



BRITISH AEROBATICS
OPEN
CHAMPIONSHIP

British Open & British National
Championships 2024
ADV/UNL (Power)

Bulletin (v3)

1 General	3
1.1 Organiser	3
1.2 Location	3
1.3 Schedule	4
2 Rules	4
2.1 General	4
2.2 Participation at the competition	4
2.3 Contest Details	5
2.3.1 Categories	5
2.3.2 Programmes	5
2.3.3 Known sequences	5
2.3.4 Aerobatic box	6
2.4 Awards	7
2.4.1 Titles	7
2.4.1.1 British Open Champions (Advanced, Unlimited, Freestyle)	7
2.4.1.2 British National Champions (Advanced, Unlimited, Freestyle)	7
2.4.2 Prizes and trophies	7
3 Registration	8
3.1 Entry submission	8
3.2 Entry deadline and fees	8
4 Contest officials	8
5 Additional information	8
5.1 Aircraft Hire / Licencing	8
5.2 Fuel	9
5.3 Hangar space	9
5.4 Accommodation	10
5.4.1 On site	10
5.4.2 Local area	10
6 Getting to Sywell	10
6.1 Flying to the UK from overseas	10
6.2 Arrival at the contest airfield	10
Appendix	11

1 General

1.1 Organiser

The British Open is organised and hosted by British Aerobatics (British Aerobatic Association Limited), recognised by The Royal Aero Club of the United Kingdom as the governing body of sport aerobatics in the UK.

If participants have any questions and wish to get in touch with the contest organisers, an email can be sent to open@aerobatics.org.uk

1.2 Location

The competition will be hosted at Sywell Aerodrome (EGBK)

Address: Hall Farm, Sywell, Northamptonshire NN6 0BN

Website: www.sywellaerodrome.co.uk

Google maps: [52.29865,-0.79722](https://www.google.com/maps/place/52.29865,-0.79722)



1.3 Schedule

The competition will be held from Wednesday 10th July to Sunday 14th July.

09/07/2024	Arrival Registration Training day (time in the box)
10/07/2024	Registration Briefing Competition flights
11/07/2024	Briefing Competition flights
12/07/2024	Briefing Competition flights
13/07/2024	Briefing Competition flights Aresti competition prize giving Meal
14/07/2024	Briefing Weather contingency day (for Aresti competition) Freestyle competition Prize giving and closing ceremony Departure

2 Rules

2.1 General

The contest will be run according to CIVA Sporting Code Section 6-1 as far as is practical, modified to conform with British Aerobatics General Rules and local circumstances.

2.2 Participation at the competition

Participants must present a valid pilot licence and any necessary ratings required to operate the aircraft in which they will compete.

Participants must present a valid medical certificate corresponding to the licence on which they are competing.

Aircraft being flown during the competition must be airworthy, certified for aerobatic flight, and insured appropriately with cover for aerobatic competitions. Participants must present a valid ARC/Permit to Fly for the aircraft, along with a copy of the insurance certificate.

In order to satisfy the requirements imposed by our public liability insurance, competitors will need to request that “British Aerobatic Association Limited” be

added as an additional insured party on their aircraft insurance policy. This should incur no additional cost.

All of these documents can be provided when signing up for the competition online.

2.3 Contest Details

2.3.1 Categories

The competition will include the following categories:

- Advanced (Power)
- Unlimited (Power)
- Freestyle (4-6 minutes)

2.3.2 Programmes

The following programmes will be flown for each category.

Note: the Freestyle programme will be open to pilots on an invitational basis only, i.e. select pilots taking part in the Aresti competition in addition to a number of pilots invited to take part only in the Freestyle contest.

Programme	Advanced	Unlimited
P1	Known	Known
P2	Unknown 1	Unknown 1
P3	Unknown 2	Unknown 2
P4	Unknown 3	
Freestyle (4-6 minutes)		

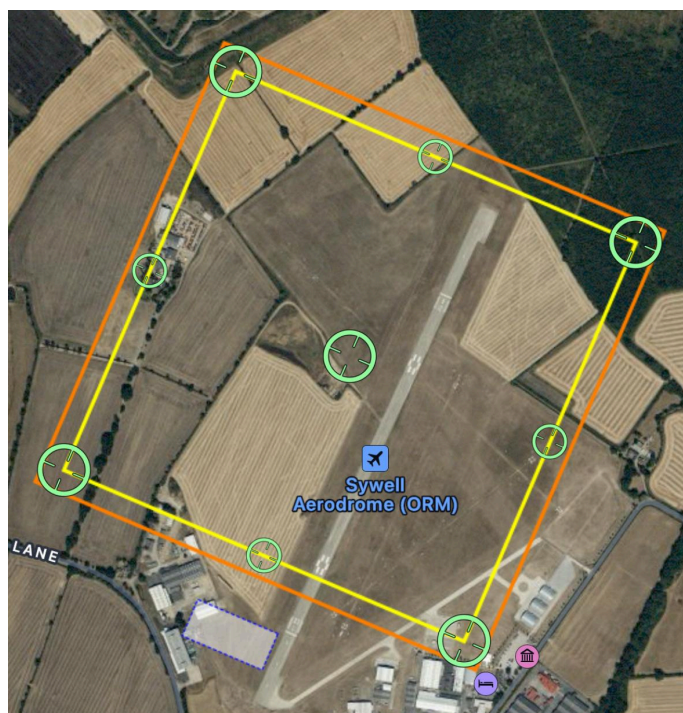
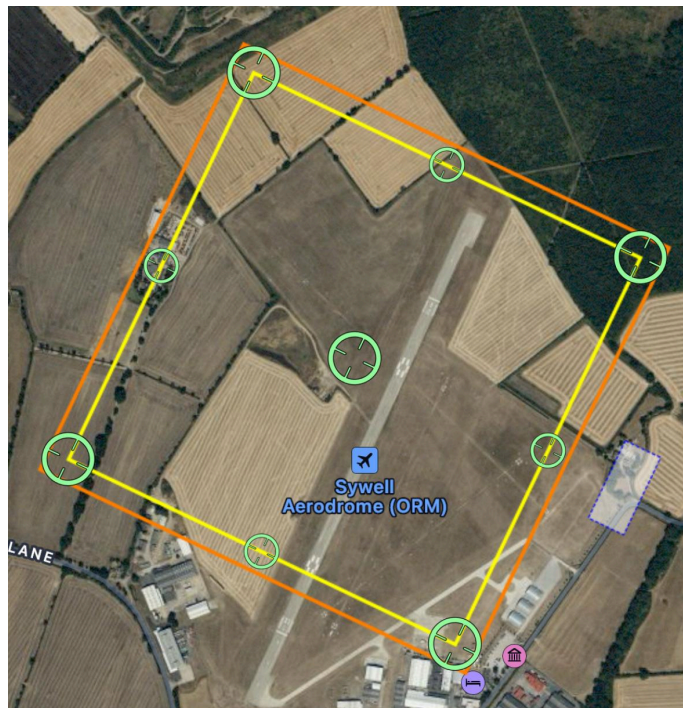
2.3.3 Known sequences

British Aerobatics is switching to known sequences in place of free-known sequences for 2024. This means that all pilots at a particular level will fly the required sequence with the figures in the same order. There are a number of reasons for this change, the most important being an attempt to improve the quality of judging and to give pilots better feedback after each flight. Judging is easier and more consistent when sequence structure is the same across all pilots. Judges can learn the sequence which enables them to provide more consistent scores and to provide better explanations for any deductions given.

The known sequences can be downloaded from the British Aerobatics website here: <https://www.aerobatics.org.uk/sequences> and are also included in the appendix of this document.

2.3.4 Aerobatic box

There will be a partially marked box in the location shown below. Note the two possible judging positions, one to the South and one to the East.



2.4 Awards

2.4.1 Titles

The contest is open to pilots from the UK and overseas.

The British Open Champion titles, trophies, and medals will be awarded to the best scoring pilots in each category, regardless of nationality.

In addition to awarding the British Open titles, the contest scores will also determine the British National Champions in each category. These titles will be reserved for the best scoring British national/resident pilot, as defined in the British Aerobatics General Rules¹ under the section on foreign pilots.

2.4.1.1 British Open Champions (Advanced, Unlimited, Freestyle)

The highest overall scoring competitor across programmes 1 - 3 in the Unlimited category will be awarded the title **British Open Champion 2024**.

The highest overall scoring competitor across programmes 1 - 4 in the Advanced category will be awarded the title **British Advanced Open Champion 2024**.

The highest overall scoring competitor in the Freestyle contest will be awarded the title **British Open Freestyle Champion 2024**.

2.4.1.2 British National Champions (Advanced, Unlimited, Freestyle)

The highest overall scoring British national or resident competitor across programmes 1 - 3 in the Unlimited category will be awarded the title **British National Champion 2024**.

The highest overall scoring British national or resident competitor across programmes 1 - 4 in the Advanced category will be awarded the title **British Advanced National Champion 2024**.

The highest overall scoring British national or resident competitor in the Freestyle contest will be awarded the title **British National Freestyle Champion 2024**.

2.4.2 Prizes and trophies

Medals will be awarded to the top 3 scoring pilots for each programme flown in each category.

Medals will be awarded to the overall top 3 scoring pilots across all flown programmes in each category.

British Open 2024 trophies will be awarded to the winners of each category.

¹ The General Rules: <https://www.aerobatics.org.uk/publications>

British National Champion trophies will be awarded to the top scoring British/resident competitors of each category.

3 Registration

3.1 Entry submission

Contest entry submissions are now open. Pilots should sign up using <https://britishaerobatics.justgo.com/>

Overseas competitors should select the Open membership option to avoid paying any membership fees for British Aerobatics. Once an account has been created, it will be possible to sign up for the Open championship and provide any necessary paperwork (licence, proof of aircraft insurance, etc.)

Note, in the interest of completing all competition flights, there will be a cap on the total number of pilots permitted to enter the contest. A maximum of 35 pilots, split between the Advanced and Unlimited categories, will be accepted. Once this number is reached, no further contest entry submissions will be accepted and any other interested pilots will be entered into a waiting list from which they may be contacted should a space become available.

3.2 Entry deadline and fees

Entry deadline: 10th June 2024

Entry fee: £300

Fee includes airfield charges, hangarage, memory card (for contest flight videos), goody bag

4 Contest officials

Contest Director	Julian Murfitt
Chief Judge	Steve Green
Aresti Judges	Brian Gleave, Ian Scott, Willy Gruhier
Freestyle judges	TBC

5 Additional information

5.1 Aircraft Hire / Licencing

For overseas pilots that may wish to rent an aircraft registered in the UK (G-reg), there is a licence validation process that allows for up to 28 days of flying without the need to obtain a

UK licence². The process is fairly straightforward, starting with the licence/medical verification followed by a brief check ride with a UK instructor.

To start the licence verification process, the form can be completed online in approximately 5-10 minutes.

<https://applications.caa.co.uk/CAAPortal/servlet/SmartForm.html?formCode=TCV>

The cost to complete the verification is £51 and once submitted, the CAA will contact the authority that issued your licence to verify the details.

It is recommended that this step be completed as soon as possible, earlier in the year.

Once the licence verification has been completed, the final step is a check ride with a UK instructor. British Aerobatics have arranged with the UK CAA to have a direct contact that will process and return the form quickly.

The UK instructor/examiner will need to submit <https://www.caa.co.uk/SRG2141> - more details to follow on the direct line of communication.

There are a number of aerobatic schools in the UK that can help with this final step, and in some cases, may also provide aircraft to be rented for the competition. See the list of preferred training providers here: <https://www.aerobatics.org.uk/training>

5.2 Fuel

Pilots will be able to use the self-serve pumps at the airfield to uplift fuel throughout the contest. Competing pilots may wish to make arrangements with the airfield to pay their fuel bill at the end of the contest, rather than each time they refuel. To do this, please speak with the airfield staff at the fuel pumps.

Fuel is **not** included as part of the contest entry fee.

5.3 Hangar space

Hangar space is provided for the duration of the competition at no additional fee for the first 15 aircraft.

Pilots will not need to make prior arrangements unless they intend to arrive or depart outside the contest dates, and require additional hangarage.

² <https://www.caa.co.uk/commercial-industry/pilot-licences/non-uk-licences/recognition-of-icao-third-country-licences-in-uk-airspace/>

5.4 Accommodation

5.4.1 On site

The airfield has a hotel on-site, The Aviator (www.aviatorhotel.co.uk). To book a room, please contact the Aviator Hotel directly by email or phone, as reservations cannot be made online. Competing pilots have priority for rooms at the hotel.

Tel: 01604 642111

Email: enquiries@aviatorhotel.co.uk

5.4.2 Local area

To find accommodation in the the local area, please see: [Booking.com](https://www.booking.com) or [AirBnB](https://www.airbnb.com)

6 Getting to Sywell

6.1 Flying to the UK from overseas

If travelling to the UK from overseas in their own aircraft, pilots will need to submit a GAR (General Aviation Report) at least 2 hours before departure. The GAR may be submitted online via the government website for free or directly through SkyDemon.

[Government website](#)

[SkyDemon manual \(PDF\)](#) - See the section "Filing a GAR"

As usual, pilots will be required to file a flight plan if crossing an international FIR boundary.

Please note, a valid passport will be required for all overseas visitors; national ID cards are no longer sufficient for entry to the UK. Pilots arriving without a passport may be refused entry by customs officials.

6.2 Arrival at the contest airfield

All pilots are **required** to seek PPR (Prior Permission Required) before flying to Sywell aerodrome.

Please see the Pooley's airfield plate and information in the Appendix.

For overseas pilots, PPR is a typical process used by many airfields in the UK, and essentially requires pilots to request permission to visit an airfield. Permission may be requested using the [online PPR form](#) on the Sywell website.

Appendix

EGBK

N52 18.37 W000 47.53

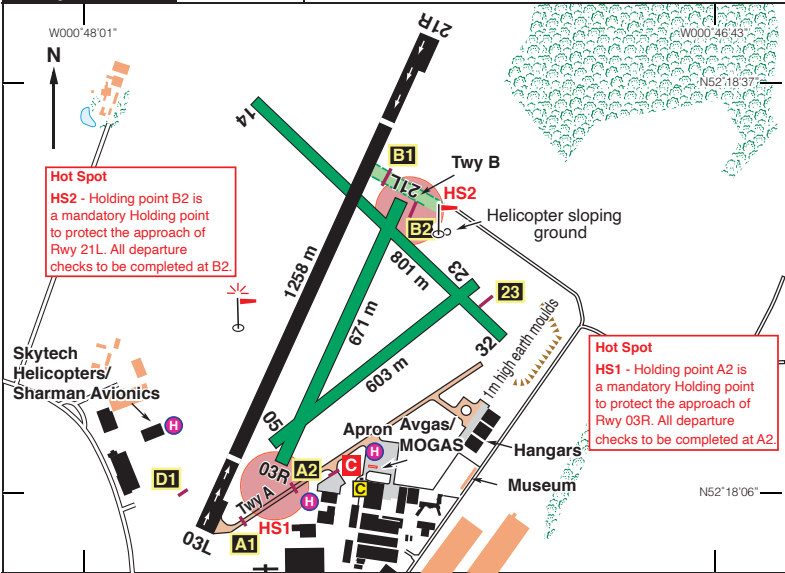
NORTHAMPTON/Sywell

424ft AMSL

5 nm NE of Northampton.

HON 113-65 095 32-2

c/s Sywell Radio 122.705 A/G



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
03L/21R	1258x30	Concrete	03L-1199 21R-1100	03L-1000 21R-1000	Thr Rwy APAPI 3.5° Thr Rwy APAPI 3.5°
03R/21L	671x30	Grass	03R/21L-671	03R/21L-671	Nil
05/23	603x30	Grass	05/23-603	05/23-603	Nil
14/32	801x25	Grass	14/32-799	14/32-799	Nil
					IBn 'NN' Gn

Op hrs: Strictly PPR via online form:-
<https://www.sywellaerodrome.co.uk/aviation/sywell-aerodrome-ppr/>
 Tue-Sun, 0900-1800 local (or SS if earlier) and by arrangement.
Note: Closed to all traffic on Mondays (except for homebased by arrangement).

Landing Fee: All details of landing fees are available on the website:-
<https://www.sywellaerodrome.co.uk/aviation/charges/>

Hangarage: Ltd on request. **Maintenance:** Available. **Customs:** PNR.

Remarks: Operated by Sywell Aviation Ltd, Sywell, Northampton NN6 0BT. PPR.
 Aerodrome strictly PPR by application form available on website (link above).
 All helicopters visiting Sloane Helicopters require additional PPR through Sloane Operations, Tel: 01604 817146.
 Fixed-wing circuits at 1000ft QFE; LH on 03, 14 & 23, RH on 05 and 21 & 32.
 Helicopter circuits at 800ft QFE in opposite direction to fixed-wing.

continued

Remarks (continued):

Fixed-wing join is via the overhead not below 1500ft QFE, helicopters operate deadside up to 800ft QFE. Other joins subject to traffic.

No overhead or crosswind joins for Helicopters. Helicopters to land in the grassed central area (referred to as Midfield) remaining clear of active runways.

Visiting helicopters are to join via Heli West (Skytech only), Heli East, Northeast (See noise abatement procedures).

Heli East is not to be used when Runway 14/32 is in use.

Heli Northeast is not to be used when Runway 05/23 is in use.

Helicopters must not cross or make an approach to Runway 03L/21R or Runway 03R/21L including the respective runway approach paths. (Except home based operators conducting circuit training or by specific agreement with the Aerodrome Authority).

Runway 03L/21R should be referred to as 03 Hard / 21 Hard via RTF.

Runway 03R/21L should be referred to as 03 Grass / 21 Grass via the RTF.

Departure checks to be completed at Hold A2 (Rwy 03) or at Hold B2 (Rwy 21).

Parallel use of Rwys 03/21 Hard/Grass not permitted.

When Rwys 03/21 in use, pilots to advise A/G of intention to use hard or grass runways.

When grass runways unusable, expect lengthy backtracking of Rwy 03L/21R (Hard).

Circuit training should only be conducted on one runway at any time.

No apron markings, all parking at pilot's discretion.

Start up and taxi intentions must be stated on 122•705.

Helicopters requiring AVGAS should park on the circled 'H' at the fuel apron adjacent to the fuel pumps.

Noise Abatement Chart - see overleaf.

Warnings:

All runways have non-standard white centre-line markings.

Aerobatics take place through out the year, 3nm radius ARP, up to 5000ft agl.

No movements permitted during displays.

A Small Arms Range (.22 Rifle and Clay Pigeon) is located approx 1000m NNW of the ARP between the approaches to Rwy 15 and 21.

Intense bird activity at times, mainly Gulls and Corvids.

Restaurant: Restaurant, Refreshments and Hotel (54 bedrooms), with aircraft parking adjacent. Full conference facilities available.

'Pilots Mess' Cafe adjacent to the tower.

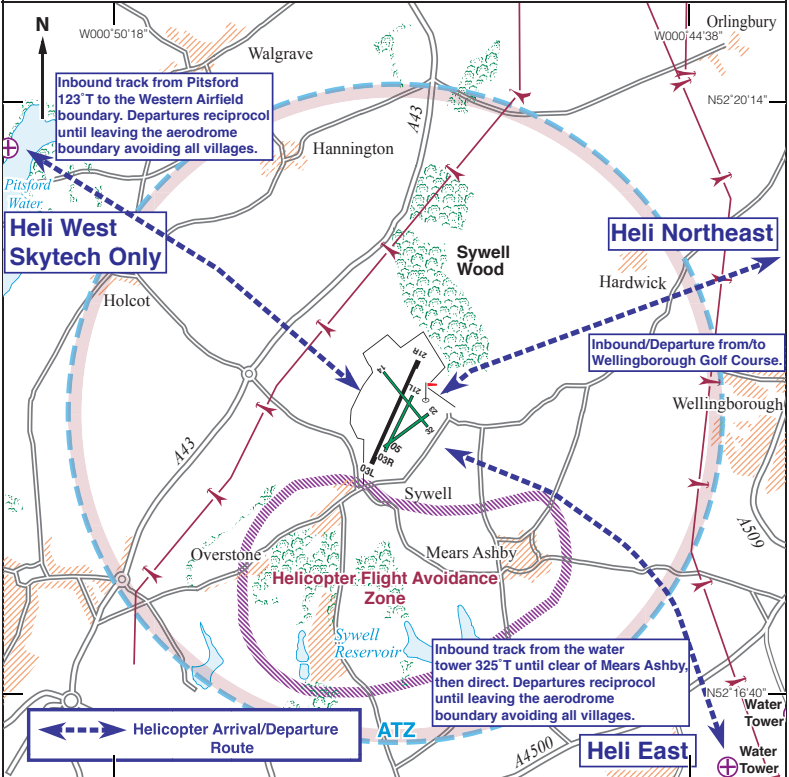
Taxi: Available on request.

Fuel: 100LL, MOGAS, Jet A1.
Visa, Mastercard, Switch and Delta.

Tel: 01604 801630 Tower
Tel: 01604 801621 Admin
Tel: 01604 642111 Hotel
Email: tower@sywellaerodrome.co.uk
Website: www.sywellaerodrome.co.uk



**NORTHAMPTON/Sywell
Noise Abatement Procedures**



Pilots are to avoid overflying settlements and noise sensitive areas (Overstone, Mears Ashby, Hardwick, Holcot, Hannington, Walgrave, Orlingbury and where possible Sywell village).

Fixed wing circuits at 1000ft QFE; LH on 03, 14 & 23, RH on 05, 21 & 32.

Helicopter circuits at 800ft QFE in opposite direction to fixed wing.

All fixed-wing departures from Rwy 21L, 21R and 23 are requested to climb on runway track to 500ft agl before turning.

Helicopters should enter/exit the ATZ via either;

- i. Heli West - Northern tip of Pitsford Reservoir N52 19 53.02 W000 51 23.39
- ii. Heli East - Water Tower N52 16 13.43 W000 44 19.93
(Not to be used when Rwy 14/32 in use).
- iii. Heli Northeast - Wellingborough Golf Course N52 19 39.27 W000 41 59.15
(Not to be used when Rwy 05/23 in use).



BRITISH AEROBATICS 2024		Form A
Pilot ID	Advanced KNOWN	Flight #

No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade
1		8.8.2.1 9.8.1.1 9.9.5.3	19 7 11	Fig A 37	.			Pos.	30	
								Harm.	0	
2		1.2.8.3 9.11.1.6 9.8.2.2	15 3 9	27	.			Fig K	Total K	
								280	310	
3		7.2.4.4 9.1.3.2 9.4.3.3 9.8.3.1	8 4 8 3	23	.			Penalties		
								Too Low		
4		6.2.1.1	15	15	.			Too High		
								Interruptions		
5		7.2.2.1 9.2.3.4 9.9.3.6 9.1.3.4	6 9 14 8	37	.			Insertions		
								Trg Violation		
6		2.2.5.1	22	22	.			Wing Rocks		
								Disqual Fig		
7		8.5.6.1 9.2.3.8 9.4.4.2	10 15 5	30	.			Other(note...)		
								Final Freestyle		
8		5.2.1.1 9.1.1.3 9.1.5.3	17 10 6	33	.			Duration	Min	Sec
9		8.6.1.1 9.1.1.2 9.4.3.4	11 8 11	30	.			Judges Details		
								Signature		
10		8.4.14.1 9.1.2.4 9.1.4.2	12 10 4	26	.			Name		
								Number		

_____ Pilot
 A/C



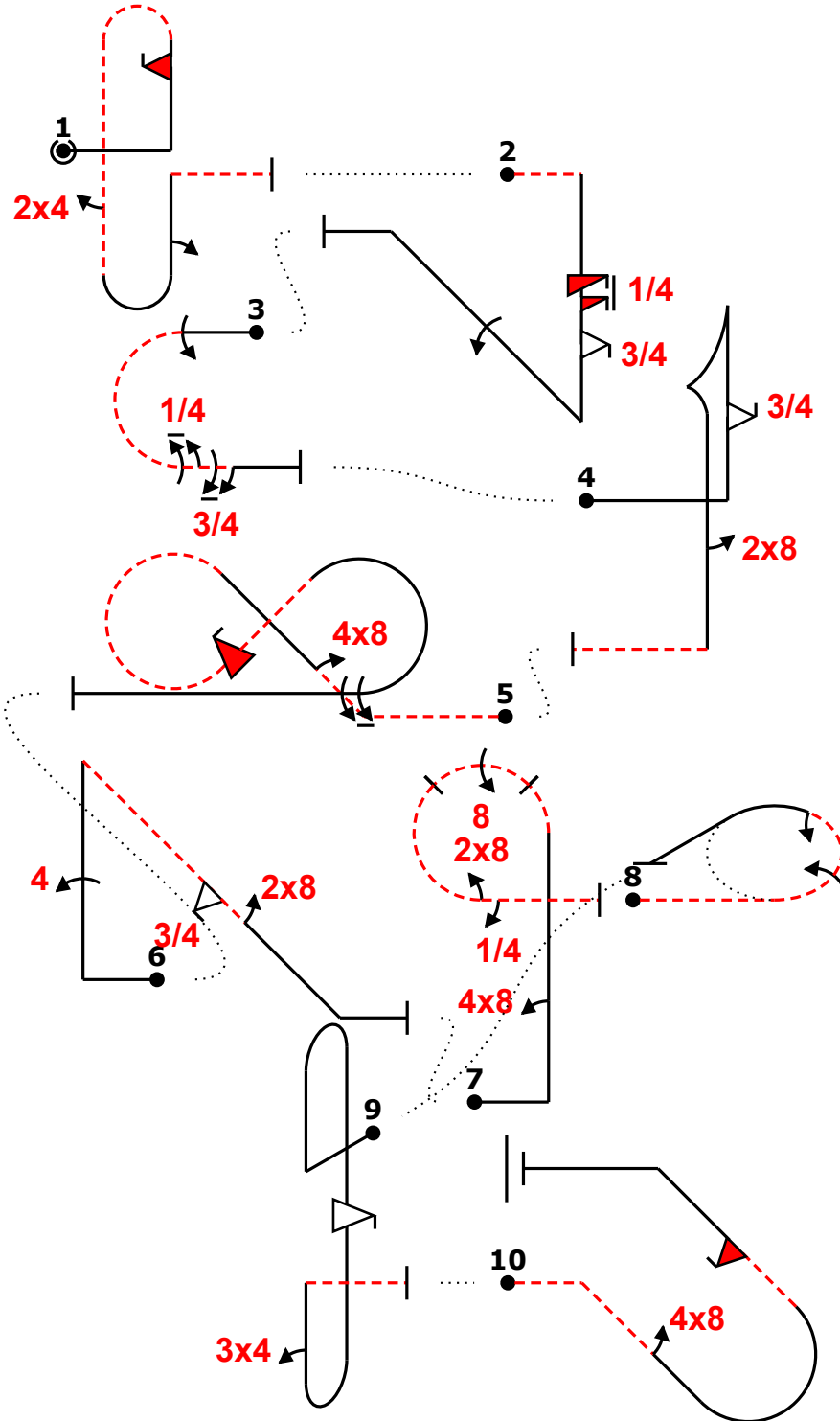
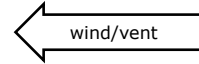
BRITISH AEROBATICS 2024		Form A
Pilot ID	Unlimited Known	
		Flight #

No	Symbol	Cat. No.	K	Total K	Grade	Pos	Remarks	Item	K	Grade
1		8.8.5.1 9.10.6.2 9.4.5.2 9.1.1.2	21 19 5 8	Fig A 53	.			Pos.	40	
								Harm.	0	
2		1.2.5.4 9.12.1.5 9.9.5.3 9.1.2.4	14 6 11 10	Fig B 41	.			Fig K	Total K	
								423	463	
Penalties										
3		7.2.2.3 9.1.3.4 9.1.3.5 9.1.3.7	8 8 9 11	Fig C 36	.			Too Low		
								Too High		
4		6.2.1.3 9.9.1.3 9.8.5.1	16 15 3	Fig D 34	.			Interruptions		
								Insertions		
5		7.8.7.2 9.8.2.2 9.10.2.4 9.1.3.8	22 9 15 12	Fig E 58	.			Trg Violation		
								Wing Rocks		
6		1.2.7.1 9.4.1.4 9.9.9.3 9.8.4.1	13 15 13 3	Fig F 44	.			Disqual Fig		
								Other(note...)		
Final Freestyle										
								Duration	Min	Sec
Judges Details										
								Signature		
								Name		
								Number		
8		2.3.2.2	34	Fig H 34	.					
9		8.8.1.1 9.9.5.4 9.4.1.3	18 11 12	Fig I 41	.					
10		8.4.16.4 9.8.4.2 9.10.2.2	14 7 15	Fig J 36	.					

_____ Pilot
 A/C

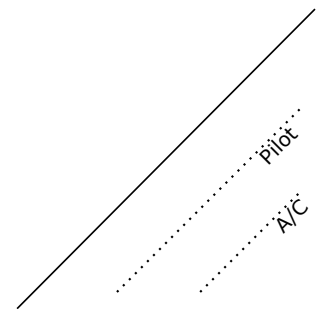


BRITISH AEROBATICS 2024		Form B
Pilot ID	Unlimited Known	
	Flight #	



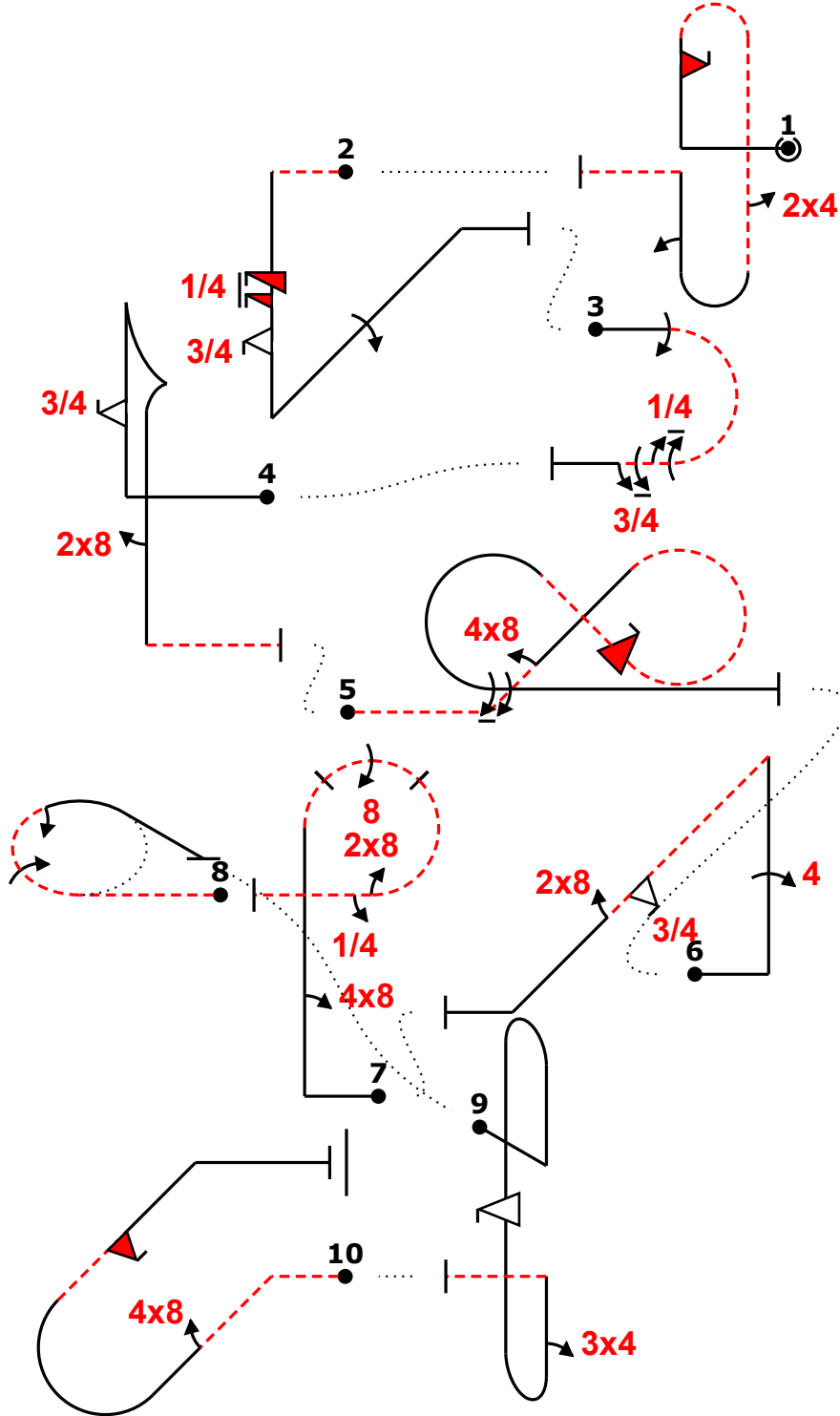
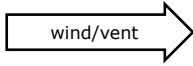
Power			
Fig	Aresti	K	
1 A	8.8.5.1	21	53
	9.10.6.2	19	
	9.4.5.2	5	
	9.1.1.2	8	
2 B	1.2.5.4	14	41
	9.12.1.5	6	
	9.9.5.3	11	
	9.1.2.4	10	
3 C	7.2.2.3	8	36
	9.1.3.4	8	
	9.1.3.5	9	
	9.1.3.7	11	
4 D	6.2.1.3	16	34
	9.9.1.3	15	
	9.8.5.1	3	
5 E	7.8.7.2	22	58
	9.8.2.2	9	
	9.10.2.4	15	
	9.1.3.8	12	
6 F	1.2.7.1	13	44
	9.4.1.4	15	
	9.9.9.3	13	
	9.8.4.1	3	
7 G	8.6.3.1	15	46
	9.8.1.2	11	
	9.8.3.4	15	
	9.8.3.1	3	
	9.1.3.1	2	
8 H	2.3.2.2	34	34
9 I	8.8.1.1	18	41
	9.9.5.4	11	
	9.4.1.3	12	
10 J	8.4.16.4	14	36
	9.8.4.2	7	
	9.10.2.2	15	
Total K = 423			

"@A" 2ifpb(,24),2- (10,0) "@B" -5is;3fikl (0,6) "@C" 1a5,7 (13,2) "@D" -.3fta8.'- (0,4) "@E" -.48rec(if)9 (9,17) "@F" 44.
k.,3f,8 (0,5) "@G" .48.'zp(88)8,4- "@H" -3j15 (-13,14) "@I" bb(f.')34-> (2,0) "@J" -48''irdb`2if.'+`

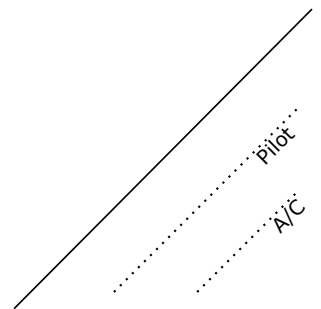




BRITISH AEROBATICS 2024		Form C
Pilot ID	Unlimited Known	Flight #

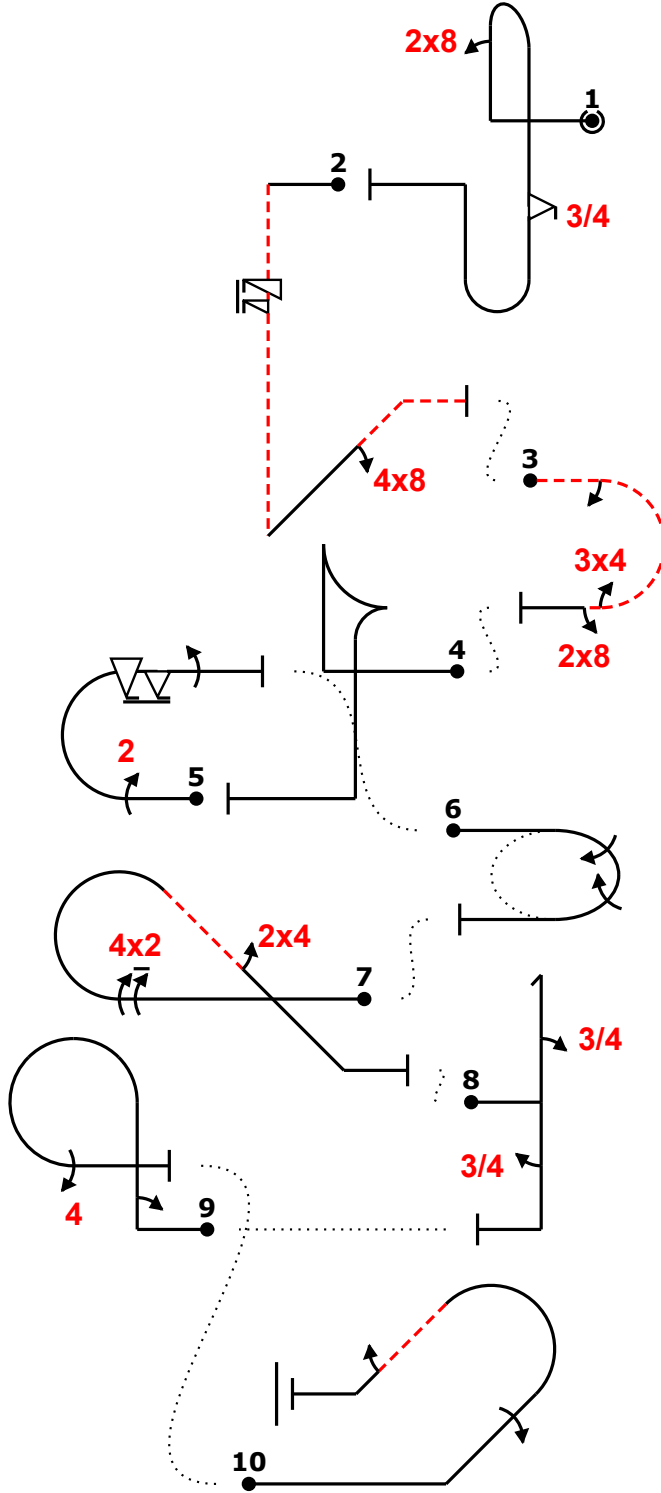
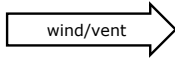


"@A" 2ifpb(,24),2- (10,0) "@B" -5is;3fikl (0,6) "@C" 1a5,7 (13,2) "@D" .,3fta8.- (0,4) "@E" -,48rec(if)9 (9,17) "@F" 44. k.,3f,8 (0,5) "@G" . '48.'zp(88)8,4- "@H" -3j15 (-13,14) "@I" bb(f.')34-> (2,0) "@J" -48''irdb'2if.'+





BRITISH AEROBATICS 2024		Form C
Pilot ID	Advanced KNOWN	Flight #



"0A" ,8bb(,3f)> 6s...ik48~~~~- (0,5) -2a34,8 (0,4) ta 22m6E,1 (-8,10) 2j2 (2,5) 42c.' ,24 (0,2) 3h3'' (13,0) 2rp44 (-1,20) 1 db2

 Pilot
 A/C