

Aerobatics News Review

The Journal of the British Aerobatic Association



October 2005
Number 165

You can do more and stay there longer in a ...



...Pitts S-2C

That's due partly to Hartzell's new CLAW propellor, standard issue with an S-2C. Roll rate has increased to 300+ degrees per second with the S-2C's aerodynamically balanced, constant speed ailerons. That means that the roll rate is the same at 100mph as it is at 200mph.

Maximum stick pressure at full aileron deflection is a mere 15 lbs and that balances with full pitch input (at 4G's), giving the stick a "squared force" feel. Stick centring is now world class.

Old fashioned, high-drag, ugly spades are out, improving both response and aesthetics.

A cleaner airframe, coupled with a redesigned sleeker canopy, improved landing gear and re-configured wing-tips provides a 10 to 15 mph increase in cruise speed over the old S-2B.

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*Published by the
British Aerobatic Association Limited.*

*Company Registered Office:
West London Aero Club,
White Waltham Airfield, Maidenhead
Berkshire SL6 3NJ.*

Registered in England No.1168665

Typeset by Nick Buckenham

Crossroads No, not the tele-soap kind, the one that unlimited aerobatic championships are at right now. The machinery looks pretty cutting-edge to an outsider and it certainly is deeply rewarding to spend a couple of weeks at an international CIVA event, but under the surface a cold dose of old age is slowly strangling the class. The Sukhoi-26 debut at South Cerney was two whole decades ago, the Extra-300 series is not much younger whilst trying its' very best to be 'sporty & certificated' rather than an out-and-out unlimited machine, and now a tragic accident with a French team CAP-232 has left the marque grounded for at least many months. Only the Edge-540's credentials are unscathed, but suddenly it seems you can't get a new one of those for love nor money.

So - just what is the long term plan, CIVA? Exactly where will international unlimited be in 10-15-25 years time..... continuing to challenge the best pilots through awesome sequences and dazzling free-style displays, or limping along with a near-empty stock of old airframes and even older engines? One thorny problem is that in their 'spare time' these machines have little use outside the competition arena, making the economics of next-generation aircraft creation deep holes with little prospect, as CAP Aviation have once again found to their dying cost.

Right *now* is the time for our FAI leaders to clarify where the sport's future should be, so the engineers can all get going. What's your view?

AGM Diary Note:

The 31st Annual General Meeting of the British Aerobatic Association Ltd. will be held at the Aviator Hotel, Sywell Aerodrome at 10:30am on Saturday January 14th 2006.

A resumé of the accounts, and the voting nomination and membership renewal forms will be sent out to all members in early December.

Cover photo:

Paul Tomlinson's Pitts S-1T G-OSIT photographed by Stuart Jewkes at the recent Sherburn Tiger Trophy meeting.



The Gunpowder Trophy, Bodmin

From Ian Smith



Not a very auspicious way to start the weekend, what with the atrocities in London during the middle of the week and sad news about Mark at White

Waltham. We can take some comfort in the fact that he was doing what he loved and our thoughts go out to his family and friends and of course to all those involved in London.

I applaud BAeA and Ben Ellis for their decision to continue with the competition at Bodmin as Mark would have surely wanted that to happen, to triumph in adversity.

I have enjoyed my experiences in the BAeA competition thus far. It has been a pleasure to meet pilots and friends who share a passion for aeroplanes and turning themselves inside out at the weekends! I had no idea of the true level of commitment required and take my hat off to all of you, especially the guys and girls competing at the top echelons of our sport.

Despite my background there has been much to learn, and the Gunpowder Trophy at Bodmin was where it all seemed to fall into place for me! I have explained the standard 'Known' to work colleagues and they seem to be fairly unimpressed with the content until I have gone on to state that not one of them could fly a

round loop or a pure vertical up or down line! I have now flown in three competitions, watched, listened and learned and hope to be able to continue to be competitive for the remainder of the season.

It bemuses me that more service pilots do not fly for fun. There are quite a few RAF flying clubs where one can fly club aeroplanes at very reasonable cost, but none with any interesting or aerobatic aeroplanes. There have been those before me and I will encourage those after with suitable steeds.

For any number of reasons this has been the first year that I have flown competition aerobatics in my Eagle. If the Gods smile on me it may well be my last as next summer I hope to be flying gentle aerobatic manoeuvres but they will be Rolls Royce Merlin rather than Lycoming powered!

If not I had better let the bank manager know he's about to invest in an Extra 300! Best wishes to all and whilst enjoying your flying, stay alive to enjoy it.



Colwyn Darlow taking the Kernow Trophy at Bodmin, as reported in issue #164



McAully Trophy, at Fenland

From Peter Rounce



Having signed off from my World Championship article in the last edition with “Now to put the hints and tips into action!!”, it’s great to win the McAully trophy. Particularly as it is my

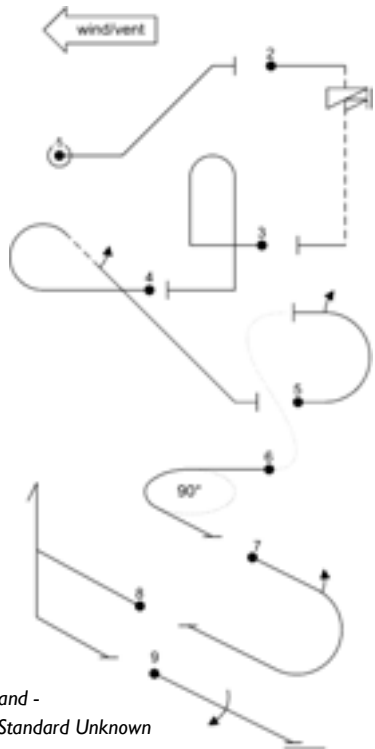
first one, and is such a special trophy. It is a model of G-ACDC, the world’s oldest airworthy Tiger Moth (built 1933) and currently based at the Tiger Club, Headcorn.

A year ago I managed to get to solo in the Tiger Moth (and flew G-ACDC) – I’m probably not current any more, except for the memories of the sensitive elevator and ailerons that don’t do much, as well as the immense character and the open-cockpit. The other special aspects of the trophy are that it has been around since 1962 and previous winners include Neil Williams and Brian Lecomber.

Back at Fenland, my thanks to Alan for the expert tuition and guidance to date, as well as the loan of G-STUA for training and competing. I don’t know how many times G-STUA has competed or won in total, but found out that in the 1997 Peterborough Competition it entered 13 times, picking up 7 medals – something for your conspiracy theory Tom!

Fenland was also good fun and thor-

oughly enjoyable for me & Deb – kind of amusing when it got to reading out 2nd place and Deb thought I’d been missed off the list..? Happy flying!



Fenland -
the Standard Unknown

John Wicks chills-out
for a moment at Waterford





The Fenland Trophy, at . . . Fenland

From Corinne Dennis - Little Miss Pitts (but not for much longer)

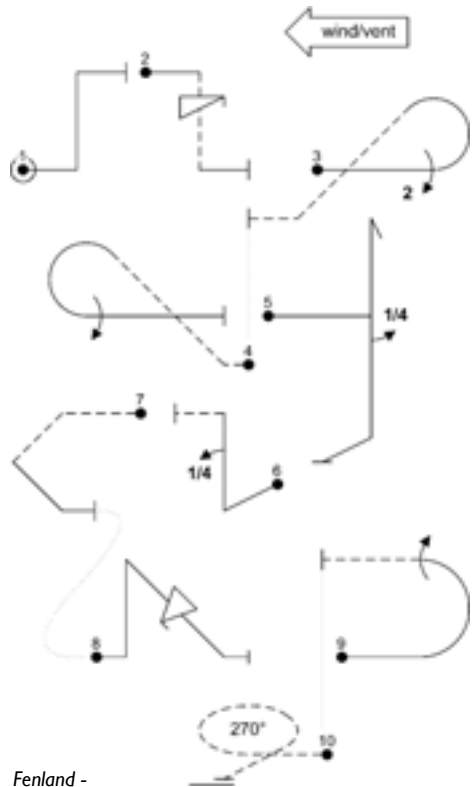


As we all know, airfields can sometimes be tricky to find, and Fenland is no exception. However, if there is one thing more tricky than finding them from the air, I can confirm

from last week's experience it's a lot harder finding them by road. Especially with road atlas deficient in airfield identification. Consult the chart, compare with road atlas; detect imperfect correlation between the two, hazard a guess, follow one's nose, end up on the wrong side of a waterway. Backtrack to bridge and try the other side - ah yes, there's a Pitts - see where it heads and follow it... Hooray : there's a wind sock waving to me on the horizon, and at last here is Fenland.

We had departed Sherburn without much hope of a competition - Woody in BOXH and myself by road. The forecast was for low cloud, blustery showers and windswept judges (well it didn't specify that exactly). But the actual turned out to be glorious sunshine (at least that is my rose tinted recollection), cloud above 3,500' and only a moderate on-judge wind.

In the event not only did we fly our known and five intrepid Beginners, but also our unknown as well. The unknown



Fenland -
the Intermediate Unknown

sequence was a lot of fun with a cunning sting in the tail at figure 4 inverted climbing 45°, pull round and roll at the bottom, simple. Except that we are all accustomed to doing something else on that line, and so some did. I almost did myself, except that I couldn't think of quite what to do; only a quick glance at the sequence card saving me from the hardest of zero's. Saved, just, by just enough.

The Fenland and McAully Trophy meeting

Beginners class

Pilot	Aircraft type	Registration	Known	O/all %
1 Ed Harding	Pitts S-1T	G-MAXG	544.9	73.641
2 David Slater	Pitts S-1T	G-BKPZ	501.2	67.726
3 Chris Burkett	Pitts S-1C	G-BHSS	477.9	64.581
4 Oliver Elmer	Pitts S-1	G-MAGG	429.0	57.967
5 Elise Mason	Decathlon	G-ZZAP	403.0	54.456

Standard class

Pilot	A/c type	Reg'n	Program I	Unknown	All grps	O/all %
1 Peter Rounce	Pitts S-2A	G-STUA	1260.8	888.4	2149.2	77.871
2 David Jenkins	Lazer z-200	G-LAZA	1295.7	834.6	2130.3	77.185
3 Paul Tomlinson	Pitts S-1C	G-BXAU	1207.0	876.6	2083.6	75.492
4 Luke Goddard	Pitts S-2A	G-STUA	1223.2	847.0	2070.2	75.007
5 Ian Smith	Eagle	G-EGUL	1221.9	830.4	2052.3	74.359
6 Andrew Holman-West	Yak-50	G-YKSO	1229.7	751.5	1981.2	71.783
7 Simon Janvrin	Pitts S-2A	G-TIII	1198.6	758.6	1957.2	70.912
8 Farrell McGee	Pitts S-1E	G-FARL	1117.9	816.5	1934.3	70.085
9 Al Coutts	Pitts S-2A	G-PITZ	1137.1	795.6	1932.7	70.027
10 John Wicks	CAP-10C	G-CPXC	1115.7	808.7	1924.4	69.724
11 John Teesdale	Skybolt	G-RODC	1002.5	749.8	1752.2	63.487
12 David Kean	Pitts S-1S	G-IIIX	1065.2	625.0	1690.2	61.238
13 Ed Harding	Pitts S-1S	G-MAXG	1016.2	608.7	1624.9	58.875
14 David Slater	Pitts S-1T	G-BKPZ	734.9	523.6	1258.5	45.597
15 H John Smith	Stampe	G-HJSS	1053.0	151.7	1204.7	43.650

All this activity of a Friday afternoon meant that we had finished our competition and could go home. But we had accommodation booked, hospitality organised by Fenland Flying club, and some celebrating to do. So, unusually we were able to stay and party at a competition, and a great evening it was too.

We almost scooped the Quiz as well - Uncle's unexpected recall of 1960's and 70's music nearly clinched it for the

judges team of Ann, Martin and Ian, unable hindered by myself.

A great event, and no water to fly over!





Fenland and McAully meeting

Intermediate class results

Pilot	A/c type	Reg'n	Program I	Unknown	All grps	O/all %
1 Corinne Dennis	Pitts S1 S	G-BOXH	1528.0	1284.0	2812.0	73.228
2 Colwyn Darlow	DR-107	G-IDII	1460.6	1206.7	2667.3	69.461
3 Neil Bigrigg	Pitts S-2A	G-BTUL	1401.8	1168.7	2570.5	66.940
4 Simon Abbott	Extra-300	G-SIII	1344.7	1134.7	2479.4	64.567
5 Mark Davies	Pitts S-2A	G-BTUL	1263.6	1142.7	2406.3	62.665
6 James Brown	Extra-300	G-SIII	1175.2	964.4	2139.6	55.719
7 David Cowden	Pitts S-2C	G-IICI	1133.9	862.6	1996.6	51.994
8 Richard Buchan	Pitts S-1D	G-OODI	1079.6	836.8	1916.4	49.906
9 Alan Wood	Pitts S-1S	G-BOXH	1011.9	716.2	1728.0	45.001

From Beginner to Standard National Champion

From David Jenkins - 2005 Standard Champion

Just over a year ago I won the beginners class at my first contest at Sleaf in June 2004.



This convinced me that this aerobatics lark was going to be easy, so I decided to stay at Standard until I had won something and then move up. However,

after 4 contests the end of 2004 arrived and I hadn't won anything. I'd got quite close at the Tiger but Tom had snatched it away with a display of what world class unlimited flying is all about.

So I thought I had better stay at Standard and get a bit more serious about 2005.

The season started with an Alan C training session in March ... two flights

on the first day and a tea drinking session with 600ft scud on the second... I learnt a lot but as it turned out not enough.....

Lesson 1: Remember not to organise a training camp in March... Days too short and weather too risky.

The first competition of 2005 at Brighton was a good start with a Silver medal. I thought I must be flying well but as it turns out I was probably flying less badly than everyone else.

Next up was Sleaf ...and whoops!!! 7th after a HZ for my spin for being low at 1050 ft!!! Still, at least I thought I had an excuse other than my flying.

Lesson 2: add 200 ft to the base of the box...monoplanes always look lower.

Bodmin was a wake up call. In the known I pulled up for a reverse half Cuban and just carried on pulling round rather than stopping at the 45. To this day I have no idea why. I'd done it correctly a zillion times. I was so annoyed



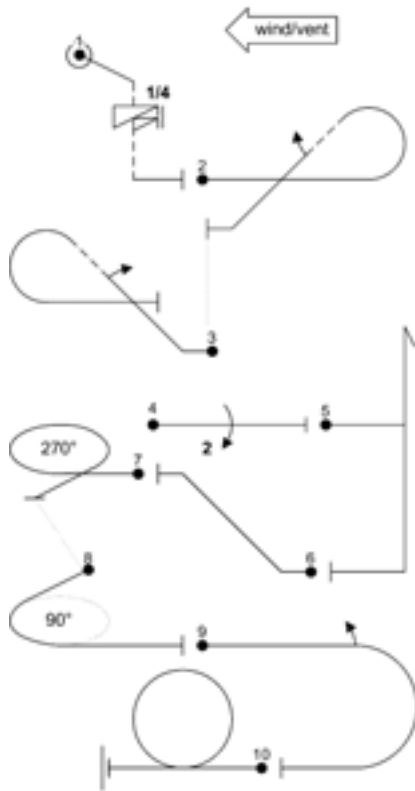
with myself that I couldn't talk to anyone for hours.

Ben kindly made me feel a bit better (until I got home) by giving me Paul T's Bronze medal for my 6th place!!

Lesson 3: Make sure you fly everything correctly – zeroing a figure spoils your whole day and will lose you more places than anything else.

Then Paul Tomlinson nips over to Ireland and bags a few points, whisking the lead in the points table out of my grasp.

Time for a rethink... I'd better get a



Peterborough - the Standard 1st unknown

bit serious.

I can now confess. I asked Mark J for some tips on how to really fly a Laser...I think his advice can be summarised as. "Don't pussyfoot about". I had been using 23", 2300 RPM and 135kts into the box. Mark said use 25/2500 or more! And 190kts (VNE is 204kts).... There were a few more tips but I'm keeping them in my back pocket for later. Many thanks Mark, you moved my sights up.

Lesson 4: Try and get as much advice as you can as early in the season...not halfway through.

Fenland ... another Silver... that's better, but the STUA boys just won't let up and Paul 'Top Totty' Tomlinson is flying very well. I convinced myself that I hadn't wanted to win a trophy with a Biplane on it so it was OK not to have won at either Bodmin or Fenland!!!

BUT... I still hadn't won anything and the STUA boys (Peter & Luke) were hard on my heels. Or rather I was hard on one or other of their heels for most of the season. Wixie then stepped in and gave me some critique, encouragement and advice.

And then it was the Nationals at Conington! The last full competition of the season. Could I win? I couldn't go home without winning something this season or I'd have got such a ribbing from my daughters.

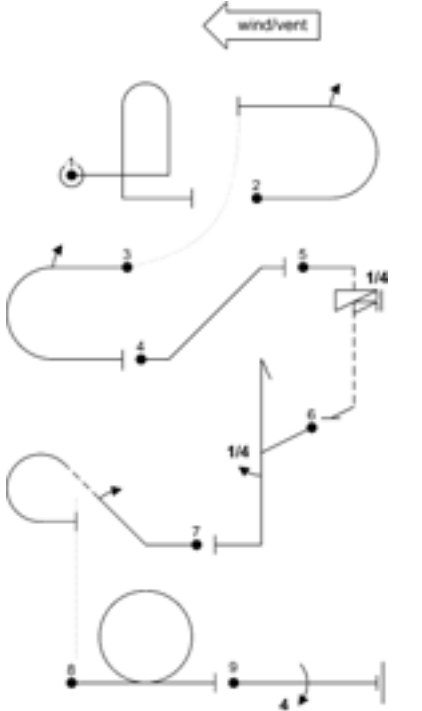
I arrived back to the UK the weekend before the contest with jetlag so I waited until 4 days before the competition to start practising. On the Friday of the competition East Anglia had 400ft scud that prevented me from practising and getting to Conington.

I woke up on Sat at 5.15am and



managed to get to Conington 5 mins before the briefing. I was drawn number 14 (I think) so I had a couple of hours to get ready.

At 11.30am I took off for my first flight. On the way into the box I did my inverted checks and suddenly 2 litres of oil appeared on the windscreen. Panic!!



Peterborough Conington -
the Standard 2nd unknown

Had an oil hose broken? Would the engine seize?. All the gauges looked OK, I still had power, so I just pointed at the runway and landed. It was a bit of an anticlimax when I found that the dipstick had come loose.

Lesson 5: Tighten the dipstick....

I used to try to not over tighten the dipstick. I now tighten it ... it's a lot easier to get some pliers on a tight dipstick than it is to clean up 2 litres of oil!!

After 2 hours of cleaning Nick re-entered me in the contest as Dipstick Jenkins and allowed me to fly after lunch. By the time I managed to catch up with rest of the Standard pack I was lying 4th. The weather and a loose dipstick had ruined all my careful planning. After all the things going wrong I was more than a bit dispirited and felt I was struggling just to finish the contest.

And then things changed... It's something I can't explain. Colwyn, Corinne and I all had bad flights / incidents and then we all went out and did great flights. In my case I flew a great first unknown which won the contest for me. I think racing drivers talk about being in the groove. Everything went perfectly, it felt good... I was ahead of the aircraft. I knew it was a good flight before I saw the judging sheets.... why can't I fly like that every time?

After the second unknown it was neck and neck between three of us: Me, Ian Smith and Peter Rounce. TBLP was going to determine the final result.

Nick kept us all in suspense until the end... what a relief, I'd finally won something... I was safe from my daughters.... the trophy didn't have a biplane on it!!! And, yes it did feel good.

Lesson 6: Never give up.

I'm writing this a few days before the Tiger (or Tigger as it now known) which will be my last Standard contest before I move up to indeterminate next season... I see that Colwyn has moved up to advanced. I hope that Corinne follows him and leaves the field free for us new boys.

Peterborough Conington Standard and Intermediate Nationals

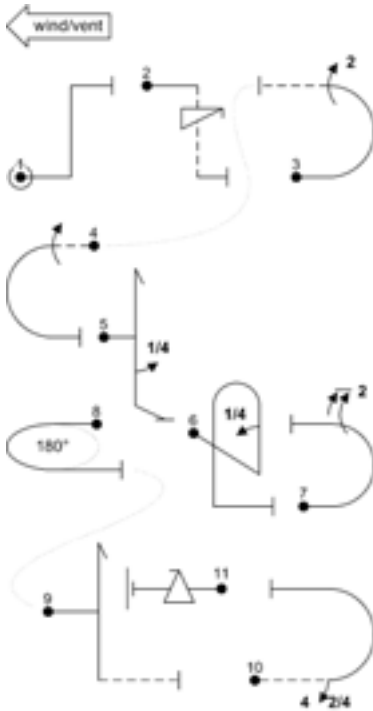
Standard class

	Pilot	Aircraft type	Reg'n	Prog I	Unk I	Unk 2	All grps	O/all %
1	David Jenkins	Laser Z-200	G-LAZA	1020.7	996.1	991.2	3008.0	78.538
2	Ian Smith	Eagle	G-EGUL	1012.4	992.0	1001.8	3006.2	78.492
3	Peter Rounce	Pitts S-2A	G-STUA	1055.0	978.6	881.2	2914.8	76.105
4	Luke Goddard	Pitts S-2A	G-STUA	1025.4	875.9	991.8	2893.0	75.536
5	Paul Tomlinson	Pitts S-1C	G-BXAU	970.6	954.7	951.8	2877.2	75.122
6	Darren Tilley	Pitts S-2B	G-BRVT	938.1	937.1	957.2	2832.4	73.953
7	Al Coutts	Pitts S-2A	G-PITZ	1024.8	891.8	881.1	2797.8	73.048
8	Simon Janvrin	Pitts S-2A	G-TIII	974.1	860.7	850.3	2685.0	70.106
9	Charles Kimbell	Pitts S-2A	G-WREN	929.5	839.7	888.7	2657.9	69.396
10	John Wicks	CAP-10C	G-CPXC	846.6	916.2	893.0	2655.8	69.341
11	Ed Harding	Pitts S-1S	G-MAXG	927.2	868.3	798.3	2593.8	67.722
12	Martin Hill	Pitts S-1S	G-BOXH	932.8	739.4	854.8	2527.0	65.979
13	Farrell McGee	Pitts S-1S	G-FARL	851.1	909.4	625.1	2385.6	62.286
14	John Teesdale	Skybolt	G-RODC	675.2	697.2	732.3	2104.8	54.954
H/C	Richard Loukota	Pitts S-2A	G-ICAS	878.2	870.9		1749.1	45.669
H/C	Harry Mason	Pitts S-2A	G-ICAS	867.0	789.9		1656.9	43.260
15	H John Smith	Stampe SV-4C	G-HJSS	594.7	434.9	516.4	1546.1	40.369
16	Graham Huffen	Pitts S-1S	G-BKKZ	810.6	681.4		1492.0	38.957
H/C	Sam Whatmough	Yak-52	G-CBRL	593.3	706.6		1299.9	33.939

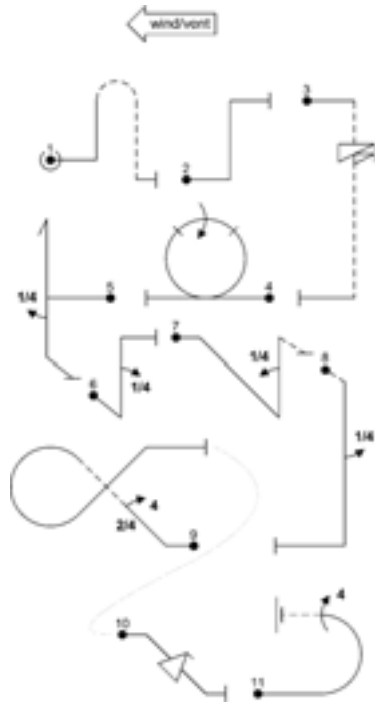
Intermediate class

	Pilot	Aircraft type	Reg'n	Prog I	Free	Unk I	All grps	O/all %
1	Colwyn Darlow	DR-107	G-IDII	1538.3	1363.6	1453.0	4354.9	73.937
2	Neil Bigrigg	Pitts S-2A	G-BTUL	1347.4	1412.5	1405.3	4165.2	70.717
3	Simon Abbott	Extra-300	G-SIII	1305.5	1375.4	1449.9	4130.9	70.134
4	Corinne Dennis	Pitts S-1S	G-BOXH	1316.3	1432.7	1350.0	4099.0	69.592
5	Nick Richards	Extra-300L	D-ETTO	1424.0	1264.2	1408.9	4097.0	69.558
6	Stephen Madle	Pitts S-2A	G-STUA	1470.9	1247.0	1284.3	4002.2	67.949
7	Mark Davies	Pitts S-2A	G-BTUL	1522.6	1245.3	1208.0	3975.9	67.502
8	Brian McCartney	Pitts S-2A	G-TIII	1385.8	1078.9	1423.1	3887.8	66.007
9	David Cowden	Pitts S-2C	G-IICI	1307.0	1162.7	1080.1	3549.8	60.268
10	Alan Wood	Pitts S-1S	G-BOXH	1297.2	1320.5	913.0	3530.7	59.943
11	Richard Buchan	Pitts S-1D	G-ODDI	901.1	923.6	1184.5	3009.3	51.091
12	Bill Merry	CAP-10C	G-CDCE	985.9	877.9		1863.8	31.644

Contest Director: Nick Buckenham, Chief Judge: Alan Cassidy (assisted by Bernie Raftery). Judges: Ben Ellis (Tamzin, Kathy & John Tempest), Steve Green (Gary Ferriman & Eric Marsh), John Paulson (Eric Marsh) for Saturday only, Ian Scott (Julie Wood), Peter Macintosh (Marcia & Stephen Madle). Scorer: Jen Buckenham.



Corinne Dennis - Intermediate Free



Peterborough - the Intermediate unknown

The Junior Monoplane Nationals!

From Colwyn Darlow, 2005 Intermediate Champion



I'll try and keep to the points that I think helped me win. This might firstly be of interest to lesser experienced competitors and might be of amusement to the more experienced.

Become familiar with the venue. I flew into Conington the

week before having not competed there, and studied OS maps and airfield layouts to get likely A and B axis references.

Practice... obviously. It seems to take about 2 weeks to get up to speed for a competition, trying to fly every other day, 2 or more short flights of about 15mins. There is always a period of frustration during this time where I don't seem to improve or actually regress, but it does come eventually. Gary Ferriman gave me two afternoons of critiquing, which was a great help. So far I have relied on my own judgement of timing and line and it



The Saltby (non) Open

From Cindy Copsey

Thursday 8 September

Arriving at the airfield mid-afternoon, I found eager pilots with their gliders lined up on the runway awaiting their turns for a launch. Running commentaries from the more advanced pilots in the ground were being radioed up to the pilot in the sky. More in-depth critiques and helpful hints and tips were given once the pilots landed. In the evening, a gathering at a local pub provided the setting for a review of the day's events.

Friday 9 September

The Swift, Puch, DG and Lunak of the previous day were joined by a second Lunak, a couple of B4's and the Fox. The Club accommodated by running 2 tugs instead of one. More practice, more commentaries, hints and tips were the order of the day. There was noticeable improvement by many of the pilots. Everyone was looking forward to the competition to begin on Saturday.

Having my own private pilot available (my elder son), I decided to make the 20-minute journey over to Sywell to see how things were going at the Power Nationals. I received surprised squeals, but warm hugs and greetings from Jen. We chatted for a few minutes and then I was back off to Saltby.

Another evening in the pub. A grand review of the events of the day and great

anticipation for the competition in the morning.



I find Saltby a particularly lovely place, especially in the deep, quiet hours of the night and early mornings. Since I don't sleep well at the best of times, when at Saltby, I am driven to

walk about when sleep evades me.

At 2315 on Friday night, I happened to run into one of the pilots in his beautiful blue plaid pajamas on his way to that blue door on the side of the clubhouse. What he didn't realise was that I would not have even noticed his attire if he had not mentioned it! I was too busy watching the bats flying overhead.

Saturday 10 September

0200 Animal night life at Saltby is truly wonderful. There are bats, rabbits, owls, foxes, all of whom provide lively entertainment, if you happen to be wandering about.

0500 The birds start their morning song about his time. No matter where you happen to be, they can be heard. And the sunrise is always such a glorious sight to

Another time (April '05), another place (LGC, Dunstable Down), another event (The Dan Smith Memorial Trophy)





behold. I often think we should start flying at sunrise!

0600 And who is that walking across the camp ground in his underwear, I wonder to myself.

0800 Oh NO! The rain has begun. Will it stay? Will it go away?

0900 Briefing consisted of the usual Weather, Field & Safety Briefs and, of course, the announcement of "Next update at 1200".

1330 No relief from the downpour. The day was officially scrubbed. Some people went off to do their own thing. Others sat down to produce some new and wonderful figures that only their plane could do (nobody says they are actually official catalogue figures but some of them have been given names.) ?

1900 The ladies of the club provided a lovely, warming supper of chilli con carne, jacket potatoes, salad and crusty bread. The atmosphere was warm and inviting, despite the rain pouring outside.

Sunday 11 September

Still no let-up in the rain, the first thing in the morning. The weather report showed a possible clearing arriving in the early afternoon. Pilots were told to check

in by phone at 1230 for an up-date.

Les Merritt (Saltby CFI) provided local sight-seeing maps and information for anyone wanting to fill their time constructively.

One of the unlimited pilots attended the Full CAT Course being run in one of the briefing rooms and completed the written part of the course with 97.5%

Cricket on the TV held many captive, as did the Sunday newspapers.

1315 The rain had finally stopped, but the cloud base was far too low. For the first time in the 10 years that I have been involved with the BAeA and glider aerobatics, the competition was officially called a SCRUB. Pilots were sent to de-rig, with a final gathering called for 1400.

All in all, it was a very good weekend, in spite of the weather and non-flying. Calendar events for 2006 were confirmed: Judging School at Saltby – 18 & 19 March: Dan Smith at Dunstable – 1 & 2 April: Nationals at Saltby 8 – 11 June: Saltby Open at Saltby 8 & 9 September, with the 10th being held as a "weather contingency day". Figures were submitted to assist with the preparation of future unknowns. Lively anecdotes were passed around.

The 2005 British Nationals part-2, at Sywell

From Gary Ferriman

For the advanced competitors this was a very good competition, with excellent weather on the Thursday and Friday, spoiled unfortunately by bad weather on the Saturday and Sunday. Fortunately for us we already had a competition.

For the other levels not only was it a wash out for the weather, the grounding of the CAP aircraft had already put paid

to most of the Unlimited Class Competition.

The organisation and Judging line this year was superb, I can't think of it ever being better. The box markings were also excellent.

It seems a shame to me with so much effort going into this not to have "Line Judges" as other countries do. This would



give our teams competing abroad a better chance of flying at the very top level. If the AWAC next year is in the USA they will certainly have line Judges - let's please be practiced at this before we get there.

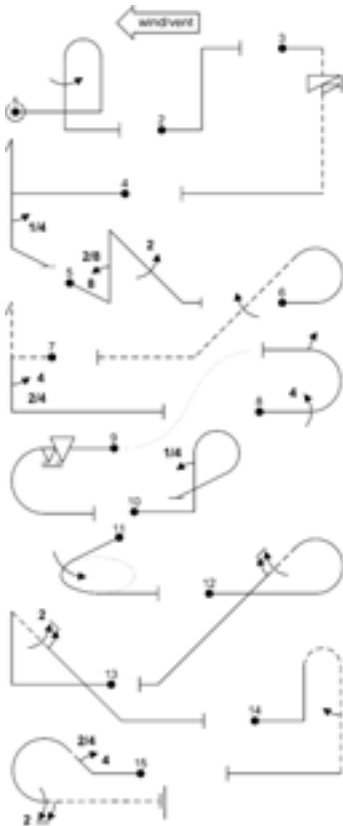
The competition for me went well from the start with a good 'Q'. The 'Free' went even better, but I had Tim Jenkinson snapping at my heels with an almost equally good 'Free'.

Fortunately for me Tim rushed his unknown and left me with a nice cushion at the top. My unknown was good enough to keep me there, although I felt that in places it could have been better.

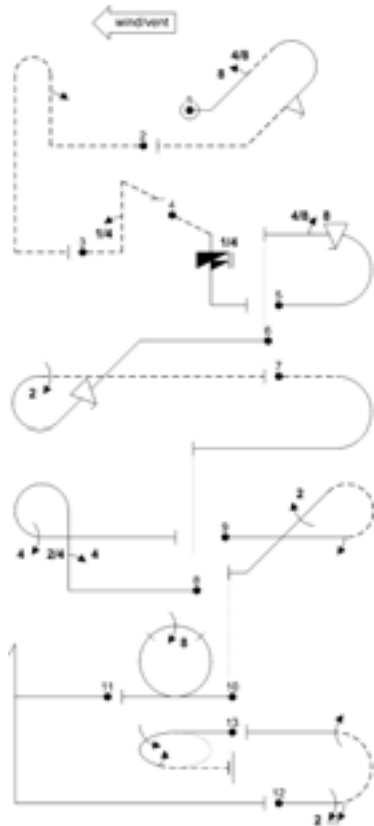


So after being runner up at least twice before I finally find myself in the "Number One" spot, and looking forward to the 'Tiger' and next year. Lets hope with all the interest here (and abroad) in the

Advanced Class that we can put up a really competitive team for the AWAC 2006. Happy Flying.....



Gary Ferriman - Sywell Free programme



Sywell Advanced - the first Unknown

Sywell Nationals

Advanced class

	Pilot	A/c type	Reg'n	Program I	Unk-I	All grps	O/all %
1	Gary Ferriman	Extra-300	G-FIII	2605.7	2206.1	4811.8	71.818
H/C	Alan Cassidy	Extra-300	G-SIII	2477.6	2256.4	4733.9	70.656
2	Clive Butler	Extra-230	G-CBUA	2486.4	2145.0	4631.4	69.126
3	Tim Jenkinson	Extra-300	G-SIII	2601.4	1833.2	4434.6	66.188
4	John Dixon	Extra-230	G-XTRA	2447.6	1958.4	4406.0	65.761
5	Rob Howarth	Laser	G-CBHR	2480.4	1808.7	4289.1	64.017
6	Ron Allan	Pitts S-2B	G-III	2391.1	1802.4	4193.5	62.590
7	Tony Maxwell	Pitts S-2B	G-III	2404.0	1732.3	4136.2	61.735
8	Cas Smith	Pitts S-2A	G-ICAS	2195.8	1890.7	4086.5	60.992
9	Simon Cattlin	Yak-55M	G-NOIZ	2131.2	1907.7	4038.9	60.282
10	Colwyn Darlow	DR-107	G-IDII	2331.2	1577.0	3908.2	58.332
11	Adrian Howe	Extra-300	G-SIII	2068.0	1768.5	3836.5	57.261
12	Dave Kaberry	Zlin-50	G-MATE	2035.5	1469.7	3505.2	52.316

Contest Director: Eric Marsh. Chief Judge: Graham Hill (assisted by Steve Green & Nick Onn). Judges: Lars-Göran Arvidsson (Chris), Richard Gee (Corinne Dennis), Ben Ellis (John Wicks), Ian Scott (John Wicks & Julie Wood), Nick Buckenham (Peter Rounce), Peter Macintosh (Gerald's engineer...). Video: Stepehn Madle. Scorer and catering supremo: Jen Buckenham.

Now you are a pensioner – how about Competition Aerobatics?

The 2005 Tiger Trophy competition - From Simon Janvrin



On a Friday in September 2004, a two Pitts formation emerged from the gloom of a cold front into the afternoon sunshine of South Yorkshire. Leading was David

Cowden's big yellow 2C, and behind was a little 2A, with me *enroute* to my first aerobatic competition, the Tiger Trophy. I had entered the Beginners, but the weather had delayed things, and on landing, I found myself whisked off by the CD (Alan C) for a personal briefing (in that

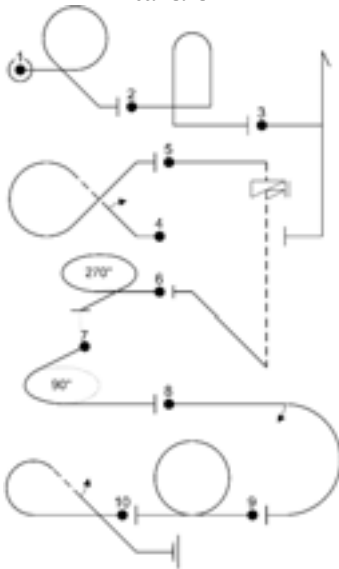
inimitable style) and then pointed skywards. I would like to think that the 48% and last place were caused by my being a bit shaky after all that scud running, but that was not the whole story. This was proved the next day in the Tiger Trophy itself, where I scored a very lowly 40% at Standard. I could actually hear the muttering from the ground on exiting the spin ("wrong runway, Simon....."), though the next figure was perfectly executed.....behind the judges.

The final 'extra' unknown sequence was even more chastening. The CD was making fairly manic 'go now' gestures because someone had pulled out. This occasioned me to reach the box in a somewhat unprepared state. The first loop deposited the contents of the little zip-up



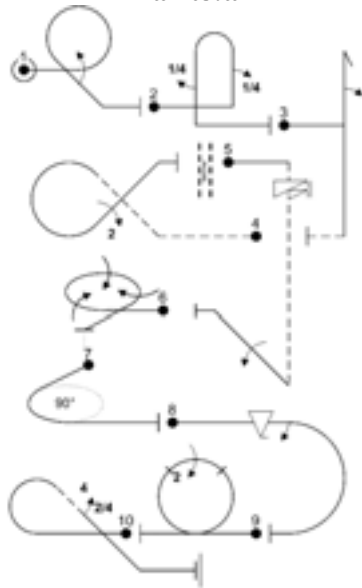
The Tiger Trophy - all the sequences

Standard

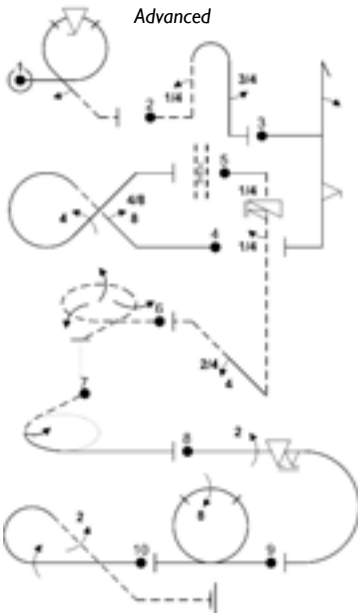


windvent
(all sequences)

Intermediate



Advanced



The 'Masters' plot....

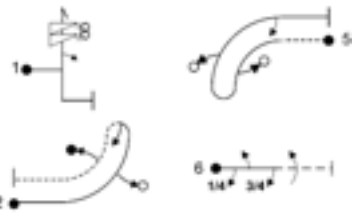


Fig 3 - Freestyle

Fig 7 - Freestyle





(or in this case, not zipped-up) pocket into the cockpit, and the sequence went from bad to very bad. The hard zero for the absence of a hesitation in the roll was not because I had forgotten it, but because I did not want to see that biro again (well not during flight). Another last place, but at least the trip back to Redhill was in perfect weather.

My reason for entering the 2004 Tiger Trophy was because retirement loomed, and although the luxury of time to compete would now be available, whether the pension would stand a year of competition aerobatics was doubtful. So despite the distinct feeling that I was far to old for this sort of malarkey, seemingly confirmed by the events chronicled above, I was given a green light for the 2005 season (“only one year, mind”) by the keeper of the pension book and the two dogs.

Thus started what I imagine was a typical aerobatic competition learning curve. A succession of airfields (all seemingly surrounded by beautiful countryside, unlimited airspace and minimal regulation) but invariably separated from Redhill by very low pressure systems. This always added apprehension to the normal pre-competition nerves in the days leading up to the event. On the day, it was a kaleidoscope of working out when to strap in, when to taxi, when to take off. Then finding the hold, then the box, then the edges of the box. Then trying to slow everything down, then getting the figures sort of correct, then fitting them in the box. All this was fairly taxing for one whose neurones were (are) disconnecting at an exponential rate (it’s an age thing – and I’m not sure if the red wine prescription is helping).

It soon became clear that I was a 60%

sort of pilot, and it also became clear (by the lack of much progress) that I was going up between competitions and assiduously practising my mistakes. Clearly I needed some critique. It then dawned that every time I flew in a competition, there was much critique in the form of the judges comments. So I rounded up all the sheets and transferred the comments to a spreadsheet. What I had before me was a word for word transposition of the ‘Error Analysis’ of each figure from Alan’s ‘Better Aerobatics’, or in my case ‘Worse Aerobatics’. Shallow 45°s, positive ups, negative downs, pinched loops, bridged stall turns, barrelled rolls, and so it went on. But the great thing about ‘Better Aerobatics’ is that it does tell how you might improve things.

So some major tweaking was called for. Was my canopy tape marking the correct 45°? I have never been very good at patting my head and rubbing my tummy at the same time, and marking the canopy with a pencil whilst holding a 45° down had seemed a bit iffy. Indeed, when I surreptitiously checked the tape on STUA, it was 15cms further back! Maybe the sighting device was not quite vertical – so I tried flying it slightly negative. A morning with some fluffy cumulus at 2,700ft helped sort out the ‘not going up any more’ point for the stall turn. All this is in Alan’s book, which helped a beginner like myself enormously, and which I suspect has helped others at all levels.

So, at the end of the year the return to Sherburn for the 2005 Tiger Trophy. The usual ‘day before the competition frontal systems’ had happily cleared SE England by late morning, and again David Cowden and I flew north together, gathering two more Pitts as we went. The next day



dawned clear and still, the type of weather that every CD must pray for. I flew early in the Standard, and it became obvious, as the day wore on, that this was a major advantage. First the light upper wind was actually where it was meant to be – down the box (it subsequently became much more cross-box and stronger). Second, the early morning sun was shining directly into the judges' eyes, with the potential, certainly in my case, for hiding a certain amount of aerobatic sinning. However, possibly because of the now correctly positioned canopy tape, the sequence seemed to go reasonably well, and when the efficient scorer disgorged the first results, I had 70%. “Well, that’s a bit better” I muttered, thought no more of it, and went and had a bacon roll.

The first intimation that something strange was going on, was half way through the Standard, when I seemed to be in the lead. The strangeness continued when my 70% stayed at the top through Standard and then through Intermediate. It became positively surreal during the Advanced. I watched them all. How could someone who could only manage a score of 6.0 for a bog-standard loop (me) possibly beat that flying? But still the 70% stayed on top, and then there was that big bronze Tiger, striding over the names of the great and the good of aerobatics over the last 45 years (and I suspect one or two Standard pilots who have had a lucky day, and who have popped up on the handicap, only to disappear without



trace.....ah well.....it was fun). And Tom presenting it, and wondering if I would mind getting his name engraved on it for 2004, because he had forgotten to do it (it will be a pleasure), and did I know that he was one of only two pilots who had won it at Unlimited (I did – I watched him). By then it had moved from surreal to Monty Python, and I was waiting to snap awake with a dead parrot and 55% on the score sheet.

So what a fun six months (this is a somewhat retrospective comment) and what a surprise ending. My main memories are of the very nice people who populate aerobatics. Some random vignettes: Wixi forgiving me for covering him and his immaculate CAP with dust at Sleaf. David Cowden always encouraging, and lending me his S2C at Bodmin when TIII went tech (“how do you stop it going up, David?”). Corinne, the nicest role model one could possibly wish for. The always friendly and helpful lads in STUA (and of course, their gov’nor). Jenny and John, generous hosts with a beautiful Jungmann. Paul and Kathy, funny and lovely (in that order). And Brian McCartney, a great team mate who carried the Trophy all the way back to Redhill on his lap in the front seat of TIII.

And the pension? And the “only one” year of competition aerobatics? Well – it would be churlish not to try and defend the Tiger next year at Intermediate, wouldn’t it? If I can just get the dogs on my side.....

The 2005 Tiger Trophy

Overall results

	Class	Pilot	Aircraft type	Reg'n	Score	O/all %	
	1	Std	Simon Janvrin	Pitts S-1T	G-TIII	961.7	70.716
	2	Adv	Tim Jenkinson	Extra-300	G-SIII	2094.0	68.657
	3	Adv	Gary Ferriman	Extra-300	G-FIII	2033.9	66.685
	4	Adv	Clive Butler	Extra-230	G-CBUA	2029.0	66.526
	5	Std	Paul Tomlinson	Pitts S-1T	G-OSIT	871.3	64.070
	6	Int	Corinne Dennis	Pitts S-1S	G-BOXH	1362.0	63.644
	7	Adv	Adrian Howe	Extra-300	G-SIII	1919.3	62.927
	8	Adv	John Dixon	Extra-230	G-XTRA	1900.9	62.326
	9	Int	Julian Murfitt	Pitts S-2A	G-STUA	1327.3	62.025
	10	Std	David Jenkins	Laser Z-200	G-LAZA	817.9	60.137
	11	Std	Mark Stewart	Extra-200	G-MRKI	817.6	60.121
	12	Std	Peter Rounce	Pitts S-2A	G-STUA	802.2	58.987
	13	Int	Stephen Madle	Pitts S-2A	G-STUA	1244.8	58.171
	14	Std	Andrew Holman-West	Yak-50	G-YKSO	786.3	57.818
H/C	Std	Harry Mason	Pitts S-2B	G-ICAS	780.4	57.384	
	15	Int	Neil Bigrigg	Pitts S-2A	G-BTUL	1194.3	55.807
	16	Adv	Dave Kaberry	Laser	G-CBHR	1694.6	55.561
	17	Std	John Teesdale	Skybolt	G-RODC	752.2	55.310
	18	Int	Alan Wood	Pitts S-1S	G-BOXH	1151.4	53.805
	19	Std	John Wicks	CAP-10C	G-CPXC	718.0	52.797
	20	Std	Oliver Elmer	Pitts S-1S	G-MAGG	689.8	50.721
H/C	Std	John Benson	Pitts S-2B	G-ICAS	684.3	50.317	
	21	Adv	Ron Allan	Pitts S-2B	G-III	1515.9	49.702
	22	Int	Simon Abbott	Extra-300	G-SIII	1036.8	48.447
	23	Int	James Brown	Laser	G-CBHR	1013.4	47.356
	24	Adv	Cas Smith	Pitts S-2B	G-ICAS	1440.3	47.224
	25	Std	David Slater	Pitts S-1T	G-BKPZ	625.5	45.991
	26	Int	Brian McCartney	Pitts S-2A	G-TIII	972.0	45.419
	27	Std	Graham Huffen	Pitts S-1S	G-BKKZ	607.9	44.698
	28	Std	Charles Kirk	Jurca	G-AYTV	606.1	44.565
	29	Adv	Tony Maxwell	Pitts S-2B	G-III	1355.5	44.441
	30	Std	Trevor Bailey	Cessna-152	G-JEET	581.6	42.764
	31	Int	David Cowden	Pitts S-2C	G-IICI	891.0	41.637
	32	Std	Martin Hill	Pitts S-1S	G-BOXH	533.8	39.252
	33	Int	Richard Buchan	Pitts S-1D	G-ODDI	834.1	38.976
	34	Std	Wendy Brownbill	Robin-2160	G-SACK	356.7	26.229

Contest Director: Alan Cassidy. Chief Judge: Steve Green. Judges: Graham Hill, Ian Scott, Roger Graham, Peter Macintosh, Brian Gleave, John Dixon & Corinne Dennis, assisted at various times by Anne Willis & daughter, Polly Whitehead, Elise Mason, Marcia, Stuart Jewkes, Debbie Brown, Chris Waddington and Bernie Raftery. The scorer was Angela Cassidy, and Tom Cassells got into lots of photographs.....



The Tiger Trophy meeting

Beginners class

	Pilot	Aircraft type	Registration	Known	O/all %
1	Oliver Elmer	Pitts S-1S	G-MAGG	509.2	68.805
2	Richard Whincup	Extra-300L	G-FIII	446.9	60.388
3	John Dawson	Pitts S-1S	G-BRZX	340.2	45.978
4	Mike Rennoldson	Slingsby	G-BNSO	337.7	45.629

Masters class

1	John Dixon	Extra-230	G-XTRA	63.6	1145.3
2	Ron Allan	Pitts S-2B	G-III	59.2	1065.6
3	Tim Jenkinson	Extra-300	G-SIII	43.4	780.7
4	The STIG	Slingsby	G-SKYC	43.2	777.0
5	Gary Ferriman	Extra-300	G-FIII	36.0	647.6
6	Clive Butler	Extra-230	G-CBUA	28.3	510.2

And - just for the pure pleasure of it all, because we were there and there was time

Standard - the proposed 2006 'Known' sequence

1	David Jenkins	Laser Z-200	G-LAZA	72.4	1013.6
2	Simon Janvrin	Pitts S-1T	G-TIII	71.8	1004.7
3	Paul Tomlinson	Pitts S-1T	G-OSIT	70.1	981.7
4	Andrew Holman-West	Yak-50	G-YKSO	68.0	952.1
5	John Teesdale	Skybolt	G-RODC	63.4	887.7
6	Mark Stewart	Extra-200	G-MRKI	62.9	880.7
7	Peter Rounce	Pitts S-2A	G-STUA	58.2	814.4
8	Oliver Elmer	Pitts S-1S	G-MAGG	53.1	742.7

Intermediate - the proposed 2006 'Known' sequence

1	Stephen Madle	Pitts S-2A	G-STUA	72.6	1386.4
2	Julian Murfitt	Pitts S-2A	G-STUA	70.2	1341.6
3	Alan Wood	Pitts S-1S	G-BOXH	65.1	1242.7
4	Simon Abbott	Extra-300	G-SIII	62.4	1192.2
5	Neil Bigrigg	Pitts S-2A	G-BTUL	54.9	1048.1



Tom Cassells and some happy Tiger gong winners



22ND FAI WORLD GRAND PRIX - FAI CENTENARY - FINAL RANKING

26 - 28 August 2005

Points: to determine the final winner. The top 7 of each leg are allocated 12 - 10 - 8 - 6 - 4 - 2 - 1 points

Pistons / Solos:

Pilot	Score
1 Peter BESENYEI (HUN)	10,500
2 Klaus SCHRODT (GER)	10,335
3 Jurgis KAIRYS (LTU)	10,055
4 Nicolas IVANOFF (FRA)	9,430
5 Pierre MARMY (SUI)	8,315



According to police estimates, over 20,000 spectators gathered to watch top aerobatic aces Jurgis Kairys (LTU), Klaus Schrodt (GER) and Peter Besenyei (HUN) compete for su-

Pistons / Civilian Formation Team

Team	Score
1 MATADORS (GBR)	9,790
2 FLYING BULLS (CZE)	9,335
3 SPACE KNIGHTS (FRA)	8,800
4 HAWKS (ROM)	7,335

premacy in the opening round of the FAI World Grand Prix event, together with the pair from Britain who went on to win the formation competition - the Matadors Steve Jones and Paul Bonhomme.

Pistons / National Formation Team

Team	Score
1 ROYAL JORDANIAN FALCONS	9,680

Jet aficionados were not disappointed either: the Breitling Jet Team performed gracefully on their Czech L39 jets, and the Swiss national aerobatic team "Patrouille Suisse", resplendent in their red Tigers with white crosses, thrilled the crowd with an original show, paying a unique birthday tribute to the FAI with a horizontal bomb-burst, trailing festive sparklers.

Jets / Civilian Formation Team

Team	Score
1 BREITLING JET TEAM (FRA)	10,695

Jets / National Formation Team

TEAM	Score
1 PATROUILLE SUISSE (SUI)	12,455

Two more rounds of the 22nd FAI World Grand Prix were held during the weekend, one on each day, resulting in a win in the solo category for Peter Besenyei (HUN) and in the Formation Category for The Matadors (Steve Jones and Paul Bonhomme, GBR) on Extra 300s, who saw off tough opposition from the Czech "Flying Bulls" (Zlin 50), the Romanian Hawks (Extra 300L) and the French Space Knights (VariEze). Two new individual challengers competed for the first time in a FAI World Grand Prix: Nicolas Ivanoff (FRA) and Pierre Marmy (SUI).

Turbo-Props / National Formation Team

Team	Score
1 PC7 TEAM (SUI)	7,080

FAI Takes To The Air Over Lausanne

The skies above Lausanne were transformed into a showcase for sporting aviation throughout the weekend of 26 to 28 August. Thousands of people turned out to witness the FAI Centenary Air Show, a popular festival of aviation, entirely free of charge, the likes of which had not been seen in the area for many years.

From the FAI website



US Unlimited Team Manager Marta Meyer perishes during aerobatic training exercises

September 18, 2005

The US Unlimited Team and friends are saddened to announce the passing of Marta Meyer today in Yukon, OK.

Marta was an Unlimited Team member for two years and the Team Manager



this year in Spain where she was awarded the "Most Valuable Volunteer" award for being the last minute warm-up pilot for the competi-

tion. She has been a fixture in the aerobatic community for over 20 years. She and her husband Bob built and flew the Giles 300 in many Unlimited competitions. She worked for NASA and was one of two women ever to fly in the SR-71 Blackbird.

Marta was practicing for the upcoming US National Aerobatic Championships. After about 5 minutes of practice, including several vertical manoeuvres, Marta pulled vertical to do a hammerhead and the canopy departed the aircraft. No further control inputs were noted and the Giles crashed just off the airport property. Speculation is that Marta was rendered unconscious at the canopy departure.

The canopy was located and found locked, with the pins also in the locked position. The cause of the crash is under investigation.

"There are few women in this sport and to lose one as special as Marta is a loss to us all," commented IAC President and U.S. Unlimited Team Member Vicki Cruse. "She was one of the happiest people I have ever met, and brought joy to everything she did. She was an outstanding Team Manager and a good friend. She will be missed by all of us on the Unlimited Team and many, many friends in the aerobatic and aviation com-

Marta Bohn-Meyer Memorial Fund

Bob Meyer and family have set up a fund in the memory of Marta. One of Marta's passions in life was getting young women involved in the sciences. She gave many talks to many young women over the years, passing along her interest, knowledge, and the importance of women in the sciences. Bob would like to honour Marta's passion through a Memorial Fund that would provide capital for scholarships and education programs for young women interested in science. Bob has requested no flowers at Marta's memorial services and would appreciate a donation to her fund instead.

The Memorial Fund has been set up at Bank of America. You may go to any location to make a donation. Please provide the following Account # 2469941400 Routing #121000358 and make the contribution to Marta Bohn-Meyer Memorial Fund.

Both items from the IAC website



Jean-Michel Delorme

Armée de L'Air

From the Armée to L'Air website



Yesterday, Tuesday the 30th of August, at around 19:00, a CAP 232 which was taking part in the French championship of aerobatics (single-seat plane) crashed in Saint Yan. The pilot, Cap-

tain Jean-Michel Delorme, the most qualified pilot of the French Air Force aerobatics team (EVAA) and first at the last France's championship, died in crash.

The French Air Force has lost a famous and smart pilot of military aerobatics and conveys its warmest sympathy to captain Delorme's family.

The aircraft crashed in a clear area with no inhabitants.

The investigation conducted by the French Defence investigation board (BEAD) and Macon Court of Justice shall determine the causes of the accident.

The UK effect of the CAP-232 accident

Coming just a week prior to the British Nationals at Sywell the effect on the UK unlimited scene was most obvious in that four entrants - Tom Cassells, Gerald Cooper and Richards Gee and Pickin - had no aeroplanes to fly, leaving Nick Onn training with his Su-26 in Spain plus the 3 UK based Extra pilots still able to

compete. The BAeA Committee however were not keen to allow the premier UK unlimited Telegraph Neil Williams Trophy to continue with such a limited entry, and although the Sywell event remained essentially unchanged the 2005 unlimited champion's crown will now be declared at the May event at Elvington in 2006.

CAP-232 Emergency Airworthiness Directive (EAD) No UF-2005-156

PUBLISHED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE) ACCORDING TO ARTICLE 10.1 OF EUROPEAN UNION REGULATION 1592/2002.

EAD No UF-2005-156- APEX AIRCRAFT - CAP230, CAP231, CAP231EX, CAP232 aircraft (ATA 53, 57)

SUBJECT: Grounding.

1. EFFECTIVITY: This Emergency Airworthiness Directive (EAD) concerns the following aircraft : CAP 230, CAP 231, CAP 231 EX and CAP 232 aircraft, all serial numbers.

2. REASON: This EAD is issued following a fracture in flight that has occurred to a CAP 232 aircraft during the French aerobatics Championship in Saint-Yan.

3. MANDATORY ACTION AND COMPLIANCE TIME: The following conservative action is taken in accordance with the Type Certificate Holder Apex Aircraft, while waiting for the investigation results.

At the effective date of this EAD, the concerned airplanes are grounded. A ferry flight to the aircraft base or to a workshop is nonetheless authorized.

4. REFERENCE PUBLICATION: None.

5. EFFECTIVE DATE: Upon receipt, from August 31, 2005.



Chairmans Note

From Ben Ellis

I'm pleased to see that, as Mark Twain found, reports of the demise of the Aerobatic News Review 'are premature'. However, as with all things, survival is dependent upon adaptation. We will continue to regularly report on our competitions, publish interesting sequences and pass on aerobatic news from around the world. However, our excellent website publishes results with an immediacy previously undreamt of - in fact at the competition at Sleep this year.... on the site before the aircraft were put away for the evening! So, Nick and Jen, as with so much else, have taken our publication and adapted it to make it interesting and relevant, complementary to rather than competition for the BAeA Web site.

Your committee will be working hard over the Winter to ensure that the 2006

season is as action-packed as this year, with some new ventures in the pipeline. Apart from the published competitions, this year also saw some effort at both Kemble and Goodwood to bring on aspiring pilots. Next year we will also answer the challenge of providing support for another kind of 'grass-roots' competition - more details to follow in the New Year.

Overseas, there will be European competitions for Unlimited Power and Glider, a 'Yak52 special' event in South Africa, and we await news about the Advanced World Championship which may be at Nevada in the USA in Autumn '06.

Meanwhile, we're already preparing for the Annual General Meeting at Sywell, which will be on Saturday 14th January 2006 at 10:30. See you there!

The View from the Bottom

The story of 'How I did That' from the 'Derriere du Monde 2004'

From Aidan Grimley



Q: What do the reports of aerobatic competitions have in common with wars throughout history?

.....
A: They are usually

written by (or about) the winners!

The normal convention is that the

people that go home with medals and trophies tell us how they did it so that we can mimic them in the hope that it will help us to emulate their achievements.

There are often as many valuable lessons to be learned from what went wrong as from what went right. As Thomas Edison once said 'Results? sure I've got results...I can tell you 5,000 things that don't work!' Well, I had the ignominious honour of coming last at the Advanced World Aerobatic Championships in 2004 and I can now tell you a long list of things that don't work when it comes to aerobatic contest preparation, and the purpose



of this article is to share them with you so that you have the option of not repeating my mistakes for yourselves...possibly with similar embarrassing results some time in the future.

Most of this stuff isn't rocket science and will be blindingly obvious to you... but like many things that are blindingly obvious, we don't always do them otherwise no-one would ever smoke cigarettes, drink and drive, have unprotected sex in sub-Saharan Africa....or fly aerobatics (probably!).

I once read an article in Pilot magazine that said 'in aviation you rarely get your head bitten off by a tiger, you just get nibbled to death by ducks'. Well I think that sums up my situation. I didn't have a single catastrophe that I could blame for my performance, I had many little ones (mostly of my own making!) that coalesced to produce, for me at least, a catastrophic result and the foundations for my performance were laid long before I got anywhere near the contest.

My biggest problem was that I never fully understood the difference between training and practice, (and just in case I still don't, let me say what I mean by that).

Most of what I thought was 'training' involved flying off to find a bit of empty sky with a bit of road or forestry that could make do as a box, and flying an assortment of figures or sequences until I thought I had better scarp before the locals got on the phone to complain about the noise or the petrol started to

get low (whichever came first). The transit to and from the 'training' site was punctuated with any combination of hesitation or flick rolls (whatever I felt like on the day just to make 'good use' of the air time!).

At best this could probably be called practice, but it was so casual and unstructured that it certainly wasn't good practise and was actually pretty poor training for what I wanted to do.

There are several 15-minute aerobic 'slots' every week when we can fly in the overhead at Barton. So I used to 'hone my skills' (phnaar phnaar) by flying in the overhead. This enabled ground critique but wasn't ideal because we have to operate above 1,500' to avoid conflict with circuit traffic, so you don't get the same perspective as you would if you were operating down to say 700' in the competition box. One of the traps for the unwary (me) is that the slots are of 15 minutes duration.....so I used every 15 of them.....every time.....well you would, wouldn't you!

In my mind the overhead slots were 'proper training' in that I had to fly a pre-determined sequence (just so the ground critiquer knew what I was going to do) rather than just a rag-tag assortment of figures. However, as you know, it doesn't take 15 minutes to fly the Q or a free pro-





gramme, so as soon as I had completed the sequence I would zoom back up to height, think about the bits that hadn't gone so well and then do any combination of: 1) fly the whole sequence again, 2) just fly the worst bits, or 3) do anything else for the remainder of the slot time!



The farce of it was that when I flew in the overhead I always started with the best intentions and even put in wing rocks at the start of the sequence, but I never finished with them, I just used to zoom up and think about what I was going to do with my remaining minutes.

Whatever good I was doing in terms of technique, I was building big problems for myself by programming my brain with these bad habits. I never developed a competition 'tempo' (take-off, fly one sequence, land), I never even developed the basic discipline to start AND FINISH with wing rocks.

'What's he going on about wing rocks for' I hear you ask. For those of you who don't know, one of my stupidest mistakes at AWAC was omitting the wing rocks at the end of the Q flight!

How stupid is that? It is so basic, but under the psychological pressure of flying the first sequence of the contest I reverted

to type and flew exactly what I had 'trained' myself to do.....fly the sequence, zoom up and then play about for a few minutes!

As you may know, you have 10 minutes to complete the Q in a competition (bit of a squeeze compared to my 'usual' 15-minute 'box slots') so having completed the last figure in the Q, I pulled up into a steep climb to look at my watch (!). I was relieved to see I had 3 minutes left, so dived into the box again to show the judges some quality manoeuvres (I had heard that it was important to set the judge's expectations!!!). After 3 manoeuvres I had relaxed to the point where I realised that I had forgotten to rock my wings.... I happened to be going in the right direction at the time so just in case there was any doubt about it..... I made another of my other stupidest mistakes..... and rocked my wings (Doh!!)

I didn't have enough competition savvy to know that if you make a mistake **DON'T TELL THE WORLD ABOUT IT**... you might just get away with it.

As it happened only one judge had originally spotted that I had omitted the wing rocks at the end of the sequence... until I told all the others (and the other competitors, contest organisers etc.) by doing them after some impromptu figures (or 'insertions' as aerobatic judges have a habit of calling them!)... result? Collect hundreds of penalty points, go straight to jail (or the top of the starting order for the free programmes as the contest rules call it) where you will join the other Muppets, do not pass Go and definitely do not collect £200!

Just to make the lesson crystal clear I had the privilege of watching the French team prepare for their competition flights.



They were a pleasure to watch. Their ‘walk-throughs’ in the dummy box marked out on the apron started with the take-off, they walked through the climb, their approach into the box, positioning, wing rocks, sequence, wing rocks and positioning back into the circuit. While they were doing this they were being critiqued! Their positioning, timing of lines and rolls, even where they should be looking was all scrutinised. And when they flew for real, they flew what they had planned (with the odd glitch).

I suppose this is the point. Proper training doesn’t make you infallible, but it does help ensure that when the adrenaline is pumping and the brain is overloaded with emotion, those bits that you had carefully pre-programmed will operate on ‘autopilot’ and you will fly mostly what you had programmed.

In my case I made the classic computing mistake of ‘crap in; crap out’. It would have taken no more effort, just a bit more thought and better planning to be able to put the right stuff in in the first place. While on the subject of competition savvy, this is an important aspect of International contests and (another) one I was unprepared for.

However tough the competition is at our National events, the dynamics are very different to International events. Our contests tend to be conducted at quite a gallop, you may fly two sequences per day, spend the evenings constructing unknown programmes and you might attend the awards presentation before you have even seen the final results!

At international events you will probably fly once every other day, you will be expected to sign-off your score sheets to say you agree with them (or protest under

the procedures in the contest rules). The development of the unknown programmes has all the drama of a cross between Eurovision and the UN and many of the competitors will have gone home by the time the awards are made.

One curious aspect of the dynamics at International events is that the judges’ expectations are set largely by the Q flight. The order of flight for the Free programmes is the reverse of the ranking in the Q (best goes last). So if you fly early in the Free, by definition it must be because you were a Muppet in the Q and the chances are that the judges will give you Muppet scores for your Free programme!



It is as if the judges don’t expect to see any good flying until at least the second day of the Free programmes so pilots flying on the first day tend to score 5’s and 6’s for figures that pilots flying on the second day will get 7’s and 8’s for!

This phenomenon is so predictable (with a few exceptions), that when one notable competitor had an uncharacteristically bad Q flight, he threw a tactical sickie and according to his team manager was far too ill to fly with the Muppets



(my words not his!), but made a remarkable recovery overnight to fly the next day when the judges were awarding better scores!

Once you are in the Muppet zone you are up against it. If you make a mistake in your Free programme (I did, I got two lows...and I was below 600' so it was a fair cop), you confirm the judges' view that you are indeed a Muppet so you are rewarded freely with penalty points and mediocre scores. On top of this you give yourself a mountain to climb in the unknowns. You know the scenario.. 'here he goes again...what's he going to do this time?'

Just in case it might sound like I'm having a whinge about competition judges, let me say clearly for the record that I am not in any way 'anti-judge'. I am thankful that there are enough people who are committed to studying the judging criteria, practising their application and are prepared to sit out in all weathers at quite some personal discomfort to enable these events to take place.

In no way do I blame the judging for my scores in Sweden. All the mistakes I made were my own (!) and all the judges did was record them and penalise them as per the rules. As for the 'Muppet phenomenon' I accept it as a fact of life. It is simply part of human nature and whatever some may think...the judges are only human!

Back to the dynamics of International contests. The fact that you will probably only fly every other day (weather permitting), means that you need to be prepared to fill the time between flights with something useful and not just get bored and listless hanging around the airfield, which inevitably makes it harder to get focussed

again for the next flight. I'm sure it's no coincidence that they guy who won (Glen Dell from South Africa) only went to the airfield when he had to fly.

There are a number of other aspects of International competition that would probably make interesting reading in another article, but since they are not pertinent to how I f*cked up last year I will not go over them here.

With regard to the last lesson from my dismal performance, the final nail in my coffin was confidence. For me flying aerobatics has always been a bit like spinning plates on sticks. At first it is hard to keep one up (oh er missus), but soon you can keep a few going quite nicely, but then when you try to add a new one, some of the others start to wobble and need a bit of attention to keep them spinning properly.

I found that while I was working on new figures, my ability to fly 'old' figures could suddenly decay! Things that I may have been flying quite competently for months would suddenly go to rat shit and I would be lucky to get 2 good ones if I flew 5 manoeuvres!

Well, as it happens one of the figures that went to worms just before AWAC was a $\frac{3}{4}$ roll to the right on the up line, which was a problem because figure 1 in the Q was a $\frac{3}{4}$ roll up to a stall turn! What started as a niggler became worse and however hard I tried I either barrelled the roll or if I kept it straight I would under or over rotate the roll. The harder I tried, the bigger a problem it became in my mind until I was absolutely dogged by the worry that I would never be able to do a good one in the contest and look a right tw4t at the very start of the competition (something that became a bit of a fate



accomplish as it turned out!).

Well you know how confidence works, once it starts to go it's a bit like rats leaving a sinking ship...all of a sudden you don't have any and the void left fills with nervous apprehension. Once the confidence is gone even the bits of the sequence you should feel confident about become a bit lacklustre as the worry dulls your responses and saps any flair and vigour from your flying.



Talking to Gary Ferriman really helped (although he probably didn't know it until now). Gary is very experienced at these events and is so pragmatic. His view was that there were so many possible figures in the catalogue you could never be 100% current in them all, so as long as your basic flying is sound you should be able to get a score on virtually any figure, even if you had never flown it before, so don't get hung up on one thing that you might not do well...just don't zero it!

As much as that helped to reassure me I had become fixated on the dreaded $\frac{3}{4}$ roll on the up. So fixated I was like a rabbit in the headlights. I never thought ra-

tionally about how I might minimise the impact of a badly flown roll. I never looked at the scoring criteria to see if I was better off barrelling the roll but finishing on heading or keeping it straight and being penalised for a heading error.

I had no contingencies, I was just going to grit my teeth and hope for the best.

When it came to it I kept the roll straight but under-rotated. I was so mad with myself that when I was vertical after the stall turn I corrected the heading error....DOH!...another example of lack of competition savvy. If there had been any doubt in the minds of the judges about how much I had under-rotated I just showed them LOUD and CLEAR!...what a tw4t. The rest of the sequence scored OK but the penalties from the absence of final wing rocks put me well and truly in the Muppet zone and I never made it out! When you are having a crisis of confidence, the Muppet zone is no place to be! It puts even more pressure on you when you are least able to deal with it.

So, as you can see...no tigers there... just lots of stupid ducks that I kept fed and watered until they did for me.

The key lessons in my mind are:

- Practice enough to be confident in your flying
- Train for the competition environment by programming your brain to actually do what you will have to do in the contest.....from take-off to landing!
- Prepare a plan to use the time when you are not flying constructively so that it doesn't detract from your flying.

Any time you stray from that it is like planting little landmines in your psyche that will sit there harmlessly until you metaphorically stand on one at some time in the future.



If you are one of those people with Jedi-like mind control you can ignore all of this and you will do it right in the box on the day. If, however, you have an 'ordinary' mind, full of cr4p like work and family, and you are prone to a bit of stage fright on the big occasion, then you need to ensure that you help your brain to cope properly on autopilot by programming it properly in everything you do for months before the big event.

Overall, despite the humiliation and disappointment AWAC was actually a positive experience! It was a great adventure just getting there and back. The team spirit in the British Team was fantastic. I met some amazing people from many nationalities and I saw some genuinely ex-

traordinary flying. Some of the French flicks were exquisite, some of the low-speed control from various Yak 55 pilots just had to be seen to be believed and those pilots who turned up to fly borrowed or rented aeroplanes (mostly Americans and the Aussie, Richard Wiltshire) and got in them and flew them like they had been flying them all their lives was really inspiring and showed just how much raw talent those pilots have.

I would encourage anyone who gets the opportunity to participate in one of these events. But don't forget to modify the 6Ps!....its not true that Prior Preparation Prevents Piss Poor Performance..... it needs to be Proper Preparation to Prevent Piss Poor Performance!

BAeA Points Trophies - the final tallies for the 2005 season

The Tiger Club Trophy

1	Paul Tomlinson	257
2	David Jenkins	254
3	Ian Smith	252

The Swinstead Trophy

1	Corinne Dennis	239
2	Colwyn Darlow	237
3	Neil Bigrigg	229

The Manx Kelly Trophy

1	Gary Ferriman	177
2	Clive Butler	170
3	Ron Allan	157

The Marcus Norman Trophy

1	Paul Tomlinson	144
2	Ian Smith	144
3	David Jenkins	143

The Cessna Trophy

1	Trevor Bailey	18
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The Shaggy Cow Trophy

1	Andrew Holman-West	114
2	Simon Cattlin	76

The Pitts Special Trophy

1	Corinne Dennis	180
2	Paul Tomlinson	174
3	Neil Bigrigg	174

The Golden Frog Trophy

1	John Wicks	163
2	Tom Cassells	119
3	Gerald Cooper	113

The Extra Trophy

1	Gary Ferriman	177
2	Clive Butler	170
3	Simon Abbott	166

The Slingsby Trophy

1	Michael Burton	76
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The Glider Trophy

1	Olaf Schmidt (U)	29.75
2	Graham Saw (I)	29.50
3	Patrick Greer (S)	29.50

The Diana Britten Scholarship

1	Corinne Dennis	68.0%
2	Wendy Brownbill	38.8%



The Air Squadron Trophy Cranfield - 20th July 1985

Saturday 20 July started bright and clear at Audley End, though with less pleasant weather conditions forecast for later in the day. Despite some last minute defections there was still a total of 14 competitors and eight distinct aircraft types lined up for the Air Squadron Trophy. Additionally four pilots flew Advanced.

Following a comprehensive briefing, flying commenced at 11:45, a little behind time, with the 350K Advanced Aresti Freestyles. Chris Kelleher enjoyed the only zero free flight, enabling him to open up a substantial lead over Jonathan Whaley who pulled instead of pushing over the top of a humpty bump, with Richard Pickin third after blowing the rolling circle, and Ian Groom fourth.

Moving onto the four-minute sequences, Mark Jefferies in the Jungmann opened for the Inters with an impressive display which was however marred by a reluctance to include flick manoeuvres. The only Tiger Club Stampe pilot to take part, Nick Onn positioned very distantly and also had timing problems. A number of those following him also placed themselves very far away from the judges.

Jonathan Whaley explored the undoubted abilities of the CAP 20L very fully. However, possibly the sensation was the very competitive performances by the two T67 pilots, Peter Clark and Alan Wade, the former of whom included some very well executed outside manoeuvres.

Towards the end of the Intermediate Contest an incident took place that could easily have had disastrous consequences.

A change in flight order was sanctioned in order to allow more adequate time for a running change on the CAP

10B. However, John Webb in the CAP was unaware that the Starduster had preceded him and took off without receiving the 'go' command from the marshalls. The two aircraft started in on their sequences almost simultaneously, but fortunately on different axes and with the CAP at the back of the box seeing the Starduster flying at the front of the box, and breaking off after the second manoeuvre.

The requirement to have the marshalls permission to take off had been specifically stressed in the briefing. Consequently, there was no option but to disqualify John Webb. It should be remembered that under the stress of competition it has been known for some of the greatest competition performers to commit similar errors, which could potentially be lethal. As regular readers will recall it happened to former World Champion Leo Loudenslager at the 1983 US Nationals, and had the consequences of causing his failure to qualify for their 1984 Team.

Once the confusion over all this, and an arriving sailplane, had been sorted, John Wood re-flew in the Starduster, again making a sequence which exploited the machine's potential as an airshow machine, but possibly lacking some of the verve displayed in the previous attempt.

Finally, Nigel Hall with an amazing routine in the Cessna Aerobat doing virtually everything the flight manual permits, with the exception of tail-slides (which seem to be feasible, but as he won without using one, not really necessary).

Closing competition flying, the Advanced, in the reverse order to their previous sequence, flew their four-minute. Ian Groom scored lowly, not really fully ex-



plotting the CAP, while Richard Pickin's Pitts sequence was not quite as adventurous as one would expect at Advanced. Jonathan Whaley produced a similar performance to his sequence in the Intermediate contest with a slightly lower score. Chris Kelleher was going really well in the CAP 10, only to close down after 3m 5sec. The penalties awarded did not, however, dislodge him from first place in the overall results.

The Air Squadron Trophy, various medallions and cheques were presented by Robin Neville on behalf of the Air Squadron. Our warmest thanks are once again due to the Air Squadron for their continued support, and to Robin for the use of Audley End as venue for the competition,

and to the 'weather-gods' for holding back the storm until after we'd finished. Contest organisation was ably undertaken by Richard Pickin and his team. Special thanks to Maggie for providing food and drink for the helpers. The judges were Roger Graham, John Harper, Tony Lloyd and Keith Miller. Roger and Ally marshalled, and Iona Radice did the office/score computing.

Finally we should record the appearance of John Jordan's 450hp Stearman which was put through its paces before leaving, and no doubt gave the local noise lobby something to whinge about. (Why do they always come and take the 'reggies' after the noisy guys are long since gone:)

Intermediate class of 1985

Pilot	Aircraft type	Score	O/all %
1 Nigel Hall	Aerobat	7548.0	78.625
2 Jonathan Whaley	CAP 20L	7110.0	74.063
3 John Wood	Starduster	6132.0	63.875
4 Mark Jefferies	Jungmann	5930.0	61.771
5 Peter Clark	T-67M	5790.0	60.313
6 David Starkey	CAP 10B	5742.0	59.813
7 Alan Wade	T-67M	5692.0	59.292
8 Alan Cassidy	CAP 10B	5534.0	57.646
9 Warwick Brady	CAP 10B	4633.0	48.260
10 John Wicks	CAP 10B	4404.0	45.875
11 Sheila Trickey	Aerobat	4368.0	45.500
12 Linton Moss	Pitts	4260.0	44.375
13 Nick Onn	Stampe	4151.0	43.240
John Webb	CAP 10B	Disqualified	

Advanced class of 1985

Pilot	Aircraft type	Group-II	Group-IV	O/all %
1 Chris Kelleher	CAP 10B	10970.5	6769.0	17739.5
2 Jonathan Whaley	CAP 20L	9966.5	7026.0	16992.5
3 Richard Pickin	Pitts S-1T	9616.5	6449.0	16065.5
4 Ian Groom	CAP 10B	9139.0	3845.0	12984.0



Fenland - 24th August 1985

A total of eighteen entries were received which were reduced by two due to non-availability of aircraft and due to the inclement weather in the early morning of the contest date a further two pilots failed to appear.

Some difficulty was experienced in obtaining judges for the contest and in the event the contest director Barry Tempest was the sole judge available for the Group I Known Compulsory Standard Level Sequence. Other contest officials comprised the Tempest family with Diana acting a judge's assistant together with John Tempest as scorer.

The box was orientated east-west and the natural ground features at Fenland assisted the contestants considerably in maintaining flight within the box despite the strong wind.

Contest flying commenced at around 1130 and Group I sequence was finished

by approximately 1330. The contestants were then given the Unknown Group III sequence and a contest briefing took place at 1415 for this element of the competition.

After the final scores had been checked the contestants were given the results and the cup for the Fenland Trophy was presented by Carol Evans to Mark Jefferies who flew his Bucker 131 Jungmann in to first place.

It was also possible to observe an intermediate sequence from Nick Bloom and also a beginners' sequence from Carol Evans during the afternoon.

The contest was an enjoyable one and received a considerable degree of support despite the extremely short notice given to intending contestants. A wide range of aircraft took part showing the wide range of interest at standard level which exists.

From Barry Tempest, BAeA Chairman in '85

Fenland - Standard class of 1985

Pilot	Aircraft type	Group-I	Group-III	Total
1 M Jefferies	Bu131	1213.5	1043.0	2256.5
2 A Wade	T67M	1231.0	996.0	2227.0
3 N Houghton	BA4B	1175.5	1042.0	2217.5
4 N Bloom	Skybolt	1151.5	1054.0	2205.5
5 S Newbold	Nipper	1203.5	988.5	2192.0
6 N Hall	Aerobat	1204.5	987.0	2191.5
7 J Wicks	CAP IOB	1124.5	1042.0	2166.5
8 N Thomason	RF4D	1130.5	978.0	2108.5
9 R Partridge	Skybolt	989.5	1094.0	2083.5
10 N Newbold	Nipper	1094.0	975.0	2069.0
11 J Wood	Starduster	1093.5	969.0	2062.5
12 S Trickey	Aerobat	1043.0	975.0	2018.0
13 F Holmes	Eagle	976.5	964.0	1940.5
14 P Heilbron	Aerobat	-	672.0	672.0



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Contributions should preferably be original and previously unpublished. Material already published will be used at our sole discretion to facilitate dissemination and exchange of information, opinions and ideas of interest and concern to aerobatics enthusiasts.

Articles should preferably be either in word-processed or email text format, and should be sent direct to Jen Buckenham at the address or email overleaf.

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Colwyn Darlow - Intermediate Champion
at Peterborough Conington



David Jenkins - Standard Champion at Peterborough Conington
(both photos: Leuan Jenkins)



Gary Ferriman - Advanced Champion at Sywell, with Tim Jenkinson (bronze) & Clive Butler (silver)
(photo: Nick B)



Mark Davies in BTUL - off to bag the 'Known' silver at Peterborough Conington (photo: Nick B)



Conington watchers - the BOXH Group study form (photo: Nick B)