

Report of the 29th AGM of the British Aerobatic Association

The 29th AGM took place at the Aviator Hotel, Sywell on Saturday 17th January 2004 at 10.30 am.

Amongst those attending were - Andy Cunningham, John Gilbert, Ray Stoward, Julie Wood, Rachel Worth, Corinne Dennis, Cas Smith, Steve Lofthouse, Simon and Jennifer Cattlin, Graham Hill, Nikki Mills, Graham Saw, David Cowden, Alex Smith, Polly Whitehead, Simon Abbott, Simon O'Neill, Rob Howarth, Tim Jenkinson, John Paulson, Oliver Johnstone, Dave Kaberry, Aidan Grimley, John Askew, Mark Walden, John and Jane van der Luit, Steve Carver, Adrain Howe, Gerald Cooper, Gary Ferriman, Dick Happps, Judi Jones, Paul Conran, Steve Green, Mark Jefferies, Nick Onn, Eric Marsh, Nick Wakefield, James Brown, Martin Sandford, Julian Murfitt, Andy McClean, Nick Buckenham, Tom Cassells, Gareth Roberts, Ben Ellis, Alan Cassidy, Jen Buckenham and Caroline Bois. Apologies had been received from David Copse, Kester Scrope, Tony Maxwell, Anne Sandford, Ian Scott and Steve Kirton.

Approval of the report of the 28th AGM was proposed by Gareth Roberts and seconded by Gary Ferriman, there being no matters arising,

Chairman's Address

Now, what sort of a year have we all had? On the domestic scene, we've visited a new airfield, to us at least, Kemble and we've returned to an old friend at Sandtoft (unless you've an aversion to narrow runways in a crosswind, that is!) The weather gods or the sunspot cycle or just random chance, whatever is your philosophy meant that we enjoyed really great weather at most competitions, except for poor old Swansea, or Swimsea as it was whimsically renamed. I won't bore you with a blow-by-blow account of what we did, I'm sure most of you read about it in our excellent journal and in any case it's all on our superb website, so ably mastered by Nick Buckenham.

However, despite the weather, we didn't do as well as we would have liked on the financial front. We'll look in a little more detail at that in a moment. We're not here to play a numbers game or make a profit for shareholders but we do need to make a return on our proceedings sufficient to cover our costs and set aside some funds for development and contingency. This year we had to eat into our reserves, which is what they're there for of course. We must examine the reasons for this and take appropriate steps to ensure we get back on the right track for the future.

Out in the World...

As reported last year, once again we were represented abroad by 3 teams, Unlimited and Advanced Power and Unlimited Glider. You'll have all read of their exploits in the ANR We were very pleased to be able to make a small contribution to every team member's training expenses and although the sums were only a fraction of the costs that all these pilots incur they all expressed their appreciation for our support. I know that the fact that a significant number of pilots fly in International competition feeds back into our domestic arena at all levels. I'm sure that just watching these people flying inspires many people to greater achievement even if they as individuals have no intention of competing outside our shores themselves.

On the ground....

Once again I'm happy to report that our judging reputation Internationally continues to grow under Steve Green's careful guidance. Graham Hill and Steve Green make a formidable team whether as a part of the line-up at International competitions or working together as Chief Judge. Our International glider judges were also out and about last year in Hungary. This involvement not only advances our say on the world stage but it also feeds back into our domestic scene, raising our game so that all pilots benefit from better appraisal of their skill.

Behind the scenes...

Once again this year I have attended numerous meetings of various bodies on your behalf. These include both the Council and the Medals and Awards Committee of the Royal Aero Club and the General Aviation Safety Council. Last year we discussed some of the work carried out by the RAeC on behalf of all UK air sports in ensuring that we get the most favourable conditions in which to enjoy our activities under the new EASA. In particular this year we've been able to fend off a proposal that all aircraft must carry a minimum of 65 million third party insurance. There is now a sliding scale being proposed, largely in line with our own competition requirements for our size of aircraft.

The year ahead...

We've another full season planned. We did go ahead and put dates onto the Web site before the paper version came out this year. I'm sorry that it wasn't sufficiently in advance for those who need to book leave well ahead of time but I feel we've done our best bearing in mind that many airfields can't commit until they've sorted out their own calendars. Sadly we are unable to return to Kemble this year but I'm pleased that we are going back to Sleaford. We've moved things around slightly and we'll kick off the power comps with the Icicle at Sandtoft. We've decided to give Swansea a rest this year and the May open contest has been moved to Elvington in Yorkshire. Once again we've 3 teams lined up for parts foreign and we wish them all the very best in their endeavours.

Thanks...

- To everyone on the committee and the officers of the association who work so hard on your behalf
- To everyone who worked on the ground at our competitions, judging, assisting, running, scoring and taking video.
- Most especially to the pilots who flew in our competitions.

Financial report

Martin Sandford presented the financial report in Anne's absence. A full copy of the audited accounts is attached at the end of this report. Turnover was down by 22% and expenses were down by 11% during 2003, the assets of the association were also down by 7.5%; cash remains static at approximately £15,000. Membership in 2003 was down by 22% and competition entries by 34%. There were no questions arising from the presentation of the accounts, Nick Buckenham proposed their approval, Dick Happs seconded this.

There appeared to be no particular reason for the decline in membership numbers in 2003; 2002 was a particularly busy year, last year should not be perceived as a significant trend. There was a discussion on how the association could increase the numbers of members and its' public profile. It was proposed that in order to save £800 there should be an internal audit performed. Simon Abbott offered to perform this and to prepare the accounts for presentation to Companies House.

Election of Officers

Three members of the committee were eligible for re-election all of whom had received nominations.

- Nick Buckenham, nominated by Jen Buckenham and seconded by Ray Stoward
- Alan Cassidy, nominated by Mark Jefferies and seconded by Mark Walden and Dave Cowden
- Eric Marsh, nominated by Jen Buckenham and seconded by Barry Tempest

The committee for 2004

*Ben Ellis

Chairman

*Tom Cassells	Vice-Chair
*Nick Buckenham	Web-site
*Alan Cassidy	Head of Contest Organisation
*Andy Cunningham	Glider Representative
*Mark Walden	Liaison
*Eric Marsh	Keeper of Trophies
*Gareth Roberts	Public Relations
*Martin Sandford	Points Tabulator
Steve Green	Judging Co-ordinator
Nick Wakefield	Company Secretary
Tony Lloyd	Journal Editor
Anne Sandford	Treasurer
Jen Buckenham	Membership Secretary

Those marked with a * are Directors of the BAeA.

Location of the Nationals 2004

The fee demanded by Sywell Aerodrome for the Nationals to be held at Sywell in September has been substantially raised. Various alternatives were suggested by members present including, Swansea, Barkston Heath and Leicester. Adrian Howe proposed that we should try to stay with Sywell and negotiate a lower fee; Mark Jefferies seconded this.

Graham Hill suggested that the person charged with liaising with Sywell should try to negotiate the lowest fee possible and come back to the committee.

Two alternatives were suggested, one to remain at Sywell for 2004 and search for an alternative location for 2005; the second suggestion was that the pilots should pay a greatly increased entry fee to cover the proposed airfield increase (this was approved by all Advanced and Unlimited pilots present.) Mark Walden will contact the manager of Sywell and negotiate fees for the coming season.

Award of Trophies

The Cessna Aerobat and the Diana Britten trophies were not awarded.

Standard Points Trophy -	Rob Howarth
Marcus Norman Trophy -	Alex Smith
Swinstead Trophy -	Tim Jenkinson
Advanced Points Trophy -	Gerald Cooper
Glider Points Trophy -	Graham Saw
Slingsby Trophy -	Alex Smith
Golden Frog -	Tom Cassells
Extra Trophy -	Gerald Cooper
Shaggy Cow Trophy -	Simon Cattlin
Len Perry Memorial Trophy -	Nick Onn
Pitts Special Trophy -	Tim Jenkinson
Chipmunk Trophy -	Ian Trask
Contest Director of the Year -	Eric Marsh
Judge of the Year -	Graham Hill

Any other business

Ben Ellis announced that two awards are to be made to Alan Cassidy in recognition of his services to Aerobatics in the UK and Internationally, the Tissandier Award, from the FAI and the RAeC Silver medal. These will be presented at the RAeC awards ceremony in March.

Barry Tempest gave an explanation of Rule 5 (a copy of his proposals are published on the UK aerobatics exploder in an e-mail dated 06.01.04, timed at 17.10.) A petition was circulated which some members signed. This discussion continued during the lunch break.

It was reported that Brian Lecomber has had to cease display flying, as he has been unable to gain sponsorship for 2004.

Adrian Howe requested that competition should have a full aerobatic box marked and this would greatly assist pilots embarking on international competitions.

Mark Jefferies suggested that assistance should be given to Gareth Roberts with publicity, also there could be a prize for writing an article that was published in the aviation press.

John 'JP' Paulson suggested that the BAeA should endeavour to contact pilots whose aircraft had aerobatic capability, with a view to encouraging membership and participation in competitions. No offers to undertake this task were forthcoming

Gareth Roberts will write an introduction to airfields, which offer aerobatic training and arrange for someone to visit to talk about the BAeA and aerobatic competitions.

JP suggested that some film could be put onto a CD, so that there could be a multi-media presentation. None of the members present were able to offer to undertake this task.

Rob Howarth highlighted the problem of pilots not being able to get to a competition for the initial briefing on time. Eric Marsh said that pilots must be there for the briefing – if not, they could not compete (unless there were special circumstances.) Nick Onn suggested that in the case of bad weather the briefing could be delayed. Gary Ferriman proposed that there should be a strict rule for all Contest Directors to follow.

Ben Ellis proposed that all discussions should continue into the lunch break, but offered that there should be some flexibility to deal with most cases

The meeting closed at 1.15pm.

Jen B