentially it was just the long lost grandson of E.O.Tips. Wasn't it? As for the 'sexy' in the strapline? You knew it was just there to grab you attention.

Diary of Events 2005

24-28 Jan, 21st. FAI World Grand Prix & Haute Voltige, Al Ain UAE

21-24 April, AERO 05, Friedrichshafen, GER

5 June, Today's Pilot Fly-in featuring 60th anniversary of Pitts Special #1 first flight, Tollerton

22 June-2 July, FAI World Aerobatic Championship, Burgos ESP

1-3 July, PFA Fly4Fun Rally Kemble

15-17 July, Royal International Air Tattoo Fairford

21-30 July, 11th FAI World Glider Aerobatic Championship, Drakino RUS

25-31 July, EAA AirVenture Oshkosh WI USA

26-28 Aug, FAI Centenary Airshow Haute

Voltige Air Musical 22nd. World Grand Prix, Lausanne
TBN FAI Advanced European Aerobatics Championship venue TBN Czech Rep.TBN

Nov. 23rd FAI World Grand Prix, Motegi Japan.

2006

European Glider Aerobatic Championships Rybnik, Poland, July 2006

European Aerobatic Championship (Power) Grenchen, Switzerland, 6 Sep – 15 Sep 2006.

Advanced World Aerobatic Championship (Power)
Bids invited...

Yak-52 World Championships (Rentals...) Natal, South Africa, prob. July (this is NOT a joke!!)

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 2005 are on the 1st of May, August and October.

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

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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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Alan Cassidy "I couldn't possibly comment" interviewed by the Beeb at Sywell - *Nick Buckenham*



Alex Caramella practicing his Unknown in true latin style at Conington - *Nick Buckenham*



José Aresti's Lockheed Trophy participating aircraft, flown by son Felipe, Cuatro Vientos 2003 - *Tony Lloyd*



Diana Britten with Scholarship finalists and the eventual winner - Charlotte Hay - *Diana Britten*



Ian Trask busy videoing at Sywell - *Nick Buckenham*