

CIAM Bureau, December 2010

World Air Games & World Games

in spite of some deficiencies, most of them due to the dramatically reduced budget (30 % reduction) as a consequence of the World economic and financial crisis, WAG 2009 in Turin, Italy was a success in that it demonstrated the validity of the newly-developed WAG concept. CIAM probably benefited the most from WAG 2009 as the AeroMusicals event, while being left aside already in the planning stage, as well as the other aeromodelling events, was ultimately acclaimed as the most attractive event of the whole WAG.

In a sense, AeroMusicals benefited from being held outside of the main airfield where the other CIAM classes, as well as other, lesser image airsports, were relegated at a distance from the main events location. But the important fact is that aeromodelling, as a whole, earned recognition from fellow FAI airsports as well as from the general-interest Media.

This is a first step we must build on, progressively pulling the other aeromodelling classes up to the same level of recognition. This is to be worked out in view of future World Air Games as well as other sporting events opportunities that may surface in the trace of AeroMusicals.

Coming events

Recognising the difficulties arising from the World economic crisis, the June, 2010 FAI commission Presidents meeting ultimately decided to cancel any further work on WAG 2011 and launch the WAG 2013 bid process. Here is the report as it came out :

WAG 2011 cancelled

Announcement by the FAI President 16 June 2010

As you know (see our e-mail of 23 January 2010), following the decision of the City of Odense not to host the 2011 Games, the Executive Board decided to evaluate alternative options and the FAI Secretariat established further contacts in various countries. Thanks to the support of the Royal Danish Aero Club, talks have been initiated with the City of Herning (DEN), resulting in an evaluation visit and a formal proposal from the local municipality to host the 2011 Games. Yet, considering the current uncertain economic situation, the tight proposed budget and the limited time remaining, the FAI Executive Board and the Presidents of the FAI Air Sport Commissions came to the conclusion that staging the World Air Games in 2011 would expose the City of Herning and the FAI to significant financial and organisational risks, and decided to cancel the World Air Games 2011. The FAI Secretariat will now start working on the 2013 Games project, in order to launch the bid process in autumn 2010 and to award the organisation of the next Games by June/July 2011 at the latest. Further information will be provided during the next General Conference to be held in October 2010 in Dublin. The FAI Executive Board is confident that the experience gathered last year in Turin will be a strong basis to continue developing the World Air Games as a platform to promote all FAI Air Sports.

With my best regards

*Pierre PORTMANN
FAI President*

However, following its recognised success at WAG 2009, AeroMusicals has been put forward by FAI as one of the most spectators friendly air sports and contacts have been established to include Air Sports, and particularly AeroMusicals, in other large multi-sports events.

The first positive result coming out of WAG 2009 is the inclusion of three Air Sports, including AeroMusicals, in the 2013 World Games programme. World Games is an IOC-sanctioned, multi-sports event taking place every 4 years, run after the Olympic Games pattern and including only non-Olympic Games sports. See last page for an extract from the 2013 World Games website.

As far as CIAM is concerned, developments are going along two different paths :

- 1) Increased attractiveness of the existing F6 classes
 - 2) Addition of other, spectators-friendly classes that may be included at future World Air Games.
- 1) Based on the experience gathered at WAG 2009 and ulterior competitions as well as extensive discussion within the F6 Working Group, a few changes have been included in the proposals to be voted upon at the forthcoming Plenary meeting.
- **Artistic Aerobatics** : More accent should be made on the « artistic » facet of the event. A proposal to alter the judging criteria is taking care of that. It is felt that the basic format is working well with the number of competition at a national level in the increase. The class is increasingly popular with the younger modellers with an over 50 % junior share at all the latest contests during 2010, which is probably an unprecedented success compared with other FAI/CIAM classes.
 - **Hand Thrown Gliders** : As with all glider soaring classes, making competitions attractive to the general public is a real challenge. In addition, WAG 2009 demonstrated that a final round able to be completed within a strict, defined time frame while being attractive to competitors and spectacular needed a complete re-thinking of the final round format. A possible format had been quickly devised in view of WAG 2011, but after this was cancelled an in-depth discussion within the Working Group produced several proposals able to produce the kind of challenging, attractive and spectacular final round competition we are looking for.
- 2) Thanks to WAG 2009, more facets of aeromodelling may become acceptable and included in future World Air Games. The first one to come to mind is racing. The initial Aerobatic Regatta proposal has been reworked to be more spectacular (exclusive use of electric motors providing an added opportunity to running commentaries) while the safety aspect has been strengthened. The proposed class is strongly supported by present Artistic Aerobatic competitors and should quickly attract other modellers looking for a race class where all-out speed is not the decisive factor. The chosen man-on-man format is strongly supported by all involved as it provides the so much sought-after « second chance » at every race without distracting from the wanted spectators appeal as the final result may be immediately published, a prime requirement whenever spectators are involved.

Other aeromodelling classes may be included at future World Air Games, provided the basic requirements of spectators and media appeal and strict time frame are adhered to.

Work already began to devise a space model class suitable for World Air Games and other competitive events where spectators are wanted.

It must be understood that developing and maintaining spectators-friendly competition classes requires a fundamentally different approach from the other, existing aeromodelling competition classes where rules are made by competition specialists with competitors interest in mind. Media-friendly classes take a different approach where Working Group members are ideally not specialised with any specific competition class but still have a good and deep understanding of the broad range of CIAM competition classes but are also fully aware of the conflicting requirements that make events attractive to spectators and Media while being attractive and challenging to aeromodellers.

For this reason and in order to pursue work in the best interest of CIAM and aeromodelling promotion, I advocate the change of the F6 Working Group into a specialised sub-committee.

Guy Revel

November, 2010



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OFFICIAL SPORTS





Ball Sports

- ▶  Canoe Polo
- ▶  Korfball
- ▶  Beach Handball
- ▶  Squash
- ▶  Fistball
- ▶  Rugby
- ▶  Raquetball

Strength Sports

- ▶  Tug of War
- ▶  Power Lifting




Precision Sports

- ▶  Billiards
- ▶  Archery
- ▶  Bowling
- ▶  Boules Sports







Trend Sports

- ☐ Sport Climbing
- ☒ **Air Sports**
- ☐ Flying Disc
- ☐ Waterski
- ☐ Lifesaving
- ☐ Orienteering
- ☐ Roller Sports (Speed)
- ☐ Fin Swimming
- ☐ Inline Hockey




Martial Arts

- ▶  Sumo
- ▶  Ju-jitsu
- ▶  Karate Do

Artistic and Dancing

- ▶  Dance Sport
- ▶  Gymnastics (Rhythmic)
- ▶  Artistic Roller Skating
- ▶  Gymnastics (Acrobatics)
- ▶  Trampoline Gymnastics
- ▶  Aerobic Gymnastics

Invitational Sports

- ▶  Futsal (FIFA)
- ▶  Softball
- ▶  Wushu

Air Sports

Aeromodelling - Indoor AeroMusicals



AeroMusicals is a wonderful aerial ballet featuring specially designed electrically powered model aircraft. The competing pilots demonstrate their aerobatic skills and flying precision whilst performing a freestyle aerobatic routine in harmony with music. The routine performed is developed to convey the appropriate mood of the music. The pilot is also the witness of his own performance; he enjoys the precision of his piloting skills as well as the variety and artistic quality of his flight routine.

AeroMusicals benefit from the latest technological developments which have created sub-miniature electronics and tiny but highly efficient and powerful electric motors and batteries.

WHAT DO YOU HAVE TO DO TO WIN?

Pilots perform in a series of qualification rounds; only the best qualify for the next round until the top two or three remain to compete in the final for the title. In each qualifying round pilots must present a new routine to accompany music which is different from their previous performances. Flying indoors within a restricted space requires a great deal of skill, aircraft that are extremely maneuverable and have good control responses even at the very low speeds they perform at.

The pilots must demonstrate rapid co-ordination, quick forward thinking and fast reaction time to produce what would otherwise be considered impossible.

HOW IS IT SCORED?

The flights are judged by a panel of five international judges who award marks on eight different criteria ranging from precise manoeuvres and adherence to the music to the best use of the available airspace.

TELL ME MORE!

The aircraft used for AeroMusicals performance are purpose-designed, radio controlled miniature aeroplanes capable of remarkable manoeuvrability. The wingspan is normally slightly less than one metre and they are constructed from a special foam material resulting in a flying weight of less than 200 grams.

With such a low mass they are particularly suitable for safe indoor competition and provide the pilot with great potential to create very special manoeuvres. The propulsion is from miniature electric motors powered by lightweight rechargeable batteries.

The electronic (radio control) equipment uses the latest and best available miniaturisation technology. Remarkably, the combined weight of the servomechanisms required to operate the controls, electronic components and the battery weigh less than fifty grams.

The competitors have improved the performance by careful reduction in weight, an improvement in power to weight ratio and great attention to detail in the construction and finish.