

Aerobatics News Review

October 2003

No 156



The Journal of the British Aerobatic Association



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CONTENTS

- 2 UK Standard and Intermediate Nationals - 2003
- 5 The Don Henry and Air Squadron Trophies - 2003
- 9 The Saltby Spectacular Competition - 2003
- 12 The Tiger Trophy - 2003
- 17 UK Advanced & Unlimited Nationals - 2003
- 20 The Cathy O'Brien Memorial Aerobic Competition 2003
- 22 The Advanced European Aerobic Championships
- 29 The World Glider Aerobic Championships
- 32 Diana Britten Scholarship
- 33 Aerobatics – a sport of many branches
- 34 Haute Voltige Air Musical "Dreamings"
- 35 Contributor's Guide
- 36 British Aerobic Association Committee 2003

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Cover: John Penfold in EGAL Peterborough '03 – Nick B
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UK Standard and Intermediate Nationals - 2003

from Nick Buckenham, CD

It's usually a pleasure to drive this particular show each year, and 2003 will surely go down as one of the better ones.... although with not quite the booming entry of previous years, the queue of those vying for these two prestigious crowns was every bit as keen as usual and the weather this time did allow us to go the whole distance. On arrival at 0900 on Friday the registration list showed 22 standard and 10 intermediate pilots in expectation of battle to come, and in the event very few fell victim to the slow moving front the weatherman kindly stuck across the southern part of the country. At Conington it was certainly very pleasant, but numerous telephone calls from London and the south-west left no doubt that some of the arrivals would enjoy quite unfavourable en-route challenges. So - forward gear was firmly engaged at mid-day, and the Intermediate Knownshow hit the road. For some the rain came and went, but perseverance won the day and by 1700 the Standard Known and Intermediate Free had all been put to bed. At this early stage in the standard class Adam Lewis in STUA was heading off Simon Abbott and Rob Howarth, both the latter poling G-IIIIX as hard as they could, whilst in intermediate at the two-thirds point Tim Jenkinson - in the same hard working machine - was racing away from John

Dixon in BRZX and Julian Murfitt in good ol' STUA. The standard lot ground their teeth and sharpened their resolve, whilst at intermediate no doubt there were some puzzled frowns wondering just how to make up the gap. Saturday's weather was just superb, some early sub-3,000' cumulus bases rising as the morning progressed to be of no further concern. With the relatively easy rate of sequence completions CD Nick-B for once relented with the 0700 briefing (some wry smiles there!), and at 0900 prompt the standard 1st unknown was away preceded by a late 'known' run by Alan Wood playing catch-up following a spot of Pitts style runway dancing the previous day.... Sterling performances by Rob and Simon left Alex ruefully licking a sore thumb at standard, whilst a dash more excellence from Tim consolidated his spot as intermediate man of the weekend - and 2003 too, as many other intermediate hopefuls know only too well. Alan Cassidy ran a thoroughly high quality judging line, Jen-B tickled the computer, Diana Britten gave us all a couple of impromptu free-style wazzes in her '232, and I can only say that it was a joy for me to see you all have such a good time. Well done to the two new champions, well tried - but try harder please! to the rest.

British National Aerobic Championships Part 1
 Peterborough Conington: 29/30 August
 The standard level Flyer Trophy

Pilot	A/c type	Reg'n	Known1	Unkwn1	Unkwn2	All Grps	O/all %
1 Rob Howarth	Pitts S-1S	G-IIIIX	935.4	864.7	873.3	2673.4	72.845
2 Simon Abbott	Pitts S-1S	G-IIIIX	962.7	834.7	823.6	2621.0	71.418
3 Alex Smith	T-67M	G-SKYC	910.4	849.0	854.0	2613.4	71.209
4 Bill Merry	Pitts S-2A	G-STUA	920.0	816.5	871.9	2608.5	71.076
5 Adam Lewis	Pitts S-2A	G-STUA	970.5	776.5	847.7	2594.8	70.702

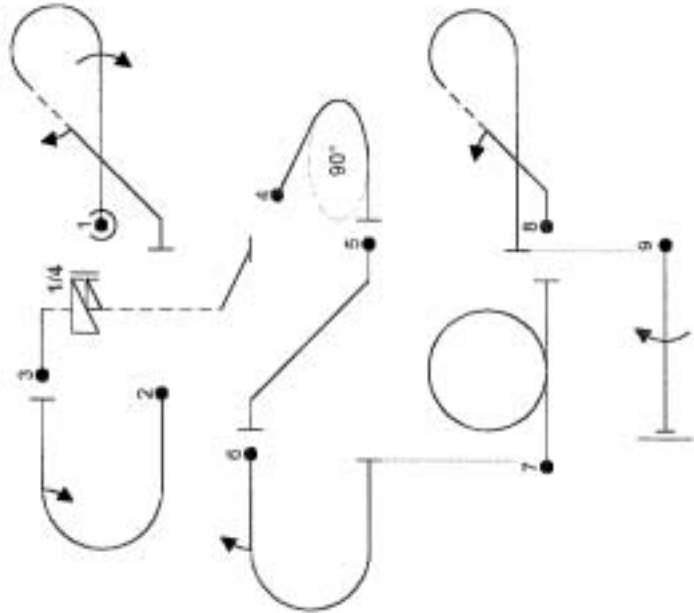
REPORT

6	Robert Woollard	Pitts S-2B	G-BRVT	886.4	854.6	830.6	2571.5	70.069
7	Richard Buchan	Pitts S-1D	G-ODDI	898.2	839.6	819.8	2557.6	69.689
8	John Penfold	Eagle-II	G-EGAL	931.8	746.6	771.2	2449.5	66.744
9	Roy Nicholson	T-67M	G-SKYC	822.4	788.9	805.9	2417.2	65.864
10	John Wicks	CAP-232	F-GUJM	770.3	771.7	835.3	2377.3	64.775
11	Dave Cowden	Pitts S-2C	G-IICI	674.2	823.8	811.6	2309.5	62.930
12	Giles Caunter	Pitts S-1D	G-BLAG	816.2	783.8	669.2	2269.1	61.830
13	James Hughes	Robin-2160	G-DCFC	743.6	688.8	729.6	2162.0	58.910
14	Peter Borchert	Pitts S-2B	G-STUB	671.5	714.2	757.8	2143.5	58.406
15	Paul Tomlinson	Pitts S-1C	G-BXAU	822.1	721.0	560.2	2103.3	57.312
16	Corinne Dennis	Pitts S-1S	G-BOXH	507.7	792.3	706.7	2006.8	54.680
17	Al Coutts	Pitts S-1S	G-BKKZ	746.6	724.5	149.7	1620.8	44.162
18	Alan Wood	Pitts S-1S	G-BOXH	883.0	730.1	-	1613.1	43.953

BAe Intermediate Champion

Pilot	A/c type	Reg'n	Known1	Prog1	Unkwn1	All Grps	O/all %	
1	Tim Jenkinson	Pitts S-1S	G-IIIK	1376.1	1381.4	1377.5	4134.9	73.970
2	John Dixon	Pitts S-1S	G-BRZX	1296.2	1258.6	1312.0	3866.7	69.172
3	Julian Murfitt	Pitts S-2A	G-STUA	1246.7	1294.6	1191.7	3733.0	66.779
4	Clive Butler	Pitts S-2B	G-BPLY	1178.0	1244.5	1267.6	3690.1	66.012
5	Alex Caramella	Pitts S-2B	G-BRVT	1215.7	1211.7	816.8	3244.2	58.037
6	Mike Caskey	CAP-10B	G-BXRC	874.9	1143.3	1144.3	3162.5	56.575
7	Patrick Caruth	Pitts S-1S	G-LITZ	1196.9	685.7	1098.6	2981.2	53.331
8	Peter Krause	Eagle II	G-OEGL	1079.5	957.2	-	2036.6	36.434

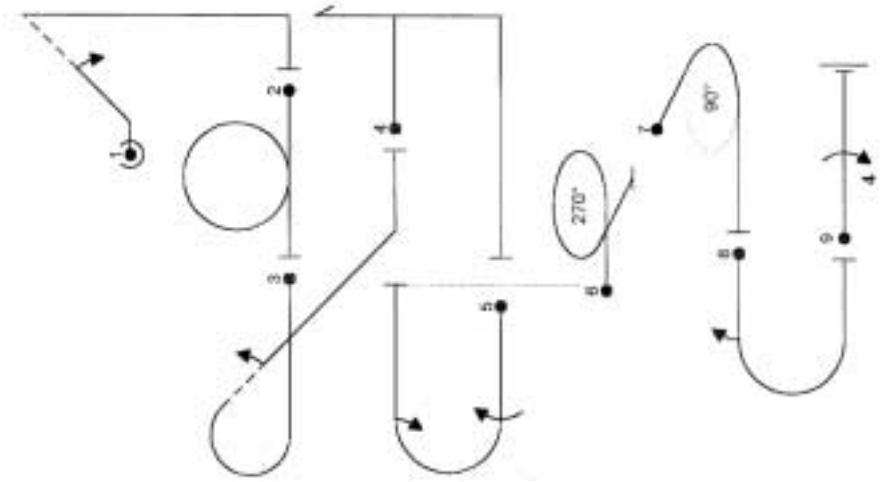
Standard 1st Unknown



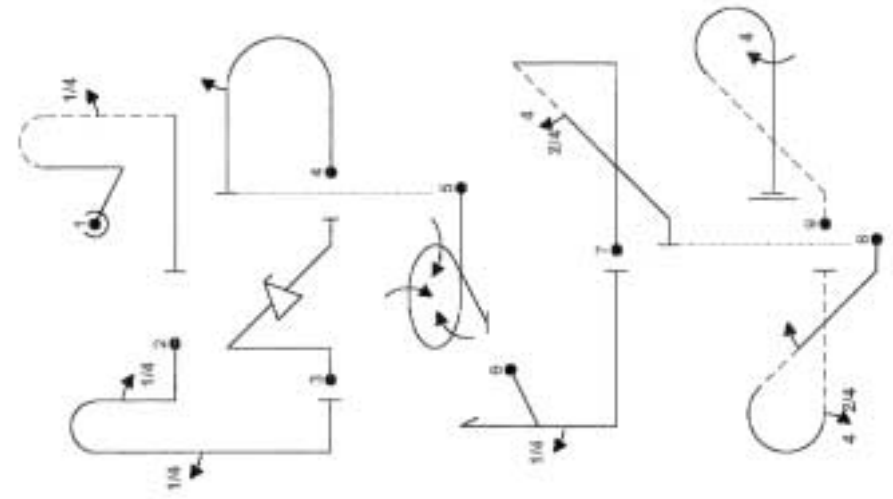
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REPORT

Standard 2nd Unknown



Intermediate



4

The Don Henry and Air Squadron Trophies - 2003

from Ben Ellis, CD

For those of you who have never been (which is probably not many!) Compton Abbas is set 810 feet on top of a hill giving wonderful views of the West

Dorest/Wiltshire countryside. It is also 810 feet nearer to the cloudbase. This has led, in the past 2 seasons, to considerable frustration as low cloud has prevented a proper conclusion to our activities. Third time lucky, I guess, because all tasks were duly completed this year. Most participants made their way to Compton on the Friday afternoon, including yours truly and Corrinne Dennis, our registrar/scorer for the weekend. Thus the admin side of life was well set up for a prompt start. The TV weather forecast was set fair so it was with some surprise that we were greeted with teeming rain when we stumbled out of the pub at 11 pm!

It was with some trepidation that I drew back the curtains at daybreak on Saturday morning. The rooftops of Shaftesbury were still damp but the overcast seemed to be pretty high, with no lower cloud evident. The forecast 2,000 foot wind was 090 at 30kt; but at least it was straight down the 080° orientation of the box. A few people with lots of downwind hesitation rolls suffered here, but I guess if you're designing a sequence in advance it's difficult to take all possible circumstances into account. The surface wind at Compton was also down the runway at 15-20 kt and so it remained for the duration of the contest, easing in strength later on in the afternoon. There were odd patches of sun during the day and some worrying cumulus blowing in from the East, but still well above the box. Briefing was slated for 0800, slightly delayed to 0815 to ensure everyone was in place. The order of programme was

Intermediate Free, Advanced Free, Beginners, Apprentices, Masters. Thanks to Alan for the suggestion of doing Beginners in the middle, to enable them to see what goes on before flying themselves and also to give a chance for pilots and judges to brief on the Apprentices and Masters figures. Order of flight for the first round was determined, as ever, by the computer, but for the second round the highest scores flew last. The only unscheduled interruptions to the flying were caused by 2 box incursions, one by a Shorts inbound to Bournemouth and the other a microlight. Radio calls from the Chief Judge gave the pilots flying at the time a free break, but it can't help the concentration. A call to Bournemouth from Compton management ensured they complied with the NOTAM. So, what of the flying? The results show how everyone got on, but at Intermediate Free only 7 pilots managed to get to the starting line. I don't know if it is of interest but there was only one monoplane at Intermediate, Ian Scott's recently re-winged CAP10. Tim Jenkinson saw off Clive Butler and Patrick Caruth respectively to 2nd and 3rd. The Don Henry Trophy at Advanced was taken by Steve Carver, with Gerald Cooper and Gary Ferriman lending support at 2nd and 3rd. Beginners yielded an entry of 5 including 2 flying the Avon Robin but the block of stone was awarded to Giles Caunter, campaigning an old friend - G-BLAG. Two Beginners flew the Standard sequence for Alan Cassidy after the end of the contest so hopefully we'll see more of them!

So to the Air Squadron Trophy. The Masters and Apprentices series of figures were devised in order to give pilots and spectators alike a chance to see some

slightly different aerobatic flying, but within the competition environment. Attempts to run this contest have been frustrated over the years, sometimes by the weather and sometimes by a reluctance by pilots to 'have a go' but this year, everything came together to make it all work. A percentage system was devised to enable the Intermediate and Advanced pilots to compete together for the trophy (a la Tiger). Some of the flying gave the more knowledgeable spectators amusement and it seemed to entertain the considerable number of the general public who were on hand. In the event, the unique Air Squadron trophy was taken away by Gerald Cooper, with Steve Carver narrowly beating Tim Jenkinson for 2nd & 3rd. Our special thanks to Graham Hill, Steve Green, Alan Cassidy, Patrick Rushmore and Peter Macintosh for sitting it out on the judging line. Even more thanks to their assistants, many press-ganged and suffering from the biting easterly wind. There was an interesting mix of duvets, blankets, microlight suits etc employed as they

sheltered in the lee of aircraft on the line. Corrinne Dennis maintained an even strain crunching all the numbers in with Diane Smith giving invaluable support. Visitors included Tony Lloyd, editor of the Aerobatic News Review. Margaret Hughes did a magnificent job keeping everyone fed and watered. Clive Hughes gave us every facility and made us feel very welcome. We had use of the airspace to the North of the field, with all their traffic kept to the South, an excellent arrangement with the minimum of fuss. I did mention to him that a Public Address system would enable us to inform the crowd about what was going on and he does have plans to install such a system. The Medal and Awards ceremony took place on the reserved patch of grass outside and I'm pleased to say that all those due to collect something managed to stay long enough to do so.

All in all, from my point of view, a very successful day; not without its learning points. I very much hope that we are allowed to return to this wonderful venue for many years to come.

Don Henry/Air Squadron Trophys: Compton Abbas: 16 August Beginners Finals Beginners Known

Pilot	Aircraft type	Reg'n	Known #1	O/all %
1 Giles Caunter	Pitts S-1D	G-BLAG	468.6	71.001
2 John Dodd	Pitts S-1C	G-OSIC	468.0	70.914
3 Stephen Madle	Robin-2160	G-BYOF	463.6	70.243
4 Jonathan White	Robin 2160	G-BYOF	444.3	67.322
5 Paul Tomlinson	Pitts S-1C	G-BXAU	349.8	52.993

Intermediate Free Programme

Pilot	Aircraft type	Reg'n	Program1	O/all %
1 Tim Jenkinson	Pitts S-1S	G-IIIIX	1356.3	75.353
2 Clive Butler	Pitts S-2B	G-BPLY	1329.8	73.880
3 Patrick Caruth	Pitts S-1S	G-LITZ	1244.5	69.137
4 Julian Murfitt	Pitts S-2A	G-STUA	1199.3	66.629
5 Ian Scott	CAP-10B	G-BXRC	1110.5	61.693
6 Peter Rutterford	Pitts S-1T	G-BKPZ	1024.8	56.935
7 John Penfold	Eagle-II	G-EGAL	878.5	48.804

REPORT

The Don Henry Trophy Advanced Free Programme

Pilot	Aircraft type	Reg'n	Program1	O/all %
1 Steve Carver	Extra-260	G-EXTR	2728.2	80.243
2 Gerald Cooper	Extra-230	G-CBUA	2649.8	77.935
3 Gary Ferriman	Pitts S1-11B	G-IIIV	2550.2	75.005
4 Cas Smith	Pitts S-2B	G-ICAS	2446.2	71.946
5 Tony Maxwell	Pitts S-2B	G-III	2356.8	69.318
6 Mark Walden	CAP-222	F-WWMX	2321.5	68.279
7 Alex Smee	Pitts S-2A	G-STUA	2258.9	66.438
8 Pete Shaw	Pitts S-1T	G-OSIT	2223.1	65.385
9 Simon Cattlin	Yak-55M	RA-44537	2125.2	62.507
10 John Vize	Pitts S-1T	G-IIIL	2113.2	62.152
11 John Paulson	Extra-300L	G-IICM	1469.6	43.224
12 Aiden Grimley	Laser	G-CBHR	929.8	27.347
13 Robert Tinkler	Pitts S-1T	G-IIIL	621.3	18.272

The Air Squadron Trophy Intermediate & Advanced Apprentices and Masters Programmes

Pilot	A/c type	Reg'n	App/Mstr	O/all %
1 Adv Gerald Cooper	Extra-230	G-CBUA	1479.8	82.209
2 Adv Steve Carver	Extra-260	G-EXTR	1376.9	76.493
3 Int Tim Jenkinson	Pitts S-1S	G-IIIX	1515.1	75.754
4 Adv Aiden Grimley	Laser	G-CBHR	1270.4	70.575
5 Adv Simon Cattlin	Yak-55M	RA-44537	1255.8	69.766
6 Adv Gary Ferriman	Pitts S1-11B	G-IIIV	1207.0	67.054
7 Adv Mark Walden	CAP-222	F-WWMX	1173.5	65.194
8 Adv Tony Maxwell	Pitts S-2B	G-III	1136.3	63.130
9 Int Julian Murfitt	Pitts S-2A	G-STUA	1244.7	62.237
10 Int Peter Rutterford	Pitts S-1T	G-BKPZ	1138.2	56.911
11 Int Ian Scott	CAP-10B	G-BXRC	1127.4	56.370
12 Adv Cas Smith	Pitts S-2B	G-ICAS	958.4	53.246
13 Adv Pete Shaw	Pitts S-1T	G-OSIT	926.2	51.453
14 Adv Alex Smee	Pitts S-2A	G-STUA	914.8	50.821
15 Int Patrick Caruth	Pitts S-1S	G-LITZ	970.9	48.545
16 Int Clive Butler	Pitts S-2B	G-BPLY	932.1	46.605
17 Int John Penfold	Eagle-II	G-EGAL	880.6	44.031
18 Adv John Vize	Pitts S-1T	G-IIIL	683.4	37.966



REPORT

Apprentices

No.	Figure	Grade	No.	Figure	Grade
1			5		
2			6		
3			7		
4			8		
				Framing	

Masters

No.	Figure	Grade	No.	Figure	Grade
1			5		
2			6	Freestyle	
3			7		
4	Freestyle		8		
				Presentation	

The Saltby Spectacular Competition - 2003

Saltby Open 200, from

Friday 5th September.

I arrived to the sounds of Glen Miller and Frank Sinatra drifting from the hangar. The Buckminster Gliding Club had arranged a 1940's hangar party, which had already been sold out.

The hangar was decked out in old parachutes and the Leicester Brass Band played period music throughout the evening. Many of the guests were suitably dressed, including John Gilbert. There seems to be a local 1940's cult in East Anglia and the East Midlands. Two years ago I attended a similar party at Tibenham where the band were accompanied by several followers, all in wartime costume including several fantastic dancers, some of whom were here tonight. During one interval, somebody gave a jitterbugging class. The jitterbug seems to involve keeping your legs tightly together while hopping up and down; surely a dance invented while queuing for the ladies. The weather was ideal and a good time was had by all.

Saturday 6th.

The Saltby Open, as its name suggests is open to pilots of all classes, who fly 2 unknown programs at their level, the one scoring the highest overall percentage being judged the winner. This year we had 10 entries ranging in experience from novices to a member of the British team. Flying Unlimited in the Swift are Jamie Allen and Andy Cunningham. Andy arrived in style in his RF4 motor glider. Graham Saw and Mike Wollard, both previous Nationals winners, are flying intermediate and the sports entries include Caroline Bois in her Pilatus B4, Nikki Mills in the K13,

which she has flown in the nationals many times, and Stephen Jarvis. Stephen is flying 92 (Pilatus B4) which he is about to buy a share in. He was hoping to fly the Dunstable club B4 but somebody damaged it a few days before so he decided to buy into an intact one, namely my old glider. A cold front is forecast to go through this evening but all the signs are that it will come early, i.e. clouds and wet stuff. Caroline has been experiencing some difficulties with G loading, limitations and keeping within the envelope and was last seen heading for Grantham to find a lingerie shop and hopefully solve her problems.

Both programs were modified for a 3,000' launch so as to avoid the need for splits. The first sequence was interrupted by low cloud after two flights but we were able to resume before the front proper arrived. Caroline arrived back just in time to slot into the end of the first unknown, just before the rain, with the judges threatening to penalise for positioning and harmony if the fit wasn't good.

The front brought some thunder and lightning as well as a temperature drop of about 3 degrees C. During the afternoon we watched some spectacular cu-nimbs building up in the distance. Ben Ellis got his stunt kite out to fly while waiting for competitors to aerotow to the box. I had a go and crashed it, too close to the other judges for comfort. They didn't seem very reassured by my asking "How do you steer the bloody thing?"

The second unknown was interesting. Nikki Mills flew the best sequence I've ever seen her fly, demonstrating that it is possible to fly a tidy, high scoring sports sequence in a

K13. Mike Wollard flew a superb intermediate sequence which was unfortunately, fundamentally flawed. Only after landing did he realise that he'd flown the whole lot the wrong way round. The unlimited flights were interesting. The spin at the start was removed for height loss reduction, however that didn't stop both pilots from flying it. Later in the program was a figure which both pilots zeroed, insisting that it is impossible to fly in a glider. The figure comprises a half Cuban with an inverted entry and an inverted half flick roll before the loop. They maintained that you cannot come out of the flick with enough speed to fly the loop. Chris Cain insists that it is possible and is promising to show them how it's done tomorrow. The second program, and therefore the competition were completed by late afternoon.

We went to our favourite local haunt, the Cross Swords at Skillington for dinner. It is noted for good freshly prepared, reasonably priced food and the landlady, Linda's, remarkable memory. In spite of only seeing us a couple of times a year, she remembers all of our names and eating habits.

Sunday 7th

Awoke to a clear blue sky and light wind. Another front is forecast but is not expected until this evening, which leaves the pilots with ideal conditions, the airfield and tugs and a judging line at their disposal; an opportunity not to be wasted. This is a good moment to mention Caroline's DI. In addition to all the normal checks she adds "Coffee pot out -Parachute in". Indeed Caroline is rarely seen without the caffatiere. This begs an interesting question in that in athletics caffeine is listed as a banned Class A stimulant; more than 12µg/ml in a urine sample spells trouble. Obviously you'd need to drink an awful lot

of coffee.....!!

Dick Happs (Chief Judge) suggested a freestyle competition whereby he would set one basic figure around which each pilot would add another five of their choice. As with yesterday launches would be to 3,000'. Mike Wollard and Jamie Allen had to leave which meant that the Swift and Pilatus (92) would be leaving. Unfortunately the lack of the Swift meant that Chris Cain didn't get the chance to demonstrate the "impossible" figure from yesterday. He didn't seem unduly disappointed. Stephen Jarvis elected to fly a Puchacz. Andy Cunningham would fly his unlimited sequence in the RF4 before heading for home. Caroline drew up an interesting sequence comprising 4 stall turns and 2 clover leaves.

Caroline fell out of her first stall turn; spilled coffee? She flew the rest OK and was clearly enjoying herself.

Andy made a few errors such as a missed hesitation and flying a single roll instead of a double.

After they had all flown it was clear that it had taken considerably longer to prepare the paperwork than to fly the program. The presentations for the main competition and today's frolics took place after lunch, prizes awarded by CFI, Les Merritt.



REPORT

Saltby Late Bash 2003 : Saltby : 6/7 September 2003

Sports Finals

Pilot	A/c type	Reg'n	Unkwn 1	Unkwn 2	All Grps	O/all %
1 Mike Newbound	Puchacz	G-FTH	891.9	895.7	1787.7	72.084
2 Stephen Jarvis	Pilatus B4	G-92	935.6	814.0	1749.6	70.550
3 Caroline Bois	Pilatus B4	G-HDA	907.1	840.7	1747.9	70.478
4 Nikki Mills	K-13	G-FWN	836.5	888.7	1725.2	69.563
5 Mark Erlund	Lunak	OM-0973	949.7	667.9	1617.6	65.227
6 Steve Hardy	Puchacz	G-FTH	804.5	731.9	1536.4	61.950

Intermediate Finals

Pilot	A/c type	Reg'n	Unkwn 1	Unkwn 2	All Grps	O/all %
1 Graham Saw	Lunak	OM-0927	1038.0	1031.5	2069.5	74.176
2 Mike Wollard	Pilatus B4	G-92	959.5	156.8	1116.3	40.011

Unlimited Finals

Pilot	A/c type	Reg'n	Unkwn 1	Unkwn 2	All Grps	O/all %
1 Jamie Allen	Swift	G-JZP	1349.7	1043.8	2393.5	66.859
2 Andy Cunningham	Swift	G-JZP	1251.7	798.4	2050.2	57.267

King of the Bash!

Pilot	A/c type	Reg'n	Unkwn 1	Unkwn 2	All Grps	O/all %
1 Int Graham Saw	Lunak	OM-0927	1038.0	1031.5	2069.5	74.176
2 Spr Mike Newbound	Puchacz	G-FTH	891.9	895.7	1787.7	72.084
3 Spr Stephen Jarvis	Pilatus B4	G-92	935.6	814.0	1749.6	70.550
4 Spr Caroline Bois	Pilatus B4	G-HDA	907.1	840.7	1747.9	70.478
5 Spr Nikki Mills	K-13	G-FWN	836.5	888.7	1725.2	69.563
6 Unl Jamie Allen	Swift	G-JZP	1349.7	1043.8	2393.5	66.859
7 Spr Mark Erlund	Lunak	OM-0973	949.7	667.9	1617.6	65.227
8 Spr Steve Hardy	Puchacz	G-FTH	804.5	731.9	1536.4	61.950
9 Unl Andy Cunningham	Swift	G-JZP	1251.7	798.4	2050.2	57.267
10 Int Mike Wollard	Pilatus B4	G-92	959.5	156.8	1116.3	40.011

And for today's freestyle

1st	Graham Saw	(Lunak)	Intermediate
2nd	Stephen Jarvis	(Puchacz)	Sport
3rd	Mark Erlund	(Lunak)	Sport

Just as everybody looked ready to disperse, Judy Jones reached for a plastic bag and started rummaging around inside it.

"There's a bar of chocolate for everybody who flew in the comp." she announced. Suddenly Caroline jumped up from where she had been sitting at the back, leaping straight to the front, flattening several pilots and a judge or two in the process and possibly breaking the UK long jump and high jump records simultaneously. Perhaps there's something to be said for caffeine after all!

INFORMATION



The Tiger Trophy - 2003 from Eric Marsh, CD

"Festina lente" said the ancient Latins, which roughly translated means "when thou plannest an aerobatic contest read the scripture according to Saint Alan, and do not rush". As CD at Tiger Trophy last weekend I contravened both, with the result that, notwithstanding my position as keeper of BAeA's Trophies, I failed to draw a Beginners Award from my stock and am grateful to Gerald Cooper for allowing me to borrow one from his even greater stock of trophies in his Gamston hoard. I was then reminded that in addition to overall

winner of the Tiger Trophy, medals are awarded to winners in each category (it never happened in the old days!) and to those undecorated winners I apologise. You are listed elsewhere, with my special congratulations. The Tiger Trophy is generally considered to be second only to National Championship in its desirability. Not only do you get a lot for your money – five kilos of bronze tiger on a three tier plinth – but you share the company of some historic BAeA aces on what is our oldest trophy, presented by

INFORMATION

Esso in 1959. Early contests included a sequence ending in a closed throttle spot landing...

The weather gods who had favoured us at Sywell for the Nationals the previous weekend continued to favour Sywell and environs, but poured retribution on the North. Friday's positioning was challenging, and, in the case of Team Barton, impossible, earning them a rare dispensation to arrive late. The Beginners' class was held under drizzling grey skies, but produced a surprised winner – Juliet Kinsey – under coach Cas Smith. Saturday saw 31 entrants, this time under a deceptively low cloud base. The morning's proceedings were therefore intermittent at best, with the unfortunate weather dummy getting more practice at landing than aerobatics. The afternoon improved, but the Team Barton, placed at the end as the price for arriving late, suffered lowering scud which undoubtedly affected their performance: bad luck indeed. Tom Cassells had been billed as CD, but perhaps to enable him to grapple again with his archrival Uncle Alan (flying hors de concours because he had written the

“unknown” sequence), Tom delegated the function of CD to yours truly to allow him to enter. With nearly 80 contests' experience – half each as CD and contestant – I felt it was time to combine the two. Yes, it can be done, but at a cost to both: see above! Tom succeeded in beating his archrival, but still came second, this time to advanced champion Gerald Cooper. Third was Adam Lewis, at Standard level in uncle's STUA. Venues for the Tiger have varied, but currently Sherburn hosts it with evident pride. Cas Smith is CFI there, and consequently the airfield is always busy – and staff always pressed – for our events. But we all got served, and when I left (in a downpour at 1900 Saturday) another bash had just started. I said it was my last contest as contestant, but I say that – and tell my wife! – every year....

Special thanks are due to hosts Sherburn and their crew, including caterers, controllers and fuellers, and to BAeA personnel, including Ben Ellis and Corinne Davis as scorers, and especially to Steve Green as our extraordinarily competent Chief Judge.

The Tiger Trophy 2003 : Sherbert in Elbow : 19/20 Sept Beginners Finals

Pilot	Aircraft type	Reg'n	Known #1	O/all %
1 Juliet Kinsey	Cap 10 B	G-G-GDTU	467.8	70.874
2 Andrew Brown	T67M	G-SKYC	453.4	68.694
3 Nick Mitchell	T67M	G-SKYC	361.4	54.759
4 Simon Ducker	Yak-52	G-TYAK	341.6	51.758

Standard Unknown

Pilot	Aircraft type	Reg'n	Unkwn #1	O/all %
1 Adam Lewis	Pitts S-2A	G-STUA	1022.1	74.066
2 Alex Smith	T-67M	G-SKYC	1012.0	73.332
3 Chris Malkin	Pitts S-2A	G-BTTR	956.1	69.282
4 Alan Wood	Pitts S-1S	G-BRZX	943.5	68.366
5 Andy McClean	CAP 20 LS	G-BIPO	940.6	68.163

INFORMATION

6 Neil Bigrigg	Pitts S-2A	G-BTUL	908.4	65.824
7 Corinne Dennis	CAP 10 B	G-GDTU	906.9	65.717
8 Al Coutts	Pitts S-1S	G-BKKZ	884.9	64.126
9 Richard Buchan	Pitts S-1D	G-OODI	883.6	64.031
10 Eric Marsh	Vans RV-4	G-BXPI	880.1	63.773
11 Mark Davies	Pitts S-2A	G-BTUL	776.8	56.289
12 Paul Tomlinson	Pitts S-1C	G-BXAU	770.1	55.804
13 Dave Cowden	Pitts S-2C	G-IIIC	722.4	52.351
14 Giles Caunter	Pitts S-1D	G-BLAG	560.4	40.606

Intermediate Unknown

Pilot	Aircraft type	Reg'n	Unkwn #1	O/all %
1 John Dixon	Pitts S-1S	G-BRZX	1605.6	72.322
2 Clive Butler	Pitts S-2B	G-BPLY	1477.3	66.543
3 Phil O'Donoghue	Laser	G-LAZA	1400.8	63.098
4 Graham Smith	Pitts S2B	G-ICAS	1393.5	62.772
5 James Brown	CAP-20LS	G-BIPO	1363.8	61.430
6 Mike Caskey	CAP 10B	G-BXRC	1274.8	57.421
7 Richard Pargeter	Pitts S2A	G-STUA	1264.5	56.958
8 Ian Scott	CAP 10 B	G-BXRC	1178.3	53.077

Advanced Unknown

Pilot	Aircraft type	Reg'n	Unkwn #1	O/all %
1 Gerald Cooper	Extra-230	G-CBUA	2590.1	80.689
2 Gary Ferriman	Pitts S1-11B	G-IIIV	1693.9	52.770
3 Ron Allan	Pitts S2B	G-IIII	1688.0	52.586
4 Dave Kaberry	CAP-231	F-GKKI	1496.6	46.622
5 Tony Maxwell	Pitts S2B	G-IIII	1274.6	39.706
6 David Copse	CAP 20LS	G-BIPO	797.2	24.836
7 Steve Carver	Extra 260	G-EXTR	527.8	16.442

Unlimited Unknown

Pilot	Aircraft type	Reg'n	Unkwn #1	O/all %
1 Tom Cassells	CAP 232	F-GOTC	3035.0	77.820
2 Alan Cassidy H/C	CAP 232	F-GYRO	2944.4	75.496

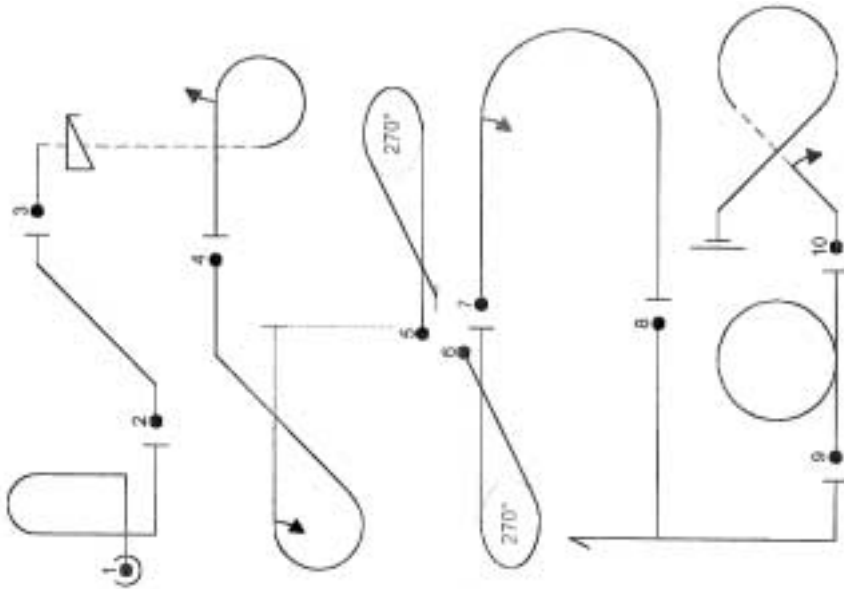
Tiger Trophy 2003

Pilot	A/c type	Reg'n	Unkwn #1	O/all %
1 Adv Gerald Cooper	Extra-230	G-CBUA	2590.1	80.689
2 Unl Tom Cassells	CAP 232	F-GOTC	3035.0	77.820
Unl Alan Cassidy H/C	CAP 232	F-GYRO	2944.4	75.496
3 Std Adam Lewis	Pitts S-2A	G-STUA	1022.1	74.066
4 Std Alex Smith	T-67M	G-SKYC	1012.0	73.332
5 Int John Dixon	Pitts S-1S	G-BRZX	1605.6	72.322
6 Std Chris Malkin	Pitts S-2A	G-BTTR	956.1	69.282
7 Std Alan Wood	Pitts S-1S	G-BRZX	943.5	68.366

INFORMATION

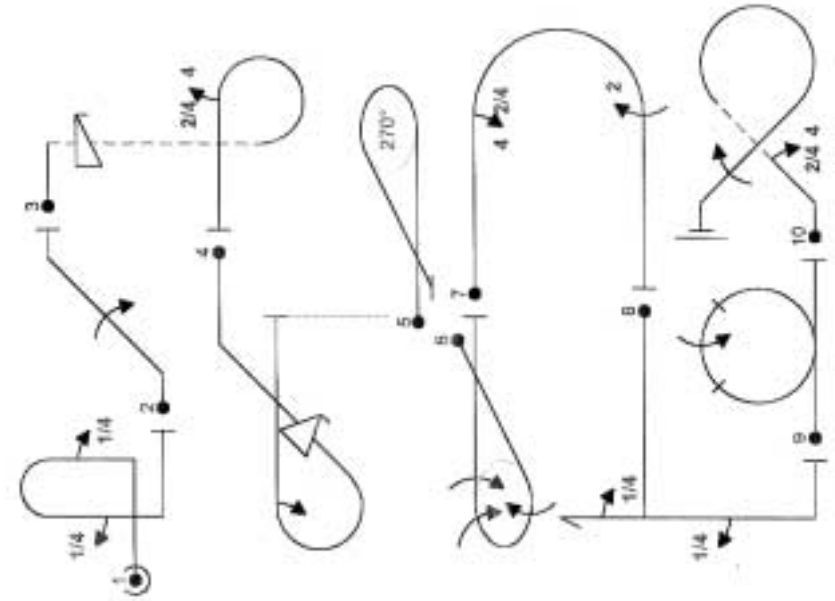
8	Std	Andy McClean	CAP 20 LS	G-BIPO	940.6	68.163
9	Int	Clive Butler	Pitts S-2B	G-BPLY	1477.3	66.543
10	Std	Neil Bigrigg	Pitts S-2A	G-BTUL	908.4	65.824
11	Std	Corinne Dennis	CAP 10 B	G-GDTU	906.9	65.717
12	Std	Al Coutts	Pitts S-1S	G-BKKZ	884.9	64.126
13	Std	Richard Buchan	Pitts S-1D	G-OODI	883.6	64.031
14	Std	Eric Marsh	Vans RV-4	G-BXPI	880.1	63.773
15	Int	Phil O'Donoghue	Laser	G-LAZA	1400.8	63.098
16	Int	Graham Smith	Pitts S2B	G-ICAS	1393.5	62.772
17	Int	James Brown	CAP-20LS	G-BIPO	1363.8	61.430
18	Int	Mike Caskey	CAP 10B	G-BXRC	1274.8	57.421
19	Int	Richard Pargeter	Pitts S2A	G-STUA	1264.5	56.958
20	Std	Mark Davies	Pitts S-2A	G-BTUL	776.8	56.289
21	Std	Paul Tomlinson	Pitts S-1C	G-BXAU	770.1	55.804
22	Int	Ian Scott	CAP 10 B	G-BXRC	1178.3	53.077
23	Adv	Gary Ferriman	Pitts S1-11B	G-IIIV	1693.9	52.770
24	Adv	Ron Allan	Pitts S2B	G-IIII	1688.0	52.586
25	Std	Dave Cowden	Pitts S-2C	G-IIIC	722.4	52.351
26	Adv	Dave Kaberry	CAP-231	F-GKKI	1496.6	46.622
27	Std	Giles Caunter	Pitts S-1D	G-BLAG	560.4	40.606
28	Adv	Tony Maxwell	Pitts S2B	G-IIII	1274.6	39.706
29	Adv	David Copse	CAP 20LS	G-BIPO	797.2	24.836
30	Adv	Steve Carver	Extra 260	G-EXTR	527.8	16.442

Standard Unknown

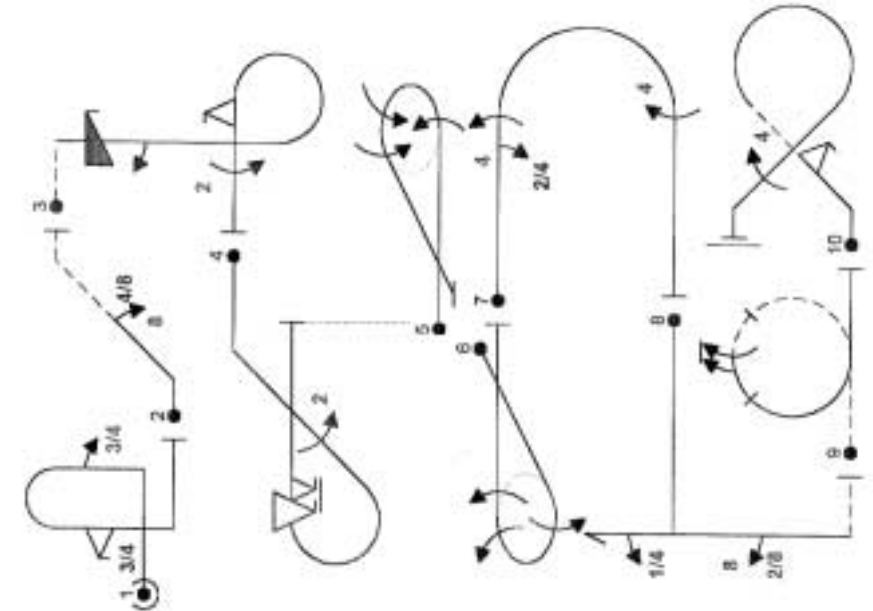


INFORMATION

Intermediate Unknown



Advanced Unknown



UK Advanced & Unlimited Nationals - 2003

from Eric Marsh, CD

After non-direction of a non-contest over a wasted weekend in wet Wales, one wonders if it is all worthwhile. Then, in Northamptonshire, God favours us with His haze free sun and, because He perceives pilots as fledgling angels, He adds a cooling breeze straight down the runway. Suddenly it's all worthwhile. It was my 39th contest as CD, to which add about the same number as contestant, and I do not recall a better event.

"Success" I say to my kids ("ad nauseam" they say to me) "is proportionate to effort", and that certainly applies to Steve Green, BAeA's Mister Judge. It was he who recruited international stars Graham Hill and L.G. Arvidsson, plus several other unlimited level judges, each provided with their own assistant, caller and (a real feat) chair. Graham distributed before, and collected after, a complete set of box markers (a first in my memory), and Ian Trask made a video recording of every single flight to prevent a repeat of the misfortune of the National Champion last year. Indeed TV was prominent in the event. Following "Diana, The Movie" a few years ago, this year we had two TV channels scouring for talent and, evidently desperate, signed up Tom Cassells and Mark Jefferies. The first broadcast went out on Friday at lunchtime, and the performance was watched on TV by one of the judges in his Mercedes: soft zero.... Sywell's new airfield manager Tony Rowland delegated to a very busy team of Den, Sal and Mick, and Northampton School of Flying's Lucy Kimble delegated to her CFI Frank McClurg and his equally busy team. Even the Aviator Hotel - with which I had previously dissented following its past poor standards of management and service

- had improved notably, making it an ideal venue for any aviation event. Those pilots' guardian angels had a busy time too, preserving at least two pilots to fly another day: Cas in his S2B reported "feeling funny" and landed line abreast with a formation of fire trucks looking "something between pale white and pale green". ("The consequence of abstaining last night!" said someone), and Simon in his Yak-55M suffered the dreaded control restriction in mid sequence and eventually discovered a (UK) coin fouling the pulleys. ("Lucky to get out of a Yak with any money!" said the eventual winner). Sally Traffic finally presented the BAeA Advanced Level salver to Gerald Cooper, the Freestyle David Perrin Trophy to Alan Cassidy, and the Unlimited National Championship Neil Williams Trophy also to Alan Cassidy, all of whom then flew off into the setting sun, albeit in the wrong direction for most of them. Except Sally Traffic, who cycled into the rising sun, a local pub frequented by men in lycra cycling pants.



British National Aerobatic Championships Sywell : 11th to 14th September 2003 Advanced Champion 2003

Pilot	A/c type	Reg'n	Program1	Unkwn 1	Unkwn 2	All Grps	O/all %
1 Gerald Cooper	Extra-230	G-CBUA	2664.1	2531.6	2473.7	7669.3	76.540
2 Mark Walden	CAP-222	F-WWMX	2751.2	2162.8	2021.4	6935.3	69.214
3 Steve Carver	Extra-260	G-EXTR	2386.4	2057.6	2332.1	6776.1	67.626
4 Aiden Grimley	Laser	G-CBHR	2453.9	2154.1	2022.6	6630.6	66.174
5 Ron Allan	Pitts S-2B	G-IIIH	2443.9	1476.2	2070.5	5990.6	59.786
6 Tony Maxwell	Pitts S-2B	G-IIIH	2301.7	1825.2	1806.7	5933.6	59.217
7 Simon Cattlin	Yak-55M	RA-44537	2471.1	1603.6	1395.6	5470.3	54.594
8 Alex Smee	Pitts S-2A	G-STUA	2465.8	1352.6	1591.1	5409.5	53.987
9 Gary Ferriman	Pitts S1-11B	G-IIIV	1595.3	1707.5	1959.3	5262.1	52.516
10 John Vize	Pitts S-1T	G-IIIL	2175.8	804.6	1353.3	4333.6	43.250
11 Cas Smith	Pitts S-2B	G-ICAS	456.1	2020.0	-	2476.1	24.712

Unlimited level The Neil Williams Trophy

Pilot	A/c type	Reg'n	Program1	Unkwn 1	4m Free	All Grps	O/all %
1 Alan Cassidy	CAP-232	F-GYRO	3541.0	2935.8	3180.0	9656.8	78.859
2 Mark Jefferies	Extra-300S	G-CCBD	3354.4	2784.7	2994.3	9133.4	70.802
3 Tom Cassells	CAP-232	F-GOTC	3339.5	2643.3	2859.1	8842.0	68.543
4 Kester Scrope	Extra-300S	G-CCBD	3238.5	2796.5	2433.2	8468.2	65.645
5 Pierre Marmy	SU-26	HB-MSO	3489.8	2899.7	-	6389.5	49.531
6 Patrick Williams	CA-232	F-GYRO	3065.8	2344.2	-	5410.0	41.938
7 John Paulson	Extra-300L	G-IICM	1808.7	-	-	1808.7	14.021

Neil Williams Trophy: the keepsake

When - IF! - one wins the coveted Daily Telegraph Neil Williams Unlimited Championship Trophy, on returning it for a successive winner one receives a small replica of the trophy to keep. Forever. For the past decade or so these have been generously provided by Philip Meeson, having been made (I believe) by artist Lynn Williams, Neils brother.

Following misunderstandings last year between Philip Meeson and I, Alan Cassidy failed to receive his then, so at a brief ceremony before this years Nationals Alan was presented with his facsimile Neil Williams trophy. Anticipating the end of the contest, current champion Tom Cassells would therefore leave with either the real

thing, or a replica. In the event it was the latter, for Alan re-took the Championship for the fourth time. However, much has to be done to exceed previous winners: 14 (non-consecutive) wins by Neil Williams, and 8 consecutive wins by Nigel Lamb. There now remains only one replica, so the Association needs a sponsor for another batch of keepsakes. Anybody?



the Berkshire gap towards the Bagshot tower where we turn east towards Headcorn. The Berkshire countryside is a bit inhospitable for forced landings, since it consists of military colleges, vehicle testing grounds, trees and houses. Blackbushe and Farnborough are off to the right however – if you can reach them. Although Bagshot tower has a reputation for vanishing and reappearing, rather like the village of Brigadoon, Nancy's x-ray eyes located it, as it tried to hide in the trees.

The weather was rapidly improving with sun and a few small clouds with a higher base. After avoiding the military ranges we were over green fields, peppered with golf courses on which no one appeared to play. Gatwick was on the right, Epsom racecourse to the left and on the far left the Millennium Dome still munching our money.

The sacred turf of Redhill aerodrome appeared on the right with no sign of activity. How could we get Alex Wajih in G-EEUP and Robin Lucas in G-AZNK to come with us to Headcorn? The answer lay in an old black and white film about World War 1 called 'The Dawn Patrol'. In this film the pilots of opposing sides used to drop an old pair of boots on their enemy's airfield with a note saying "If you don't wish to fly, you are only fit to go for walks in these boots." A well aimed pair of boots together with a suitable note dropped in front of Chalkie White's hangar should work wonders. Did it work? – we never found out. First Nancy refused to donate her shoes to the project. Then the pedantic air traffic control at Redhill refused to let us make a low pass over the hangars.

After Surrey it was on to Kent with its beautiful flat landscape of castles, oast-houses, hopfield, orchards and sheep. The farmers keep the land wonderful in spite of what our wretched government does to them. Finally we arrived at sunny Headcorn. We were late for briefing, but fortunately

they had started the revolution without us. Since we had arrived at Headcorn late the cast was already assembled. Frank and Joanna Esson had flown in from their Hampshire strip in G-AYJB. John Smith had flown from Shoreham to compete in G-HJSS, together with Simon Collins. Already at their home airfield were Chris Jesson, who was to compete in G-BPLM, and Trevor Beadle with G-AYIJ who was unable to compete this year. The Tiger Club's G-AWEF, a fixture at Headcorn, was to be flown by a skilful trio of pilots who were Dave Evans, Bill Merry and Jack Upchurch. Maurice Martin and Jim Alderton had come by road with the news that G-AZCB is soon to fly and may be based at Shoreham. Ian White came by road, alas without the delightful Chris. Our chairman Martin Holloway, Jane Donaldson and G-BAKN were unable to attend due to a ruby wedding.

A splendid panel of judges awaited the flying. Contest Director and Chief Judge was Chairman of the British Aerobatic Association, Ben Ellis, with his son Tim as assistant. He was supported by Judge Roger Graham, a former member of the British team and Emeritus Professor of Aerobatics to the Open University. His assistants were Jennie and James. Completing this formidable trio was the experienced competitor and judge Ian White, who was assisted by Simon Collins. Indeed such is their eminence that it was like having Beethoven, Mozart and Bach arriving to judge a local music festival.

Headcorn is a grass airfield in a pretty part of Kent. Its everyday operation contains rotary and fixed wing aircraft and parachute dropping from a base on the airfield. In addition the Tiger Club practice aerobatics and run competitions over the main runway. All this is done in safety with a minimum of air traffic control. It relies on airmanship and organisation to achieve this.

All this is possible because of the enlightened policy of Jamie Freeman, the owner of Headcorn.

This year the contest was quickly run since Ben Ellis had to be away early. It was an excellent competition flown in perfect conditions. Two aircraft were up at a time, between the parachute drops, one flying the sequence and the other waiting to do so. As always it was close and well flown. Ben and Tim produced the results with the speed of light. Bill Merry was a worthy winner for the second time, again flying the G-AWEF. The results are as follows:

- 1 Bill Merry 2,843 pts
- 2 Chris Jesson 2,729 pts
- 3 Dave Evans 2,635 pts
- 4 Jack Upchurch 2,314 pts
- 5 John Smith 2,004 pts

Ben presented the prize, I made my usual awful speech and it was over for another year.

On behalf of the Stampe Club I would like

to thank Jamie Freeman for again letting us use his airfield for the competition and for the help he always gives us whenever we visit Headcorn. The Tiger Club also has our thanks for allowing us the use of their clubhouse and for their expert help whenever we needed it.

The contest could not be run without the judges and their assistants. How lucky we are to have Ben and Tim Ellis, Roger, Jennie and James Graham and Ian White and Simon Collins. My own special thanks go to Jerry Knight and Kate Grime who make the difficult seem easy and even fun.

PS The flight back to White Waltham was in warm air with wonderful visibility. The wind had dropped and the columns of smoke from bonfires were pulled towards the thermals under the clouds. As we passed Redhill it seemed still deserted. Perhaps we should have dropped the boots after all.

(Reprinted from Stampe Club Newsletter with kind permission of Mike Cowburn)

The Advanced European Aerobatic Championships

Karlsborg, Sweden - July 24th to August 2nd 2003

from Gerald Cooper

The BAeA power Advanced Team

UK judge: Graham Hill
 Assistant: Steve Green
 Adrian Howe Zlin-50 G-MATE
 John Askew Zlin-50 G-MATE
 Gerald Cooper Extra-230 G-CBVA
 Cas Smith Pitts S2B G-ICAS

Diary

July 26th

Greetings to you all from Sweden. Sorry for the delay in writing, but the small town we chose as our training base lacked any form of commercial internet access..... I am sure you will all have heard by now about our pre departure exploits on the

"HOW NOT TO PREPARE FOR A CONTEST"

front. I will not recount all the details but thanks must go to: Sherburn engineering, Tom Cassells (loan of prop), Kester and Mark (rental of prop), Alan Cassidy for sticking around until we were fixed again, and Mr and Mrs Cas for offering a place to stay whilst I repaired my aircraft.

Needless to say it was a bloody relief to leave you all behind on Tuesday 15th and arrive at Falkoping, our training base the following day. The airfield is a 1300 metre asphalt strip, bordered by two parallel grass runways used mainly by gliders and a couple of small jets. Upon arrival we were not only met by the locals who proceeded to give us the keys to the club house, Avgas

REPORT

and hangars, but also by the Contest Director LG. It was a good start and it proved an excellent venue with friendly locals coming to watch and a marked box. Thursday 17th to Sunday 20th consisted of two flights per day, with either parts of the Q or our free in the morning and an Unknown in the afternoon. Monday 21st Tom arrived at 09:00 courtesy of Richard Gee's Cessna 182 direct from Sherburn, so thanks to you both for making it happen. This ensured that any bad habits were corrected before we left, and after two days we had flown our Free's and the complete Q in front of Tom.

On Wednesday 23rd we relocated to Kalsborg (the contest site) along with Tom to give us a final box orientation and critiqued flight. The site is well marked and placed upon a peninsular which protrudes into Lake Vatten, ensuring that should it be hazy references will be few at best although the runway is centre box so we can't complain too much.

Thursday 24th - we each have another 15 min slot booked in the box and intend to make full use of it practicing our Q and Free starts, with helpful critique from Graham Hill and Steve Green. Another sunny day and a very well run contest site bode well for us and spirits are definitely high. In the evening we are called to our first official briefing and drawing of the running order which is done in alphabetical order. Adrian is 11th, Cas 3rd, Gerald 16th and John 5th. As the event progresses it becomes apparent that no low numbers have come out since Cas and due to the Czech republics' love of the latter part of our alphabet they are starting to look worried. After much hooting from us they draw 1st, 2nd and 4th..... only for Cas to realise that they all share an aircraft, which will mean an inevitable shift for him to the number one slot. Well that's the solution we have all suggested!

Friday 25th dawns in true aerobatic fashion: CLOUDY. So we are all currently located under a cold front which is fast moving and means that we may fly this afternoon or - worst case - tomorrow morning as the weather has been fairly reliable up until this point. With a total of 47 pilots at the last count it should be fun. With the Russians withdrawing all eyes are on the French (for now). Take care.

July 28th

Hello Guys and Gals

OK the Q is now history and we move onto the free.

We have had many delays over the weekend due to the lack of a warm up pilot (1/2 day) and then weather etc.

Apparently these types of delay are all normal for these events so we just sit back and watch the fun. I have found it is really a matter of timing your motivation to coincide with your flying slot which could be anytime in the next seven days.

Cas maintained his number three slot and flew a nervous sequence which has unfortunately reflected in his score, being very tentative with the rudder on the down 3/4 snap resulted in a painfully slow rotation and a zero. John inserted a five point roll into the four combined with a poor roller saw his marks tumble also. Adrian had a clean flight but with two outs saw him drop to 15th. My flight from inside was a mess, but it scored OK so I enjoyed it for about 10 min and then realised the contest starts now!

We are all in good spirits and look forward to the contest. Thanks for all your best wishes and you can be assured of our commitment.

July 29th

Hello all, we are now into the first flights of unknown- 1 and John has just put in a lovely zero- free effort that should be

REPORT

rewarded nicely. Very Tidy!!! Cas is next, maybe tonight, and says the team is currently in bronze so he is determined to do well. Adrian and myself should fly tomorrow.

After the free it has become a little unpredictable with the organisation and the internet going down on site, so my reports can't not be continued without major distraction to my flying - so for that I apologise! Some of this script is therefore made retrospectively..... From the results of the free onwards the organisation took on a more frantic style of trying to fly regardless of conditions in order to ensure a contest. Thanks for all the best wishes

Gerald just rang me with this info:

1	Soubrane	France	79.6%
2	Cooper	UK	79.5%
3	Chesnau	France	79.2%
17	Howe	UK	76.3%
25	Smith	UK	74.2%
40	Askew	UK	49.5%

It appears John was flying very well, but then forgot two figures in the sequence.

Such is the stress at these times...

Alan

July 30th

Dawned with overcast and rain and a very uncertain outlook for the rest of the week. At around lunchtime the weather cleared and Cas was given twenty minutes notice to fly so he prepared and launched into a gap in the weather. Climbing to altitude we lost site of him and he duly returned and landed, obviously unhappy with the weather. At this point I felt the organisation fell somewhat short of the desired standard, as they criticised him for his actions and stated it looked "good enough". We pointed out that, should they have any doubts, maybe it would be a good idea to utilise the weather aircraft or ask the next pilot if he wishes to fly.

After 30 minutes they found the pilot and started hang swinging the weather ship, which in itself took a further 15 minutes to get going. Thus after about an hour they agreed that the weather was indeed unsuitable.... during all this time however Cas was under constant pressure to fly. Some hours later (more pressure) the weather cleared and Cas was asked to fly again with about twenty minutes notice. It was unfortunate but understandable that when he finally took to the air after standing around all day he made a critical mistake by turning the wrong way during figure one and Zero's followed. Nobody envied him this day.

Adrian was due to fly last but flying was once again curtailed leaving him as number one for the following day.

July 31st

Adrian started the day's events for the last fifteen pilots by flying the first Unknown cleanly but once again with outs. I also gave away 120 points on outs during this sequence placing me in overall 3rd, Adrian 11th, John 35th and Cas 41st.

With the cut made at number twenty-five for the Second Unknown only Adrian and I would remain in the contest for the Brits. Adrian was the last to fly from our group that evening. He flew a clean Second Unknown into a low sun with only his 180 outside roller from inverted to inverted starting as inside and then stopping with the obvious think bubble. A hesitation before going in the correct direction earned him a low score for the figure but was overall a nice flight.

Once again the last 15 pilots were scheduled to fly the remainder of the Second Unknown the following day and we all believed that due to the 15:00hr cut off time that only the Second Unknown would be flown.

REPORT

July 31st

All, Gerald has called in the unofficial results after the 1st unknown. In that sequence, Gerald was 5th and would certainly have been a lot higher without 4 outs. It shows how much we miss out here by not having a permanent marked box we can practice over regularly. Adrian was 12th and John 17th on this flight. Unfortunately Cas rolled the 1/4 down the wrong way on figure 1 with disastrous consequences as he did not appreciate the error until after he had finished!!

Overall, Gerald is now 3rd behind Gerard Bichet, who won the Unknown, and Fred Chesneau who won the AWAC last year. Frank Soubrane, who won the Free, picked up a number of penalties that probably included a low. There is at least one more programme to go, so there is always hope. Fingers crossed.....

August 1st

This day dawned very bright and the flying started early on. During my flight in the morning I could not wake myself up before getting in the aeroplane and set off to just 'have a go' and WATCH THE BOX. I perfectly mimicked Adrian's roller only to a lesser degree as the judges did not notice and I got away with 6.5s to 7.5s for the figure, it was a very close call as I honestly set off in the wrong direction. Having landed it was announced that the top ten pilots would in fact fly a Third Unknown. Assuming that I was in the top ten (possible zero for roller...) I ran to get a copy of the sequence and hoped that I would not draw a low number for the running order.

Number 10 came out of the bag, which meant I was last and had at least two hours to learn the Third Unknown. It was close in the end, with the two French chaps flying Bichet 8th and Chesneau 9th and no real margin between us. The French team had a 'technical issue' that allowed

Bichet to fly last after me. By this time I had become accustomed to regular 'technical issues' just before I flew and was ready for it and left unrushed. It was a tremendous relief to land and see Cas walking out thumbs up.

That night at the awards ceremony I knew I would collect a medal but was surprised to learn that one would be a Gold for the Second Unknown. This only became clear when they started playing the National Anthem and called me up to the centre podium. I truly thought they had made a mistake as I had not known the results from the Second Unknown until this point. A proud moment!

Lessons learnt include:

- The need for us all to train in a marked box
 - Errors can work both for and against you! Someone must watch your paperwork: You can be sure if you do not, someone else will
 - Be ready to fly with plenty of time (two ahead). Then if the chap in front drops out you will be calm and ready to go straight away (This happened to both John and I)
 - NOT RUSHING!!!!!! AND ROLL STOPS WITH GOOD HESITATIONS ON POINT ROLLS ARE WHAT MADE THIS COOKIE CRUMBLE
 - IF YOU WANT CREAM TOO, THEN NO ZEROS AND NO OUTS ARE REQUIRED
- It was a good team of which I was proud to be a part and with which I really enjoyed flying. A great deal of thanks to Steve Green and Graham Hill for all the help and advice during the contest.

August 1st

I've just heard from Gerald that the AEAC has been won by Bichet of France, Chesneau second and Cooper third. More details to follow. They flew three unknowns altogether. Alan

REPORT

Advanced European Aerobatic Championships 2003 Team Results

	Country	Country points	Pilots name	Pilot points
1	France	25847.6259	Gérard Bichet Frederik Chesneau Franck Soubrane	8832.3688 8831.9672 8183.2899
2	Czech Republic	23402.0628	Petr Biskup Martin Muck Miroslav Szavsky	8544.3178 8375.6609 6482.0841
3	Sweden	20334.8240	Gabor Varga Lennart Harju Henrik Idensjö	8484.5969 5985.5580 5864.6691
4	Poland	20297.8499	Wojciech Krupa Radoslaw Rumszewicz Michal Czaplicki	8211.3349 6513.3696 5573.1454
5	Lithuania	19891.2111	Eltonas Meleckis Linus Rutelionis Stasys Narvilas	8662.4137 6324.2284 4904.5690
6	Great Britian	19448.8639	Gerald Cooper Adrian Howe John Askew	8819.5217 6574.8026 4054.5386
7	Finland	18310.4550	Mikko Jägerholm Sami Kontio Olli Waldenv	6530.2264 6392.1727 5388.0199
8	Germany	15795.5158	Helmut Neuf Peter Wroblewski Henry Bohlig	5934.2138 5805.1887 4056.1133
9	Hungary	10028.6373	Roha'cs Tama's Na'das Tama's Illés Tama's	5146.8532 3129.7478 1752.0363



REPORT

Advanced European Aerobatic Championships 2003 Individual results

Pilot		"Q" %	"Q" rank	Free	Unk-1 points	Unk-2 points	Unk-3 points	Total points	O/all % points
1 Gérard Bichet	FRA	74.93	6	2427.6953	2572.7913	2080.4623	1751.42	8832.3688	78.86
2 Frederik Chesneau	FRA	75.99	4	2456.5762	2513.0540	2115.6516	1746.685	8831.9672	78.86
3 Gerald Cooper	GBR	79.52	1	2464.1732	2469.6930	2147.7140	1737.942	8819.5217	78.75
4 Eltonas Meleckis	LTU	72.88	10	2403.4797	2515.8886	2099.9653	1643.08	8662.4137	77.34
5 Petr Biskup	CZE	72.44	13	2409.7363	2501.3188	1950.7605	1682.502	8544.3178	76.29
6 Gabor Varga	SWE	63.48	34	2390.9287	2379.5674	2028.9200	1685.181	8484.5969	75.76
7 Irene Rizzoli	ITA	72.43	14	2385.2667	2398.0965	1998.4781	1665.167	8447.0086	75.42
8 Martin Muck	CZE	74.32	7	2443.9250	2312.4940	1955.8359	1663.406	8375.6609	74.78
9 Wojciech Krupa	POL	67.66	27	2343.8283	2337.5985	1987.3171	1542.591	8211.3349	73.32
10 Franck Soubrane	FRA	77.12	3	2467.7539	2265.6431	2143.6662	1306.227	8183.2899	73.07
11 Adrian Howe	GBR	72.25	15	2365.5793	2291.9857	1917.2376		6574.8026	58.70
12 Alessandro Genesio	ITA	67.28	29	2320.1747	2266.2439	1954.3687		6540.7873	58.40
13 Mikko Jägerholm	FIN	71.35	18	2330.2010	2264.9389	1935.0865		6530.2264	58.31
14 Radoslaw Rumszewicz	POL	69.32	24	2323.8725	2306.1865	1883.3106		6513.3696	58.16
15 Miroslav Sazavsky	CZE	69.83	22	2238.8188	2320.9176	1922.3477		6482.0841	57.88
16 Martin Veccko	CZE	73.07	8	2396.8706	2204.0840	1875.0646		6476.0192	57.82
17 Sami Kontio	FIN	72.50	12	2293.2143	2207.4591	1891.4993		6392.1727	57.07
18 Don Peterson	USA	72.00	16	2374.0143	2106.6296	1888.0377		6368.6816	56.86
19 Linas Rutelionis	LTU	77.24	2	2426.9865	2042.9268	1854.3151		6324.2284	56.47
20 Tomislav Poljanec	SLO	69.63	23	2381.7002	2240.6515	1699.8992		6322.2509	56.45
21 Daniel Tanno	SUI	68.06	25	2312.9980	2312.9980	1665.2132		6291.2092	56.17
22 Jean-Michel Denjean	FRA	75.50	5	2433.9484	1804.0687	1976.2926		6214.3097	55.48
23 Sören Dolriis	DEN	70.59	21	2289.3562	2017.9329	1817.9617		6125.2508	54.69
24 Frantisek Pytlík	SVK	71.63	17	2303.6070	1901.1091	1905.9696		6110.6857	54.56
25 Lennart Harju	SWE	70.81	19	2276.5642	2081.7971	1627.1967		5985.5580	53.44
26 Helmut Neuf	GER	63.85	32	2192.8995	2126.9202	1614.3941		5934.2138	52.98
27 Thore Thoresen	NOR	72.96	9	2392.4941	1919.1792	1569.2120		5880.8853	52.51
28 Henrik Idensjö	SWE	70.78	20	2212.5613	1908.8554	1743.2524		5864.6691	52.36
29 Tomas Korinek Jr	CZE	63.61	33	2168.4861	1962.9460	1710.3579		5841.7900	52.16
30 Peter Wroblewski	GER	59.08	39	2303.9717	2045.5653	1455.6517		5805.1887	51.83
31 Michal Czaplicki	POL	67.30	28	2251.2776	1946.4961	1375.3717		5573.1454	49.76
32 Olli Walden	FIN	65.03	31	2232.0762	1846.2117	1309.7320		5388.0199	48.11
33 Roha'cs Tama's	HUN	49.98	41	2196.1848	1954.9478	995.7206		5146.8532	45.95
34 Stasy Narvilas	LTU	72.51	11	2388.9504	2120.2306	395.3880		4904.5690	43.79
35 Henry Bohlig	GER	66.89	30	2232.7069	1823.4064			4056.1133	36.22
36 John Askew	GBR	63.22	36	1845.5703	2208.9683			4054.5386	36.20
37 Krysztof Kossinski	POL	60.15	38	2102.2740	1621.9273			3724.2013	33.25
38 Na'das Tama's	HUN	63.38	35	1847.1511	1282.5967			3129.7478	27.94
39 ArnFinn Saga	NOR	68.02	26	1920.4821	781.6974			2702.1795	24.13
40 Gia Gegenava	#N/A	#N/A		1579.971	823.3936			2403.3647	21.46
41 Cas Smith	GBR	62.60	37	2302.0080	0.0000			2302.0080	20.55
42 Illés Tama's	HUN	52.02	40	1500.468	251.5685			1752.0363	15.64

REPORT

The World Glider Aerobatic Championships

Pèr, Hungary - August 2nd to 12th 2003

from Andy Cunningham

The BAeA glider Unlimited Team
UK judge: Dick Happs
Assistant: Judi Jones

Paul Conran Swift
Jamie Allen Swift
Chris Cain Swift
"Lucky"
Andy Cunningham Swift

Tuesday July 29th 5.30 pm.

Hi people,

Blowing a hoolie today so no flying, but relieved in a way 'cos has been HOT HOT HOT the last two days. Paul Conran and I have had six practice flights each so far.....MUCH needed when you compare with the too-perfect Hungarians and very good Cloggies. The latter are old friends and sharing the same hotel....we are practising table-footie and pool too so we can beat them at SOMETHING! The Organisation here is first class. The Hungarians are V friendly AND efficient. I had to put in first protest today when national flags run up....Union Flag stripes all wrong!! (harrumph erhem, bad form, I say chaps). Offending rag removed immediately for re-striping. Organisers mortified...hope they give us extra points in consolation.

The airfield is superb. HUGE grass area with spanking new 700 metre tarmac strip you could play billiards on. The box axis is just off the runway centre and the edges are really well marked. A whole new experience, for me at least, to be able to see where I am (or rather SHOULD be) most of the time.

You will see I have had to struggle to get a Hungarian mail account to send messages

to you. I can get my Toucandental messages OK, but not reply from here. The computers provided are not keen to talk to my USB memory stick either, so I cannot, as yet , add any pics. I am sure we will crack that soon.
SZIA!
Lucky and the Boys

Monday August 4th

Szia

Well, the Comp starts for real tomorrow.

We had all got pretty consistent flying our frees right through, in the box and in the height, by Saturday. That was the last day of "free" practice. Today is "Official" practice, with flying order and HMDs installed to beep at us.....so it's a bit ragged again...just to psych the opposition, you understand. Actually this is not fair on Jamie, who flew very tidily this morning. Just Paul, Chris and I decided to get a few crap figures out of the way!

Yesterday (Sunday) was the opening ceremony and air show. A BIG occasion because it was not only WGAC2003 being opened but also the newly-runwayed airfield itself. We had the whole works; the band, the majorettes, the ex-President of Hungary, and each team led out by a pretty young lady in national costume. Watched by a crowd of several thousand we stood lined-up in the beating sun like guards on parade, while a queue of dignitaries orated, were translated, and we waited...to see which team's placard-holding girl would faint next. Poland's went first and was carried off to an ambulance. The Cloggies' maid swayed, but bit her lip and stayed up, and our Lány would have gone had Jamie not nobly stepped forward to catch her in

REPORT

his arms, supporting the poor pale creature against his manly etc etc... (I thought after 35 minutes she would have been alright again but he insisted she still needed holding). The ceremony was very well done, in fact. Hungary has a beautiful National Anthem, impeccably observed in a respectful silence, and at last we were let go.

Back from smart but sweltering team "uniform" (BIG thanks to Cindy for late-night action with borrowed hot iron to put the badges on the shirts!) to shorts and tees, and a pretty damned impressive air show. Lets just say that Zoltán Veres would have been grounded after the first crowd-line skimming knife-edge pass in his Sukhoi. He did many! Including a heart-stopping full flick-roll at about 30 feet. Very, very good flying. Long may he last. Bit of a party in the hangar last night. We met a lot of the other lot, including Sergei Krikalev, the Russian cosmonaut with 17 months' space experience (!) and Luca, the sole Italian entrant who heroically wore full airforce dress uniform the whole day. It stayed 30 degrees plus until at least 8.0 pm.! Everybody's happy, if sticky and hot most of the time. Flying order for the first known tomorrow to be decided later today...here we go! More soon, with some more pics, I hope. As they say here, Hello Lucky and the boys.

Monday August 4th (later now)

Szia people, Paul Conran has drawn the short straw and is first to fly in the whole competition, which starts tomorrow (Tuesday) morning at 9.0 am with the first Known. Chris Cain flies 5th, Andy Cunningham 9th and Jamie Allen 14th out of 53 competitors.....so they are obviously keen to give us a rest in the afternoon.

Lucky (still at large and facial-fungus-free) *I spoke to Andy this evening, the temperature in Hungary was a scorching 40 degrees today, but had cooled to a pleasant 32 degrees! The team may be glad of the early morning draw tomorrow.*
Jen B

Thursday 7th August

Oh woe is me etc etc. Horrible balls-up for yours truly in yesterday's first unknown. Propping up entire results table for the day....can only go up from here! Jamie done good, Paul only zeroed one figure and Chris is vying with me. Results instantly available on wgac2003.com .Paul and Jamie both flew very well in this morning's frees, Chris got low and missed last three figs, after scoring well on the earlier ones. I go late again today.

Still hot and sunny. Going swimming now. Still also trying to get some more pics for you, but has to be done rather indirectly cos these PCs will not talk to my camera. Jó Napot Lucky et Al

Monday August 11th

Hiya,
Just spent ten minutes writing a message to you all, hit the wrong key and lost the lot.....sod it!
The gist was: Did better yesterday, got a low penalty for the penultimate pull-out but kept the last roller above the line so NO ZEROS! Hurrah. Now up to 52nd place.....difficult this world stuff, innit!
Got a rest day today, Still hot and sunny. Nice. Team transport a bit cramped but very cheap.
Lucky and the Boys

REPORT

World Glider Aerobic Championships 2003 INDIVIDUAL RESULTS

Pilot	Country	Known	Unk-1	Free-1	Unk-2	Free-2	Unk-3	Free-3	Total	O/all %
1 Ferenc Toth	HUN	1831.1395	1718.3883	2305.8277	1734.8969	2334.2809	1767.3631	2400.0937	14091.990	81.69
2 Jerzy Makula	POL	1857.1138	1573.6345	2329.9862	1767.8805	2360.5121	1767.7409	2399.8301	14056.698	81.49
3 Georgiy Kaminskiy	RUS	1774.9266	1721.2132	2311.4875	1700.8629	2324.7309	1693.9856	2371.3572	13898.564	80.57
4 Alexandr Panfierov	RUS	1686.4213	1724.5834	2324.4673	1694.0368	2330.8940	1685.3091	2325.3791	13771.091	79.83
5 Krzysztof Brzakalik	POL	1769.2594	1722.5871	2280.9245	1663.2205	2281.0414	1652.9419	2285.9348	13655.910	79.16
6 Premysl Vavra	CZE	1766.3483	1592.9802	2265.9039	1671.1122	2263.2737	1674.3682	2292.3821	13526.369	78.41
7 Lucjan Fizia	POL	1681.4223	1565.0540	2253.1463	1674.8395	2305.1930	1685.0580	2298.0840	13462.797	78.05
8 Gregor Wilke	GER	1724.5734	1712.4903	2199.6069	1631.2104	2226.8501	1670.0290	2293.9168	13458.677	78.02
9 Stanislaw Makula	POL	1729.7447	1628.4763	2204.9953	1634.3654	2263.4090	1629.7084	2260.6705	13351.430	77.40
10 Daniel Serres	FRA	1685.0408	1614.9188	2224.6467	1609.0304	2281.1330	1633.0817	2260.1654	13308.017	77.15
11 Dr .Dietmar Poll	AUT	1721.8078	1630.4893	2230.7477	1640.6499	2240.9980	1704.3592	2042.8976	13211.950	76.59
12 Malgorzata Marganska	POL	1632.8734	1627.3661	2193.9216	1501.3979	2248.5509	1721.0747	2280.2816	13205.466	76.55
13 Alexandr Smimov	RUS	1460.7219	1592.3064	2251.2614	1627.1844	2262.8765	1627.0489	2285.5566	13106.956	75.98
14 Eugen Schaal	GER	1635.3376	1525.5232	2197.3491	1605.0527	2255.3424	1630.7561	2238.2031	13087.564	75.87
15 Sandor Katona	HUN	1643.8171	1547.1947	2197.1272	1552.5751	2219.8449	1616.1182	2290.4813	13067.159	75.75
16 Michael Rottland	GER	1498.8965	1602.0842	2230.4853	1608.2203	2251.1987	1548.7069	2227.4367	12967.029	75.17
17 Olaf Schmidt	GER	1451.6616	1653.4434	2249.0099	1641.9129	2179.3084	1590.6358	2189.1361	12955.108	75.10
18 Janos Szilagy	HUN	1771.4751	1377.9237	1956.9543	1663.6295	2212.7347	1688.6711	2222.4093	12893.798	74.75
19 Lucie Peskova	CZE	1706.8551	1592.6209	2178.8755	1314.1353	2217.3204	1632.0440	2232.5254	12874.377	74.63
20 Pierre Albertini	FRA	1544.7353	1647.2852	2013.5023	1566.5533	2171.5504	1655.0773	2218.0342	12816.738	74.30
21 Tamas Viola	HUN	1665.2528	1313.4873	2167.6361	1653.3469	2187.7336	1523.3876	2231.9257	12742.770	73.87
22 Christian Schmid	SUI	1308.4463	1573.0193	2163.5365	1644.6280	2131.8624	1637.0490	2171.1522	12629.694	73.22
23 Dirk Lohmann	GER	1493.2379	1593.9238	2235.3341	1508.4642	2077.6816	1653.1450	2067.1161	12628.903	73.21
24 Janos Sonkoly	HUN	1452.2470	1607.2988	2060.5128	1377.6965	2169.3514	1630.0439	2213.2541	12510.405	72.52
25 Jean-Christophe Beaumier	FRA	1592.8926	1243.0792	2152.4108	1631.4793	2100.6225	1584.9227	2149.3286	2454.736	72.20

REPORT

26 Igor Plaksin	RUS	1288.6474	1346.7828	2223.3383	1641.9390	2180.4517	1572.7094	2196.8717	12450.740	72.18
27 Erik Houtman	NED	1677.1895	1606.6969	1721.3492	1546.9338	2138.7477	1608.4075	2149.2450	12448.570	72.17
28 Nicolas Libis	FRA	1554.3223	1543.0245	1956.8326	1587.6877	1997.1393	1613.4174	2180.4883	12432.912	72.07
29 Craig Manley	NED	1741.6134	1527.8941	2209.9144	1346.2233	1954.2175	1657.4150	1988.4210	12425.699	72.03
30 Ireneusz Boczkowski	POL	1643.9220	1495.2792	2192.6384	1526.2158	2009.6744	1538.7683	1990.5743	12397.072	71.87
31 Matthias Schlauffer	SUI	1510.5270	1602.6179	2076.4384	1485.2950	2048.4627	1614.9430	2042.8951	12381.179	71.77
32 Zoltan Kakuk	HUN	1455.0317	1588.1540	2146.6746	1472.5094	2180.7591	1514.7866	2002.3023	12360.218	71.65
33 Szabolcs Kührtreiber	HUN	1433.5346	1333.6253	2182.8613	1569.6023	2143.3474	1485.0360	2120.2851	12268.292	71.12
34 Fredy Schneider	SUI	1352.4585	1548.4954	2050.8163	1308.2271	2162.9058	1675.6110	2159.7158	12258.230	71.06
35 Istvan Matuz	HUN	1613.9215	1505.5227	2017.2797	1401.0741	2008.1405	1499.7472	2150.6955	12196.381	70.70
36 James G. Allen	GBR	1533.4125	1236.8854	2086.0860	1589.9684	2111.7792	1621.4496	1942.8724	12122.454	70.28
37 Paul Conran	GBR	1367.5115	1414.9896	2090.4326	1547.5262	2145.7287	1448.6261	2094.5070	12109.322	70.20
38 Milos Ramert	CZE	1239.2863	1541.3612	2120.8717	1403.4654	2177.2212	1423.2106	2079.6256	11985.042	69.48
39 Martin Krämer	GER	1526.0495	1341.8524	1840.7447	1546.6780	1908.1634	1631.4276	2144.8614	11939.777	69.22
40 Helmut Stas	POL	1544.5953	1323.7144	1979.0987	1405.3719	2091.5231	1374.9324	2089.2789	11808.515	68.46
41 Olga Romanenko	RUS	1588.1236	1446.9751	2124.7674	1046.0698	2111.0142	1425.7830	1990.9975	11733.731	68.02
42 Luca Sartori	ITA	1401.2518	1350.1218	1688.5195	1582.8624	2092.0354	1584.9814	1885.7044	11585.477	67.16
43 Michal Tadeusz Ombach	POL	1349.9297	1348.6153	2001.8028	1482.4748	1843.7949	1437.4410	2106.1541	11570.213	67.07
44 Andris Kade	SUI	1263.4427	1246.6032	2057.4023	1400.2305	1843.4429	1600.2012	1981.0289	11392.352	66.04
45 Sape Miedema	NED	1487.0082	1208.1891	1969.4137	1422.6636	2036.2512	1301.0051	1938.6455	11363.176	65.87
46 Jan Rozhivka	CZE	1688.4204	1519.8939	1511.6123	1021.2426	1943.5829	1480.9111	2150.8791	11316.542	65.60
47 Charles Kalko	USA	1509.4803	1204.2243	2162.4028	1189.6914	2124.8468	1561.0590	1415.7734	11167.478	64.74
48 Stefan Heldstab	SUI	954.5219	1137.2439	2105.3442	1564.0414	2032.9909	1271.0286	1709.1091	10774.280	62.46
49 Anatoly Chigarev	RUS	1727.1105	1608.1692		1462.7182	2023.4044	1629.4022	2057.6846	10508.489	60.92
50 Serguei Krikalev	RUS	1560.7705	1672.2280	1966.6603	1634.5871	1706.5877	1665.7293		10206.563	59.17
51 Andrew Cunningham	GBR	1202.8790	715.5440	1936.2540	838.4002	1985.1362	1299.8238	1481.9833	9460.021	54.84
52 Christopher Stanley Cain	GBR	1046.9172	835.9887		964.9921	1450.1203	1193.8307	1423.3493	6915.198	40.09

INFORMATION

Diana Britten Scholarship

Mainly because of the gloomy weather during January and February I decided to run the scholarship later this year and then have the final shoot out at a convenient competition, which turned out to be the Standard/Intermediate Nationals at Peterborough Conington. This of course scuppered any hope of getting the 2003 winner up to speed to compete by the end of the season. At least doing it this way the stress level is reduced and this year's winner can take a leisurely 7 months to hone her skills.

From a goodly number of applicants, 3 finalists were invited to present themselves at Conington on Saturday 30 August for an interview followed by an aptitude test flight in the Sherburn Aeroclub Cap10b under the supervision of Cas Smith. The weather was thankfully, excellent, apart from a stiff breeze from the north, which allowed Cas to complete the flights, without which it would have been practically impossible to select a winner.

Our 3 finalists, Annabel Cook, Annelli Melrose and Bekah Symonds showed great enthusiasm and integrated well with the aerobatic fraternity while eagerly awaiting their turns in the Cap 10.

The aptitude test consisted of a bit of general handling and the following set of 6 manoeuvres:

- a steep 360 turn rolling straight into a steep 360 turn in the other direction
- a chandelle
- a lazy 8
- a loop
- a roll
- a stall turn

The girls were evaluated on their general airmanship and ability, Attitude and aptitude, engine/airframe management, aerobatic ability and awareness, lookout, learning ability and finally HANDS.

After a demonstration by Cas, the girls had a one off chance to fly each manoeuvre. It's incredibly difficult to remain objective with tests like these, but I'm confident that our scoring method - not the TBLP system - came up with the right result.

As we were all in the competition spirit we decided to announce the winner along with the other champions so that our scholarship girls could also experience the "agony and the ecstasy" and hopefully develop a taste for future podiums.

So, in joint 2nd place were Annabel and Bekah, and the 2003 WINNER - ANNELLI MELROSE.

Anneli's win gives her 10 hours of dual aerobatic instruction in the Cap 10b plus one years free membership of the BaeA. Alan Cassidy also very generously presented Anneli with a copy of his new book. This year's finale for the scholarship seems like an excellent formula to work on and I am looking forward to a repeat at next year's "Conington aerobatic fest".

A few biographical notes about Anneli: She 21 years old and graduated this June with a degree in Aerospace Engineering. Her ambition is to become a Commercial Airline Pilot. Passionately keen on all things to do with aviation, from the smell of jet fuel to even throwing herself out of a perfectly serviceable aircraft. She won a Gapan PPL scholarship in 2001, which enabled her to complete her licence. Anneli had flown 80 hours at the time of her application for the DBA scholarship, including a couple of hours in the Air Squadron Bulldog, which really whetted her appetite for aerobatics. So far her only experience of competing has been on horseback and she admits to being a speed and adrenaline junkie - sounds like someone else we know - and is a very determined young lady. Most definitely a space to be watched.

Aerobatics – a sport of many branches

Some recent discussion on the PPRUNE Forum which was kicked off by a post regarding a current UK air display pilot set this writer thinking.

The contributors were trying in many cases to draw a distinction between competition and display aerobatic pilots. One contributor opined that this is like comparing apples and pears, and I think he's got it right – they're both fruit.

The limitations of aircraft performances capability and characteristics, and of the pilots physiology and fitness have to be respected. Any transgression will incur the wrath of the Chief Judge in a competition setting or the Display Safety Committee if its an airshow, and of course ultimately the earth will rise up and smite those who allow themselves to take undue risks or erode safety margins.

Review of recent Journal's leads me to note that content is almost exclusively biased towards 'conventional' competition. We have had some limited coverage of the Grand Prix/Haute Voltige scene, but the logistics of organising such events, and the world economic situation post 9/11 seem to



have resulted in there being comparatively few events, mostly in China or Japan, not readily accessible to UK aerobatic enthusiasts.

It is no coincidence though that the vast majority of Haut Voltige pilots have come through the ranks of competition either being champions in their own right or by learning their trade in a competition influenced environment. Similarly it is no accident that so many are multi-talented with military, airline or test flying credentials.

Another concern I detect is when looking at entry rosters this season at Standard and Intermediate they are dominated by Pitts and similar comparatively high performance aircraft. Not so long ago it was normal to see a much more varied selection of aircraft types at competitions. Gone are the Stampes, Chipmunks, Zlins, Nippers and Aerobat that we used to see. It was therefore a welcome sight to have a couple of Robin pilots putting a foot in the water at Beginners at Compton, and one mixing it with the Pitts at the Conington Nationals. There must be a growing number of pilots out there flying aerobatics that would benefit from exposure to competition discipline. Having a competition fleet of diversity gives judges opportunity to maintain their skills at recognising the performance characteristics of different aircraft types.

Perhaps we should consider something along the lines of an aerobatic fly-in, similar to what the IAC have developed in the States – though given the crowded programme of competitions and other events that our members regard as “must do's” finding a spare date in the calendar may be a challenge. It would be essential to have some assurance that pilots and planes would attend.

Haute Voltige Air Musical “Dreamings”

As reported in Aerobatics News Review #153 (p20) the world premiere of “Dreamings” was performed at the Sanicole Air Show, Belgium on 10 August.

This is a collaboration between Jean-Louis Monnet of Haute Voltige and the musical compositions of the Spanish “group” Almadrava, depicting the story of Mandurah the Dolphin, Sirena the Mermaid, Prince Shark and his Generals.

The performance commenced with the take-off of the Dutch MAT team of five flexwing microlights (the only performers using the airfield. All others operated out of Klein Brogel Air Force Base). With clear blue skies and soaring temperatures there was a perfect stage, apart perhaps from the fact that the airfield orientation placed the sun hotly in spectators faces.

The performance fetured initial old timer arerobatics by a Morane Saulnier and SE5 replica from France. Haute Voltige pilots taking part were Nikolai Timofeev (Su26), Klaus Schrodtr (Extra 330S), Peter Besenyei (Extra 330S), Frank Versteegh (Extra 300L) and Pascale Alajouanine. At various points in the performance Haute Voltige pilots appeared either singly, or three or more in the performance zone at the same time.

Add to this the teams – Space Knights Vari-eze duo, Flying Bulls Zlin 50LX quartet and Jacques Bothelin's Breitling Apache team L-39 Albatros jets, and a solitary OV-10 Bronco. It can be seen that the organisation of the airborne holding patterns must have been a feat of equal magnitude to the arrangement of the spectacle before the audience.

Certainly this represented an action-packed and different 70 minute segment of the Aeroclub Sanicole's 27th annual International Airshow.

Unlike UK show the flying demonstrations were in segments, interspersed with a concert by the Bella Perez Latino Show, and other musical performers. So much of the Aeroclub “real estate” was needed to accommodate the public, and the static display aeroplanes, that even the light aircraft that could use the Sanicole's runway would have nowhere to park, so nearly all were operating out of Klein Brogel. One exception was Frenchman Christian Mouley who flew his microlight formation with nine geese.

Jean-Louis Monnet aims for more performances of “Dreamings” in 2004, most likely in the Asia-Pacific sector.



CONTRIBUTOR'S GUIDE

The Editor is always keen to receive material, both written and pictorial for publication in BAeA Aerobatics News Review, the Journal of the British Aerobatic Association Limited.

Contributions should usually be original and previously unpublished. Previously published material will be used at the Editor's discretion in order to facilitate dissemination and exchange of information, opinions and ideas of interest and concern to aerobatics enthusiasts.

Articles should be sent to the Editor (Tony Lloyd - 70 South Road, Hockley, Birmingham B18 5LD). If produced using a wordprocessor, a copy of the document saved as 'text only' on floppy (IBM or Mac Compatible). E-mails may also be sent direct to sarah@ashurstwood.demon.co.uk but with a courtesy copy by snail-mail to Tony too please.

Deadline dates for articles and advertising in 2003 are on the 15 November. Opinions expressed by contributors are not necessarily those of the Editor or of the British Aerobatic Association.

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

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

Full (Competition)	£60
Corporate	£30
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Sukhoi



Again, European Aerobatic Champion

As the current World Champion Aerobatic aircraft, Sukhoi again swept the board at the recent European Aerobatic Championships. Sukhoi finished 1st, 2nd, 4th overall as well as winning the overall team prizes for men and women. The overall winner was Ramon Alonso of Spain and notably two-seat Su-29 aircraft came 11th and 12th overall against the World's best single-seaters!!

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