

# MEET THE GLOBAL STARS

The Global Stars fly a formation aerobatic display that is in front of the crowd all of the time; whether the audience is in the UK, Europe, China, Australia... in fact anywhere in the world! They have visited India and China already this year, flying 20 displays and many more training sorties in four weeks.

Today they are team leader, and former British Champion, Mark Jefferies flying in box position; Formation leader, and another British Champion, is Tom Cassells. Steve Carver and Mike Pickin fly left and right wing respectively. Chris Burkett and Chris Heames make up an ensemble cast.

The team fly variants of the German built composite monoplane the Extra 260/300/ 330 and French built Cap 232. As accomplished solo Unlimited pilots in their own right; they've come together to create their special blend of Formation flying and world class "Freestyle" aerobatics.

The display is very compact, and features their unique trademark wifi controlled "dotty" smoke. During their display in the sky over Teesside this year, the team will draw two hearts over 1000 feet high. Mike and Steve, Tom and Mark will also pair up for a series of spectacular opposition crosses closing at more than 400 miles per hour!

For more information, please visit [www.airdisplays.com](http://www.airdisplays.com).

## **Mark Jefferies: twitter @airdisplays – Biography.**

Mark, 59 in the **Extra 330SC** in "box position", lives at **Little Gransden** farm and airfield in Bedfordshire with wife Cathy. He is the **founder and manager** of the Global Stars Team. He is also the **manager of Yak UK** and gives a very notable performance in the **Yak 11!**

After flying with the Air Training Corps, Mark began civilian flying in 1980, and has over **3000 hours** and has flown over **130 types** from microlights to the L29, Hunter and Hawk jet. He is a BCPL holder with a Display authorisation that includes flypast down to **30 ft** , Unlimited Aerobatics to **50 ft** and Formation Lead.

Competition and display flying began in 1984, and since then he has been **British Champion at all levels 10 times** and **British team member** at International level **10 times**. In **1985** he entered **6 competitions and won 5** of them, including one in a **1936 Bucker Jungmann that he'd rebuilt**. Once established on the competition scene Mark needed more performance, and along came the Lazer 200. He went on to become **British Unlimited Champion in 1994**. Following a brief **retirement**, he came **back in 1998** winning **5 times at Advanced level**.

During retirement from competition in **1997** Mark flew in the **Southern Hemisphere Reno Races in Tasmania**. Then in **2002** at the World Advanced Championships in **Slovenia** Mark was the **Bronze medallist** in the Lazer.

Mark really is a Global Star having flown in India, China, Australia, New Z, Tasmania, Romania, Slovenia Germany, Holland, Turkey, Switzerland, France, Spain, Malta, The UK and Ireland!

## **Tom Cassells: twitter @Tom\_Cassells - Biography.**

Formation leader in the **French built Cap 232**, Tom is **62** and lives in North Yorkshire.

His day job for many years has been as a **manager in logistics**.

Tom served in the **British Army in the 13<sup>th</sup>/18<sup>th</sup> Royal Hussars** before returning to civilian life and heavy transport in **1976**.

He **started** flying in **1983**, moving quickly to parachute dropping with Cessna and Islander by the mid 80's.

Tom started flying aerobatics in 1992, winning **beginners, standard and Intermediate** competitions that year.

He was the **National Advanced Champion in 1994**. From **96** he was in the **British Unlimited** team winning the **Len Perry trophy** for best International contest pilot in 99, 2000, 02,04,05 and 2008.

Tom has been **National Unlimited Champion 3 times**; and is a **twice bronze** team medal holder from the **European Championships**.

His role in the team is to fly the **sequence** in the **right place** and as **sympathetically** as possible so that everyone can follow.

His **unofficial role** is that of **storytelling**, of which there are many, that his team mates never tire of hearing over and over again!

## **Steve Carver: twitter @steveextra260 - Biography.**

Steve, 55 in the **Extra 260 on Tom's left**, lives in **Derbyshire** and works as a **commercial pilot, TRI/TRE and Instructor Course Tutor on the Embraer 145** Regional Jet. His time is shared between line flying and the simulator.

He started flying with the **ATC in the Chipmunk, in the mid 70's** at **RAF Woodvale**. First solo in an **ATC glider at Burtonwood** . Civilian gliding came in the mid 80's, then a PPL , and after "Glider tug flying" a **commercial licence in 1991**.

His first career was in Education as a **Lecturer in Pure and Applied Mathematics**: An interest he maintains to this day.

After 6 years or so on the **Saab 340 turbo prop** he was instrumental in introducing the **Embraer in 1999**, helping to shape company training policy and procedures.

Steve started **competition and display flying in 2000**, becoming **National Champion at Intermediate level** that year. He has been a **Silver medallist at Advanced level**, and **Bronze at Unlimited**. He now divides his time between the **Global Stars** and solo displays.

He also takes on the **fabric re-cover of aerobatic and light aircraft**, including Pitts, Christen Eagle, Extra, Bucker Jungmann....

**Flying favourites**: Books- "**Talk Down**" by **Brian Lecomber**; "**First Light**" by **Geoff Wellum**; "**Fate Is The Hunter**" by **Ernest Gann**.

**Films:** The Great Waldo Pepper; Battle of Britain. Favourite flying clip: without doubt the **Mustangs in Empire Of The Sun**.

## **Mike Pickin: twitter @Mikepickin – Biography.**

Mike, **26 in another Cap 232 on the right wing**, is the **youngest** and probably the most versatile member of the team. Affectionately known as “Tin Tin”, Mike sometimes flies “box” if Mark is busy.

His day job is as a **First Officer on the Boeing 757**, having recently become type rated.

**Mike’s dad Richard** is no stranger to competition and display; and it is he that inspired Mike to take up competition flying. On his 16<sup>th</sup> birthday Mike flew **solo** in **5 different aircraft and a glider**. This was child’s play for the boy who had **won his first competition in a Cap10 aged 14!** Mike went on to gain a PPL aged 17.

Having reached the grand old age of 17, Mike became the **youngest** person to gain a **Display Authorisation for aerobatics and formation**. He is the youngest to earn a place on a **British team at 18**. Youngest **Advanced National Champion** at **23**; Youngest **Silver Medallist and team member at Unlimited** level aged **24**; currently the **world’s youngest Unlimited pilot**.

Needless to say, Mike makes the rest of us feel very old indeed.

## **Chris Burkett: twitter @Gforceaeros – Biography.**

Chris, 49 in the **Extra 300L in box position**, has been an **aviation enthusiast** all his life, first taking to the air as a **cadet in the RAF, flying the de Havilland Chipmunk**. His first experience of airshow flying was as part of a **modern day Flying Circus, involving balloon bursting, flour bombing and flying ‘limbo’ underneath bunting** – good fun!

Since **2004** his focus has been **aerobatic flying**, in competitions and displays – firstly in a **Pitts Special** biplane, and in more recent years in high performance

monoplanes. Like other members of the Global Stars, Chris won many trophies in aerobatic competition before focussing on his display career.

In recent years Chris has been busy flying air displays worldwide, **travelling** throughout **Europe, the Middle East, India and China**, including displays at the major biennial trade shows such as Farnborough, Aviation India and Bahrain. The latter featured **Chris displaying in DHL colours and flying in formation with their Boeing 757.**

Chris is based in the UK with Global Stars' Team Leader Mark Jefferies. He **usually flies the G-Force Extra 300S** – sometimes **alongside a radio controlled scale model replica**. He also flies a **twilight show, with pyrotechnics** sparkling from the wingtips and with LED's lighting up the planes.

Chris particularly enjoys flying in close formation as part of a team. The teamwork and the feeling of **camaraderie** is very satisfying and makes a **nice change from solo aerobatics**. With the Global Stars, **Chris usually flies in the 'Box' position directly behind Lead**, but sometimes he takes the left or right wing positions.

When he isn't flying, **Chris is also an aerodynamicist by profession** – in particular **working with the leading Formula One motor racing teams** to help design their wings. He also **provided aero and hydrodynamics know-how to the Sailrocket team who succeeded in smashing the outright world speed sailing record.**

Chris is **married with a teenage son** and lives in Bedfordshire. Apart from "pulling g" he enjoys tennis, squash, skiing and climbing to help stay in shape.

## **Flying With The Global Stars Aerobatic Team**

For Global Stars team members, Mark Jefferies, Mike Pickin and Steve Carver the most important man in the world for the next fifteen minutes is formation leader Tom Cassells: Their eyes never leave him for more than a heart beat.

"Global Stars tipping in boys, and SMOKE ON!" demands Tom with a mock swagger. Four smoke switches are thumbed and the magic of onboard wifi

bridges the void between four aircraft to give our trademark synchronised dotted smoke. There's a faint whiff of smoke oil in the cockpit, the engine note changes slightly; and as the controls stiffen up, there's no doubt in anyone's mind that our speed is winding up fiercely in the dive. Down they go, down towards the runway and into the turbulence, very low down, and "pulling up, GO". The formation climbs away as one towards the sun.

On comes the G, like a great weight. Hands and feet move throttle, stick and rudder with hard earned finesse and precision to keep the image of Tom's aircraft personal and unwavering to each pilot. Beyond, and in soft focus, the horizon and landscape of the North east in grey green are torn away under the nose and into oblivion.

Dramatic this may sound, and believe me it is, Tom will be flying the display, sympathetically, throttled well back to give everyone power in hand to stay in position. Listen carefully and you'll hear those power changes as each aircraft describes a slightly different arc through the sky, and key to it all, in its very own personal time.

The G wanes as the suggestion of Teesside appears again, above and in front of them, still an impression, only this time they're upside down. Down it is they go again, G coming on, into the last quarter of the loop. "And easing out". Brief pause for a line and figure two "1/4 Clover right, and pulllllling aaah!"

They've walked this sequence through so many times on the ground, in the heart of England, visualised it sat lazily, sweating in the extreme heat and humidity of an Indian 'noon: They know it well by now, and that's all there is to it. Really?

No not really! The Global Stars hope that you enjoy their display for 2017.

**Sponsors must be mentioned.**

**Airdisplays.com** – for this shows bookings

**Sealey tools.** – power and hand tools for all and every occasion.

**Core Motorsports Ltd** – wrapped the aircraft in the team colours you see today.