



**Contest
Information
Booklet for 2010**

2010 Calendar

Date	Event	Venue	Beg	Std	Int	Adv	Unl	Gli
6 Mar	Judging School	WW	All interested in Judging					
7 Mar	CD/Chief Judge	WW	CDs and CJs for 2010					
27 - 28 Mar	Dan Smith Trophy	Dunstable						✓
10 - 11 April	Team Preparation Contest	Saltby						✓
10 Apr	Icicle & Newbold Trophy	Sandtoft			✓	✓	✓	
16 Apr	LOOP Beginners Day	Brighton	LOOP					
17 - 18 Apr	John McLean Trophy	Brighton	✓	✓				
30 Apr - 2 May	Nathaniel Alony, Cavendish & Roy Legg Trophies	Elvington			✓	✓	✓	
7 - 9 May	Bicester Open	Bicester						✓
8 May	LOOP Beginners Day	Leicester	LOOP					
19 - 20 May	Instructors Seminar	Wellesbourne	Instructors					
29 - 30 May	Kernow Trophy ^a	Bodmin	✓	✓	✓			
4 - 6 June	Golding-Barrett	Sleap	✓	✓				
10 - 13 June	Glider Nationals	Saltby						✓
12 - 13 June	Duxford Trophy	Duxford				✓	✓	
19 June	LOOP Beginners Day	Little Gran.	LOOP					
25 - 26 June	Don Henry & Air Squadron	Compton A	✓		✓	✓		
9 - 11 July	Fenland & McAully	Fenland	✓	✓	✓			
15 - 18 July	Mazda Adv & Unl Nationals	Sywell				✓	✓	
17 - 24 July	WAGAC, EGAC	Jami						
24 July	LOOP Beginners Day	Sleap	LOOP					
5 - 7 Aug	Mazda Std & Int Nationals	Conington		✓	✓			
5 - 15 Aug	WAAC 2010	Poland, Radom				✓		
21 - 22 Aug	Gunpowder Trophy	Leicester		✓	✓			
2 - 12 Sept	EAC 2010	Touzim					✓	
10 - 12 Sept	Saltby Open	Saltby						✓
17 - 18 Sept	Tiger Trophy	Sherburn		✓	✓	✓	✓	
25 - 26 Sept	Power vs Glider Match	Lasham		✓	✓	✓	✓	✓

a. Bodmin regional event. Not included in points trophy

**Would you like to sponsor the
British Team?**

See page 16 for more information



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Changes affecting the information in this booklet will be posted on the BAeA web site at <http://www.aerobatics.org.uk>

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Cover Picture:

John Dixon's Extra 300 with a
LOOP pilot aboard
Taken by Nick Buckenham 18-4-2009



Welcome to our plans for the 2010 aerobatic season.

In my introductory notes for last year's Contest Information Booklet I ventured the opinion that: "2009 is going to be one of those years that you don't forget..." and so it proved. I'm sure you remember it too. But now is definitely the time to move forward rather than look backwards, so I won't mention it again.

International events apart, the most noticeable feature of the 2009 season turned out to be the number of pilots now flying in Advanced powered level competitions. At the National Championships, 20 pilots competed at Advanced, while at the Junior Nationals the numbers were 24 for Intermediate and 18 for Standard. The figures a decade ago were 14, 12 and 21. This is a strange sort of pyramid! Well, actually, not like a pyramid at all.

Thus, in this snapshot of the millennium (!), the numbers have increased from 47 to 62 showing a good increase in strength but also a strong upward movement in dedication and performance. The question has to remain: "Why has the Standard level shrunk?" One answer is that pilots are affording better aircraft, doing more training and moving up more. This is excellent, and it shows that we have a great 'product' to offer, but it also means that we have to try even harder to bring in new blood to swell the base of our activities. In 2010 we will continue to chase this aim with our LOOP Beginners and we will try hard to turn Beginners into Standard competitors.

A glance back 10 years at the Glider Nationals shows how not only pilot numbers but also contest categories have grown: from 11 pilots flying in 3 categories in 1999 to 30 pilots in five categories in 2009. This coming year is a landmark year for Glider aerobatics, including the first ever international competition at the recently-created Advanced level. We will have a strong Team GBR contingent in Finland for this event.

In 2009 we received significant commercial sponsorship from Mazda UK Ltd, which improved dramatically our ability to support our international teams and our best improving competitors. The state of the world economy and, especially, the Pound/Yen exchange rate means that in 2010 we will not have this quantitative resource in the same extent. However, we retain the benefit of access to the media through Mazda PR channels and we intend to exploit this wherever possible. We hope to see a return to some more substantive support for the 2011 season.

2010 presents us with new challenges and new opportunities. I hope that you will take as full a part as you can and that I will see you at a contest soon.

Alan Cassidy MBE
Chairman, BAeA.

LOOP

The British Aerobatic Association is sponsored by LOOP magazine and the Association is very grateful for this support. LOOP and BAeA work together to promote sport aerobatics and encourage pilots to come to a LOOP beginners day and have a go at flying aerobatics at a safe, supportive, fun event.

LOOP Magazine contains regular reports about BAeA events so register with LOOP for your free copy of the magazine posted to your door!

See www.loop.aero for more information.

The British Aerobic Association

The British Aerobic Association was founded on 1st May 1974 to represent the interests of all those concerned with aerobatic flying by promoting and organizing all aspects of competition aerobatics in the UK, including progressive training, proper conduct, furtherance of the sport and arranging contests. The British Aerobic Association Limited is a Company that was incorporated with its liability limited by guarantee and not having a Share Capital and is recognized by The Royal Aero Club as the governing body of Aerobatics in Great Britain.

The Association is comprised entirely of enthusiastic volunteers. Benefits to members from the subscription include the opportunity to attend all BAeA functions such as contests, training events, judges' schools and social functions.

In any capacity, in the air or on the ground, the more involved you are the more enjoyable it is. If you would like to make a contribution to the Sport, learn more about it, and attend aerobatic contests as a helper or spectator, membership of the BAeA is the first step.

Aims and Objectives

- To promote and encourage aerobatic flying. To take such steps as may be necessary for the proper conduct and furtherance of the sport.
- To provide an effective means of communication between aerobatic pilots and other enthusiasts and a focus for the efforts of all those interested in aerobatics.
- To provide assistance and guidance in aerobatic training matters from the *ab-initio* stage onwards.
- To represent the interests and express the needs of those involved in aerobatics in the following main areas:

International Competition

National and Domestic Competitions

Aerobatic Training

Why Aerobatics?

Briefly, aerobatic training develops a pilot's flying skills to the ultimate. It demands a high level of dedication and a significant investment in terms of time and, at higher levels, money. In return it provides not only pleasure but also a real mastery of the art of flying in every attitude of flight that can be encountered in an aeroplane. Perfecting one's aerobatic skills will inevitably lead to greater self-assurance in handling the machine and greater safety in the air. There is enormous satisfaction in the precision and artistry involved.

The Aerobatic Challenge

Pilots with basic aerobatic experience, for example on their club Cessna Aerobat, may well reach the stage of wishing to have their skills more objectively assessed. This can be achieved by flying at a LOOP Beginners Day, or by entering a Beginners Event at a BAeA contest weekend.

If you are new to aerobatics, the LOOP Beginners Days are an excellent place to start. A selection of aeroplanes and instructors are provided for hire on the day, so you don't have to bring your own aeroplane if you don't want to. You will be given a detailed briefing about how to fly the Beginners sequence and will get one to one coaching with your instructor. During the day you will get the opportunity to practice the figures and then fly the Beginners sequence twice, the

second time overhead the airfield. When you are back on the ground you will get feedback on your flying from experienced people who watched your flight. LOOP Beginners Days are the ideal way to try competition aerobatics for the first time.

The Beginners sequence consists of five basic aerobic figures. The opportunity to fly this sequence, to receive expert critique and quantitative grading, under the same conditions as a formal contest, is available at many BAeA events, including those for gliders. Place and timing details are given in the descriptions of each meeting which occur later in this booklet.

Pilots wishing to compete formally move on to the Standard (power) or Sports (glider) contests. Rather more stringent standards of accuracy, positioning and presentation are required when competing in earnest. There are then three higher levels to which a pilot may aspire - Intermediate, Advanced and Unlimited. Ascending through each level requires a wider repertoire of figures and, progressively, more performance from the aircraft. Usually the Standard contests are the most well attended with up to 30 competitors flying a wide range of aircraft such as the Cap-10, Slingsby T67, Cessna Aerobat, Yak 52, Pitts Special or RV4. In glider aerobatics, the K21 is specified as the minimum aircraft for Sports and Intermediate levels.

Despite the need for more capable aircraft at the higher levels, the intention remains that competition flights are a test of pilot skill rather than of aircraft performance. To this end, the Association designates a 'minimum' aircraft for Intermediate and Advanced power levels and designs sequences that can be flown safely and competently within their performance envelopes. These minimum aircraft are the Stampe and Pitts S2A respectively.

Once into the Advanced or Unlimited category, pilots will be eligible for selection to represent the United Kingdom at international events. Here competitive standards are determined by the world governing body (CIVA), and all National, European and World Championships are held under CIVA Regulations. There is usually a major contest at each category each year, either a World or European Championship.

The programmes flown during a competition may include any combination of:

The Qualifying or Known Compulsory Sequence: (different names for the same sequence!) for the current season, as published in this booklet, using figures from the Aresti System (Condensed).

A Free Sequence: The pilot's own compilation of manoeuvres from the Catalogue, within parameters specified in BAeA or CIVA Rules.

One or more Unknown Compulsories: Previously unseen sequences of Catalogue figures performed unrehearsed.

For powered aircraft: A Freestyle Event of either a;

- **4-Minute Freestyle:** A totally free non-catalogue sequence composed by the pilot with time limits of 3½ to 4 minutes (Unlimited only), or a ...
- **Masters or Apprentices:** A sequence of compulsory non-catalogue figures with, in Masters, some free elements included (Intermediate and Advanced).

Cumulative Points Trophies

Cumulative points trophies are awarded annually, based on pilots' rank order at contests during the season. Points are awarded for each scheduled sequence flown, on the basis of 30 points for the best performance, 29 points for the second and so on.

In any trophy for a specific level, there is a maximum number of sequences that can be counted. This limit is 80% (rounded down to a whole number) of the total number of sequences that take place at that level at BAeA contests in the UK during the year. Sequences or classes will not be counted if they are flown by only one pilot or where a "cut" has been operated. Scores will not be counted if a competitor is classed as H/C.

A pilot flying more sequences than the countable maximum may discard his worst results until the maximum is reached. Points from the BAeA/CAACI contest in Ireland may be included in place of worse results achieved in the UK. In any Trophy open to all levels, the number of points to count will be the lowest number to count at Standard, Intermediate or Advanced that year.

Any tie will be broken by reference to total points scored before discards. Trophies thus awarded are:

Power Classes:

Standard Level:	The Tiger Club Trophy
Standard Level Unknowns:	The Marcus Norman Trophy
Intermediate Level:	The Swinstead Trophy
Advanced Level:	The Manx Kelly Trophy
All Levels:	
(Pitts Aircraft)	The Pitts Special Trophy
(Cessna 150A/152A Aircraft)	The Cessna Aerobat Trophy
(Yak Aircraft)	The Shaggy Cow Trophy
(French-built Aircraft)	The Golden Frog Trophy
(Extra Aircraft)	The Extra Trophy
(Slingsby Aircraft)	The Slingsby Trophy

Glider Classes:

All Levels:	The Glider Points Trophy
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Rules for the Glider Trophy

There will be one points table combining results from the Sports, Intermediate, Advanced and Unlimited classes. All scheduled competition sequences will provide scores for all classes, save as follows:

- All one-class scheduled sequences provide scores only for the nominated class (e.g. Sports class at the Dan Smith).

- In open / mixed classes that combine alternative sequences for different classes, just one series of points is awarded in the usual 30-29-28 style on a ranked percentage basis.
- Pilots flying in more than one class and not H/C will receive separate points scores in the table for each class in which they flew.

If all classes fly 8 or 9 sequences at events during the season then one discard is allowed for pilots who fly every sequence, rising to 2 discards with 10 or more sequences.

The table order will be determined by taking the average of the points scored, using the number of scheduled sequences flown in each class as the denominator, with any tie broken by priority being given to the pilot who flew in the larger class. Where the tie is within a class priority will be given to the pilot with the highest individual score in any sequence. Where the two highest scores are the same then the next highest scores are considered until a difference is found.

The same points structure as used in power points tables will generally apply, i.e. 30 points to the sequence winner, 29 to the 2nd placed pilot, 28 to the 3rd etc. However, because class sizes are noticeably smaller a handicap factor will be applied according to the size of class. This handicapping is applied on a competition by competition basis and therefore may come into play in some competitions but not in others.

- If any class is half the size of any other, 1 extra point will be dropped in smaller class.
- If the class size ratio is 3 or more to 1 then the points drop in the smaller class will be 2.

For example -

- Where there are 6 sports pilots and 3 intermediate, the 2nd pilot in the sports class will receive 29 points but the 2nd pilot in the intermediate class will receive 28 points.
- Where there are 6 sports pilots and 2 intermediate, the 2nd pilot in the sports class will receive 29 points but the 2nd pilot in the intermediate class will receive 27 points.

Proficiency Scheme and Check Pilots

The BAeA operates a mandatory Pilot Proficiency Scheme for competition pilots.

Pilots may qualify for entry to their first Beginners event by showing a Log Book entry countersigned by a Flying Instructor authorised by the CAA to give aerobatic instruction. The Log Book entry should warrant that sufficient aerobatic and emergency training has been carried out to enable the pilot to fly the Beginners sequence with adequate safety, when the figures are flown consecutively in a sequence with a base height of 1,500 feet AGL. Alternatively, pilots can follow the sign-off protocol described next.

Pilots must qualify to compete at Standard and higher levels by demonstrating their ability to fly the Known sequence for that level, plus the full range of spins required at the relevant level of competition. The demonstration sequence must be performed safely, to the satisfaction of a BAeA-approved Check Pilot who will observe or accompany (2-seat aircraft) the qualifying pilot. The check pilot must be convinced that spin recoveries are controlled and safe. If the demonstration is successful, the Check Pilot will then make the appropriate entry and signature on the qualifying pilot's Proficiency Card. Proficiency Cards are available from the Membership Secretary.

Authorised Check Pilots:

Power	Level	Glider	Level
In the North			
Tom Cassells	07850 633 378	All	Chris Cain [Buckminster GC] 0115 956 1126 All
Gerald Cooper	07710 442 816	All	Mark Erlund [Buckminster GC] 01522 534 014 B,S,I,A
Richard Gee	07778 161 060	B,S,I	Ian Gallagher [RAF GSA Chilterns] 07974 149 034 B,S,I,A
Corinne Dennis	01757 289 800	B,S,I	Paul Conran [Buckminster GC] 07729 726 362 All
John Dixon	07885 280 819	B,S,I	(Ireland) +353 86 829 7472
Cas Smith	01977 682 674	B,S,I	
Gary Ferriman	01623 793 251	B,S,I	
Ron Allan	01625 268030	B,S,I	
Central			
Graham Hill	01327 860 293	All	
Nick Wakefield	01568 750 366	All	
In the South-West			
Howard Fawkes	01208 850 677	B,S,I	Pat Greer [Nympsfield] 07939 354290 B,S,I,A
Paul Tomlinson	07710 797 710	B,S,I	Stewart Otterburn [Oxford] 07950 008212 B,S,I
Ben Ellis	07974 150 466	B,S,I	
In the South-East			
Alan Cassidy	07808 059 881	All	Jamie Allen 01869 810 809 All
Diana Britten	01932 873 332	All	Colin Short [Lasham GC] 01420 80527 All
Richard Pickin	07540 192 551	All	Guy Westgate [Southdown GC] 01903 743 745 All
Simon Abbott	07767 776 074	B,S,I	Charles Baker [Lasham GC] 01962 712 432 B,S,I,A
James Brown	07989 443 296	B,S,I	Andy Cunningham [London GC] 0208 947 3876 B,S,I,A
Simon Cattlin	07730 506 129	B,S,I	Ed Lockhart [Lasham GC] 01273 772 358 B,S,I,A
Nick Buckenham	07773 768 386	B,S,I,A	Ray Stoward [London GC] 01442 842 554 B,S,I,A
Ian Scott	01733 239 136	B,S,I	Ian Gallagher (RAF GSA Chilterns) 07974 149 034 B,S,I,A
David Jenkins	01780 482 107	B,S,I	Graham Saw [Booker] 07768 434 793 B,S,I,A
Kester Scrope	07786 250 252	B,S,I	Steve Jarvis [London GC] 07778 505 228 B,S,I,A
Roger Graham	01903 505 013	B,S,I	
Neil Bigrigg	01636 525 318	B,S,I	
In Eire			
Eddie Goggins	+353 (0)872 958 422	B,S,I	Paul Conran [occasionaly] 07729 726 362 All +353 86 829 7472

The BAeA 'Buddy' scheme

Pilots new to competition aerobatic flying should also be aware that the BAeA operates a 'Buddy' scheme to help them get started. The scheme's objective is to make it easy for new or relatively inexperienced pilots aspiring to fly at a BAeA event to contact an active or past competition pilot who will be delighted to discuss any aspect of the entry procedures or flying requirements with them.

About a dozen pilots around the country have put their time and experience on offer through this scheme, so there should be someone relatively near to help in the crucial first steps. All this is explained in much more detail on the BAeA website – look for "BAeA Buddies" in Pilot Briefing at www.aerobatics.org.uk

2010 Contest Information

More volunteers are needed

Each contest is run by volunteers, who help with the organisation and administration before, during and after the event. Voluntary help is essential during each of these events, particularly with registration, scoring, judging, box marking and publicity. At the moment, the Association depends on a small team of people who attend most of our contests and put time and effort into making them run smoothly.

It is important that we enlarge this team if the BAeA is to continue to run such extensive schedules of events in the future. Pilots are encouraged to attend at least one contest this year at which they are not competing and volunteer their help. Please contact the following people if you are available to help. You will be most welcome at the competitions.

Steve Green **For general contest tasks**

Ian Scott **For judging tasks, including Judges Assistant**

Thanks are due to all the BAeA's volunteers, without whom this programme of events would not be possible.

Contest Formats

There are events targeted at novice pilots, pilots flying aeroplanes of limited capability, contests for experienced pilots at all levels and for judges. It is hoped that this programme provides many stimulating and challenging opportunities for 2010. All contests will be run in accordance with published BAeA General Rules for the Conduct of Aerobic Contests or in the case of Advanced and Unlimited, to CIVA rules. For an up-to-date copy of these Rules, see the websites at www.aerobatics.org.uk/baea_publications.htm and www.fai.org/aerobatics/documents

LOOP Beginners Days: These are single day events designed to give novice aerobic pilots a first introduction to flying competition style aerobatics. These events are run in collaboration with LOOP Magazine who sponsor the British Aerobic Association. A number of aerobic instructors and aeroplanes are available for hire at these events and participants are given one to one coaching about how to fly the BAeA Beginners sequence, with the opportunity to fly the sequence overhead an airfield during the day. The emphasis is on informal learning and enjoyment.

Aerobic Instructors Seminar: Alan Cassidy will be providing a seminar for Flying Instructors who are authorised by the CAA to give aerobic instruction. A combination of informal lectures and critiqued flights will give an introduction to competition aerobatics and give participants an opportunity to fly the BAeA Instructors Sequence overhead an airfield. The event combines an evening seminar followed by a day of workshop discussions, including two critiqued flights. Safety pilots who are experienced competitors and appropriate aircraft will be available for hire.

Power vs Glider Match: A competition in which power and glider pilots compete against each other: Power Team vs Glider Team head to head. Each team will include pilots representing each level of competition (Standard/Sports; Intermediate; Advanced; Unlimited). Glider and Power pilots compete against each other in pairs to win match points for their team – similar to the way the Ryder Cup works. Each pilot will fly a known and an unknown sequence and the team with the most match points will win.

National Championships

The Standard and Intermediate Nationals will be held at Conington, starting on the Thursday, because Sunday is no longer available as a competition day. This earlier start should provide an element of weather contingency and will, hopefully, allow the full programme of sequences to be flown.

The Advanced and Unlimited Nationals will be contested at Sywell.

Pilots must come to each contest expecting and committed to stay until the final scheduled day. The aim will be to complete the competition schedule fully, even if this takes the full number of contest days allocated in the calendar.

Power Team Selection

Unlimited: The national contest results will be considered as part of the selection process for WAC 2011.

Advanced: The contest results from Sandtoft and Elvington will be used to finalise selection for WAAC 2010. The results from Duxford, Compton Abbas and Sywell will be considered in the selection of pilots for EAAC 2011.

Entering a Contest

The following pages contain information on BAeA events for the 2010 season. At the end of this booklet you will find a blank entry form. This can be photocopied, completed and posted **with a cheque for the entry fee** to Jen Buckenham, at the address given on the form to reach her ON OR BY the event closing date. ***All entry fees received after the closing date will require a 50% surcharge to be paid by the pilot before the entry can be cleared to fly at the competition.***

The entry fee is waived for all first-time entrants at Beginners level, but must accompany the entry form for second and subsequent events. Pilots who are members of organisations that hold current BAeA Club membership are entitled to enter Beginners contests free of charge.

Contestants may enter a contest at two levels, to gain experience prior to competing formally at the higher level. Acceptance of such entries will be at the discretion of the Contest Director, based on the number of contestants attending and the time available, and the competitor will be considered *hors concours* at the higher level. An increased entry fee of 1½ times the entry fee specified for the higher level of competition being flown by the pilot will be required if two levels are actually flown.

When a Free Sequence is to be flown, pilots must send a copy of judging sheets (Form A) and diagrams of the sequence to be flown (Forms B and C) in digital format (either as an Aresti Visio file or Olan file) with the Entry Form. If the Forms A/B/C are not received at the BAeA office by the contest closing date, then that pilot must fly the default sequence published by the Association for that level.

Entries must include:

- Completed Entry Form
- The Entry Fee (waived for a pilot's first contest in Beginners) or you will be surcharged!
- A digital copy (Aresti Visio file or Olan file) of any Free Programme Sequence and Judging Sheets (Forms A, B and C).

Overseas Competitors: A competitor normally residing overseas who is not a full member of the BAeA, but is a member of an equivalent recognized body, and whose pilot's license is recognised by the UK CAA, may enter a UK competition subject to payment of the normal entry fee. (S)he may be required to fly a demonstration sequence to prove his/her competence. Overseas competitors should contact the Head of Contest Organisation for more information.

All entries must be sent to:

Jen Buckenham, 84 Green End Road, Sawtry, Cambs. PE28 5UZ.

When registering on arrival at the contest, you must present:

- Your Pilot's Licence
- Your current Medical Certificate
- Your current Certificate of Experience or Test
- Provide details of your next of kin
- Your current BAeA Membership Card
- Your BAeA Pilot Proficiency Card, endorsed for the level at which you intend to compete
- Your aircraft's Certificate of Airworthiness/Permit to Fly
- Your aircraft's current Certificate of Insurance that is valid for Aerobatic contests, meeting the requirements of article 7 of regulation (EEC) No. 785/2004 (or the required MOD minimum if different when the contest is held on an MOD airfield). The BAeA requires you to have a **minimum** third party liability cover equivalent to the statutory minimum of 1.5m SDR (this equated to £1.5m in Jan 2010).

BAeA Code of Conduct

Introduction

Every year, the British Aerobatic Association (BAeA) organizes a number of weekends, when flying takes place at host airfields. The intention of such weekends is that they are beneficial, not only to the BAeA and its members, but also to the groups and individuals who normally operate from the airfields in question.

The arrival at the host airfield of many visiting aircraft, pilots, officials and supporters can be disruptive, and a long series of contest flights throughout the day can easily spoil the operating routine at the host airfield. There is therefore a real need for understanding and co-operation on all sides if the aims of the competition weekend are to be met.

Aim

The aim of this code of conduct is to provide a framework within which contest organizers, competing pilots and the authorities at host airfields can work together to ensure a mutually beneficial relationship.

The Purposes of Competition

The main purposes of the competition are:

- To provide pilots and the public with an opportunity to learn more about aerobatics in general
- To encourage novice aerobatic pilots to experience the benefits of friendly competition via the LOOP Beginners Days
- To enable competing pilots to pit their aerobatic skills one against the other in safe, fair and open competition.
- To provide groups and individuals at host airfields with an interesting and beneficial annual event.
- To further the sport of aerobatics at host airfields.
- Where practicable, to give the general public the opportunity to watch and learn about contest aerobatics and to give the general public the opportunity to watch and learn about contest aerobatics.

General Principles

The prime consideration at aerobatic contests shall always be safety. Once safety has been established, sportsmanship, good manners and camaraderie should at all times prevail.

Discipline of competing pilots and other BAeA members shall be the responsibility of the Contest Director nominated by the BAeA. Competitors must respect the authority of the Contest Director. Any protests about the operation of the competition must be made in accordance with the procedure given in the General Rules. Persistent dissent shown towards the Contest Director or other contest officials will result in a competitor being disqualified from a competition.

This code is complementary to the General Rules for the Conduct of Aerobatic Contests published by the BAeA.

The Conduct of Contest Officials

Prior to the issue of contest briefing papers, the Head of Contest Organization (HCO) shall establish close liaison with appropriate persons at the host airfield to ensure local requirements are included in published material.

Copies of contest briefing papers should always be sent to the host airfield at the time of general circulation.

To ensure clear, unambiguous communication, a single point of contact shall be established between the BAeA and the host airfield. Initially this shall be the HCO for the BAeA; during the four weeks leading to the contest this shall be the Contest Director.

The Contest Director will agree special operational procedures with the responsible authority at the host airfield to ensure that local flying may continue with as little disruption as is compatible with achieving a valid contest result.

The Contest Director will agree the location of the aerobatic performance zone with the responsible authority at the host airfield in accordance with the procedure described in the BAeA's Risk Assessment and Safety Analysis document.

The Contest Director will also review the major incident plan with the host airfield to ensure that emergency response procedures and the responsibilities of BAeA and host airfield staff are defined clearly ahead of the contest.

At all contest briefings, the appropriate local official shall be invited to address competing pilots on local procedures and sensitivities.

When considered appropriate, the contest organizer will agree in advance of the contest any fees or other costs to be paid by the BAeA or its members to the host airfield authorities.

Whenever possible, and in order to promote a better understanding of the sport, contest officials and competing pilots should make themselves available for informal consultation by local people.

Where appropriate, the Contest Director will make arrangements for the briefing of the media and the general public as to the conduct and progress of the competition.

After the contest is complete, the Contest Director will review the conduct of the event with host airfield officials.

The Conduct of Competing Pilots

Competing pilots shall at all times display exemplary airmanship. Attendance at, or participation in, a BAeA contest at any level does not imply that it grants to the pilot under any circumstances exemption from any aspect or clause of the Air Navigation Order, the Rules of the Air, nor any other statutory instrument, nor from any local regulations.

Pilots should remember that the aim of contests is to promote friendly rivalry and good sportsmanship.

Arrival at and departure from the host airfield shall be in the normal manner prescribed for visiting aircraft.

Competing pilots shall at all times understand that they are guests of the host airfield and act accordingly. When not actively preparing for a contest flight, pilots shall endeavour to encourage and inform local individuals and groups about the practice of contest aerobatics.

Pilots shall ensure that all outstanding fuel bills, landing fees etc are paid before departure. Contravention of this rule may lead to exclusion from future contests.

The Conduct of Host Airfield Officials

The host airfield authorities shall nominate one individual to be the single point of contact with the BAeA.

The hosting authority will endeavour to ensure that all relevant local conditions and operating practices are brought to the attention of visiting pilots through formal briefings.

Host airfield authorities will, on request, advise pilots on local sites suitable for aerobatic practice flights, bearing in mind that, unless otherwise specifically agreed with an official of the BAeA, practice within 10nm of the airfield is prohibited to BAeA pilots.

Where appropriate and practicable, the host officials will endeavor to provide controlled public access to the competition site.

The host airfield will make a parking/hangarage area available for competing aeroplanes and, where possible, restrict access to this area by the general public. The hosting authority should brief local groups and individuals, as appropriate, on the need to respect the privacy and concentration of pilots directly preparing for contest flights.

Safety

The Code of Conduct emphasizes the prime importance of safety at aerobatic contests. The BAeA Board and other contest officials are charged with monitoring and maintaining safety standards at all times. Competing pilots are also urged to consider their personal safety as paramount at all times, and should pay particular attention to their choice of personal safety equipment and protective clothing. In particular, the wearing of a protective helmet has proven to be of prime survival value in aircraft accidents. Pilots should also consider the installation of an approved parachute system, where permitted for their aircraft. All competitors and contest officials are required to provide the Contest Registrar with the name, telephone number and postal address of the person to be contacted in the event of illness or injury.

Practice Flights

Except where an official practice session is specified in these contest details, aerobatic practice flights at or within 10nm of the host airfield are not permitted during the week leading up to the contest unless with the express permission of the airfield operator **and** the Contest Director.

The purpose of this rule is to minimize noise pollution at valuable contest sites. Contravention of the rule may lead to exclusion from the contest. This rule does not apply to Gliders

Entry at Beginners and Standard Levels at a Single Contest

A competitor may fly in both the Beginners and Standard levels at a contest subject to the following conditions:

- Any pilot may only do this once

- The pilot must have flown no higher than Beginners level at previous competitions
- The normal sign off procedure must have been followed for both Beginners and Standard levels before the pilot arrives at the contest site.
- If time permits and subject to agreement from the Contest Director, a pilot may be signed off for Standard level (but not for Beginners level) at the contest site the day before the Standard level competition (following the Beginners competition), but must then compete *hors concours* in the competition.

Hors Concours

Pilots are allowed to fly in a competition with a safety pilot. In this circumstance they will be designated Hors concours (H/C) and are able to participate in the contest as usual, except that their positions will not be counted in the final rank order of competitors.

The BAeA General Rules describe how pilots flying Hors concours (H/C) are accommodated within the competition schedule. The general principle is that H/C flights are flown after all competitive flights have been completed for a particular sequence (i.e. H/C pilots are put to the end of the flying order), although this may be changed at the Contest Director's discretion if it is felt that a different flying order enables the competition to be completed efficiently. The purpose of H/C flights is to encourage participation in the sport.

Tiger Trophy

Pilots competing in the Tiger Trophy must enter at the highest level at which they have previously competed at a BAeA or International event. The intent of this requirement is that pilots should fly at the level which challenges the full extent of their aerobatic capability and hence puts all pilots on an equal footing.

In some circumstances, pilots may have been inactive at competitions for a number of years, or may have chosen to compete at a lower level of competition. In such instances, the Head of Contest Organisation may exempt a pilot from this requirement. An exemption will not be given if the pilot has competed at a higher level within the previous five years. Pilots who wish to obtain an exemption to this rule and fly at a lower level, must contact the Head of Contest Organisation for approval before the entry deadline for the contest.

Sponsors

Would you like to sponsor the British Team

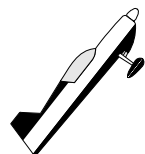
If you want to see British pilots and teams consistently reaching the top of international aerobatics then our top level pilots need resources and funds to be successful at the highest level of this sport.

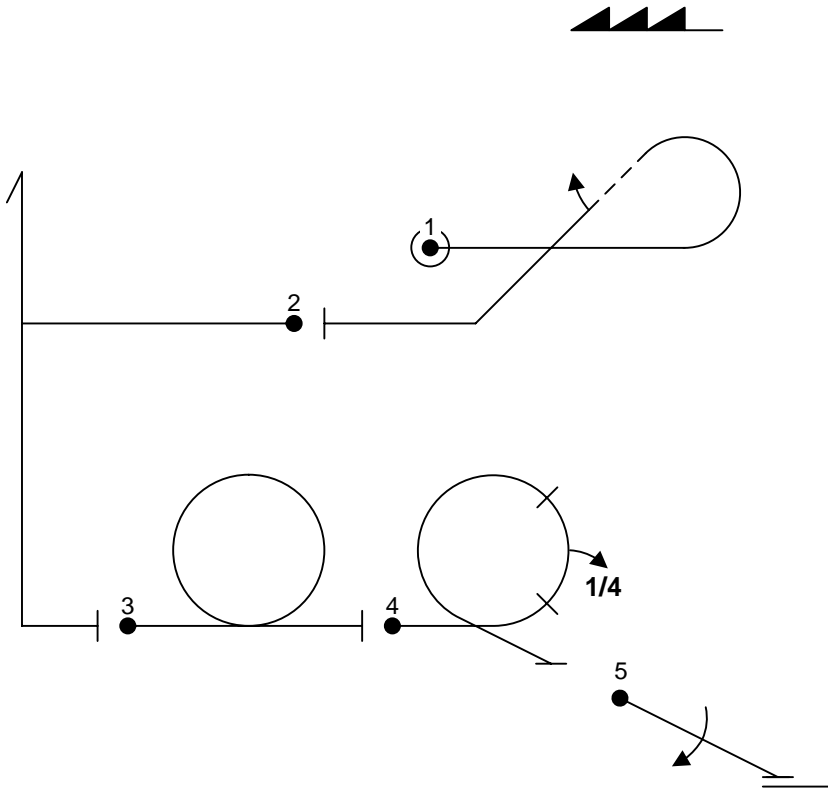
If you or your contacts are able to make a donation to the British Team please contact:

David Cowden

British Aerobatics Foundation

Mayfield House
Wrens Warren, Chuck Hatch,
Hartfield, East Sussex
TN7 4WW





Note:

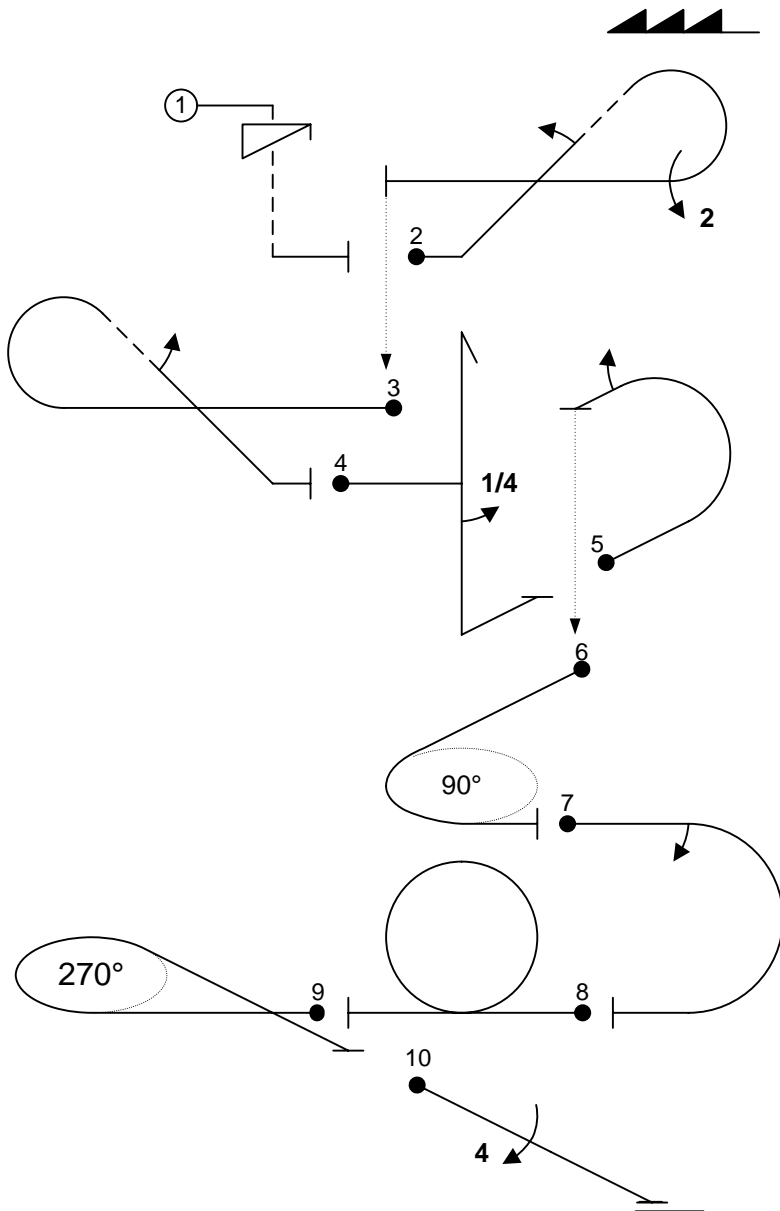
Figure 4 is a quarter-clover. The quarter-clover is flown in pitch just as in a loop. In the first, ascending, half of the loop, aileron is added to give a 90-degree heading change. This can be to the left or right, at the pilot's discretion. The second half is flown as a normal loop with no aileron.

LOOP

The British Aerobatic Association is sponsored by LOOP magazine and the Association is very grateful for this support. LOOP and BAeA work together to promote sport aerobatics and encourage pilots to come to a LOOP beginners day and have a go at flying aerobatics at a safe, supportive, fun event.

LOOP Magazine contains regular reports about BAeA events so register with LOOP for your free copy of the magazine posted to your door!

See www.loop.aero for more information.

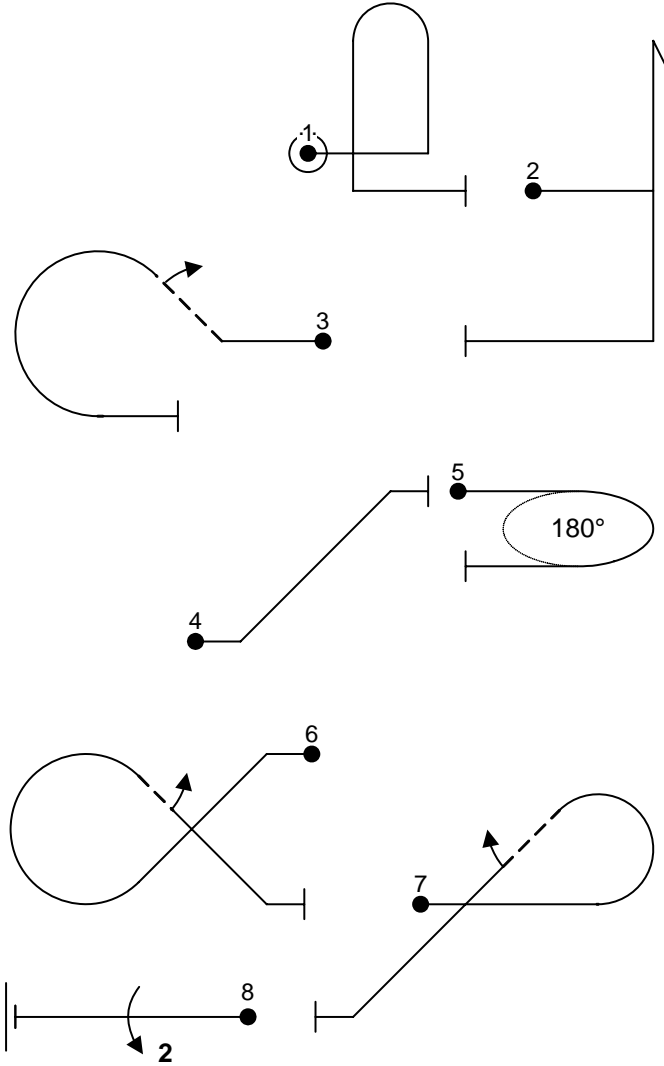




Bodmin Special Known Sequence

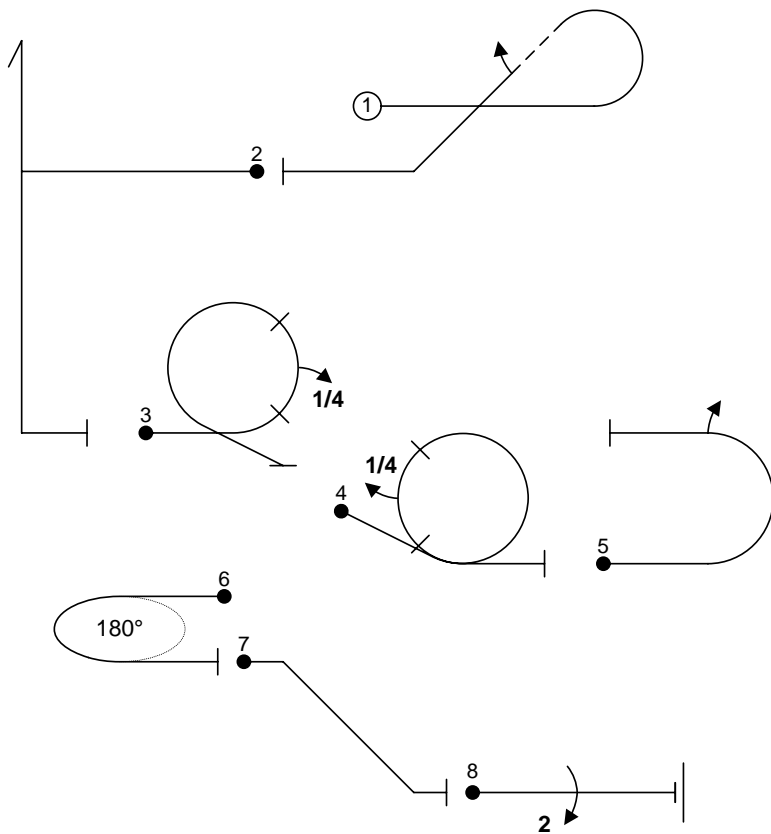
100K

Power



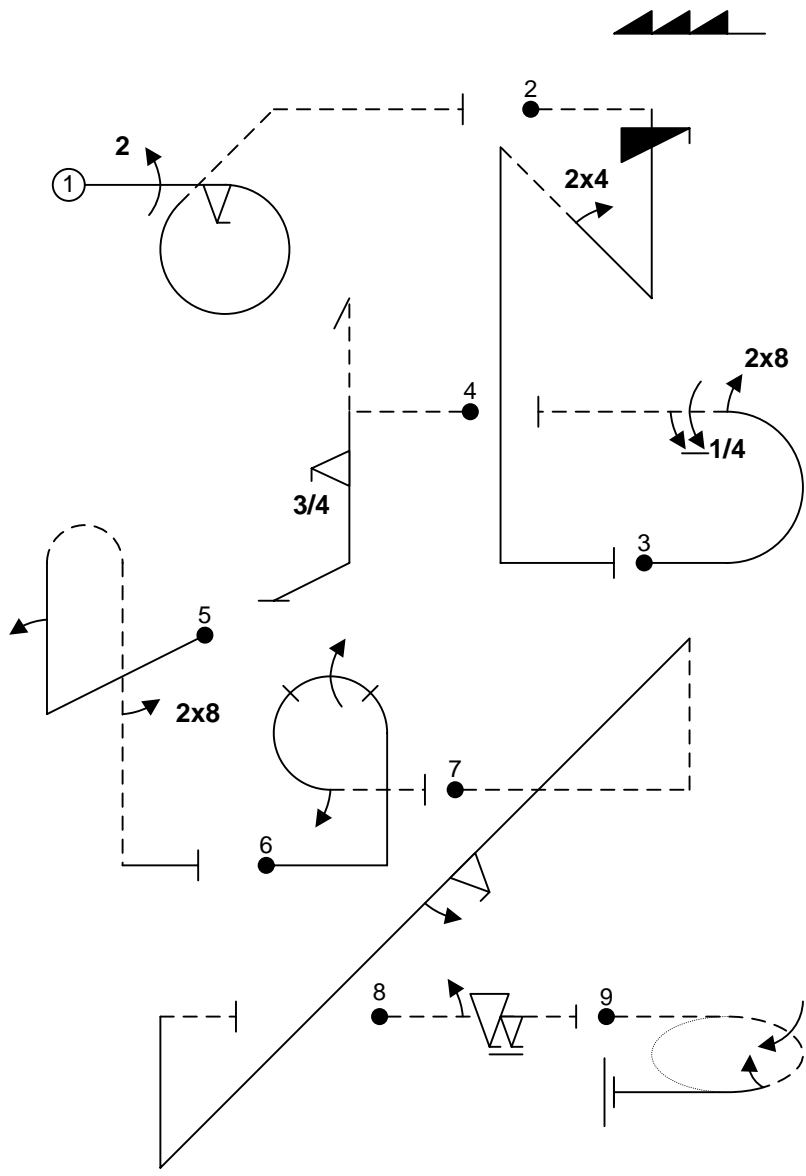


Power



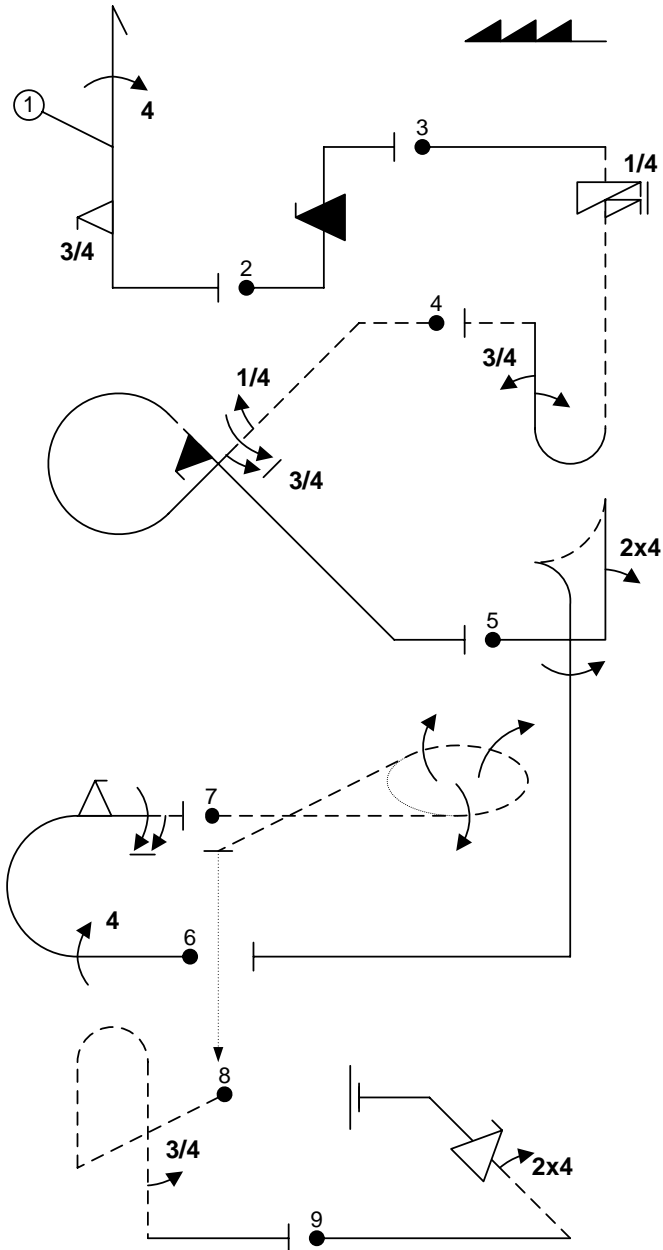


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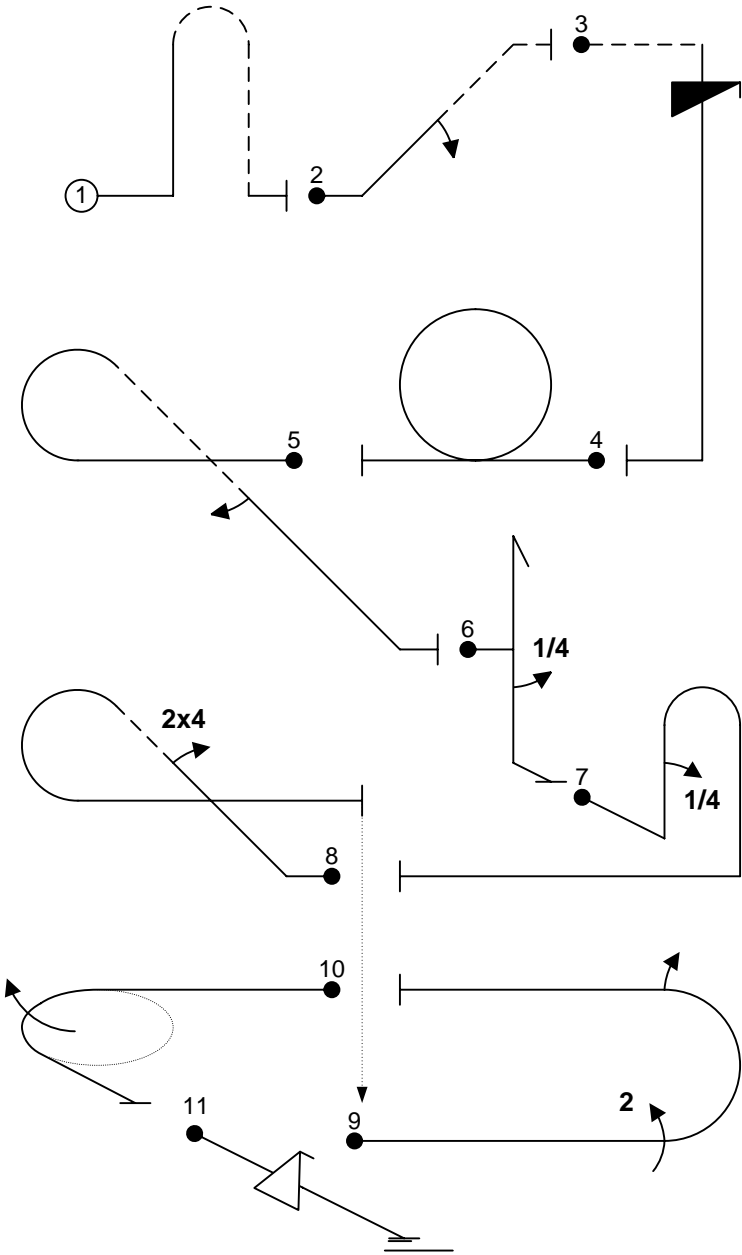


Power



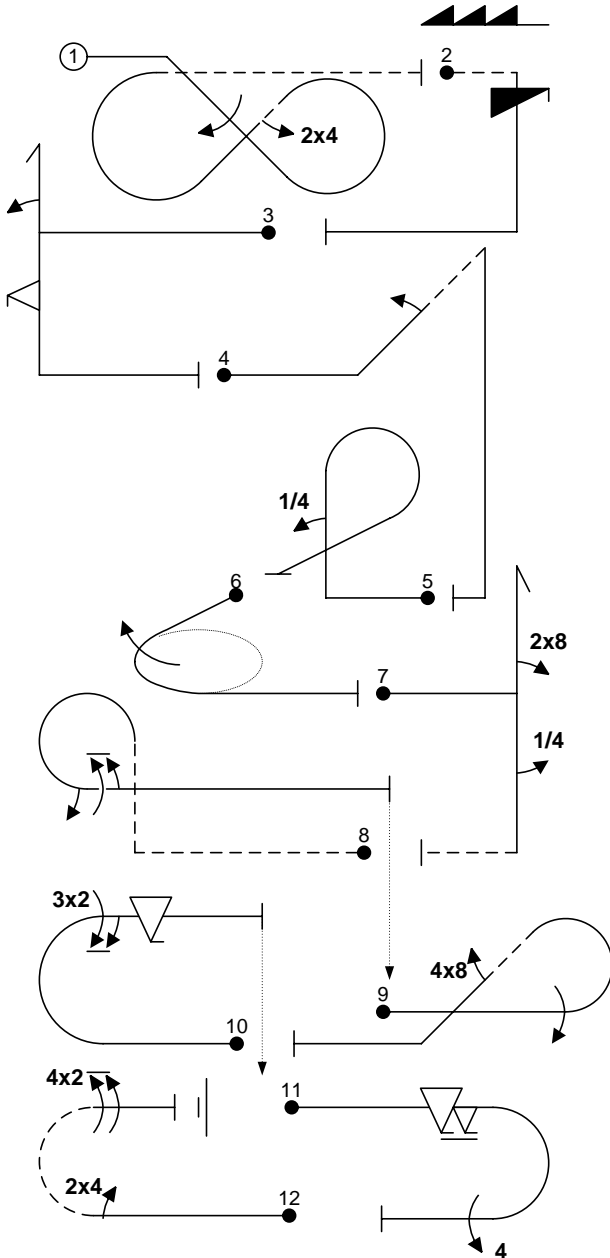


Power





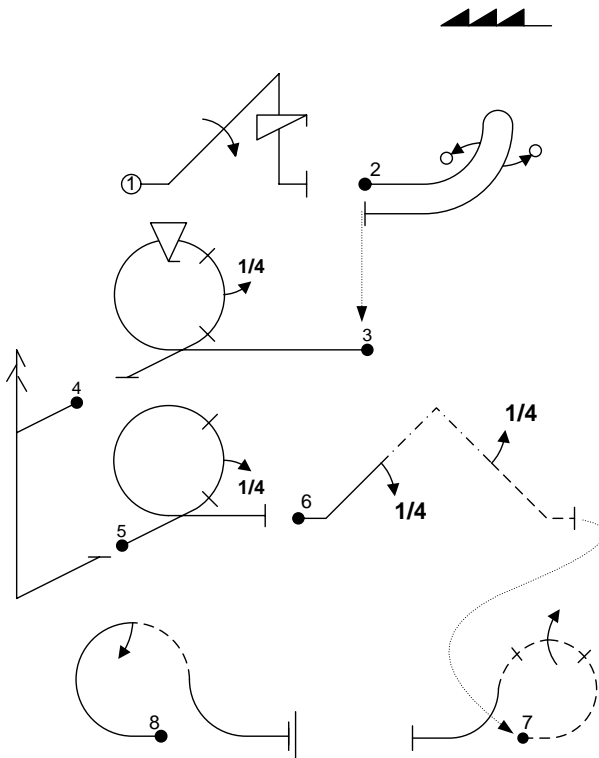
Power





Apprentices Known

Power



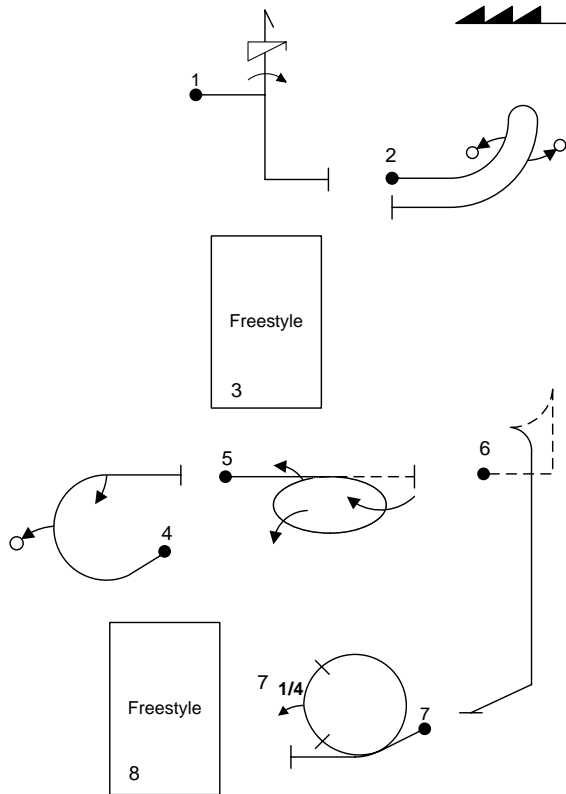
Apprentices notes

No.	Fig. description	No.	Fig. description
1	Roll on 45 Up with 1-turn spin from 45 entry attitude	5	Quarter clover up
2	Wingover comprising two half-barrels, inverted 90 off heading at top.	6	Knife-edge bridge from 45 Up to 45 Down.
3	Avalanche with descending line rolling on to B-axis.	7	Chicken Loop with roll in top
4	B-axis, niddy stall turn (minimum two 'nods' before turn).	8	Chicken Loop with half roll in top



Masters Known

Power



Masters notes

No.	Fig. description	No.	Fig. description
1	Stall turn, at least 360 roll climbing, at least one turn spin descending.	5	Rolling 360: 1 roll inward in 180, 1.5 rolls out in 180
2	Wingover comprising two half-barrels, inverted 90 off heading at top.	6	Canopy-down tail slide
3	Freestyle	7	Positioning quarter clover
4	One eighth clover	8	Freestyle

Masters and Apprentices Known Programmes

Masters and Apprentices programmes are established to provide a structured approach to non-Aresti contest flights. They therefore provide a graduated training development system to prepare pilots for the Final Freestyle format in the Unlimited Class.

Eligibility

Entry to Masters contests is restricted to pilots qualified to fly in the Advanced Class. Apprentices contests are open to pilots qualified to fly in the Intermediate Class.

Format

Each contestant will fly a series of compulsory figures specified for the contest. The figures will normally be substantially different from those allowed in the CIVA catalogue, but with readily recognizable and definable elements. The direction of flight for each figure will be specified. The basic geometry of each shape must be flown in a way that is recognisable to the judges and each figure must start and finish in the prescribed directions. Pilots must demonstrate the correct execution of manoeuvres (e.g. flat spin, stall turn) that are specified as an integral part of a figure. Additional rotations, hesitations and other “embellishments” may be added to demonstrate breadth of imagination and flying skills, so long as the underlying geometry of the figure is respected. Pilots may also embellish the lines joining figures using rolling and/or flicking manoeuvres or may use curved lines to join figures, so long as the pilot distinguishes the start and end of each compulsory/turnaround figure in a way that is clear to the judges.

In Masters programmes, entrants will also be required to add voluntary figures of their own design at particular places in the sequence – all that is specified is the direction and attitude of entry and exit. In Apprentices programmes, the compulsory figures shall form a continuous sequence. There will normally be up to 6 compulsory figures in Masters and 8 in Apprentices contests.

Apprentices and Masters Known sequences are published in the Contest Information Booklet. From time to time, Unknown sequences may be flown at contests, which will be constructed using figures similar to those given in Appendix V of the General Rules. This Appendix is not exhaustive, but is illustrative. Figures may be specified that are similar in concept to those shown but which are different in some respects.

Method of Scoring

Marks for Compulsory figures:

Firstly, a mark from 0 to 10, in increments of 0.5, will be given for each compulsory figure. Assessment of this mark will be based on the grace and accuracy with which the figure is flown. Grace in this context refers to the harmony of the internal elements of the figure, whilst strict adherence to fixed-rate downgrading, as used in Programmes 1 to 3, is inappropriate. The mark for each figure shall be multiplied by a K factor of 20 and the scores aggregated.

Marks for the Sequence as a Whole - Framing:

The second part of the marking system shall be concerned with the overall Framing of the flight. Each judge will award a single mark from 0 to 10, in increments of 0.5, for framing. The mark for Framing shall be multiplied by a K factor of 40, and added to the scores for the compulsory figures.

Technical Merit & Artistic Presentation (Wow Factor):

In Masters programmes, pilots have the opportunity to create their own turn-round figures. In both Apprentices and Masters programmes there is opportunity for the pilots to “embellish” each figure.

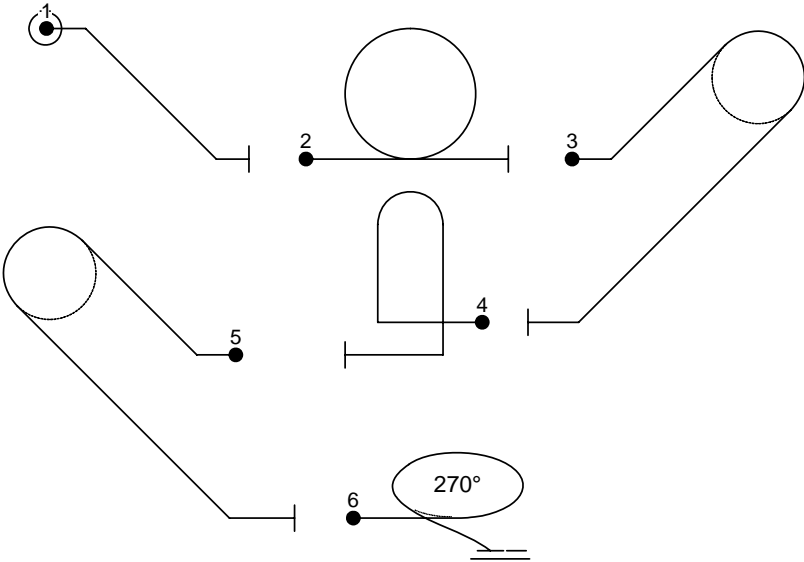
The impact of these pilot added embellishments shall be assessed for:

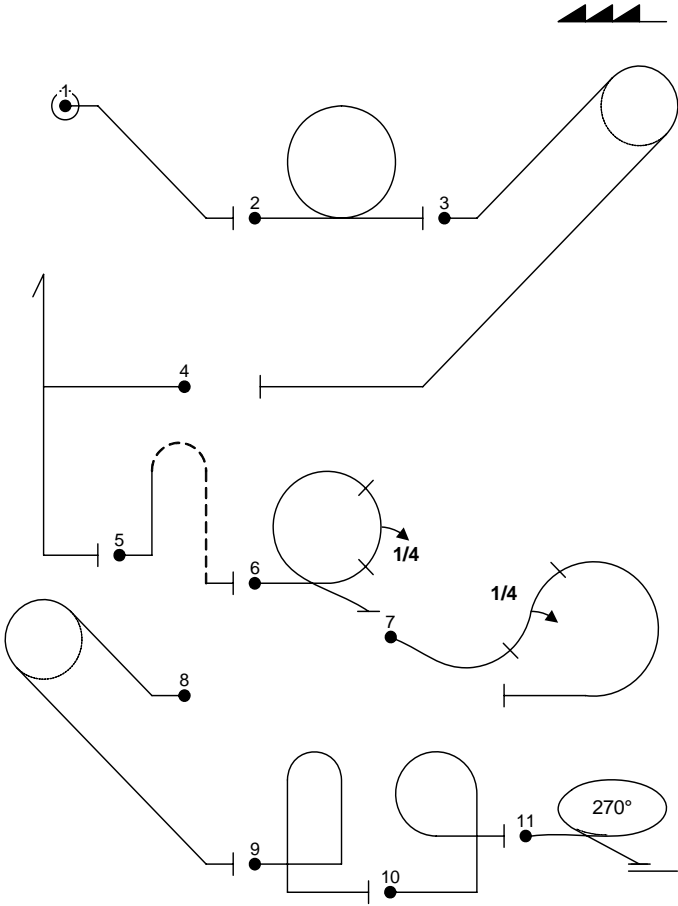
- Technical Merit, one mark awarded, from 0 to 10 in increments of 0.5, multiplied by a K factor of 30, and added to the other scores.
- Artistic Presentation, one mark awarded, from 0 to 10 in increments of 0.5, multiplied by a K factor of 30, and added to the other scores.

The winning pilot shall be the one with the highest aggregate of scores.



Glider

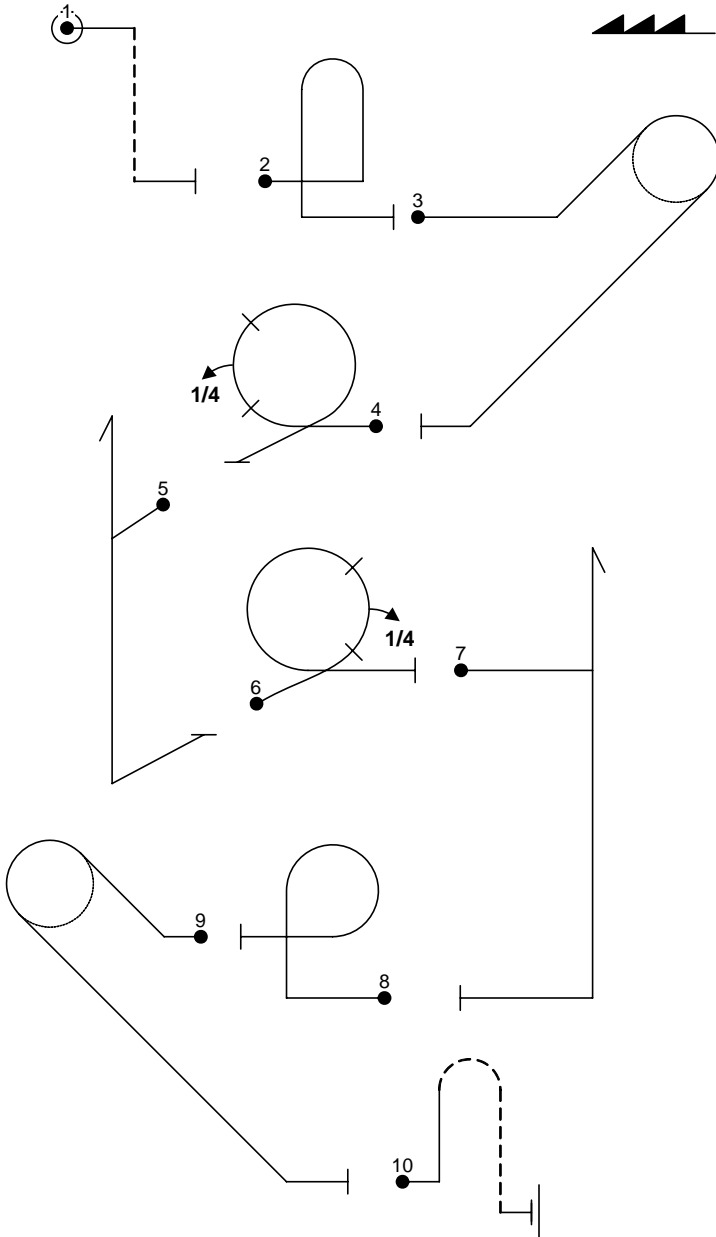


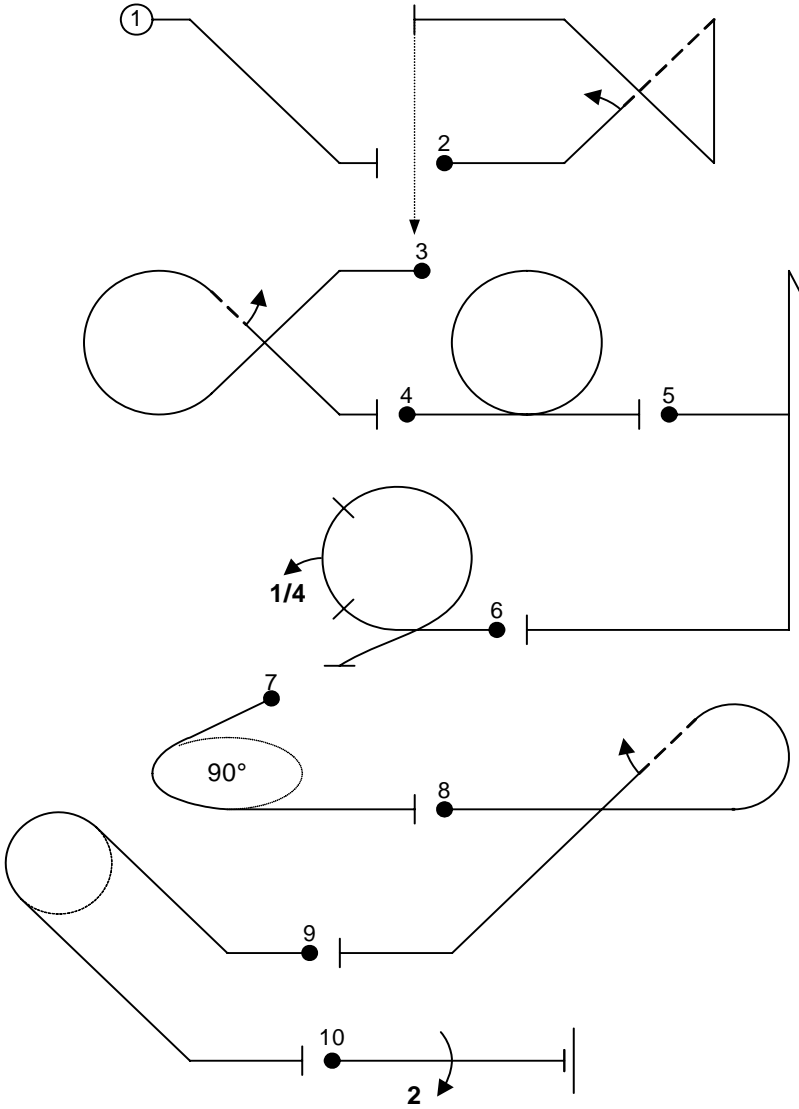


Glider



Glider

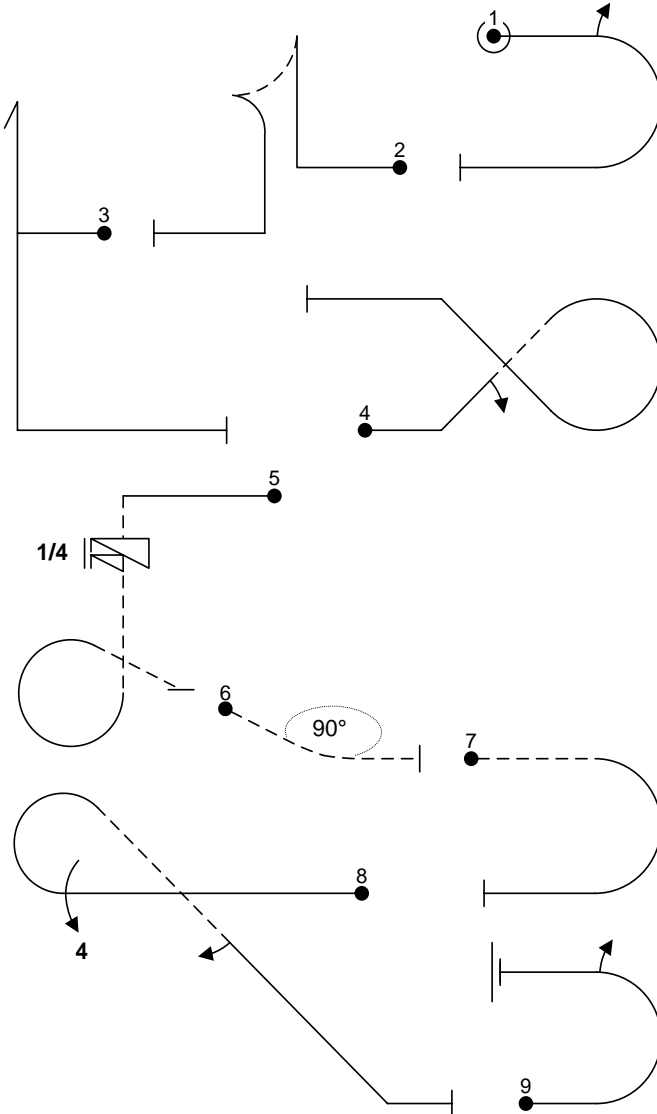


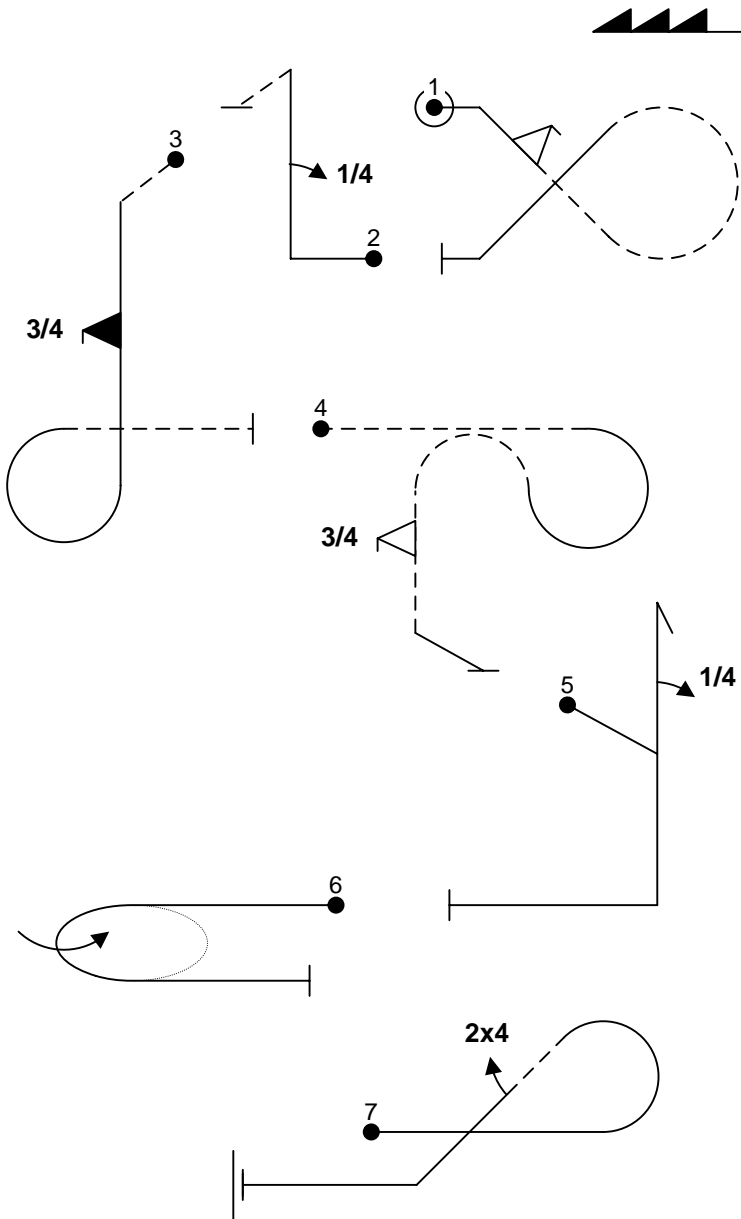


Glider

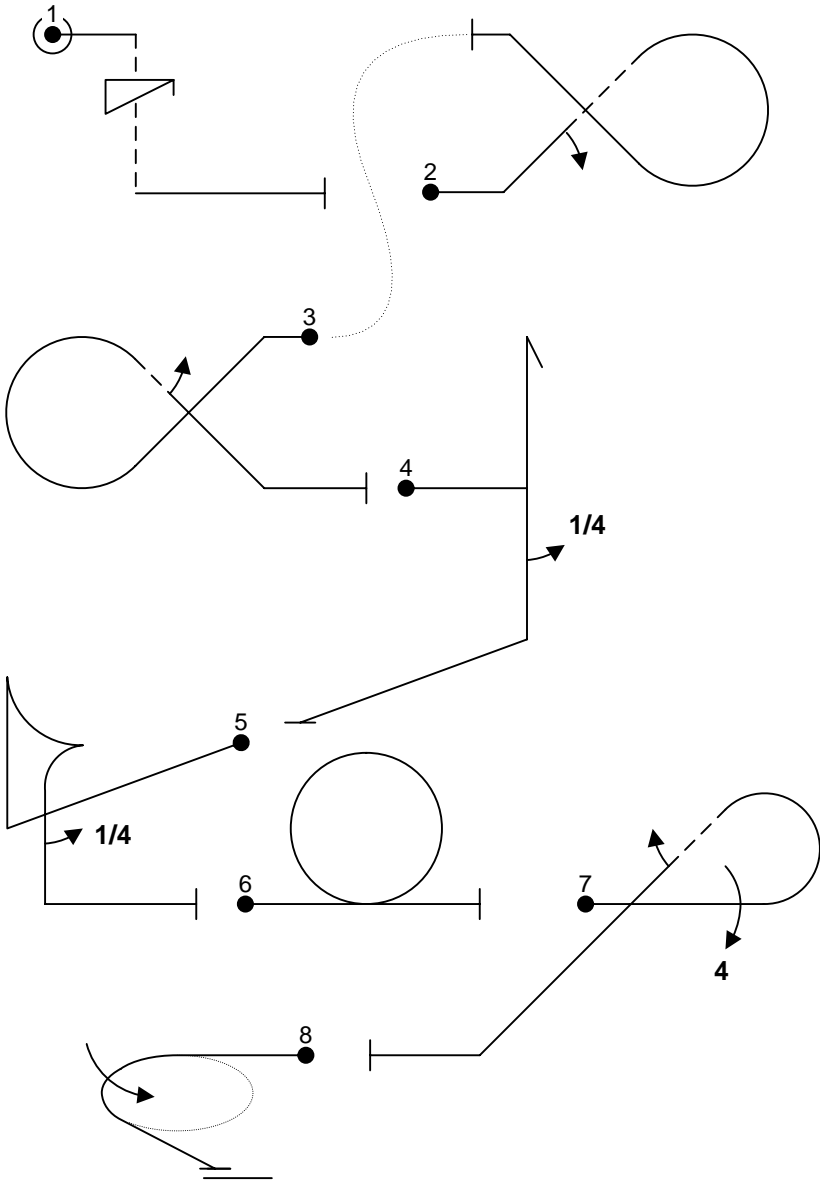


Glider





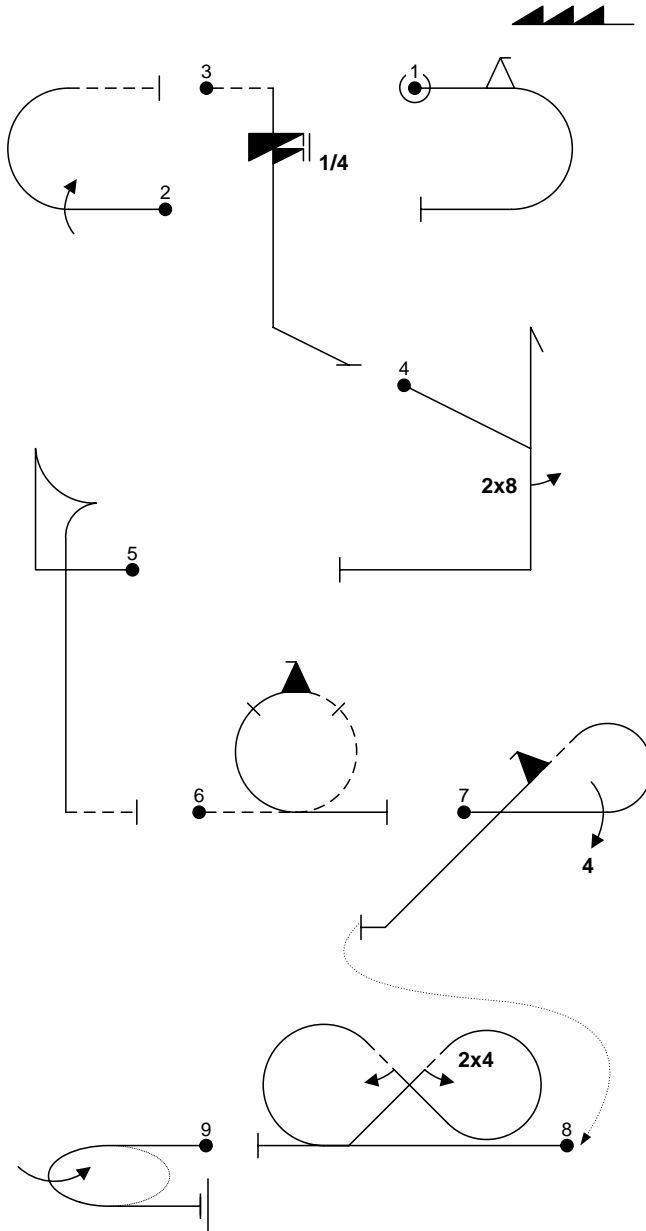
Glider



Glider



Glider





Judging Seminar at Two Levels

- Beginners course for those new to judging
- Advanced Workshop to develop the skills of judges who already have some experience

Seminar Fee: £5
Entry Deadline: 1st March contact Jen Buckenham to register
Seminar Leader: Nick Buckenham 07773 768 386
 Ian Scott 07836 265 628

Who Should Attend:

Suitable for people who wish to improve their judging skills or pilots who want to understand how the judges expect figures to be flown.

The seminar will start at 1000 and will run until 1600.

AVOID OVERFLYING NOISE SENSITIVE AREAS: See Pooleys or www.wlac.co.uk

Designator: EGLM	Runway: Lots of grass some bumpy
Location: 2 nm SW of Maidenhead	Radio: 122.6 White Waltham Information
Elevation: 130 ft	
Contact: 01628 823 272	

Hangarage Possible
Fuel & Oil Avgas & range of oils
Maintenance None at weekends

Special Event



BAAE Contest Director/Chief Judge Briefing

- A discussion meeting for all BAAE CD and CJ 2010 contest officials. The aim is to review standard operating procedures, safety issues and rules changes ahead of the contest season

Meeting Fee: No Charge
Entry Deadline: No Deadline
Seminar Leaders: Nick Buckenham 07773 768 386
 Alan Cassidy 07808 059 881
 Ian Scott 07836 265 628

Who Should Attend:

All CDs and CJs who will be running BAAE contests in 2010.

Attendees should have read and bring copies of the 2010 BAAE and CIVA Rules.

Programme: 1000 - 1230 meeting, followed by lunch

Airfield Information: White Waltham

AVOID OVERFLYING NOISE SENSITIVE AREAS: See Pooleys

Designator:	EGLM	Runway:	Lots of grass some bumpy
Location:	2 nm SW of Maidenhead	Radio:	122.6 White Waltham Information
Elevation:	130 ft		
Contact:	01628 823 272		

Hangarage Possible
Fuel & Oil Avgas & range of oils
Maintenance None at weekends

Special Event



Dan Smith Memorial Trophy

Levels: Sports, open to higher level pilots
Restricted to K21 only
Numbers limited to the first 18 entries

Entry Fee: £45

Entry Deadline: 22nd March. All Entries should be sent to Jen Buckenham

Contest Director: Ray Stoward 01442 842 554 or 07944 817 250

Chief Judge: Nick Buckenham 01487 833022 or 07773 768 386

Operations: Dunstable is an undulating grass airfield 1 mile SW of Dunstable at the foot of the Dunstable Downs. Operations include both Winch and Aerotow launches directly under the Luton CTR. It is operated by the London Gliding Club and is strictly PPR. Pilots wishing to arrive by air must receive a briefing on the complex airspace and operations.

All pilots new to Dunstable must ensure that they have a site check with a Dunstable Instructor before the 27th March. Site checks will not usually be permitted during the contest.

Registration: 0830 Saturday

Briefing: At 0900 on Saturday

Programme and Sequences:

Sports: Known 1, Unknown

Trophies:

The Dan Smith Memorial Trophy for highest placed Sports Level pilot

BAeA Medals for the top three places

Airfield Information:

Dunstable Radio operates on 119.9MHz

Location: N51° 52' W 000° 32.8', Grid TL000196. Elevation 500'

www.londonglidingclub.co.uk

Undulating rough surface, all grass. Not suitable for nose wheel aircraft. Airfield is within Luton CTR. Intense gliding activity; strictly PPR.

Local Contact: Ray Stoward 01442 842 554

Accommodation: Club House 01582 663 419

Glider

**National Glider Team Preparation Contest**

- Glider Levels:** Open to all Advanced and Unlimited pilots
- Entry Fee:** £45
- Contest Director:** Dick Happs 01932 851853 or 07818 858 008
- Chief Judge:** Judi Jones 01932 851853 or 07961 648 270
- Entry Deadline:** 5th April
- Registration:** From 0800
- Briefings:** Daily 0830

Programme and Sequences:

Electronic copies of Free Programmes in Aresti Visio or Olan format must be received by the closing date, or the default sequence must be flown.

- Saturday Known, Unknown 1 (BAeA Designed)
- Sunday Free, Unknown 2 (CIVA Free Unknown)

Trophies:

- Adv BAeA Medals
- Unl BAeA Medals

Airfield Information:

Saltby airfield is run by Buckminster Gliding Club and is strictly PPR. Cottesmore MATZ is approx 1nm south of the field but is not normally active at weekends.

Designator: ----	Runways: 25/07 900m hard
Location: N52° 49.8' W000° 42.5'	02/20 700m hard
8nm SSW Grantham	LARS: Cottesmore 130.20
Elevation: 480 ft	
Contact: Club House, 01476-860385, Launch Point 07769 955 791	
www.buckminstergc.co.uk	

Accommodation: Camping facilities, tents and caravans, available on site



LOOP Beginners Day

- Power Levels:** Novice aerobatic pilots.
- Entry Fee:** £10 BAeA Members £20 Non-members*
(*Entry fee includes day membership of BAeA)
- Entry Deadline:** 13th April
- Event Director:** Paul Tomlinson 07710 797710
- Chief Judge:** Steve Todd 07885 390 702
- Registration:** From 0830
- Briefings** 0930

Programme and Sequences:

- Fri am Beginners Known Compulsory, First Flight
- Fri pm Beginners Known Compulsory, Second Flight

For more information; See BAeA Briefing Sheet on LOOP Beginners Days available on the website www.aerobatics.org.uk

To hire aircraft for the contest, contact Phil O'Donoghue, (01284 706 307 or 07764 339 291), phil@arcaviation.co.uk

Airfield Information:

Designator:	---	Runways:	29/11 852m x 45m Grass
Location:	N53° 48.12' W000° 54.85'	Radio:	129.80
	5.5nm ENE of Selby	LARS:	Linton 129.15
Elevation:	20 ft		
Contact:	lan Ross 01757-289065 www.realaero.com		

- Fees** Airfield fee £20 per pilot
- Hangarage** Nil; come prepared for outside parking
- Fuel & Oil** Available
- Maintenance** None

Special Event



John McLean Trophy

- Levels:** Beginners, Standard
- Entry Fee:** Beg: £25 Std: £45
- Entry Deadline:** 12th April
- Contest Director:** Paul Tomlinson 07710 797710
- Chief Judge:** Steve Todd 07885 390 702
- Registration:** From 0800 Saturday
- Briefing:** Beginners/Standard 0830 on Saturday

Programme and Sequences:

- Sat am Std Known, Beg Known
- pm Std Unknown
- Sun Weather Contingency

(If no, or very little flying is done on Saturday, Sunday will be used as a contest day, subject to agreement with the airfield. Pilots and contest officials should plan for a Sunday contingency. Flying would cease by 1500 on Sunday.)

Trophies:

- Beginners: BAeA Plaque
- Standard: John McLean Trophy

Airfield Information:

Designator: ---	Runways: 29/11 852m x 45m Grass
Location: N53° 48.12' W000° 54.85'	Radio: 129.80
5.5nm ENE of Selby	LARS: Linton 129.15
Elevation: 20 ft	
Contact: Ian Ross 01757-289065 www.realaero.com	

- Fees** Airfield fee £20 per pilot
- Hangarage** Nil; come prepared for outside parking
- Fuel & Oil** Available
- Maintenance** None



The Nathaniel Alony, Cavendish & Roy Legg Trophies

- Levels:** Intermediate, Advanced, Unlimited
- Entry Fee:** All Levels £45
- Entry Deadline:** 26th April
- Contest Director:** Steve Green 07973 885 006
- Chief Judge:** Graham Hill 07906 988 887
- Registration:** From 0830 on Friday
- Briefings:** First Adv/Unl briefing will be at 0900 on Friday
First Intermediate briefing at 0800 on Saturday

Programme and Sequences:

Electronic versions of Free Programmes (Aresti Visio or Olan files) must be received by the closing date, or the default sequence must be flown.

Avoid built up areas on arrival and departure. **NO AEROBATIC FLYING AFTER 1800.** The area is very noise sensitive.

Friday	am	Unl Q, Adv Q
	pm	Unl Unknown 1(BAeA), Adv Unknown 1(BAeA)
Saturday	am	Int Known, Unl Free, Adv Free
	pm	Int Unknown, Unl Unknown 2(CIVA), Adv Unknown 2(CIVA)
		(Adv Unknown 2 will only be flown if time permits)
Sunday		Weather Reserve

(Weather reserve will be used to ensure at least one Unknown is flown at all levels if bad weather delays the contest on Fri or Sat)

Trophies:

Unlimited	Nathaniel Alony Trophy
Advanced	Cavendish Hotel Trophy
Intermediate	Roy Legg Trophy

Adv and Unl will be run to CIVA format, including 10 minute box time per pilot for Q flight. A marked box and line judges will be used at this competition if it is logistically possible. The first Unknown for Advanced and Unlimited will be designed by the BAeA. Scores for Q programme will count to overall results at all levels. Unknown 2 will be devised using the CIVA Free Unknown procedure. Pilots should familiarise themselves with this process before arriving at the contest.

Points scored at this contest will be used to finalise selection of the WAAC and EAC 2010 teams and may be used as part of the process to select the Advanced and Unlimited Teams for 2011.

Cont'd



The Nathaniel Alony, Cavendish & Roy Legg Trophies - Cont'd

Airfield Information:

PPR. Runway is unlicensed, and sometimes used by road vehicles. Please exercise due caution when landing and taking off.

The area is very noise sensitive. Do not overfly villages and houses close to the airfield.

Designator: ----	Runway: 26/08 3000m x 47m
Location: N53.55.60 W 000.58.19 5nm SE York	Radio: Make blind calls on York Radio 119.625
Elevation: 47 ft	MATZ: Church Fenton App 126.50
Contact: Chris Hudson, 01759-305851 www.elvingtonairfield.co.uk	

Note: There are no emergency services on Elvington Airfield. Pilots who enter this competition accept that such facilities are not available for this contest.

Fees	Airfield fee £20 per pilot
Hangarage	None
Fuel	100LL
Maintenance	None

Volunteers:



Please come along and help with the organisation of this and all the other competitions.

Perhaps now's the time to try judging. With no judges we have no competition and you are sure to learn something from the experience.

**Bicester Open**

Glider Levels: Beginners, Sports & Intermediate
Entry Fee: Beg £25 (first time entrants free)
 Other levels £45
 Participants are responsible for payment of aero tows.

Contest Director: Pat Greer 07939 354 290
Chief Judge: Lionel Sole 01339 886257 or 07748 478 814

Entry Deadline: 3rd May

Registration: From 0830 Friday

Briefings: Daily 0900

Programme and Sequences:

Sports Known 1, Known 2, Unknown
 Intermediate Known, Unknown, Free
 Beginners (Saturday & Sunday only) - Known, flown twice

Trophies:

BAeA Medals for first three in Sports & Intermediate
 Plaque for winner of Beginners

Airfield Information:

Bicester Airfield is run by Windrushers Gliding Club and is strictly PPR for powered aircraft. Pilots must read the briefing notes on the club website before phoning for permission

Designator: ----	Runways: Grass
Location: N51° 54.56' W01°08.12	
NE of Bicester on the A4421 (Grid Ref: SP 598245)	
Elevation: 480 ft	
Contact: 01869 252 493 (07986 048 826 only used when flying in progress)	

Accommodation: Banbury Tourist Information Centre. 01295 259 855
www.windrushers.org.uk



LOOP Beginners Day

- Power Levels:** Novice aerobatic pilots
- Entry Fee:** £10 BAeA Members £20 Non-members*
(*Entry fee includes day membership of BAeA)
- Entry Deadline:** 3rd May
- Event Director:** David Shutter 07899 997 845
- Chief Judge:** Lynne Westnage 07917 861 950
- Registration:** From 0830
- Briefings** 0930

Programme and Sequences:

- Sat am Beginners Known Compulsory, First Flight
- Sat pm Beginners Known Compulsory, Second Flight

For more information; See BAeA Briefing Sheet on LOOP Beginners Days available on the website www.aerobatics.org.uk

To hire aircraft for the contest, contact Phil O'Donoghue (01284 706 307 or 07764 339 291) phil@arcaviation.co.uk

Airfield Information:

Designator: EGBG	Runways: 04/22 490*18m
Location: N52.36.47 W001.01.92	10/28 940*30m
4 nm ESE of Leicester	15/33 495*18m
Elevation: 469 ft	Radio: 122.125
Contact: Leicestershire Aero Club 0116 259 2360 www.leicesterairport.com	

- Fees** Airfield fee £20 per pilot.
- Hangarage** Nil. Come prepared for outside parking
- Fuel** Available
- Maintenance** Yes - Mark Davies

Special Event



Instructors' Seminar

- Introduction To Competition Aerobatics – Theory And Practice
- A seminar and training event for Aerobatic Instructors

Seminar Fee: £5 BAeA Members £10 Non-members*

*Includes BAeA membership for the duration of the event

Members of BAeA affiliated organizations who have BAeA Club Membership get free entry to this event.

Entry Deadline: 17th May

No of Participants: Maximum of 12 participants

Seminar Leader: Alan Cassidy 07808 059 881

Event Director: Eric Marsh 07770 860 670

Chief Judge: Ian Scott 01733 234 136 or 07836 265 628

Training Partner: On-Track Aviation 01789 842 777
www.ontrackaviation.com

Registration: From 1700 Wednesday 19th May

Who Should Attend:

The seminar is designed for Flying Instructors who are authorised by the CAA to give aerobatic instruction, especially those who are not familiar with competition aerobatics.

The purpose is to explain what is involved with competition flying and show how BAeA competitions provide a structured and progressive path to developing aerobatic skills in a safe and supportive environment. Participation in competitions provides an excellent development route for pilots who have completed an AOPA Aerobatics Certificate and wish to continue learning more about aerobatics.

Two seat aerobatic trainer aircraft will be available for hire, with experienced competition pilots/instructors. Anticipated cost is £150 per hour including the safety pilot/instructor. The organisers will try to make a range of aerobatic aircraft available for hire, including the possibility of Robin 2160, Extra 300, Pitts S2A, Aerobat, Slingsby T67. Pilots who wish to fly their own two seat aircraft must be accompanied by a BAeA safety pilot. Participants may not enter in single seat aircraft.

To hire aircraft for the contest, contact:
Charlie Kimbell 07801 661114, Charleskimbell@hotmail.com

Programme and Sequences:

Wednesday Evening 1900 - 2200 Seminar:

Alan Cassidy will give a seminar that introduces competition style aerobatics, including: what happens at a competition, how performance is judged, how to fly the Instructors Sequence.

Cont'd

Special Event



Instructors' Seminar - Cont'd

Thursday: 0800 start.

Briefing:

Participants will be briefed on flying the Instructors Sequence (see page 20) according to competition rules and procedures.

Flight 1:

Each participant will be allowed to practice the sequence with an experienced competition aerobatic pilot/instructor away from the airfield and then fly the sequence overhead the airfield so that the figures can be judged from the ground. (*estimated 30 minute flight time*)

Debrief of Flight 1:

Each pilot will be given feedback on the quality of each figure flown and a general critique of the way that the complete sequence was flown.

Flight 2 & Debrief:

Pilots will fly the same sequence overhead the airfield again. (*estimated 20 minute flight time*).

Summary:

A review of the day's activities & prize giving.

BBQ

A BBQ will be held at the airfield on Thursday evening. All participants and their guests are welcome.

Airfield Information: Wellesbourne Mountford

AVOID OVERFLYING NOISE SENSITIVE AREAS: Loxley, Hampton Lucy & Wellesbourne Mountford. For full met briefing (live feeds) see met section of www.ontrackaviation.com.

Designator:	EGBW	Runway:	18/36 917m x 23m 05/23 587m x 18m
Location:	521132N 0013652W	Radio:	124.025 Wellesbourne Information
Elevation:	152 ft		
Contact:	Alan Newton, On-Track Aviation, 01789 842 777 ATC 01789 842 000, www.wellesbourneairfield.com/dataandmap.htm		

Fees	Airfield fee £20 per pilot
Hangarage	None
Fuel & Oil	Avgas & Range of Oils
Maintenance	Limited Availability

Transport to local B&Bs or hotels close to the airfield may be provided by On-Track Aviation subject to prior notice - contact Alan Newton for more information. See www.ontrackaviation.com for accommodation.

Special Event

**Kernow Trophy - SW Regional Event****Levels:** Beginners, Standard, Intermediate

Entry open to all pilots, but this is a regional event designed to promote aerobatics within the southwest of England. The Kernow Trophy will be awarded at the contest, but the results will not count towards the points trophies.

Entry Fee: Beginners: £25 Other levels: £45**Entry Deadline:** 24th May**Contest Director:** Ben Ellis 07711 821 249**Chief Judge:** Howard Fawkes 07803 128 000**Registration:** From 1600 Friday**Briefings:** Beg/Std/Int 0800 on Saturday**Programme and Sequences:**

Sat Std Known; Int Known; Beg Known; Std Unknown 1; Int Unknown 1

Sun Std Bodmin Special; Int Unknown 2; Std Unknown 2; Int Unknown 3

Note: This is a regional contest and the results will not count towards the Points Trophies at any level.**Trophies:**

Beginners BAeA Plaque

Standard BAeA Medals (combined results of all Std sequences)

Intermediate Kernow Trophy (combined results of all Int sequences)

Note: The Bodmin Special sequence is published in the sequences section of this booklet.**Airfield Information:**

Runways and taxiway to refueling area slope. Exercise care at all times when taxiing downhill. Avoid rifle range east of the aerodrome below 1000ft.

Designator:	EGLA	Runways:	13/31 610m x 18m
Location:	N50.29.99 W004.39.87		03/21 480m x 18m
	3.5nm NE Bodmin	Radio:	122.70
Elevation:	650 ft	LARS:	St. Mawgan 126.50
Contact:	Mark Taylor, Tel: 01208 821419 www.cornwallflyingclub.com		

Fees Airfield fee £20 per pilot**Hangarage** Hangarage very limited, plenty of parking space**Fuel** 100LL, some oil**Maintenance** None at weekend



Golding-Barrett Trophy

Levels: Beginners, Standard

Entry Fee: Beginners: £25 Std: £45

Entry Deadline: 31st May

Contest Director: Steve Todd 07885 390 702

Chief Judge: Brian McCartney 07885 363 187

Registration: Starts 0900 Friday

Briefing: Std 1000 on Friday
Beg/Std 0800 on Saturday

Programme and Sequences:

Friday Std Known Round 1; Standard Unknown 1

Sat am Std Known Round 2; Beginners Known

pm Std Unknown 2

Trophies:

Beginners: BAeA Plaque

Standard: Golding-Barrett Trophy (all sequences combined, including Round 1 & 2 of the Known sequence)

Airfield Information:

Designator: EGCV	Runways: 23/05 802m x 46m
Location: N52° 50.0' W002° 46.3'	18/36 775m x 18m
10nm N Shrewsbury	Radio: 122.45
Elevation: 275 ft	LARS: Shawbury 120.77
Contact: PPR, Nathan Cross, 01939 232882 www.shropshireaeroclub.co.uk	

Fees Airfield fee £20 per pilot

Hangarage Nil; come prepared for outside parking

Fuel & Oil Available

Maintenance No

**National Glider Aerobatic Championships**

- Glider Levels:** Sports, Intermediate, Advanced, Unlimited
Separate Beginners level contest available
- Entry Fee:** Beg £25 (first time entrants free)
Sports £60; Int £65; Adv/Unl £85
- Contest Director:** Lionel Sole 01339 886257 or 07748 478 814
- Chief Judge:** Manfred Binder (Austria)
- Entry Deadline:** 7th June, entries to be sent to Jen Buckenham
- Registration:** 1800 Wednesday then from 0830 Thursday
- Briefings:** Advanced & Unlimited 1900 Wednesday, then all classes 0830 daily

Programme and Sequences:

Electronic copies of Free Programmes in Aresti Visio or Olan format must be received by the closing date, or the default sequence must be flown.

Instructors will be available to assist novices with contest preparation from Sunday 6th June.

Beginners	Saturday	Known Compulsory
Sports	Friday - Sunday	Two Knowns, one Unknown
Intermediate	Thursday - Sunday	Known, two Unknowns, Free
Advanced	Thursday - Sunday	Full CIVA programme
Unlimited	Thursday - Sunday	Full CIVA programme

Trophies:

British National Championship Plate for winner at Unlimited

British National Championship Trophy for winner at Advanced, BAeA Medals for first three in Sports, Intermediate and Unlimited

Plaque for winner of Beginners

Airfield Information:

Saltby airfield is run by Buckminster Gliding Club and is strictly PPR. Cottesmore MATZ is approx 1nm south of the field but is not normally active at weekends.

Designator:	----	Runways:	25/07 900m hard
Location:	N52° 49.8' W000° 42.5'		02/20 700m hard
	8nm SSW Grantham	LARS:	Cottesmore 130.20
Elevation:	480 ft		
Contact:	Club House, 01476-860385, Launch Point 07769 955 791 www.buckminstergc.co.uk		

Accommodation: Camping facilities, tents and caravans, available on site



Duxford Trophy

Power

- Power Levels:** Advanced, Unlimited
- Entry Fee:** £45
- Entry Deadline:** 7th June
- Contest Director:** Nick Buckenham 07773 768 386
- Chief Judge:** Graham Hill 07906 988 887
- Registration:** From 0900 Sat
- Briefing:** 0930 Sat

Airborne arrivals require PPR. Do not land before the airfield is officially open. Contact Duxford for a briefing before your departure.

Programme and Sequences:

- Sat am Adv Q, Unl Q
- pm Adv Unknown 1 (BAeA), Unl Unknown 1 (BAeA)
- Sun am Adv Unknown 2 (CIVA), Unl Unknown 2 (CIVA)
- pm Adv Masters; 4 Min Freestyle

Trophies:

- Advanced: The Duxford Trophy (Q, Unk1, Unk2)
BAeA Medals (Masters)
- Unlimited BAeA Medals (Q,Unk1, Unk2)
BAeA Medals (4 Min Freestyle)

If time is limited priority will be given to the Masters and 4 Minute Free ahead of the second unknowns. Points scored at this contest may be used as part of the process to select the International Teams for 2011.



Duxford Trophy - Cont'd

Airfield Information:

PPR. Telephone Tower to request permission to visit Duxford before departure. Check that the airfield will be open and accept your arrival. Normal operating hours are 1000 until 1800.

Refer to the relevant page about the Duxford Contest on the BAeA website for more detailed airfield information. www.aerobatics.org.uk

All aircraft to carry at least £1.5m third party liability insurance.

NO over-flight of the museum at any time. NO flights closer to the museum than the nearside edge of the runway, including during the contest. Pilots must comply with instructions from Duxford staff about where to park and taxi their aircraft. Once the airfield is operational aircraft must not be parked on grass areas unless specifically authorised by the airfield manager. Pilots must remove aircraft from grass areas before the airfield becomes operational.

No arrivals or departures outside of normal operating hours without prior permission from Duxford.

Official BAeA participants and visitors will need to show BAeA membership cards or official BAeA pass to get onto the airfield. Entry to the airfield will be via the Staff Entrance (about 100 meters past the Public Entrance on the main road.) Participants arriving by road should notify Jen Buckenham by 1st June latest of their vehicle registration, names of passengers and intended arrival time.

Designator:	EGSU	Runway:	06/24 1222 x 45
Location:	N5205.45 E00007.92'		
	7nm south of Cambridge	Radio:	122.075
Elevation:	124 ft	LARS:	Essex Radar
Contact:	Tower 01223 833 376 or Mick Martin 01223 499 335 www.duxford.iwm.org.uk		

Fees	Airfield fee £20 per pilot for weekend
Hangarage	Nil. Come prepared for outside parking
Fuel & Oil	Available
Maintenance	Limited

Don your team shirts:



The Duxford event is a great opportunity to promote our sport to the general public.

Members of the Unlimited and Advanced British Teams will be expected to wear team T shirts and be prepared to talk to the crowd and press during the weekend as required. This will be part of our continued Public Relation initiatives to raise awareness of the BAeA and the international teams.



LOOP Beginners Day

- Power Levels:** Novice aerobatic pilots
- Entry Fee:** £10 BAeA Members £20 Non-members*
(*Entry fee includes day membership of BAeA)
- Entry Deadline:** 14th June
- Event Director:** David Jenkins 07949 025 966
- Chief Judge:** Aidan Grimley 01625 586 366 or 07899 808 045
- Registration:** From 0830
- Briefing:** 0930

Programme and Sequences:

- Sat am Beginners Known Compulsory, First Flight
- Sat pm Beginners Known Compulsory, Second Flight

See BAeA Briefing Sheet on LOOP Beginners Days available on website www.aerobatics.org.uk for more information

To hire aircraft for the contest contact Phil O'Donoghue (01284 706 307 or 07764 339 291), phil@arcaviation.co.uk

Airfield Information:

Designator: EGMJ	Runways: 28L/10R 570m (810m TORA)
Location: N 52.10.00 W 000.09.00	Radio: 130.85 PPR
Elevation:	
Contacts: Aerodrome Manager John Jefferies 01767 651 163	
Yak UK/BAeA contact Mark Jefferies 01767 651 167	
www.yakuk.com	

- Fees** Airfield fee £20 per pilot
- Hangarage** Very limited
- Fuel** 100LL, W100
- Maintenance** Limited

Special Event



Don Henry & Air Squadron Trophies

- Levels:** Beginners, Intermediate, Advanced
- Entry Fee:** Beginners: £25 Other levels: £45
- Entry Deadline:** 21st June
- Contest Director:** Patrick Rushmore 07879 882 255
- Chief Judge:** Luke Goddard 07976 570 372
- Registration:** From 1300 Friday
- Briefing:** Beg/Adv Friday 1400
Int/Adv Saturday 0800
- No airborne arrivals before the airfield is officially open. Strictly PPR.

Programme and Sequences:

- Fri pm Beginners Known, Adv Known
- Sat am Adv Unknown, Int Free
 pm Adv Free, Int Apprentices (*Unknowns will be designed by BAeA*)

Electronic copies of Free Programmes (Aresti Visio or Olan files) must be received by the closing date, or the default sequence must be flown.

Trophies:

- Beginners BAeA Plaque
- Intermediate BAeA Medals (Int Free)
 Air Squadron Trophy for Apprentices
- Advanced Don Henry Trophy

Points scored at this contest may be used as part of the process to select the Advanced Team for 2011.

Airfield Information:

PPR. Phone the airfield before arrival. No airborne arrivals before the airfield is officially open.

Designator:	EGHA	Runway:	26/08 803m x 30m
Location:	N50° 58.1' W002° 09.2'		
	3nm SW Shaftesbury	Radio:	122.70
Elevation:	810 ft	LARS:	Boscombe 126.7
Contact:	Tel: 01747-811767 www.abbasair.com		

- Fees** Airfield fee £20 per pilot for weekend
- Hangarage** Nil. Come prepared for outside parking
- Fuel & Oil** Available
- Maintenance** Duty engineer on call
- Accommodation:** Camping space is available on the airfield



Fenland & McAully Trophies

- Power Levels:** Beginners, Standard, Intermediate
- Entry Fee:** Beginners £25 Other levels: £45
- Entry Deadline:** 5th July
- Contest Director:** Nick Buckenham 07773 768 386
- Chief Judge:** Ian Scott 07836 265 628
- Registration:** From 1100 Friday
- Briefings:** Beg/Int Fri 1200
Std Fri 1800 *to complete the Known paperwork!!*

(1800 briefing compulsory for any STD pilot who has not sent their paperwork for the McAully Known to Jen Buckenham before the entry deadline)

Std/Int Sat 0800

McAully Known Sequence Design:

The first sequence to be flown by Standard level pilots will be the Standard Known Compulsory 2010 **plus 3 free figures** totaling a maximum of 30K, to be performed immediately after the Known but with an un-penalized break for height if required. Within these three figures, no manoeuvre may be repeated

Programme and Sequences:

- Fri pm Int Known, Beginners Known, Int Free
- Sat am Std McAully Known; Int Unknown
- pm Std Unknown; Int Unknown 2
- Sun Weather Contingency. Will be used to complete all scheduled sequences. Pilots need to be prepared to stay until Sunday.

Intermediate Free Programmes must be submitted in electronic format (Aresti Visio or Olan files) before the entry deadline, or else the default free must be flown.

Trophies:

- Beginners BAeA Plaque
- Standard McAully Trophy
- Intermediate Fenland Trophy

Airfield Information: Keep well clear of Holbeach St.John, 1.5 miles east.

Designator: EGCL	Runway: 18/36 512m x 30m 08/26 670m x 18m
Location: N52° 44.3', W000° 01.7'	Radio: 122.92
6nm SE Spalding	LARS: Cottesmore 130.20
Elevation: 8 ft	Contact: Ray Nicholson 01526 833 276 ATC: 01406 540 330
Airfield Info: www.fenlandairfield.co.uk	

- Fees** Airfield fee £20 per pilot
- Hangarage** Very limited, plenty of parking space
- Fuel** 100LL, some oil **Maintenance** None at weekend



McAully Trophy Briefing Sheet

In this special event each pilot nominates three extra figures to be flown at the end of the normal Known sequence, following-on either directly or after an un-penalised break. The sequence thus becomes partly "free" as an introduction to the Free Programme sequence requirements you will meet at Intermediate level and above.

Selecting the figures -

- Use the attached example sheet and / or the Aresti (condensed) catalogue as reference material
- Select three figures that you wish to fly as an extra short sequence after you complete the 'known'
- Any three figures constructed from the Aresti (condensed) catalogue may be chosen - even repeats from the 'known'
- The attached sheet shows a number of suitable figures, but you are strongly encouraged to look in the catalogue for your own alternatives - that is, after all, what this exercise is all about!
- Take care to select figures that carry the appropriate energy and altitude forward from first to last
- The total additional K must not exceed 30. You may add less, but then you will score less...
- Remember that when you fly them you will just have flown the 'known', so avoid over-complication!

Making-up your Judging sheet -

Get your copy of the Standard Known judging sheet Form-A from the Registrar (or download from the web site)

Carefully and clearly add your three figures 11, 12 and 13, showing in the appropriate places;

- the Aresti symbol for each complete figure in the 1st column
- the catalogue number(s) for the individual parts that make up the figure in the 2nd column
- the individual "k" for each part against the catalogue number in the 3rd column
- the TOTAL K for each figure in the 4th column

You will be judged using this Form, so it is in your interest to make it neat and tidy

Add your name, aircraft type and registration to the top right corner of the form

Take this sheet back to the Registrar, who will make the necessary photocopies for the judging line

We may check the figures, but do not regard this as a service! Get advice if you need it - it's free

When you fly the sequence -

Fly the known sequence figures in the usual way, finishing as you normally would. You can then -

- EITHER Carry on directly into your three extra figures. In this case no wing-rocks are required
- OR Take a break (wing-rocks!), re-position, then re-start (wing-rocks again!) and fly your three figures

Your first extra figure can start in any direction, ie. either into-wind, down-wind or cross-wind either way

The second and third figures must follow as a sequence in the usual manner

Always remember - Standard Breaks are not penalised

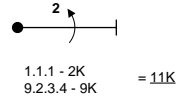
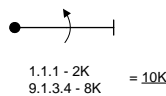
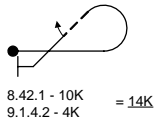
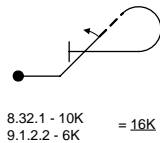
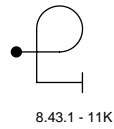
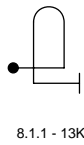
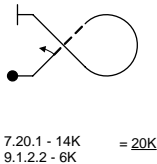
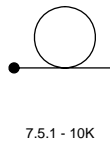
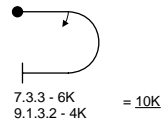
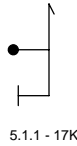
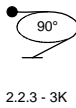
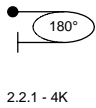
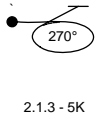
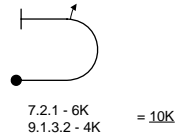
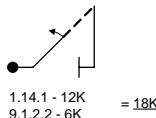
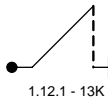
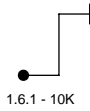
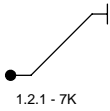
If you need some help.... ASK!

Cont'd

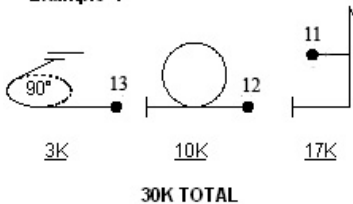


McAully Guidance for Additional Figures

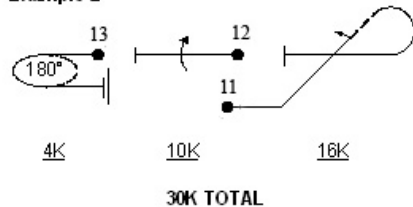
Power



Example-1



Example-2



These figures are all taken from the Aresti (condensed) Catalogue, with their figure designations and individual K-factors. The catalogue can be viewed page-by-page without charge from the CIVA website at <http://www.fai.org> The link for the Catalogue is on the BAeA website on the hyperlinks page.

If you need some help with this system or in compiling your extra three figures then either -

- (a) Find someone with a current Aresti (condensed) Catalogue, or
- (b) Ask!



**The Mazda Advanced & Unlimited
British National Aerobatic Championships**

- Power Levels:** Advanced, Unlimited
- Entry Fee:** £75
- Entry Deadline:** 12th July
- Contest Director:** Steve Green 0797 388 5006
- Chief Judge:** Graham Hill 0790 698 8887
- Registration:** From 1200 Thursday afternoon
- Briefing:** First briefing will be at 1300 on Thursday

Programme and Sequences:

The programme is built around the Unlimited event, which will take priority in case revisions are necessary. Contest will be run according to CIVA format, including 10 minutes box time per pilot for the Q flight. A marked box and line judges will be used if logistically possible. Results of Q will count towards the final results.

Electronic versions (Aresti Visio or Olan) of Free Programmes must be submitted before the Entry Deadline or the Default Free must be flown.

Thur	am	Arrivals
	pm	Briefing and Programmes Q
Fri	am	Free Programmes
	pm	1 st Unknowns (CIVA Unknown)
	evening	Contest Dinner (All BAeA members invited) <u>See website for more details.</u>
Sat	am	2 nd Unknowns (CIVA Free Unknown)
	pm	Unlimited Final Freestyle, Advanced Masters

Sun Weather contingency to allow all scheduled sequences to be flown if Sunday weather permits. The Final Freestyle and Masters may be flown ahead of the 2nd Unknowns if that is considered appropriate by the Contest Director. If the competition is completed on Saturday, Sunday will be used for critiqued flights over the airfield. (Pilots who wish to participate should contact Jen Buckenham to book a slot - pilots must be signed off at least to Intermediate level and must have attended at least one BAeA contest in 2010 to be eligible.)

Trophies:

- Advanced Programmes Q, 1, 2 & 3, Mazda Advanced National Champion Trophy, Masters, BAeA medals
- Unlimited Programmes Q, 1, 2 & 3, Mazda Neil Williams Trophy
Mazda 4-minute Freestyle, David Perrin Trophy

The results will be taken into account in the selection of British Teams for 2011.

Cont'd



The Mazda British Nationals - Cont'd

Airfield Information:

PPR. The airfield will remain operational during the contest, with fixed wing and helicopter movements routed to avoid the overhead when necessary.

Designator:	EGBK	Runways:	23/05 602m x 30m 33/15 528m x 18m 21/03 671m x 30m
Location:	N52° 18.3', W000° 47.5'		
	5nm NE Northampton	Radio:	122.70
Elevation:	429 ft	LARS:	Cottesmore 130.20
Contact:	Tel: 01604-644917 www.sywell.aerodrome.co.uk		

Fees	£25 to be paid to the BAeA at the event
Hangarage	Some may be available at extra cost
Fuel	100LL, Shell W100, W80 and Straight 100 oils
Maintenance	TBC

Accommodation:

Aviator Hotel 01604-642111

Mazda UK's association with the British Aerobatic Association (BAeA) reflects its Zoom-Zoom brand philosophy. Through its partnership, Mazda is able to mirror its brand values: the emotion of motion, excitement and fun that can be experienced when driving a Mazda.

It is about the journey rather than the destination and this is perfectly complemented by aerobatic flying. Mazda's support continues throughout 2010 and begins with the Championships known as the Mazda Advanced & Unlimited British National Aerobatic Championships in July and the Mazda Standard & Intermediate British National Aerobatic Championships in August.

Mazda UK looks forward to working with the British Aerobatic Association to make 2010 a year of Zoom-Zoom flying fun.





LOOP Beginners Day

- Power Levels:** Novice aerobatic pilots
- Entry Fee:** £10 BAeA Members £20 Non-members*
(*Entry fee includes day membership of BAeA)
- Entry Deadline:** 19th July
- Event Director:** Brian McCartney 07885 363 187
- Chief Judge:** Luke Goddard 07976 570 372
- Registration:** From 0830
- Briefing:** 0930

Programme and Sequences:

- Sat am Beginners Known Compulsory, First Flight
- Sat pm Beginners Known Compulsory, Second Flight

See BAeA Briefing Sheet on LOOP Beginners Days available on website www.aerobatics.org.uk for more information

To hire aircraft for the contest contact Phil O'Donoghue (01284 706 307 or 07764 339 291), phil@arcaviation.co.uk

Airfield Information:

Designator: EGCV	Runways: 23/05 802m x 46m
Location: N52° 50.0' W002° 46.3' 10nm N Shrewsbury	18/36 775m x 18m
Elevation: 275 ft	Radio: 122.45
Contact: PPR, Nathan Cross, 01939 232882 www.shropshireaeroclub.co.uk	LARS: Shawbury 120.77

- Fees** Airfield fee £20 per pilot
- Hangarage** Nil; come prepared for outside parking
- Fuel & Oil** Available
- Maintenance** No

Special Event



**The Mazda Standard & Intermediate
British National Aerobatic Championships**

Power

- Levels:** Standard, Intermediate
- Entry Fee:** All levels: £60
- Entry Deadline:** 2nd Aug
- Contest Director:** Nick Buckenham 07773 768 386
- Chief Judge:** Graham Hill 07906 988 887
- Registration:** From 0900 Thursday

Briefings, Programme and Sequences:

Thur	0900	Registration
	1000	Pilots' Briefing
	am	Std Known, Int Known
	pm	Std Unknown 1, Int Free
Fri	0800	Pilots' Briefing
	am	Std Unknown 2, Int Unknown 1
	pm	Std Unknown 3, Int Unknown 2
	Evening	Contest dinner
Sat	0800	Pilots' Briefing
		Completion of Std Unk 3 and Int Unknown 2. (Int Apprentices if time permits)

Contest Dinner: Championship Curry Eating. See the website for more details. Not to be missed!

Saturday **will** be used to complete any of the competition outstanding. Sunday **cannot** be used as a competition day.

Electronic copies of Free Programmes in Aresti Visio or Olan format must be received by the closing date, or the default sequence must be flown.

Trophies:

- Standard FLYER Trophy to the Mazda National Standard Level Champion
- Intermediate BAeA Plate to the Mazda National Intermediate Level Champion
- BAeA Medals for Apprentices





British National Aerobatic Championships - Cont'd

Airfield Information:

Operations: Pilots arriving from the North/Northwest should particularly avoid Sibson ATZ where intensive parachuting operations take place. Radar service is obtainable from RAF Cottesmore up to 1700 local on Friday.

Designator:	EGSF	Runways:	10/28 987m x 23m
Location:	N52° 28.1', W000° 15.1'		16/34 800m x 43m
	7nm S Peterborough	Radio:	129.72
Elevation:	26 ft	LARS:	Cottesmore 130.20
Contact:	Gavin Forrest, Tel: 01487-834161 www.flying-club-connington.co.uk		

Fees	£25 per Pilot for airfield use
Hangarage	Very limited. Come prepared for outside parking
Fuel	100LL and a wide selection of oils
Maintenance	An engineer is on call at weekends

Volunteers:



Please come along and help with the organization of this National Championship competition.

We will need a lot of help to make the competition work well. If you are an Advanced or Unlimited level pilot your experience and support at the event will be very much appreciated by competitors and organisers alike.

Please put this date in your diary.



Gunpowder Trophy

- Levels:** Standard, Intermediate
- Entry Fee:** Std/Int £45
- Entry Deadline:** 16th Aug
- Contest Director:** Nick Buckenham 07773 786 368
- Chief Judge:** Bob Oliver 01792 298 564
- Registration:** From 0800 Sat
- Briefings:** Std/Int 0800 Sat

Programme and Sequences:

- Sat am Std Known , Int Free
- Sat pm Std Unknown, Int Unkown

Electronic copies of Free Programmes in Aresti Visio or Olan format must be received by the closing date, or the default sequence must be flown.

Trophies:

- Standard Gunpowder Trophy
- Intermediate BAeA Medals

Airfield Information:

Designator: EGBG	Runways: 04/22 490 x 18m
Location: N52.36.47 W001.01.92	10/28 940 x 30m
4 nm ESE of Leicester	15/33 495 x 18m
Elevation: 469 ft	Radio: 122.125
Contact: Leicestershire Aero Club 0116 259 2360 www.leicesterairport.com	

- Fees** Airfield fee £20 per pilot
- Hangarage** Nil. Come prepared for outside parking
- Fuel** Available
- Maintenance** Yes - Mark Davies



Saltby Open

Glider Levels: Sports, Intermediate, Advanced, Unlimited

Separate Beginners contest is available

Entry Fee: Sports, Int, Adv, Unl: £45

Beginners: £25 (free for first time entrants)

Contest Director: Paul Conran 07729 726 362

Chief Judge: TBA

Entry Deadline: 6th September. All entries to be sent to Jen Buckenham

Registration: 0830 Fri

Briefings: Daily 0900

Programme and Sequences:

Beginners One Known (Saturday)

All other levels Two Unknowns

Sunday – weather contingency.

Trophies:

The Saltby Open Trophy, to the pilot scoring the best percentage of possible marks on the day
BAeA Medals for the first three places overall

Beginners Plaque

Airfield Information:

Saltby airfield is run by Buckminster Gliding Club and is strictly PPR. Cottesmore MATZ is approx 1nm south of the field but is not normally active at weekends.

Designator:	----	Runways:	25/07 900m hard
Location:	N52° 49.8' W000° 42.5'		02/20 700m hard
	8nm SSW Grantham	LARS:	Cottesmore 130.20
Elevation:	480 ft		
Contact:	Club House, 01476-860385, Launch Point 07769 955 791 www.buckminstergc.co.uk		

Accommodation: Camping facilities, tents and caravans, available on site



The Tiger Trophy

- Power Levels:** All levels
- Entry Fee:** All levels: £45
- Entry Deadline:** 13th Sept
- Contest Director:** Alan Cassidy 07808 059 881
- Chief Judge:** Nick Buckenham 07773 768 386
- Registration:** From 0800 Saturday
- Briefings:**
- S/I/A/U: 0830 Saturday

Programme and Sequences:

S/I/A/U: An Unknown compulsory

Pilots competing in the Tiger Trophy must enter at the highest level at which they have previously competed at a BAeA or International event. The intent of this requirement is that pilots should fly at the level which challenges the full extent of their aerobatic capability and hence puts all pilots on an equal footing. In some circumstances, pilots may have been inactive at competitions for a number of years, or may have chosen to compete at a lower level of competition. In such instances, the Head of Contest Organisation may exempt a pilot from this requirement. An exemption will not be given if the pilot has competed at a higher level within the previous five years. Pilots who wish to obtain an exemption to this rule and fly at a lower level, must contact the Head of Contest Organisation for approval before the entry deadline for the contest.

Trophies:

S/I/A/U: BAeA Medals for highest in each category
Overall Tiger Trophy for pilot gaining highest percentage

Airfield Information:

Pilots of inbound aircraft are to call Fenton Approach 126.5 when at 15nm or 5 min flying time from the MATZ boundary and are to enter the MATZ at 1,500ft on the Sherburn QFE. In the event of no contact with Fenton Approach, pilots are to call Sherburn Radio or Linton Radar and advise inability to contact Fenton. Do not overfly villages of Sherburn-in-Elmet, South Milford, Monk Fryston or Hambleton. Paved runway to North of grass runways is closed to aircraft.

Designator:	EGCJ	Runways:	24/06 676m x 18m
Location:	N53.47.30, W001.12.58		29/11 616m x 18m
	5.5nm W Selby	Radio:	122.60
Elevation:	26 ft	LARS:	Church Fenton 126.5
Contact:	01977-682674 www.sherburnaeroclub.com		

- Fees** Airfield fee £20 per pilot
- Hangarage** Nil. Come prepared for outside parking
- Fuel** Available
- Maintenance** None



Glider vs Power Team Match

- Power Levels:** Std, Int, Adv, Unl (all by qualification)
- Glider Levels:** Sports, Int, Adv, Unl (all by qualification)
- Entry Fee:** All levels: £10
- Entry Deadline:** Entry by Invitation, but an entry form should be received by 20th September. All entries should be sent to Jen Buckenham. Pilots have to commit to being at the contest – failure to attend would unbalance the teams and affect the structure of the contest.

Contest Director: Dick Happs 07818 858 008

Chief Judge: Ben Ellis 07711 821 249

Practice AM: Saturday from 0900. Usual BAeA competition code of conduct applies and all practice must be done after consultation and agreement with CD and Lasham operations.

Registration: From 11:00 Saturday

Briefings: 12:00 Saturday

Programme: Known & Unknown
Any flying not completed on Saturday will be finished on Sunday morning. Contest Dinner on Saturday evening.

Team Composition:

Power Team:

7 pilots: 2 Standard, 2 Intermediate, 2 Adv, 1 Unl (Unl can be substituted with Adv if necessary)

Glider Team:

7 pilots: 2 Sports, 2 Intermediate, 2 Adv, 1 Unl (Unl can be substituted with Adv if necessary)

Qualification:

Based on results of Nationals 2010. Pilots invited according to ranking, with places offered to successive pilots in rank order until all places are filled. Lower level substitutes will only be used once all pilots eligible at the relevant higher level have declined to fly.

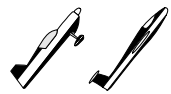
Trophies:

Winning Team: The Baldwin Trophy. If any of the scheduled pairings are not completed by the close of flying on Sunday, those pairings will be excluded from the points totals in the team contest, but a result will still be declared based on all pairs completed.

BAeA medals for: Top 3 placed pilots on % score for Known Programme. Top 3 placed pilots on % score for Unknown Programme sequences.

Cont'd

Special Event



Glider vs Power Team Match - Cont'd

Airfield Information:

Lasham airfield is PPR and pilots must call for a briefing on procedures.

Telephone: 01256 384 900.

Designator:	EGHL	Runway:	09/27 1797m x 40m
Location:	N51° 11.20' W001° 01.92'		
	5nm SE of Basingstoke	Radio:	131.025 Glider Ops
Elevation:	618ft	LARS:	Boscombe 126.7
Local Contact:	Dick Happs. dickhapps@aol.com		

Fees: £20 Landing fee for power a/c which includes temporary membership of Lasham

Hangarage: Limited, priority to ragwings

Fuel: 100LL, Mogas, Oil

Maintenance: M3 Emergency callout

Accommodation: Bunk Room on site - prior booking required (£15 ppn). Camping and caravanning welcome for hardy souls.

Come and watch



Not competing in this competition?
Why not come along for fun.

If you have never been gliding then this would be a great opportunity to take an experience flight

www.lasham.org.uk/

Special Event

BAeA Contacts

<i>For membership, entry to competitions and enquiries about competition paperwork:</i>	
<i>Membership Secretary</i>	<i>Jen Buckenham</i> 84 Green End Road, Sawtry, Cambs. PE28 5UZ Tel: 01487 833 022 Email: jen@nickandjenb.co.uk
<i>For questions about competition formats, timing and officials:</i>	
<i>Head of Contest Organisation</i>	<i>Steve Green</i> 61 Tennyson Street, Battersea, London SW8 3SU Tel: 07973-885006 Email: SteveGreenSRG@aol.com
<i>For expenses claims and questions about accounts:</i>	
<i>Treasurer to June 2010</i>	<i>Rachel Worth</i> 47 Old Well Gardens, Penryn, Cornwall. TR10 9LF Tel: 07855 219 544 Email: treasurer@aerobatics.org.uk
<i>Treasurer from June 2010</i>	<i>Paul Brice</i> Whitelands House, Fishill, Oxon RG9 6HH Tel: 07806 978 546 Email: treasurer@aerobatics.org.uk
<i>For questions about glider competitions:</i>	
<i>Glider Rep</i>	<i>Charles Baker</i> 21 Piping Green, Colden Common, Winchester SO21 1TU Tel: 01962 712432 Email: charles@underwoodbarron.com
<i>For questions about judging, rules, judges training and helping at competitions:</i>	
<i>Judging Coordinator</i>	<i>Ian Scott</i> 11 Glendale, Orton Wistow, Peterborough PE2 6YL Tel: 01733 239136 Email: ian@ianfscott.com

Aerobic Catalogue and Contest Rules

International Documents

The Aresti System (Condensed) Aerobic Catalogue of Figures is applicable to all levels of competition. It and CIVA Regulations, which generally apply to BAeA Advanced and Unlimited contests, can be ordered from the CIVA website:

<http://www.fai.org/aerobatics>

National Documents

BAeA Rules are available for free downloading from the BAeA website:

<http://www.aerobatics.org.uk> (see 'The Association' section)

For those without Internet access, hard copies of the Contest Information Booklet and the rules are available to BAeA members at £8 per document plus £3 postage and packing. Contact Jen Buckenham 01487 833 022 to place an order.

Competition Checklist

ENTRY Checklist:

- Completed Entry Form
- The Entry Fee (waived for a pilot's first contest in Beginners) or you will be surcharged!
- Eight copies of any Free Programme Sequence and Judging Sheets (Forms A, B and C)

REGISTRATION Check List:

- Your Pilot's Licence
- Your current Medical Certificate
- Your current Certificate of Experience or Test (not for glider pilots)
- Provide details of your next of kin
- Your current BAeA Membership Card
- Your BAeA Pilot Proficiency Card, endorsed for the level at which you intend to compete
- Your aircraft's Certificate of Airworthiness/Permit to Fly
- Your aircraft's current Certificate of Insurance that is valid for Aerobic contests, meeting the requirements of article 7 of regulation (EEC) No. 785/2004 (or the required MOD minimum if different when the contest is held on an MOD airfield). The BAeA requires you to have a minimum of third party liability cover equivalent to the statutory minimum of 1.5m SDR (this equated to £1.5m in Jan 2010).



British Aerobatic Association AEROBATIC CONTEST ENTRY FORM

1
Contest _____ Venue _____ Date ____ / ____ 2010 Fee (+50% for late entry) £ _____
Name in CAPITALS _____ Level _____ A/c type & Reg _____

2
Your address _____
Post code _____ Email address _____
Telephone day _____ and evenings _____ Mobile _____

3
Next of kin name _____ Telephone _____ Mobile _____
Relationship _____ Address _____ Post code _____

I the undersigned, hereby make application for entry in the above-named contest and enclose the Entry Fee. I understand that the decision of the British Aerobatic Association Limited (BAeA) whether or not to hold the contest will be based on whether sufficient numbers of entries are received on or before the published closing date. Fees will be carried forward or refunded if the contest is not held due to insufficient numbers.

I further understand that my application shall not become an entry until it is accepted by the Contest Organiser or the Contest Director, and that my entry fee will be returned if not so accepted. I fully accept that a 50% surcharge is payable in the event of my application arriving late with the Contest Organiser, and that his/her decision to fly such a fee shall be final and binding. I understand and accept the rules governing refunds set out below.

A contestant who has paid in advance but who withdraws after the closing date will normally forfeit his/her entry fee. In exceptional circumstances it may be carried over to a future competition at the discretion of the HCO. Entry fees for National Championships will not be refunded in circumstances where the contest is curtailed or cancelled due to bad weather or other incidents beyond the control of the organisers.

Contestant Declaration

I hereby certify that I have read, understood and agree to adhere to and abide by the Official Rules for the conduct of Aerobatic Contests as published by the BAeA. I also agree to comply with the Association's Code of Conduct for Aerobatic Competitions and will accept as final the decisions of the Contest Director relating to the organisation, administration and operation of any matters thereby connected with the above-named contest. I further agree that I will comply with all the requirements of the current Rules of the Air and Air Navigation Order.

I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the competition and the potential risk inherent with sport aerobatics and agree to accept that risk. I declare that I and my aircraft are covered by a valid policy of insurance covering any risk damage, injury or death to any third party and in the absence thereof I agree to indemnify the BAeA and any third party in respect of any such loss or damage.

To the best of my knowledge and belief I possess the competence of flying skills necessary for an event of the type to which this entry relates and that the aircraft entered is suitable and airworthy for the event having regard to the type of aerobatic flying that is involved.

I understand that should I at any time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the aircraft, I may not take part unless I have declared such disability to the BAeA, who have, following such declaration, issued written permission for me to do so.

I understand that some contests may be held at venues which do not have dedicated emergency fire or medical services and that in these circumstances the national emergency services will be the only response to an incident and I accept this level of emergency rescue provision.

I understand and accept that as a condition of my entry into any contest held under the auspices of the British Aerobatic Association, any information supplied by me or representations made by me, shall be in good faith, and in the event of any inaccuracy (whether innocent or otherwise) made or caused by me which causes loss or damage to the Association, I agree to indemnify the Association against any such loss or damage.

Anti-Doping Acknowledgement and Agreement

I have received information on and had an opportunity to review the Anti-Doping Rules and Procedures of the FAI and UKAD (see www.ukad.org.uk and www.fai.org)

I consent and agree to comply with and be bound by all of the provisions of the FAI and UKAD Anti-Doping Rules and Procedures, including but not limited to, all amendments to the Anti-Doping Rules and Procedures and all International Standards incorporated in the Anti-Doping Rules and Procedures.

I acknowledge and agree that UKAD and the FAI have jurisdiction to impose sanctions as provided in their Anti-Doping Rules and Procedures.

I also acknowledge and agree that as a dispute arising out of a decision made pursuant to the these Anti-Doping Rules and Procedures, after exhaustion of the process expressly provided for in the FAI Anti-Doping Rules and Procedures, may be appealed exclusively as provided in Article 13 of the FAI Anti-Doping Rules and Procedures to an appellate body for final and binding arbitration, which in the case of International-Level Pilots is the Court of Arbitration for Sport.

I acknowledge and agree that the decisions of the arbitral appellate body referenced above shall be final and enforceable, and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.

4
Your signature _____ Date ____ / ____ 2010



Post this completed form to ARRIVE BY THE CLOSING DATE to

Jen Buckenham, BAeA Membership Secretary
84 Green End Road, SAWTRY, Huntingdon, Cambs PE28 5UZ



Association Apparel



Weather-Resistant Jackets



This year we are launching a Soft Shell Jacket for BAeA members - fetchingly modelled by Lynne Westnage and Richard Pickin. Both jackets fit quite snugly – so keep this in mind if you plan to wear extra sweaters underneath and go for the next size up.

All jackets will have a BAeA Association logo on the left chest with your name underneath and the Mazda logo on the right side.

The men's Result Classic Soft Shell Jacket (in navy only) has an outer polyester/elastane layer, membrane and micro fleece inner layer; is windproof, water resistant and breathable. It has a high collar, full zip with inner storm flap, longer back panel and there are five pockets - two zip side pockets, a right chest zip pocket, an inside pocket and phone pocket. There is a front and a back yoke, plain cuffs and an adjustable draw cord hem. Sizes are from 38" to 48".

The women's 'La Femme' Soft Shell Jacket (in navy and light blue) has shaped panels for ladies fit. The material is the same as the men's. It has 12 cm side zip adjusters, two zip front pockets, a left sleeve zip pocket as well as an inner phone pocket. Plain cuffs and a plain hem. Sizes are from size 8 to size 18.

For Team members ONLY, a contrasting GBR will be embroidered on the back. Jackets can be returned for this to be added at a later date. There will be extra charge for this.

Quality Polo Shirts



The ever popular polo shirt is available in light blue or navy in both men and women cuts. The BAeA logo is on the left side. For Team members the logo says British Aerobatic Team with your name underneath plus a Union Jack on the right sleeve (see photos).



To order shirts or jackets, download the order form from the web site: www.aerobatics.org.uk. The form includes full information on sizes as well as prices and postage costs. You can post your completed form with a cheque to 'BAeA' to:

Angela Cassidy, 18 Woodhurst Road, Maidenhead, Berks SL6 8TF
or email to acbcassidy@aol.com with your credit card details (50p handling fee).

All orders will be filled on a roughly eight week basis, as long as the quantities ordered justify it. Orders received before the last day of odd months will be filled the following month and will take up to three weeks.



m-zoom-zoom
zoom-zoom
zoom-zoom



*A GETAWAY CAR
THAT WON'T
BREAK THE BANK.*

THE NEW MAZDA MX-5

To test drive visit www.mazda.co.uk

The official fuel consumption figures in mpg (l/100km) for the Mazda MX-5 range: Urban 25.9 (10.9) - 29.7 (9.5), Extra Urban 46.3 (6.1) - 51.4 (5.5), Combined 35.8 (7.9) - 40.4 (7.0). CO₂ emissions (g/km) 188 - 167.