



Inside Story: Have a look at the latest merchandise available through the team.

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The Yakovlevs couldn't do the job they are doing, if it weren't for our partners. Find out who we are featuring this month.

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Check out what the team is up to, by looking at our pilot Q&A.

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Make sure your safety always comes first

How many times have you jumped in an aircraft a bit too fast, feeling a bit rushed to get one more flight in before the it becomes a bit too blustery? How many times have you pushed on and continued your flight to your homebase, when your instinct is telling you that you should really land, and get a hotel room?

And how many pilots jump into their aircraft for a flight overseas, without making sure they have taken all the gear they could possibly need, including in an emergency?

This month's issue is dedicated to making sure we all stay as safe as possible in the air. Accidents can happen at any time, there is not much that can be changed about that. But the outcome of such an accident can be greatly affected by how you respond when the unexpected hits. Inside this issue you will find lots of great kit, good tips and stories of people who can help you prepare for the worst. Mostly made up of military, or ex-military men, the team gives you the skinny on how to stay safe in the air.



Lead pilot Jez Hopkinson shows Yakovlevs pilot Den Harkin the McMurdo Fastfind PLB, in preparation for a flight to a display in the Netherlands last season.



New safety seminars in the works

The team is hard at work at the moment to develop new sea survival seminars, to be held at their headquarters in Somerset and at various other locations.

The event is set to include

professional speakers, demonstrations and an opportunity to see the latest safety kit in action. It would be a great opportunity to find out how you would react under pres-

sure! If you are interested in attending, let us know by sending an email to sanne@yakovlevs.com, or by leaving a comment on the Yakovlevs website.

Our latest safety gear for the lowest prices



Making sure you have the right gear to stay safe has never been easier, We can provide you with practically everything you need to stay safe...

In addition to making sure the team runs smoothly, the Yakovlevs can also supply avid aviators with a variety of safety gear.

The majority of the pilots who fly as part of the team have a military background, and pride themselves on their precision in the air, and extensive knowledge of safety procedures. Products carried by the team, and also available for the general public through the team include:

- Pains Wessex Mini Flare Kits
- Fast Find Personal Location Beacon (PLB)
- Day and Night MK8 Distress Signal Flares

- Strobe Lights
- Life Jackets
- And so much more!

The team's four Yaks will also be outfitted with four brand-new ELTs, provided by Kannad, a company that is a market leader on emergency beacons.

For more details on the products, visit the Yakovlevs online shop at www.yakovlevs.com.

More information can also be obtained from Jez Hopkinson on 07801 021 029, or at jez@yakovlevs.com.

Is there something on your wish list that you can't find on this page? Drop us a line anyway, and we will find out what we can do to help.

Just some of the goodies available through us:



In the spotlight

Managing risks – *with Hayward Aviation Ltd.*



INSURANCE BROKERS
WWW.HAYWARDS.NET

The Yakovlevs Display Team will begin the New Year in style with the support of a new partner – Hayward Aviation Ltd, the largest specialist aviation insurance broker in Europe.

“We have grown massively over the last months, including a new hangar, new engines, and lots of new events for the coming display season as well, and we needed a big partner to be able to keep up with us,” team leader Jez Hopkinson said.

“We work very hard for our partners, promoting the services that we ourselves use. Hayward Aviation Ltd is a company we are very proud to be associated with.”

The team’s four Yaks, their new bespoke hangar, all the team vehicles (and more) will now be insured through Haywards. The company boasts the provision of cover for about 85% of all helicopters, and around 60% of all light aircraft on the UK Register.

The company also arranges the insurances for a significant number of business jets and airlines, both in the UK and



One of the team’s Yak50s in front of the Haywards stand, at Aero Expo, held every summer near London. (Below) Lead pilot Jez Hopkinson and a young fan admire the Yak50 in front of the stand.

overseas. And as if that wasn’t enough, they can also handle the non-aviation insurances for their UK aviation insurance clients, and have a department of dedicated individuals working exclusively on non-aviation insurances.

“We are delighted to support the team - they capture the spirit of flying and, like Haywards, are experts in managing risk”, said Hayward Director, Nigel Foster.

The team will be a presence along with Haywards at some of the UK’s main shows this season. For more information on the team, or their newest partner, visit www.yakovlevs.com



YAKOVLEVS DISPLAY TEAM NEWLETTER

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Britain's premier aerobatics team

www.yakovlevs.com



The Yakovlevs have been in the business for more than a decade now, and have given millions of spectators the thrill of a lifetime! The UK's only professional aerobatic team to use

nostalgic and powerful Russian Yak aircraft, the lead aircraft is a specially developed two-seater Super Yak 52, modified and fitted with a 400 horsepower engine, as well as the latest GPS systems and gyroscopic gadgets. The team has performed in front of millions, displays at all the major airshows and has been featured on the BBC, ITV, Sky, and in the regional press. And don't forget, thanks to the team's many partners, we are also the cheapest source of smoke oil, GPS and other great goodies. Visit our website for details at www.yakovlevs.com

Find out more about the pilots of the Yakovlevs

Jon Herod, pictured with his daughter Emily, flies in Yak 3 position. He has been rewarded with an MBE in 2000 for his services during his work in Bosnia. He talks about what it takes to be a pilot with the Yakovlevs display team:



often the transit flights between shows. The crowds at a display appreciate a well-flown display, but seldom appreciate the time and effort the team has put in to preparing and travelling. The team often fly three or four displays in one day with a long

transit and perhaps a refuelling stop in between. The weather can also provide a significant challenge, as the aircraft have limited instrumentation and must remain clear of cloud at all times. As a team we try to share the workload during planning and transiting, but inevitably the bulk of the workload falls on the team leader. In my opinion it's the leader who has the most difficult job; to get to the right place at the right time and then fly a safe, attractive, tight display that hopefully will result in a repeat booking for next season.

Q: What does it take to become a display pilot, and how much training have you done?

A: Prior to joining the Yakovlevs my display flying experience was quite limited. I had demonstrated the Harrier a couple of times in the RAF and I had flown many hours in formation during my 18 years in the RAF, but I had never flown as part of a formation aerobatic display team. The first part of my training with the Yakovlevs involved getting to grips with the Yak50. I flew general

handling sorties to practice take-offs and landings, spinning, PLFs, and solo aerobatics. Once I was confident with solo low level aerobatics I moved on to formation aerobatics; initially with one other aircraft at medium level and slowly working up until we had all four aircraft in formation at normal low level display altitudes. The hardest part of the training for me was getting to grips with the handling challenges of a high power piston engine. I had flown plenty of hours in low power piston aircraft and many thousands of hours in high performance fighter aircraft, but very few hours in anything like the Yak 50. The Yak50 requires lots of rudder inputs as the power is changed in order to keep the aircraft nicely balanced. All four aircraft during a display also have to match their rudder inputs to keep the formation looking nice. This has to be done by feel and experience as there isn't time to look at the aircraft instruments during the display. If everybody is doing their bit then throughout the display the aircraft fuselages should remain perfectly parallel with each other.

Q: What's the most difficult manoeuvre you have flown in the air, as part of the team?

A: These days I'm fairly comfortable in formation although a bumpy day still has the potential to get everyone in the team sweating to stay in a good position. As I mentioned earlier, I still have to work hard to keep the aircraft balanced and I derive a lot of satisfaction whenever I see a video of a display and the formation looks perfect throughout.

Q: What attracted you to the team?

A: Lance Nicol, a colleague of mine from Cathay Pacific and a former squadron friend from my time in the RAF, first introduced me to the Yakovlevs. He was about to move to Hong Kong and suggested to me that I might like to offer myself as his replacement on the team. As the Yakovlevs were based quite near to my home and I also relished the chance to fly the Yak50, I got in touch with Jez, the team leader. After a meeting to discuss my previous flying experience and to look at the team in action, Jez offered me a chance to try out for the team with a flight in the two-seat Yak52. The rest as they say is history!

Q: What's the most challenging aspect about flying for the team, particularly when it comes to flying different positions?

A: Once a pilot has done a few public displays and is comfortable in handling the aircraft, I would say that the most challenging aspects of the displays are