



Aero Club d'Italia

ITALIAN PROPOSALS FOR CIVA MEETING 2003

Proposal #1 – Draw up separate standings in AWAC/AEAC for aircraft under-and over-200HP

RATIONALE:

- Pilot is to be awarded instead of aircraft. This is implicit in that World or Continental Championship (both Advanced and Unlimited) has been always awarded to pilots, not to airplanes;
- Pilots worldwide should be encouraged to fly in AWAC/AEAC, regardless of aircraft they fly;
- Several aircraft over 200HP are available and used in national competitions worldwide, albeit excluded from AWAC/AEAC by current rules. This imposes heavy limits to pilots wishing to compete with their own plane: only a few have the possibility or convenience to fly other aircraft with the sole purpose to compete internationally, therefore are discouraged by rules to participate in AWAC/AEAC;
- Several aircraft over 200HP are nevertheless allowed (Z50, YAK55, etc);
- National Advanced Championship in Western Countries (Eastern Countries are not to be considered since most airplanes use 360+HP Vedeneyev engines) do not statistically show definite supremacy of over-200HP airplanes, therefore demonstrating that pilot counts more than plane, as it should ever be;
- Sole power is no longer an index of airplane performance, since modern planes perform at Unlimited level with 200HP (notably Giles G200/G202 and derived aircraft).

IMPLEMENTATION:

- Separate standings would be drawn up for airplanes under 200HP and over 200HP, as well as absolute pilots standings;
- CIVA Catalogue for Unknown would be amended, by reducing overall difficulty in combined figures, in order to allow any competing airplane to fly safely and effectively most demanding sequences (i.e. Unknown Programs);
- As an alternative to CIVA Catalogue amendment, a maximum K limit would be imposed over single composed figures. This option would allow rapid and costless implementation of the rule.

Proposal #2 – Every National Team to register 2 pilots to participate to 4' Freestyle

RATIONALE:

- Allow increased attendance to 4' Freestyle by competing pilots specifically trained and motivated to it;
- Avoid present high resignation level of pilots which qualify for 4' Freestyle following Aresti programs but do not actually fly it;
- Re-attract highly experienced pilots to competition flight, as they are usually less motivated to Aresti programs and do not like present qualification method;
- Increase overall public and media attendance to International Championship through higher attraction role of 4' Freestyle compared to Aresti programs;
- Allow easier inclusion of new pilots in National Teams by moving more experienced ones to 4' Freestyle.

IMPLEMENTATION:

- Every National Team is allowed to register 2 pilots for 4' Freestyle;



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- Such pilots may be either already members of "regular" Team, i.e. participating to Aresti programs, or not;
- Qualification and proficiency for 4' Freestyle would be certified by NAC as follows:
 1. Relevant pilots participated to National or International 4' Freestyle contests organized in accordance with relevant CIVA Rules;

OR

2. Relevant pilots competed in WAC/EAC in previous 5 years.

Proposal #3 - Include CAP-21DS I-SIVM homebuilt in list of authorized airplanes for Advanced Category

RATIONALE:

- CAP-21DS I-SIVM:
 - Is an homebuilt airplane;
 - Has been built from scratch in a single example;
 - Has flown first in 1983;
 - Has been derived from a standard Mudry CAP-21 by changing 4-cyl with 6-cyl engine;
 - Competed for several years in WAC/EAC against:
 - Z50, which are equipped with same class engine (260- to 300HP) and are currently allowed to fly in AWAC/AEAC;
 - YAK-55, which are equipped with 360- to 400HP engines and are currently allowed to fly in AWAC/AEAC;
 - Is no longer flown in Unlimited Category, neither in National- nor International Contests;
 - Has therefore no further possibility to be flown in International Contests whenever several other planes of the same age and power do.

IMPLEMENTATION:

- Manage CAP-21DS I-SIVM the same way other older types are regardless of 200HP rule;
- Include CAP-21DS I-SIVM in list of authorized airplanes, on a single type - homebuilt base, from 2004 onwards;
- Allow CAP-21DS I-SIVM to fly in AWAC/AEAC possibly from 2003 as warm-up plane.