



THE STARLINGS AEROBATICS TEAM

WORLD CLASS PRECISION  
AEROBATICS



# ABOUT US



## OUR HISTORY

Brand new in the 2021 display season, are the 'The Starlings', comprised of former British Aerobatic Champions Tom Cassells and Michael Pickin. Performing high-octane close formation aerobatics including gyroscopic tumbles. Both pilots have a combined aerobatic experience of over 50 years in airshows and competitions and have flown all over the world as solo acts and as part of a formation. Tom is a current Display Authorisation Evaluator and Michael is the youngest person ever to be British Aerobatic Champion..

## THE DISPLAY

The display showcases the performance, skill and abilities of both pilot and aircraft. The first half of the routine demonstrates formation aerobatics, opposition manoeuvres and provides some great chances for photographers to capture the team doing what they do best.

The aircraft used are the latest design from Germany, the Extra NG and the classic, world championship winning, Cap 232. Both aircraft are capable of unlimited aerobatics; roll rates in excess of 420 degrees per second and plus/minus 10G. The aircraft will carry the livery of new Sponsors Nuii Ice Creams.



*The Starlings are proud to be supported by Nuii Ice Cream. Discover the world through an ice cream adventure. Every Nuii ice cream uses the smoothest dairy ice cream, bursting with exciting textures and flavour, with ingredients carefully picked to evoke a feeling of adventure and discovery.*



# THE PILOTS

ADDING THE HUMAN TALENT TO TECHNOLOGY

## TOM CASSELS



Tom gained his PPL in 1983. Since then, he has flown some forty types, accumulating around 7,000 hours experience. Some of this was spent as a parachute drop pilot, operating his own BN-2 Islander for 5 years and also participating in AFF (accelerated free fall) parachute drops. The late Pete Clark introduced Tom to Aerobatics in 1992. Flying Pete's Slingsby Firefly, he won his first contest at Brighton that same year.

Success continued with a win in the Tiger Trophy for Standard level pilots. At the end of 1994, Tom acquired a Zlin 50LA with which he won the 1995 UK Advanced Level Championship. Tom's regular aircraft since then has been a Cap 232 which he bought in 1998. Tom won the Icicle Trophy in the same year and he also placed third in the Nationals and has been Unlimited National Champion three times. In the last decade Tom has been heavily involved in display flying all over the globe and is now a Display Authorisation Examiner.



## MICHAEL PICKIN



Michael started flying at a very young age being inspired by his father. Winning his first aerobatic competition at just fourteen years old, he went on to become the youngest person ever to be awarded a CAA Display Authorisation for display flying.

At the age of twenty three he became the youngest ever British Advanced National Aerobatic Champion and today is the youngest Unlimited Level aerobatic pilot in Europe, aged thirty. Michael has performed all over the world as a solo display pilot and as part of a formation aerobatic team. Michael is equally passionate about vintage aircraft and flying warbirds, ever since completing his Private Pilots Licence in a Bucker Jungmann, he is currently the youngest Spitfire pilot in the UK. Michael has flown over fifty different aircraft types ranging from gliders to airliners and is an active Commercial Pilot on the Boeing 757/767.







# EXTRA NG

## Aircraft G-NGTC

The Extra 300NG is the latest and one of the most modern purpose designed and built unlimited aerobatic Aircraft in the world. Rising from the hugely successful stable of the Extra Aircraft company in Germany, the original EA300 was designed in 1987 by Walter Extra, a former German Aerobatic Champion. This winning design has been tweaked, refined and improved over the last 4 decades with sales across the globe and making it one of the most popular aircraft going. The Extra 300NG is another huge leap forward for the design and history, with an all carbon fibre frame, state of the art avionics and providing an all new level of pilot comfort for an aircraft of this type. Improved aerodynamics permit an even higher degree of maneuverability and precise handling while also making the Extra NG a "really fast" aircraft. G-NGTC (work out the meaning ) arrived fresh from the factory after being outfitted to Tom's own specification in 2021, which even includes a heater to keep him warm on those long transits and winter flights!

### TECH SPEC



|                   |                                |
|-------------------|--------------------------------|
| LENGTH -          | 27,2 FT / 8,30 M               |
| WING SPAN -       | 23,3 FT / 7,11 M               |
| SEATS -           | 2 (1 PILOT 1 PASSENGER)        |
| ENGINE-           | LYCOMING AEIO-580-B1A (315 HP) |
| 'G' LIMITATIONS - | +/- 10 G                       |
| ROLL RATE-        | 400 DEGREES PER SECOND         |
| CRUISE SPEED -    | 202KTS / 232 MPH               |
| MAX SPEED-        | 220KTS / 253 MPH               |

## TECH SPEC

LENGTH - 27,2 FT / 6,75M  
WING SPAN - 23,3 FT / 7,4M  
SEATS - 1  
ENGINE- LYCOMING AEIO-540-L1B5 (300HP)

'G' LIMITATIONS - +/- 10 G  
ROLL RATE- 420 DEGREES PER SECOND  
CRUISE SPEED - 174KTS / 200 MPH  
MAX SPEED- 218KTS / 251 MPH

# CAP 232 Aircraft G-IIRP

Designed in the late 80's by Mudry aircraft in France the CAP 230 family are a world winning, high performance aerobatic aircraft, used by pilots across the globe for competitions and displays. The CAP 232 was first flown in 1997 and like the Extra 300, has been developed to give better performance, aerodynamics and stability. The CAP 232 has been used by the French Air Force aerobatics teams and the Moroccan Air Force Marche Verte display team. But it's when the aircraft is flying solo you get to see it's true capabilities showing exactly what the combination of the lightweight wooden fuselage, Carbon fibre wings and 300hp Lycoming engine can do, including a 3300ft per minute rate of climb. G-IIRP was built in 1998 and was the 9th aircraft to emerge from the factory in France and has been owned by the Pickin family since 2009, when it arrived in the UK. The aircraft is fitted with a smoke system which allows for a constant stream of white smoke or bursts, giving a different effect and saving on the amount of smoke oil used for each display.







## CONTACT

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