



**FRANCE VOLTIGE ASSOCIATION FRANÇAISE DE LA VOLTIGE AERIENNE
and AERO-CLUB DE FRANCE**

**FRENCH PROPOSALS FOR
THE YEAR 2002 PLENARY SESSION OF CIVA**

Dear President,
dear CIVA members,

Please find here attached the french proposals for our year 2002 meeting of CIVA.

Best regards,

POWERED AEROBATICS

Proposal #1 :

The effective inclusion of the results of the final freestyle program in the overall results should be postponed until January 1st, 2004.

Rationale :

The aerobatic community (judges and pilots) doesn't have enough relevant information today neither about the efficiency of the new judging criteria, nor about the impact of such an inclusion of the results of Prog #4 in the overall results.

It would be interesting to get from the judges a complete description and analysis of the reality of their use of the new criteria (easiness, relevance, etc...).

It will be also necessary to complete this description by a precise simulation of the 2002 and 2003 championships under the hypothesis of the inclusion of program #4. This simulation should be accompanied by a side-document explaining all the aspects of calculation, and their impact on the final results.

It is also going to be necessary to get answers on these points :

- What is the impact of such an inclusion when the average level of the results of prog #4 is substantially different from the average of Prog #1 + Prog #2 + Prog #3 ?
- What is the impact of such an inclusion when the overall standard deviation of the results of prog #4 is substantially different from the overall standard deviation of Prog #1 + Prog #2 + Prog #3 ?

Having very precise answers to these questions is quite important in order to insure the fairness of our contests and in order not to disadvantage any pilot.

France is wondering about the ability of CIVA to get and validate such information, considering that our scoring director doesn't work for CIVA any longer ?



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Proposal #2 :

The lower limit for the powered Unlimited level flights should be enhanced to 150 m.

Rationale :

The ICAO defines the lower limit for any VFR flight at a value of 150 m.

In a lot of countries, the local Civil Aviation authorities do not authorise pilots to fly at a lower height (were they show-pilots or professionals, flying above an airfield or not) and do not give any authorisation to draw a box with a lower limit inferior to 150 m.

The difficulty is that in many cases, the local rules should define a 150m lower limit, which is rarely done. The consequences appear of course in case of an accident : if everybody (Contest Director, Flight Director, Chief Judge and President of the International Jury) is thought to be perfectly aware that any pilot was "authorised" to fly between 100 and 150 m without any penalty, these people could be considered as sharing a responsibility in the accident.

Furthermore, if some pilots can't train in their country in accordance with the general CIVIA rules, because of a strict local application of ICAO rules, it would be rather unfair. Considering that such interpretation and application of ICAO rules is rather frequent,

It appears to be necessary :

- to protect organisers and local CIVIA authorities,
 - to establish fair rules between pilots,
- and then to decide a rise of our inferior limit for flights to 150 m.

Proposal #3 :

FAI sporting code, section 6

Part 1.2.4.3 :

Delete :

"Pilots are eligible to fly in an Advanced contest providing that they have not flown in an Unlimited World or Continental Championship for powered aircraft during the year of the Advanced contest or in the preceding year"



**FRANCE VOLTIGE ASSOCIATION FRANÇAISE DE LA VOLTIGE AERIENNE
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Write :"

"Pilots are eligible to fly in an Advanced contest providing that they have not flown in an Unlimited World or Continental Championship for powered aircraft during the year of the Advanced contest or in the two preceding years"

Rationale :

It is necessary to further improve the fairness of the Advanced category, preventing more efficiently the possibility for unlimited high level pilots to participate into World and Continental Advanced Championships and win awards too easily.

Proposal #4 :

It is proposed to delete the standard CAP 231 from the list of excluded aircraft for the Advanced level and to introduce it in the list of authorised aircraft.

The concerned aircraft is the machine which is identical to the french initial airworthiness certificate :

- wooden wing
- wooden span
- wooden aileron
- Standard 300 HP engine
- Standard installation of the engine.

Rationale :

The standard CAP 231 appears to be a quite acceptable "Advanced" aircraft, as it is easily proven by Alan's Cassidy attached data sheet.

In this data sheet, the standard CAP 231 appears among other authorised aircraft at the Advanced level, between YAK 55 and Lazer 230, especially less performing than YAK 54, G202, One Design and Zlin 50 LS.

It is absolutely necessary that CIVA be coherent in its decision. The CAP 231 is obviously an Advanced level aircraft.



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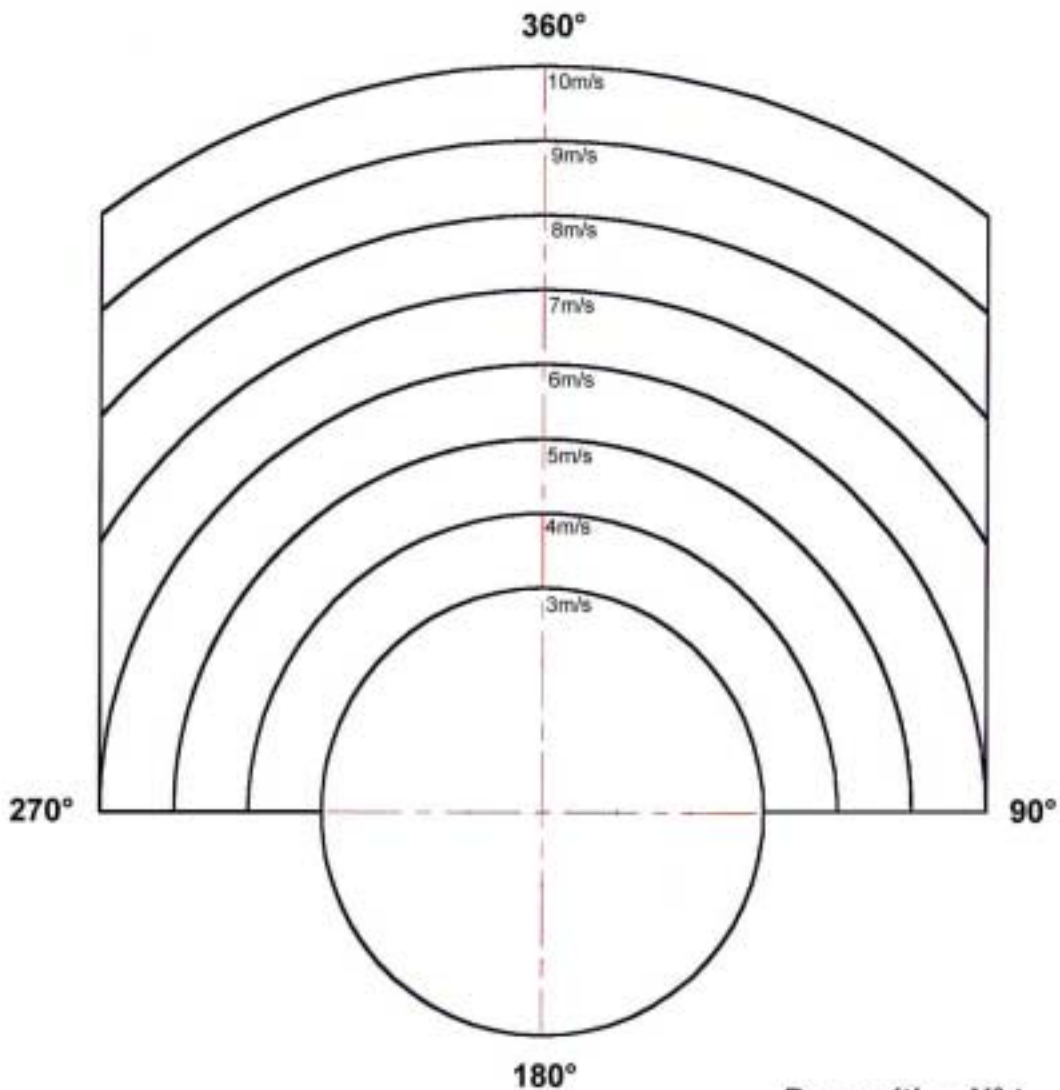
GLIDER AEROBATICS

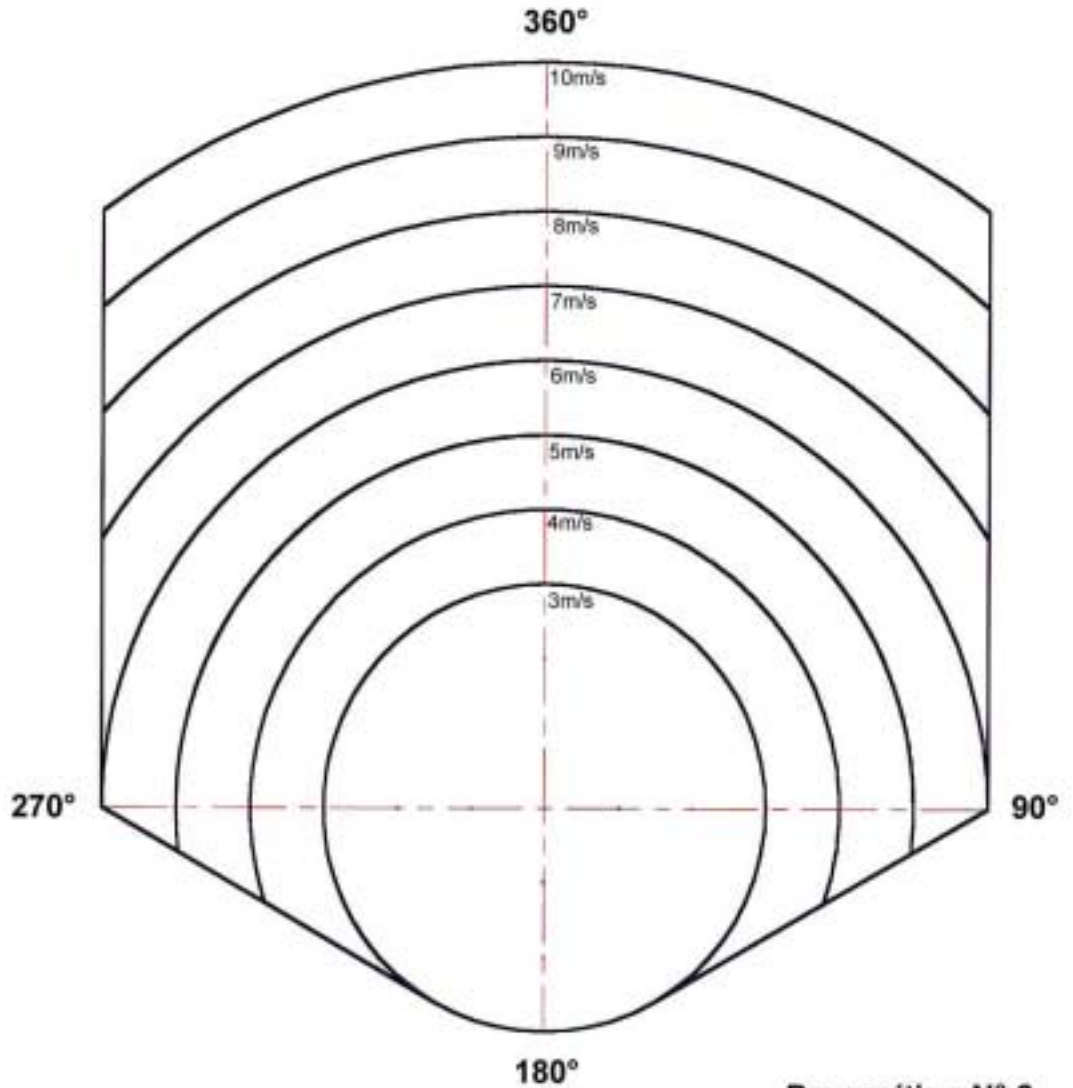
GLIDER AEROBATICS

PROPOSAL from France
for 2003

Proposal #1 :

Delete all the texts about the wind limits and replace : with :
« Wind limits : diagramme » (no more in appendix) so no confusion or
contradiction is possible





Proposition N° 2

Rationale :

With the old wind diagram you were allowed to fly with a back wind of 5m if it was between 45° back wind and 90° crosswind.

(The integration of the diagram was a French proposal at the time, but it was only putting the existing word into a drawing to check more quickly if it was flyable or not.)

The new diagram would allow a more reasonable back wind. Either strictly 3 m back wind or a smoother transition between back wind and cross wind.

The French preference goes to Proposal n°2



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UNLIMITED Q PROPOSAL



French Proposal	2003	FORM B
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Programme Q

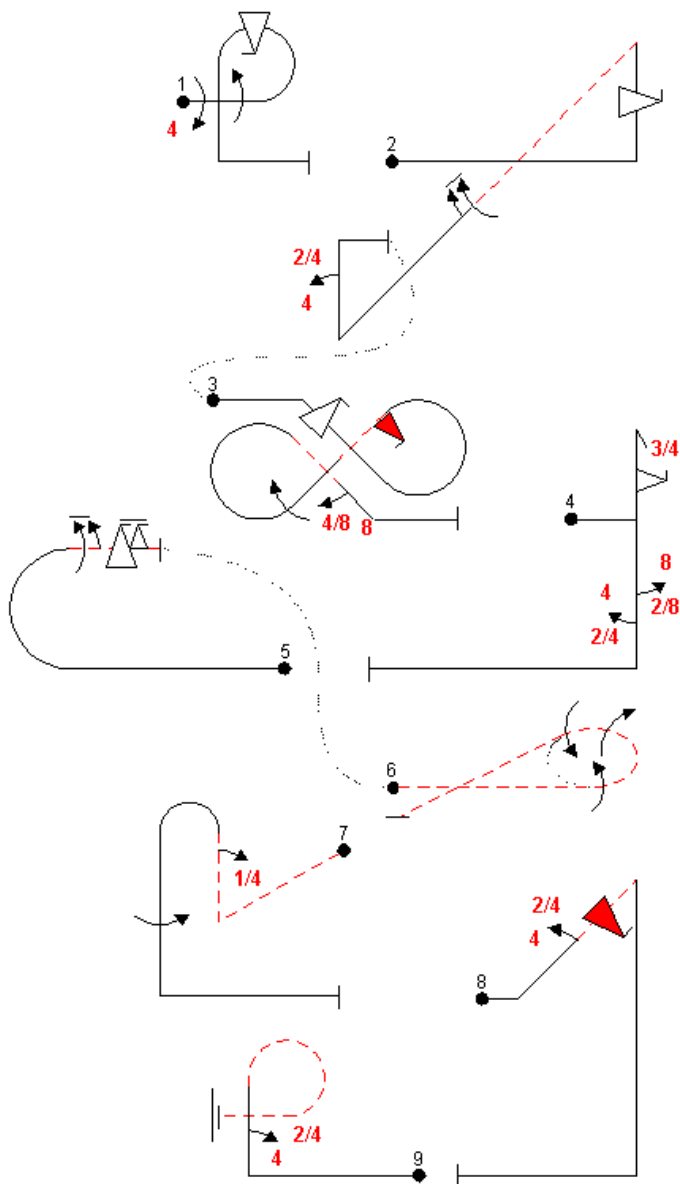
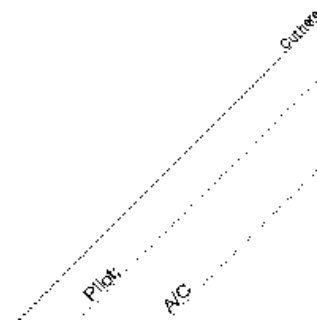


Fig 1	8.43.1	11	41
	9.9.3.4	11	
	9.4.3.4	11	
	9.1.3.4	8	
Fig 2	1.35.1	21	55
	9.1.4.6	10	
	9.4.1.2	9	
	9.9.1.4	15	
Fig 3	7.37.3	23	62
	9.10.4.2	13	
	9.1.4.4	8	
	9.8.4.2	7	
	9.9.4.4	11	
Fig 4	5.1.1	17	40
	9.9.1.3	15	
	9.8.5.1	3	
	9.4.5.2	5	
Fig 5	7.1.1	6	30
	9.1.3.6	10	
	9.9.3.6	14	
Fig 6	2.13.2	22	22
Fig 7	8.4.2	14	28
	9.1.1.1	6	
	9.1.5.4	8	
Fig 8	1.14.1	12	34
	9.4.2.2	7	
	9.10.2.4	15	
Fig 9	8.34.1	15	24
	9.4.1.2	9	
Total K = 336			

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GLIDER KNOWN PROPOSAL



Proposal of France for 2003	FORM B
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Glider Known compulsory

← wind/vent

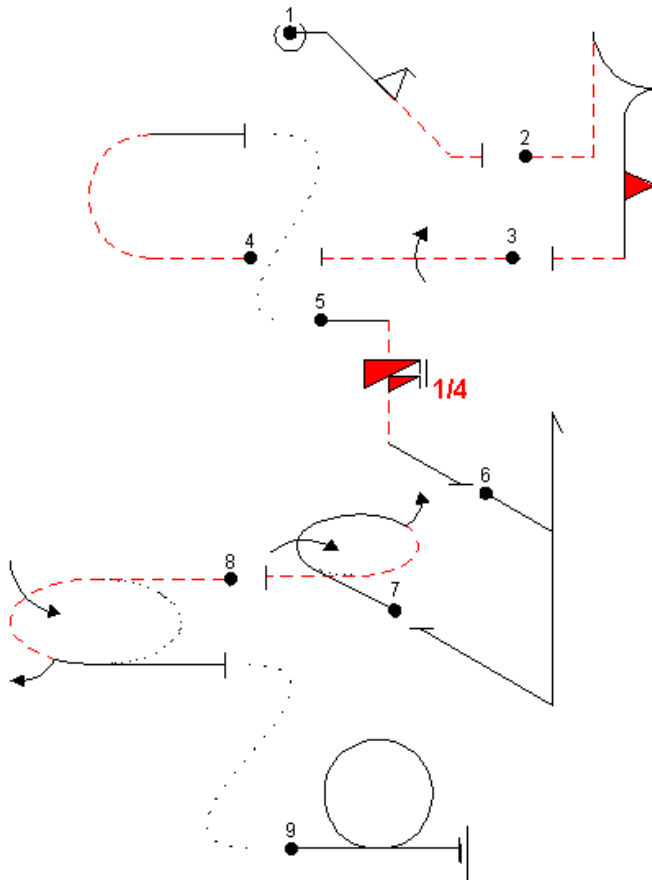


Fig 1	1.3.3 9.9.4.2	8 12	20
Fig 2	6.1.2 9.10.10.2	18 15	33
Fig 3	1.1.2 9.1.3.4	3 12	15
Fig 4	7.1.2	8	8
Fig 5	1.6.3 9.12.2.5	10 9	19
Fig 6	5.1.1	17	17
Fig 7	2.20.1	44	44
Fig 8	2.19.2	28	28
Fig 9	7.5.1	10	10
Total K = 194			

Pilot. _____
 A.C. _____
 Signature _____