



# CONTROL LINE AEROBATIC PILOTS ASSOCIATION

Issue Number 205  
January/February 2010

## A MESSAGE FROM OUR CHAIRMAN

Welcome to 2010.

My thanks to Peter Jackson for his period in the position of CLAPA Chairman and for his continued efforts to promote C/L aerobatics along with his involvement in the CLAPA Champs. Firstly, may I say how pleased I am that CLAPA is still in existence after all these years (born from an idea by Ted Fowler based on PAMPA in the early 1970s, there is now only myself and Glen Alison left from the founder members committee still active).

As the designer of the CLAPA badge, I am pleased to see that from this issue onwards it will return to its original colours at the request of Paul Winter. Having been out of C/L aerobatics since around 1983 and only recently returned (although I tried to stay in touch), I felt most flattered that I was approached from several different directions regarding the position of chairman. 2008 was the first recent year that I became involved in aerobatics again and I was personally pleased to meet up with lots of old friends.

Competitor numbers varied quite a bit during 2009, some could be due to relatively mediocre weather, but a lot could be due to the cost of travelling to comps, so why not see if there is someone in your area who would like to share? The CLAPA champs were sadly an almost complete washout, so results were down to a one day event as was the British Nationals with only the mostly brave and slightly foolhardy risking their models on the final day.

Our results at International level are only middle of the range, but with only a few more points we would move a fair way up the results table. Let's see if there is some way we can get behind our teams at these events and I'm sure that any serious suggestions would be appreciated. Please also consider the appeal made by Peter Catlow in the last issue of Claptrap.

The CLAPA Champs this year are again at the same venue and as Peter Jackson and John Benzing (thanks for all your hard work in the past) have stepped down from the organising, the Essex stunt group headed by Gary and Julie Church will be carrying out organising duties on our behalf (thank you in advance). John Benzing will still be arranging the annual evening dinner at Ashmores Restaurant and the field preparation will be started on the Thursday, so any volunteers would be welcome. I assume that vintage will again be run to SAM35 rules as last year and that P40 will be under the guidance of Roger Ladds at the Champs and at club meetings throughout the year.

As you may or may not know, CLAPA is no longer a SIG recognised by the BMFA. However, Stuntcom has been formed to make sure that aerobatics has some say at national and international level and have assumed the vacant position. It is hoped, by me at least, that they would represent us at that level should the necessity arise.

It will take me a little while to settle into this new position, but please feel that you can contact me direct (details on page 2). I hope 2010 is a good year weatherwise, healthwise and compwise.

May you build straight and true and fly the same. All the best, Peter Tindal.



*A 14-year-old Peter Tindal with his Frog 500 powered 'Sabre' model, designed, built and flown by Dave Chizlet into 2<sup>nd</sup> in the 1957 Gold Trophy.*