

## **Report of 28th AGM of the British Aerobatic Association**

The 28th AGM of the BAeA was held at the Aviator Hotel, Sywell on Saturday 25th January 2003.

Amongst those attending were Corinne Dennis, Graham Smith, Julian Murfitt, Steve Lofthouse, Dave Cavell, Aidan Grimley, Tony Lloyd, Barry Tempest, Colwyn Darlow, Dave Kaberry, John 'JP' Paulson, John Royce, Rob Howarth, Tim Jenkinson, Simon Abbott, Andy McClean, Lisa Armitage, Pete Shaw, Gerald Cooper, Gary Ferriman, Mark Walden, Steve Green, Cindy Copsey, Chris Cain, O. Patrick Williams, Simon O'Neill, David Shutter, Graham Hill, Polly Whitehead, Roy Nicholson, Caroline Bois, John Gilbert, Ian Scott, Julie Wood, Andy Cunningham, Ray Stoward, Martin and Anne Sandford, Charles Kirk, Kester Scrope, Gareth Roberts, Brian Hardcastle, John Askew, Judi Jones, Dick Happs, Rachel Worth, Mark Jefferies, Ian Trask, and Simon Cattlin together with other association committee members and officials.

Apologies for absence were received from Eric Marsh, David Copse, Jim Duthie, Cas Smith and Steve Todd.

Approval of the report of the 27th AGM held in January 2002 was proposed by Graham Hill and seconded by Steve Green, as there were no matters arising.

### **Chairman's Report**

Firstly, although I'm sure many of you are fully aware; it is with great sadness that we must record the recent passing of two of our members, Tony Hunt and his brother Ian. Both were killed in a flying accident a couple of weeks ago in a YAK52. The Air Accident Investigation Branch is examining the circumstances of this crash and I believe that it would be wrong for any of us to speculate until that is complete. We pass our sincere condolences to Tony's widow, Debbie. Jen Buckenham has been in touch with her and we also heard from Jez Hopkinson that the funeral is next Tuesday at 1400 in Camberley. I plan to attend as representative of the BAeA and anyone else who wishes to attend will also be most welcome. A Memorial Service will be held sometime in the near future. Our Association will be making a donation to the Hawk Conservancy Trust in their memory, rather than send flowers. Further information will be published on the UK Aerobatics exploder.

What sort of a year was 2002, a somewhat confusing and wet one, yet again! We scheduled 15 competitions last year, I think the most we've ever done. Although we had difficulties with the weather and also with a couple of venues, support at all levels was very strong. We had 28 pilots at the Icicle, for instance, which took a full day to fly off, whereas a few years ago it was a leisurely late morning start. We re-visited some old friends at Bodmin and a couple of airfields got us out of the mire at short notice; thanks to Brighton and Sherburn.

I won't bore you with a blow-by-blow account of what we did, I'm sure most of you read about it in our excellent journal and in any case it's all on our superb website, ably mastered by Nick Buckenham.

### Out in the World...

Once again 3 teams, Unlimited and Advanced Power and Unlimited Glider, represented us abroad. You'll have all read of their exploits in the ANR. We were very pleased to be able to make a small contribution to every team member's training expenses and although the sums were only a fraction of the costs that all these pilots incur they all expressed their appreciation for our support. We hope to be able to make more significant payments in the future.

### On the ground....

Our judging continues to grow in strength and depth under Steve Green's careful mentoring. We now boast five active, current international judges, three of whom are also accredited glider judges. Graham Hill and Steve Green make a formidable team whether as a part of the line-up at international competitions or working together as Chief Judge. Steve has also been working to incorporate some of the ideas behind Nick Buckenham's excellent scoring programme into that used at international competitions, helping to replace the less than user-friendly system CIVA has struggled with over the past few years.

Our international glider judges were also out and about last year in Germany, further increasing our presence in this growing area for the British.

#### Behind the scenes...

A task that befalls this job is attendance at various other bodies. One such is the Royal Aero Club. A bit later on, I'm going to say a few words about this, but I must just mention another major contribution made to the RAeC and that's by Alan Cassidy. Alan kindly agreed to sit on their Technical committee and amongst other things drafted the Royal Aero Club's response to the CAA's request for Rule 5 amendment suggestions. Alan's draft was signed and submitted unchanged and broadly speaking reflects the more sensible responses we've had from our own members.

#### **Changes, changes...**

Patrick Rushmore asked if he could stand down as treasurer this year and we're grateful to Anne Sandford for agreeing to take over the job. Nick & Jen's move to Northern Ireland might have left a big hole in our set-up but Jen is going to continue to look after our membership matters and I hope they manage to find the time to come and visit us somewhere this year.

#### The year ahead...

We've another full season planned. All the details are on the web site and in the Contest Information Booklet. We went as early as we could onto the web with the dates in response to requests from several people who needed to book leave etc. We've no plans to ditch our paper publications but I would urge those of you who've yet to get on line to do so if you can. Anyhow, the first competition of the season is for gliders at Dunstable while the power people kick off the Icicle at a new venue for us at Kemble. I'm looking forward to this, having visited there last year. It could be a good'un.

Thanks,

To everyone on the committee and the officers of the association who work so hard on your behalf. To everyone who worked on the ground at our competitions, judging, assisting, running and scoring etc.

And last but not least, all the pilots who competed, without whom we'd have nothing!

#### **Financial Report**

Copies of the accounts had been circulated to the members prior to the AGM.

Patrick Margetson-Rushmore highlighted the health of the BAeA account, which had a comfortable profit margin. He also said that there was a profit made on the competition income for the year 2002 of approximately £4000, which included some donations.

He was pleased with the choice of accountants who had completed the audit in time for the AGM, and proposed that we should use them for future audits, this was seconded by Tom Cassells.

Gareth Roberts proposed and Steven Lofthouse seconded approval of the accounts.

Patrick said that he had enjoyed his time as treasurer of the association, and hoped that Anne Sandford would enjoy the post as much as he had.

### **Articles and Memoranda of the Association**

These did not require discussion following their amendment in 2001

### **Election of Officers**

Three members of the committee had reached the end of their three-year term of office, Ben Ellis, Ray Stoward and Patrick Margetson-Rushmore. Ray Stoward declined to stand for re-election. Nominations had been received for Ben Ellis, Mark Walden, Andy Cunningham and Patrick Margetson-Rushmore.

Following a vote by the members present Ben Ellis, Mark Walden and Andy Cunningham were elected to serve on the committee for a three-year term. Ben Ellis was re-elected by the committee to stand as chairman.

### **Royal Aero Club in Europe**

Ben circulated the following paper to members present:

As you may know, we have to belong to our National Air Sports body in order to compete and have a voice Internationally. In many ways, I think this is seen by most of the member Associations as another layer of unnecessary bureaucracy, as we can talk directly perfectly well to our relevant International body, in our case, CIVA. However, this year the Royal Aero Club has come up trumps with a major piece of work. Those of you who have yet to get to grips with JAA and JAR will be dismayed to learn that there is now something called the European Aviation Safety Agency.

This body, as I understand it, is the European version of all the individual states' Civil Aviation Authorities. They have the power to set regulations in all matters to do with civil aviation. The good news is that while the top people appear not to be very friendly to us, there are a lot of sensible types in the engine room, many of them British. An additional complexity is that EASA are listening to another body, European Air Sports, rather than all the individual National bodies, so any representations have to be done through them.

Basically, the Royal Aero Club set out to ensure that as far as possible, we can protect those freedoms that we enjoy to pursue our chosen sport without any more inappropriate regulation. Our particular concerns are in areas such as airspace management, insurance, pilot licensing, airfields, transponders etc. So far, we're the only country that has made any serious proposals so it is highly likely that we will have a major influence over these matters in the future.

So, what's it meant for us? Alan Cassidy and I have had a series of questionnaires to answer on the topics covered by the position paper. So far, this submission has run to several hundred pages. Different airports in the UK have differing views on the various subjects and a part of the work has been to resolve these as much as possible.

You will hear more on this topic later in the year (probably far more than you want to!) The message I'm attempting to convey is that there is more to the Royal Aero Club than just a conduit for our money to the FAI. We're all working hard to ensure that we at least don't lose that which we already have to enable us to enjoy our sport. Hopefully we can also win a little to make it even better. A more sensible attitude to pilot medical requirements may be one such area.

### **Award of Trophies**

Silver medals were presented to Mark Jefferies, for achieving second place in the 2nd Unknown and 3rd place overall, and to Kester Scrope for his second place in the Free Programme at AWAC in Murska Sobota in 2002.

The following trophies were presented for 2002 achievements

Tiger Club International Trophy -	Julian Murfitt
Marcus Norman Trophy -	Julian Murfitt
Swinstead Trophy -	Pete Shaw
Manx Kelly Trophy -	Dave Kaberry
Len Perry Trophy -	Tom Cassells
Pitts Special Trophy -	Pete Shaw
Shaggy Cow Trophy -	Des Watt
Chipmunk Trophy -	Steve Green
Contest Director of the Year Cup -	Ben Ellis
Judge of the Year Cup -	Judi Jones
Golden Frog Trophy -	Tom Cassells
Extra Trophy -	Jane van der Luit
Slingsby Trophy -	Roy Nicholson
Diana Britten Graduate Trophy -	Jane van der Luit
Don Henry Trophy -	Pete Shaw

### **Any Other Business**

#### Insurance

The BAeA has increased the liability cover to 5 million pounds following advice. Members will be required to have cover of 1million pounds for competition. There were queries as to why the cover should be increased for single seat aircraft, as the higher premium is usually required for the passenger liability in multi-seat aircraft. Alan Cassidy said that the BAeA premium would be increased if pilots did not have the higher level of cover. John Gilbert said that single seat gliders were required to have 1 million cover and two seaters 2 million pounds.

#### Rule 5

Barry Tempest asked Alan Cassidy about the amendment to Rule 5 of the Air Navigation Order. Alan had been involved in the consultation process as a member of the RAeC technical committee. The proposal document has been signed off by the Chair of the RAeC and submitted, unchanged to the CAA. Decisions made will be published, but it was felt that the implications were to transit flying and not to competition aerobatics. The proposal document has been included below:

Proposal to amend the United Kingdom Rules of the Air Rule 5 low Flying.

Your proposal to amend Rule 5 has been discussed extensively among air sports associations and also by the Technical Committee of the Royal Aero Club. This central committee consists of representatives from each of the air sports associations.

You will no doubt receive detailed comments from individual associations, particularly from gliding and ballooning organisations that have specific areas of the proposal to deal with. This particular response summarises the view of RAeC as a whole on the matters that are of overall concern.

#### Rule 5(1)

We consider that the principal aim of the Rule is to address safety matters. Environmental concerns are also important but should be subordinate to safety. In view of this primacy, we recommend that the proposed paragraph 5(1)(a) should be placed last of the three sub-paragraphs under 5(1).

We consider that, within sub-paragraph 5(1)(a), the ICAO minimum of 1,000 feet should be incorporated into the new wording, based on the following rationale:

The environmental impact of en-route GA aircraft is generally slight, and may even be greater at 1500 feet than 1000, due to the larger noise footprint.

It will result in fewer occasions when en-route aircraft, flying VFR, are forced right into the base of a cloud layer, with a resultant increased risk of collision or CFIT.

It will rationalise the law concerning the use of established low-level routes where the maximum permitted height is less than 1,500 feet. The Manchester corridor is a prime example.

#### Rule 5(2)

With regard to the proposed Rule 5(2), we strongly urge the retention of the current UK wording of 'closer than 500 ft from any person, vessel, vehicle or structure'. The reason for this is primarily to do with the need for sporting pilots to practice for contest and display events that are exempted by sub-paragraph 5(5)(g).

Whilst it might be argued that a system of exemptions could deal with these cases, the numbers involved, and the need to provide for contingencies such as weather postponement, aircraft unservicability, non-availability of all personnel required and fitting in with other activities at the airfield concerned, would create an enormous workload within the CAA in granting those exemptions. Such a change would greatly inhibit the training for and practising of competition and display flying, since this is often undertaken on an opportunity basis that could not be scheduled sufficiently far in advance to apply for an exemption.

In the absence of any compelling safety argument, I do not believe that either harmonisation with ICAO, or environmental considerations, provide sufficient reason to change from the existing UK regulation.

#### Rules 5(3) to 5(6)

The wording of the proposal in these areas is not contentious from the overall view of the RAeC.

Steve Lofthouse asked for clarification of the CAA restraints following the admission of his aircraft to the permit register, especially, which forbade over-flying "a gathering of people...." He wondered how many constituted a gathering?

#### **Competition Venues**

John Paulson was concerned about the use of Bodmin twice in the coming season as, due to its' location, it was difficult to set up the contest infra-structure, and was not the most accessible venue. A discussion about possible venues followed, some of which were not available to the association due to previous difficulties with noise sensitivity. Gerald Cooper offered to visit Wickenby to talk to the present owners. Ben Ellis and Nick Buckenham agreed that it was a perennial problem and that more input from the members was valued and necessary.

**Signing Off**

There have been some changes to the rules and these are available on the web-site.

**Aerobic News Review**

It was suggested that the ANR might be produced electronically and circulated on the web. Nick Buckenham said that the magazine was circulated in two areas, the main membership and complementary membership, he suggested that the ANR might be published retrospectively in a web archive. Mark Jefferies felt that it should continue in its present format

**Wet Weather**

There was a lively discussion regarding weather contingencies at competition, some members felt that it was boring just to sit about waiting for the weather to clear. Suggestions included judging school, training seminar and 'flat' sequences. Alan Cassidy understood the general frustration and suggested that non-competitive training sequences might be considered

**Mode-S Transponders**

Barry Tempest asked about the BAeA response to the mode-S proposals. Alan felt that we would be consulted about the use of transponders in the future. He felt that any changes would be 3 to 4 years hence.

There was no other business, the meeting closed at 12.30 p.m.

Jen Buckenham