

LOOP

The British Aerobatic Association

Beginners Days in 2009

Brighton April 17th
Leicester May 9th
Little Gransden June 27th



Loop Beginners Day at Leicester - May 2008

LOOP Beginners Days are single day events designed to give novice aerobatic pilots an introduction to flying competition style aerobatics.

These events are run in collaboration with LOOP Magazine which sponsors the British Aerobatic Association. See www.loop.aero for more information about LOOP Magazine and to register for a free monthly copy.

At each event, at least two aerobatic instructors and aeroplanes will be available for hire and participants are given one to one coaching about how to fly the BAeA Beginners sequence, with the opportunity to fly the sequence overhead the airfield twice during the day.

The aim is simply to encourage people to learn more about competition aerobatics, get some expert feedback about their flying and simply to enjoy the challenge and camaraderie of an aerobatic competition.

You definitely do NOT have to be an aerobatic ace to take part! The event is designed to encourage beginners to come along and find out more about flying aerobatics for fun. If you enjoy flying aerobatics and are curious about what its like to

LOOP LOOP Magazine supports the BAeA and helps publicise aerobatics to a wider audience. Free monthly copies of LOOP magazine can be requested at www.loop.aero

have a go at a competition, then this is the event for you! Come and have a go, have some fun and find out what its like for yourself.

Hire an aeroplane and instructor

The BAeA will provide aerobatic instructors and aeroplanes for hire on the day. You will be able to select from a range of typical aerobatic two seat trainers, for example Cessna Aerobat, CAP 10, Robin 2160, Slingsby T67, and possibly also an Extra-300L.

The instructors will all be experienced competition pilots and CAA approved flying instructors. They will be able to guide you through how to fly the figures in the aeroplane and help you to prepare to fly the sequence overhead the airfield in a suitable place for the judges to see your flight.

Hire costs are around £150 per hour, including the instructor's time (subject to confirmation on the BAeA website). Expect about 50 minutes of flying during the day.

If you want to fly solo, or in your own aeroplane

You must be signed off as "safe" to fly aerobatics before the event – see the Pilot qualification section on the next page.

Event Format

Each pilot will fly the BAeA power Beginners sequence twice – once in the morning and once in the afternoon. In the morning the flight will probably take place away from the aerodrome, although on return you may be able to fly the sequence overhead the airfield so it can be watched by experienced pilots and judges. Feedback about the way that each figure was flown, errors observed across figures and overall the way that the sequence was presented will be given to each pilot by the judges after the flight.

A general review of all the first series of flights will be given once all pilots have flown the sequence. All pilots will then fly the same sequence again in the afternoon but this time it will be a formal flight in front of the judges. Pilots will thus have the opportunity to incorporate the feedback from their first flight into improving the sequence at the second attempt. The pilots and judges will look for signs of improvement, and will be able to give more feedback at the end of the second flight.

Aeroplane Entry Qualifications

All powered aeroplanes with aerobatic capability are eligible to enter.

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Pilot Entry Qualifications

All pilots must hold a valid Civil Aviation Authority (CAA) or equivalent pilot's licence and must comply with any restrictions placed on the accompanying medical certificate.

If flying solo or in your own aeroplane then a BAeA Pilot Proficiency Card endorsed at Beginners Level by a BAeA Check Pilot is required, or a suitable Log Book entry certified by a Flying Instructor authorised to give aerobatic instruction. This is necessary even with a BAeA safety pilot on board.

Help!

The BAeA website at www.aerobatics.org.uk has a list of suitable Check Pilots and lots more help on the BAeA Buddies page.

Event Schedule

Morning:

- Arrivals and Registration – from 0830
- Briefing – 0930. Attendance is mandatory.
- Flight 1: BAeA Beginners Sequence
- Review of Flying & Debrief

Afternoon:

- Flight 2: BAeA Beginners Sequence
- Review of Flying & Close

Aerobatic sequences

The arrow at the top of the sequence drawing indicates the direction of the "event" wind. Most figures are flown either into wind or downwind as drawn on the sequence – the first figure, for instance is flown into wind.

When the aeroplane is flying either "into wind" or "downwind" this defines the main axis along which figures are presented to the judges. Some figures are presented at right angles to the main axis on the secondary or "cross" axis.

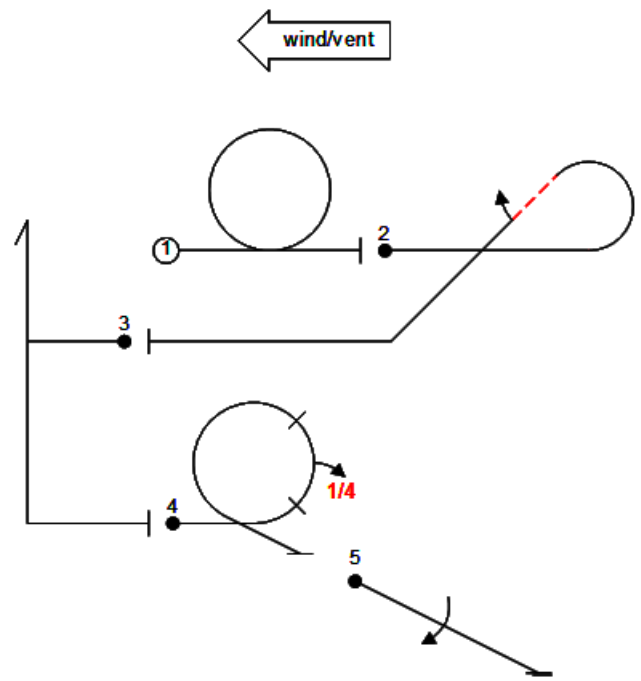
You should fly the figures overhead the airfield in a particular place and direction that will allow the judges to see what you are doing. The most important thing to remember is that you should be presenting your figures to the judges, so you need to think about where the judges are sitting and where you should fly each figure to present it well to the judges. Too close and the judges won't be able to see the shapes of many figures – too far away and judges may not be able to see the aeroplane!

If you are practicing the sequence, try to pick a feature on the ground and imagine the judges are sitting there – then try to be aware of where the judges are as much as possible during the sequence.

When you are ready to start the sequence you should rock your wings three times to tell the judges that you are ready to begin.

The Power Sequence

The power Beginners sequence consists of five basic aerobatic figures. You can download a better copy of the sequence from the BAeA web at www.aerobatics.org.uk by going to the BAeA Known Sequences page and clicking the Power Beginners Sequence button. You can practice it ahead of the competition.



Understanding the sequence

Figure 1: Loop.

Fly level, upright, into wind. Fly a complete loop, which must look round from the ground, be flown parallel to the main performance axis and must start and finish at the same height. Pull to level flight still into wind, ready for the last figure.

Figure 2: Half-Cuban.

This figure will turn you around. Fly a $\frac{5}{8}$ loop, making sure that you stop looping when the aeroplane is inverted on a 45° down line. Pause, holding the angle and direction of the line constant, fly a half roll axial on the 45° line, so that you are now the right way up, still on the same 45° line. Pause and then pull to finish upright, downwind.



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Figure 3: Stall Turn.

Pull to vertical, wings level. Draw a plain up line. Stall turn the aeroplane at the top of the line. Plain vertical down line. Pull out to finish flying into wind and on the main axis of the performance area.

Figure 4: Quarter clover.

The quarter clover is flown in pitch just as a loop. In the first, ascending half of the loop, aileron is added to give a 90° heading change at the top of the figure – this is in effect a ¼ roll, but smoothly integrated into the looping segment, not a roll on a vertical line. The roll can be to the right or left at the pilot's discretion. The figure starts flying directly into wind, and must finish with the aeroplane pointing straight towards or away from the judges – it doesn't matter which way, but towards is easier – and at right-angles to the wind direction. You need to think about which direction to roll when you are on the ground planning your flight, as it affects which direction you must apply the ailerons during the loop!

Figure 5: Aileron Roll.

This is a one-rotation aileron roll (a slow roll) flown so that the flight path of the aeroplane is level. The aeroplane should not climb or descend in the figure. After the roll you will still be flying directly towards or away from the judges, across the main axis of the box.

When you have finished the sequence, rock your wings three times to indicate to the judges that you have completed your flight. For more advice about how to fly the figures, read back through Alan Cassidy's excellent articles in LOOP Magazine – see www.loop.aero.

Safety, Safety, Safety !

Safety is absolutely critical. No pilot is allowed to fly any figures below 1500ft agl. You should practice the sequence in your aeroplane at altitude and work out how much height you lose when flying the complete sequence. This will tell you how high you need to be when you start. Always allow yourself a little extra margin, you must not get below 1500ft at any point in the sequence. We will notice!!

You may take a break after any figure in the sequence in case you are running out of height, disoriented or just a little unsure about what to do next! There is no penalty for taking a break – it's the safe thing to do if you think you need one. Power pilots should rock your wings three times

when you take the break and again when you are ready to resume your sequence, glider pilots just get on with the job.

Find out more about Judging

Flying the aeroplane through the allotted figures is one thing, being part of the team of judges that assess each flight and gives the marks for each figure is another part of the sport that – with a little effort – you can join in with and enjoy yourself whilst making a valuable contribution. The BAeA runs a Judging School each year (see the judging section on the BAeA web) and there is a considerable amount of useful information for both judges and pilots on this web. If you are intending to compete at one of these events you do need a moderate understanding of exactly what the judges are looking for, so don't miss out on this key part of aerobatics.

Airfield Fees for power aeroplanes

Fees: £10 per pilot for airfield use

Contact and information sources

Brighton – April 17th

www.realaero.com

Leicester – May 9th

www.leicesterairport.com

Little Gransden – June 17th

www.yakuk.com

How to Enter

You need to complete an entry form and send it, with your entry fee to the BAeA at least one week before the event. You can download an Entry Form from any of the Loop Beginners Days Contest Regulations pages on the BAeA website (www.aerobatics.org.uk) or contact Jen Buckenham (01487 833 022) to get a Contest Entry Form. Entry fees are £10 for BAeA members or £20 for non-members.

If you want to hire an aeroplane and instructor for the event, call Jen Buckenham to discuss this as soon as possible. The BAeA will try to make sure that an appropriate aeroplane, with an instructor, is available for you at the event.

Things you should bring on the day:

- Your Pilot's Licence or Glider Log-book
- Your current medical certificate
- Your current Certificate of Experience or Test
- Your BAeA Proficiency Card or signed Log Book safety authorisation
- Your aircraft's Certificate of Airworthiness/Permit to Fly

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- Your aeroplane's current Certificate of Insurance that is valid for Aerobatic contests, meeting the requirements of article 6 & 7 of regulation (EEC) No. 785/2004 (or the required MOD minimum if different when the contest is held on an MOD airfield).

If you need more information

The BAeA Code of Conduct, Rules, Judging Notes and a list of Check Pilots are all available to download from the on the BAeA Publications page on their website at: www.aerobatics.org.uk

To find out more about BAeA events, contact:

Steve Green SteveGreenSRG@aol.com
John Dixon john@extraaviation.co.uk

Loop Magazine

LOOP is an active initiative working to promote General Aviation within the UK and Ireland. The initiative comes from a new venture called Loop Publishing [UK] Ltd. We've called ourselves "Loop" because we want to bring new people into flying - and then keep them flying by making sure they are aware of all the opportunities available to them.

This dual process of introducing "new blood" and keeping existing pilots flying will reverse the decline in the number of UK pilots that we've seen over the past ten years (down 40% according to CAA figures) and revitalise General Aviation at the sharp end - flying clubs and schools all over the UK.

More business for the Flight Training Organisations = more business for GA as a whole = a stronger, developing flying community. Hence, the "Loop". Everyone benefits.

In many ways, the Loop campaign is similar to the "Be A Pilot" campaign run successfully in the USA over the past few years, but we've also looked at how sailing, motorcycling and golf have been promoted successfully over the past ten years. Many of the lessons learnt can be applied to GA. There are three elements to the Loop campaign:

1. A marketing campaign at national and regional media levels to promote GA.
2. A monthly A3 size newspaper sent directly to 22,000 UK pilots, aircraft owners and flying club members, free of charge.

3. A state-of-the art-website with online booking facilities for trial flights, and plenty of useful info for would-be pilots.

So, who is LOOP?

Dave Calderwood, Editor-in-Chief

Dave looks after the editorial content of LOOP. He's the former Editor-in-Chief of Pilot magazine and before Pilot, he edited Flyer magazine. He made the move into aviation journalism from the BBC in 1999. In total, he has been a newspaper, magazine and web journalist for more than 30 years. He is also a PPL(A) holder and flies from Enstone.

Sam Spurdens, Director

Sam is the marketing brains behind LOOP. He was Associate Publisher of Pilot and responsible for the magazine's hugely successful marketing strategy (and for other magazines from the same publisher). Sam has run many innovative national and regional marketing campaigns, from specialist magazines to mass market products. Sam is also a PPL(A) holder and flies from Crowfield.

Dave Foster, Director

Dave is The Man when it comes to advertising sales. He was Head of Sales at Pilot and many in the GA industry will have come into contact with him over the past few years. If so, they will have experienced a commitment to customer service that's almost unique in advertisement sales. He says: "When a customer agrees a campaign, I think of that as an investment in their business and it's my job to make sure the investment works for them."

Helen Rowlands-Beers New Media Manager

Helen looks after the website, LOOP TV and other multimedia projects, and occasionally gets roped into the newspaper editorial too. Helen is also a former staff member of Pilot, with specialist training in multimedia.

Stuart Harrison, Senior Sales Executive

Stuart works with Andy on advertisement sales, working with clients across the industry, big and small. If you would like to advertise anything from an aircraft for sale to a flying school in LOOP.

Kirsten Corrigan, Clubs Editor

Kirsten works with Dave on the editorial content of LOOP and is responsible for the HangarChat pages in LOOP, if you have a club story we should know about, give Kirsten a bell.

Visit: www.loop.aero

