

MINUTES

CIG FAI WORKING GROUP MEETING

Warsaw, 29-30.09.2018

Participants/Working Group (WG): FAI/CIG members

AUT: Stefan Seer, CIG Delegate
Wolf-Dietrich Tesar, CIG Judge
BEL: Jaques Berlo, CIG President (in video conference with WG)
BLR: Olga Sheveleva, CIG Delegate
GER: Lothar Oehler, WHC and HWC Chief Judge
POL: Marcin Szamborski, CIG Vice President, CIG-Delegate
RUS: Irina Grushina, CIG Vice President, CIG Delegate
Maxim Sotnikov, CIG Alternate Delegate
Natasha Sotnikova, interpreter
UKR: Gennadiy Maslov, CIG Delegate

Important notes:

- The written reports on the last WHC in Minsk and HWC-series 2018 have been distributed to all member states. In view of the present subject matter, "the future of helicopter sport", these reports were not discussed in detail. They do however form the basis for the work of the WG.
- President Jacques Berlo, who could unfortunately not participate in person at the WG, greeted all participants via a video-conference call and stressed again that he considered this WG to be very important for the future of helicopter sport, so that any concrete suggestions resulting from the WG be incorporated into the rules at the next official CIG meeting.

Irina Grushina, CIG Vice-President, started the meeting:

- Helicopter sport is at a crucial point in its existence.
- The CIG is determined to keep Heli-Sport within the FAI –with all countries that have been active up to the present.
- The CIG has great interest in getting more countries involved in the sport and to reactivate interest in those countries that historically were involved in CIG.
- CIG will aim its efforts at supporting those countries which at present have problems.
- Federation of Helicopter Sport of Russia made a decision not to send crews of "Masters class" to Open championships in European countries if they are not specially invited. The crews of "General class" as well as new crews from Russia may be sent to take part in these events if invited and agreed with the organizers.

Agenda:

1. STATUS QUO AND FUTURE – REPORTS FROM INDIVIDUAL COUNTRIES

1.1. AUT: Stefan Seer

- the biggest problems at present: not enough financial means;
- at present there are only two crews;
- lack of training periods;
- motivation and ambitions are very low, as at present it is impossible to break through the dominance of RUS, BLR, POL, UKR (no chance of reaching top placings).

1.2.POL: Marcin Szamborski

- At present a strong upward trend. Reasons for this are :
- SALT Aviation is the driving force for Team Poland;
 - Students gain an insight into heli-sport during their training as helicopter pilots;
 - Selection and further support for ambitious students is possible;
 - Teamwork is of primary importance for Team Poland. Positive co-operation exists.
 - good contacts to the media, which in turn gives good and intensive reporting about heli-sport in POL. (Comment: media representatives are given heli flights as compensation, this is well received).
- Further important arguments for team membership by the team leader:

- Criteria for heli-sport is an important part of training as helicopter pilot;
- The international community of CIG-Heli-sport pilots is an important and helpful factor for co-operation and support when flying abroad.
- the present rules for the "General Class" must be simplified.
- the duration of individual events is too long.
- the present CIG-Rules must be generally simplified.
- Training and preparation for a Nav-event are very elaborate.
- Combination of open championships with HWC events in their present form is too time consuming. 1 week is not feasible for many participants.

Comment by Irina: shortening the HWC events is possible even now, if only one heat per team is flown.

1.3. GER: Lothar Oehler

- in GER the classical events are preferred: precision and skill still have priority in Heli-sport.
- there is little appreciation for "Air Race" ambitions, where speed has most priority. This is why there was little participation by GER in HWC 2018.
- great loss of motivation, as no chance of reaching top placings (see comment by AUT).
- very little financial support from the Aero Club.
- German media has little or no interest in Heli-Sport.
- German participants see the fun-factor as a priority, so that the focus in GER Heli-Sport is on holding their own competitions in their own country, with their own rules.

Thus, in future, the emphasis will be on open championships in GER, with their own rules, and no members of the "Masters Class" invited. German crews may however, still continue to participate in CIG-WHC and/or HWC events.

General discussion:

- It is clear that many pilots and judges have little or no information about international events (timetable, competitions) in Heli-Sport.
- Suggestion from Irina: develop a **CIG-Newsletter** on the [Helicopter Sport - FAI Rotorcraft](#) and inform all pilots and judges through their CIG delegates about the possibility of receiving this newsletter.

These Newsletters may be prepared by CIG Bureau based on information coming from FAI and CIG countries (organizers of CIG events and any other heli-events as well as other countries having any important information). Period of publishing: not less than once in 3 months.

1.4. BLR: Olga Sheveleva

- Heli-Sport in BLR is stable.
- There is support from official sources : ca. 20 - 25 flying hours per crew for training.
- active support for recruiting young pilots to join Heli-Sport.
- Motivation and teamwork is very good.
- the title "Master of Sport" is a great incentive for pilots.
- Simplified rules for new crews would be welcome.
- MI 2 will continue to be used in heli competitions, at present there are only two R 44s in BLR that can be used for heli-sport.

General discussion:

It would be welcomed if, in future, CIG could collate basic information from each country regarding the events in the next sporting season - costs, accommodation, suitable airfields and available helicopters, etc. and distribute this information to members by the end of the current year.

1.5. UKR: Gennadiy Maslov

- It is easy to destroy something but it is not easy to build it. Our predecessors successfully created and developed helicopter sport. We must act together to make every effort to preserve and develop the helicopter sports in the future
- Motivation is high in the UKR-Team
- Most of the Heli-Sport pilots are company pilots of the "Motor Sich" company.
- high importance is placed on recruitment of young pilots for Heli-Sport.
- the "senior pilots" are all professional pilots and participation in competitions is only in addition to their flying duties.

- At present in the company there are 6 crews on Mil 8 and 8 pilots on Mil 2, and 4 - 5 crews participate in sporting events.
 - the necessary training is covered by sponsors and the company.
 - Heli-sport is only carried out on Mil 2, in UKR there are no Robinsons available.
 - UKR is very much in favour of heli-sport continuing as an international entity in the future.
- Suggestion from UKR:
CIG should make more contact with several international helicopter companies to obtain sponsorship from them.

Gennadiy Maslow invited members of CIG to hold a meeting in UKR– the costs would be covered by the company.

1.6. RUS: Irina Grushina / Maxim Sotnikov:

- there are at present no unsolvable financial problems – money should not be the biggest problem for heli-sport, the sport itself should be of primary importance.
- coaching/training for heli-sport is carried out centrally in RUS, in Konakovo.
- Konakovo is predestined and most suited for all heli-sport events, and is equipped with a professional team of trainers.
- Now Konakovo is available for all countries as a training centre.
- RUS is also in favour of simplifying the present CIG Rules.
- Everyone is looking for young, motivated pilots to get involved in heli-sport.
- RUS would like to introduce a 2-class system, as it is practiced in other sport branches.
- Maxim is convinced that heli-sport is the best basis for young pilots in furthering their pilot experience.
- The newly developed Drone sport will have a negative impact on the relative importance of heli-sport.
- Important statement: It is not true that Russian crews train for 50 to 100 flying hours for official CIG events. This rumour should be disclaimed by everyone.

2. SUMMARY OF PROPOSALS BY THE WG REGARDING THE FUTURE OF HELI-SPORT

2.1. WORLD HELICOPTER CHAMPIONSHIPS(starting from next WHC-2021)

2.1.1. Two classes: General (or Amateur Class) and Masters Class (or Professional Class)

- CIG should decide the exact definition for each class
Basis for the selection would be the results list for the WHC 2018. Crews with no less than 1080 score/points in the overall standings (90 % of a maximum of 1200 points for the 4 events) would be selected for the Masters Class, all others form the General class (the list of the crews is enclosed).
- Any crew that according to the ranking got into the "General class" has an opportunity to declare their desire to participate in the "Masters class"
- Crews would start in the General class on their first attendance at a WHC. If required/desired, a General class crew can participate in the Masters Class.
- This classification should be implemented during the test event for the WHC 2021.
- The Organizers of Open Championships (according to WHC program) in 2019 -2020 may also implement this classification at their will.
- The WHC in both classes will be parts of one event and will be held in the same place at the same time.
- The Rules in 2 classes will be different (time limits, penalties, number of gates, etc.) but the courses for all events in both classes will be the same or with small changes for the General class (for example fewer or wider gates for Slalom, no intermediate gates in Fender, etc) .

2.1.2. Team event:

- Two crews from the country, in both classes.
- maximum 4 crews per country can be nominated for the team event, but only the best two count towards to team event score.

2.1.3. Promotion to the Masters Class:

- For the next WHCs the first 3 crews in the overall score in the General Class would move up to the Masters Class. **This item needs further discussion with representatives of AUT, GER, UK, SUI (Stefan Seer is responsible).**

2.1.4. Changes within a crew:

- If crew membership changes, the crew should decide whether they start again in the General Class.

2.1.5. Proposals for Rules changes - "Masters Class":

2.1.5.1. Introduction of a new event: "Blind Event":

- This would include existing sections from the four classic events; the sections to be flown would only be announced at the General Briefing and then the complete course made known.
- Fender event may/would be replaced by this new „blind event“ for the Masters Class.
- Blind event should be held as the last event on the last day, to allow the organizer sufficient time to erect the course.
- This new event would not be introduced until after the next WHC (2021 in CHN?).

2.1.5.2. Precision

The distance of each skid from the nearest limit of the 5 cm arrival line is measured in cm and mm and added together using 0.1 penalty point per mm/tenth of a cm. 120 points is the maximum penalty. ~~Part of a cm should be rounded up to the next full cm.~~

2.1.5.3. Fender

- Fender for female co-pilots should be reduced in weight and size (size 25x70 cm, max weight –5kg).
- Reduce time limit to 50 sec
- Placement of containers in the Fender event:
- A draw for the positioning of containers 1, 2, 3 **is mandatory**. The place of each container can vary within each 40x40 m square (according to the drawing _____. The drawing to be provided). Announcement to be made at General Briefing

2.1.5.4. Slalom

- A draw for the positioning of gates 5 and 6 **is mandatory**.
- Measurements on the table: The reference point for calculating the distance of the bucket from the centre of the target will be the centre of the bucket base.
- Penalty for distance between the bucket and the centre of the target – per tenth of cm -0.1 point.
- Table - A round table, 1 m diameter and 1 m high (concentric circles 5 cm apart will be painted black and white). The centre – circle must have the same diameter as of the bottom of the bucket.
- Reduce penalty for more than one attempt to put down the bucket to 3 points.

2.1.6. Proposals for Rules changes - "General Class":

- A simplified and amended set of Rules should apply for the General Class: differentiated time limits, penalties.
- The events according to the WHC General class Rules should be flown on the same courses (as for the Masters class) but simplified if necessary (fewer and wider gates in the slalom event for amateurs, no intermediate gates in Fender, etc.)
- Proposals for changes to the Rules for the General Class will be prepared by GER by the end of 2018 (Lothar Öhler is responsible)
- These changes could be introduced for the first time at the "Open Championships" in CZE

2.2. HELICOPTER WORLD CUP (starting from next HWC-2019)

2.2.1. Classes

- Crews would only participate in the General Class or Masters Class
- Basis for the selection would be the results list in Masters Class Ranking for the HWC 2018 - first 14 crews (places from 1st to 14th) go to Masters class, crews from 15th place to 35th place go to General class (lists are enclosed)

Any crew that according to the ranking got into the "General class", has an opportunity to declare their desire to

participate in the "Masters class" not later than 1 month before the 1st HWC-2019 leg starts.

- Annual changes in classes: according to the overall results of HWC-2019 the first 3 crews in the overall score in the General class would move up to the Masters Class and the last 3 crews in the overall score in Masters class would revert to the General class for the next HWC-2020.
- In order to hold a HWC stage, there must be at least 6 crews registered for each class.

- Crews would start in the General class on their first attendance at a HWC. If required/desired, a General class crew can enter the Masters Class.

2.2.2. Annual results and awards

- The best two results per crew will be taken for the overall scoring
- For the Nations Cup the results of the best crew per country will be taken
- The Nations Cup should only be given to the overall winner in both classes.

2.2.3. HWC Calendar for 2019

- HWC 2019 will be held in 5 stages. The current status has already been distributed to all countries by Irina.
- All countries should again be requested to send crews to the various stages of the HWC.
- This announcement should also be sent to NOR, SUI, CHN, CZE.
- All countries holding a HWC stage in 2019 should be asked by CIG to be informed of any large scale events taking place during the same period, so that a possible consolidation of both events can be considered.
- Each country (HWC stage Organizer) should be required by the CIG to nominate a Chief Scorer and a Chief Judge per their stage. The nominees should be approved by CIG at the annual meeting.
- All 2019 Event hosts are requested to distribute basic information about costs, accommodation, airfield and available helicopters, etc. to CIG members by the end of 2018.

2.2.4. Proposals for Rules changes

- Cancel penalty for ANY touch of the container in the Fender event
- A draw for the positioning of gates 5 and 6 **is mandatory**. Announcement to be made at General Briefing
- A draw for the positioning of containers 1, 2, 3 **is mandatory**. The places of each of 3 containers will be variable within 3 squares 40x40 m. Announcement to be made at General Briefing
- Black flag: if the bucket (fender) gets caught on the helicopter skids during the Slalom or Fender event.
- In order to reduce competition time, the Organizer can make a decision for each pair to compete for 1 victory in 1/8 and 1/4-finals (1 flight) and for 2 victories in 1/2-finals and finals only (2 or 3 flights). The number of participating crews in each class should be taken into account.

2.3. JUDGING

- According to the report from WHC and HWC Chief Judge Lothar Oehler, not all the judges at the 2018 WHC and the last event of the HWC were of the required standard.
- The WG suggested working out a supplement which would include pictures, photos, video showing right/wrong procedures and scoring at the various stations and which can be used at the judge briefings.
- Development of a PP presentation with pictures and graphics for each judge position, to be used during judges briefings.
- CIG must study the existing national lists of judges and, based on the existing criteria in the rules, eliminate some of the names.
- Annual lists of international judges must be submitted together with each judge's declaration according to the existing WHC Rules.
- Info from RUS: work is currently under way on an on-line WHC rules test for the Russian language judges, which should be ready by the end of 2018. This text should be made available in English too. This information should be published on the Helisport homepage of E.Malina/CZE.
- **Suggestion:** ALL FAI judges/assistant judges take the on-line test before the annual CIG plenary meeting and its results will be taken into consideration to approve a nominee. This could help raise the level of competence and probably ensure the same interpretation of a flight.

2.4. ELECTRONIC JUDGING

2.4.1. RUS -Maxim Sotnikov

- Maxim reported on the development of an electronic measuring system for Precision event. Results show that such electronic measurement is possible, and the overall cost for the equipment would be about € 30,000. The development has not been finished yet.
- The equipment can be erected on the course within 30 minutes and the installation of the measuring device on the helicopter is quick and easy.
- Further possibilities of using electronic measuring systems are at the Arrival line of Nav event.

- GPS based electronic devices can be used in the Navigation event: identification of TPs and virtual panels in the search zone takes place automatically (a picture of a sign appears) when a helicopter is within the given radius of a panel's virtual location. The rest of the event remains unchanged. Inquire a possibility of creating a PC programme to put this idea into practice

2.4.2. UK -David Monks

- Electronic device to be used on Slalom gates
- Video contribution from David Monks: measurement is possible, but relatively elaborate and costly.
- The first stage is developed and works as a prototype and the 2nd phase is to find a housing which will take a bucket hitting it (*from David's letter*)

2.4.3. CZE - Eduard Malina (information from Irina)

- Project CZE: E.Malina will be installing a new judging system at the open championships in China: information from each judge on the course (penalties) will be immediately transferred to the Chief Scorer

2.4.4. AUT - Stefan Seer

- To fix a hinged L-shaped angle on the ground between the two poles, with a red arm and a green arm, both about 50 cm to 1 m long. The bucket (or fender) must touch this arm when passing the gate, turning the angle from red to green; on the return flight the angle will be turned back from green to red, by touching the arm with the bucket (fender). On the basis of the colour change, the judge can identify that the bucket (fender) has passed the gate correctly at the correct height.
- This suggestion was preferred by all participants, as it is a very cost-effective variation.

2.4.5.UKR -Gennadiy Maslov

- UKR has agreed to develop a PC programme which can be used in the future for evaluating the scoring at HWC events

2.4.6. Future actions

- **Request by the WG:** All existing documentation and elaborations should be collated by CIG and sent to all countries for their consideration.
- **Request from CIG:** All comments and further suggestions should be sent back to CIG.

2.5. GENERAL POINTS

- CIG should consider steps to be taken regarding those countries that do not participate in events. CIG Secretary Pit Schoeffler would be requested to contact **delegates of non- active CIG member-countries** with the aim of inviting the delegates to join CIG activities. If no feedback is received, a further step would be contacting a respective NAC.
- It would be useful to create a **database of media information about heli-sport** (magazine articles, TV reportages, presentations, interviews, video, etc.). Each active CIG member-country will collect information and send it to E. Malina to be posted on **Helisport** website. The information can be used for promotional purposes by all CIG members.
- All member states should provide CIG (in advance) a list of **all suitable up-coming large events** at which a demonstration CIG event could be flown to advertise the sport.
- **Newsletters** will be prepared by CIG Bureau based on information coming from FAI and CIG countries (organizers of CIG events and any other heli-events as well as other countries having any important information) and published on **Helisport** website. Period of publishing: no less than once in 3 months.
- All heli-events in CIG countries, that are open for participation of foreign pilots and crews, including national and clubs' cups and competitions, heli-days, heli-festivals, etc., are to be included in **CIG FAI annual Calendar Plan** for the next year till the end of the current year. The Calendar plan will be published on the "Helisport" web-site and will be circulated by CIG Bureau to all CIG countries. The Rules of the local and national competitions may differ from official FAI Rules and will be published by the Organizers in corresponding Event Bulletins.
- To nominate to **CIG FAI official posts:**
 - WD Tesar - CIG Bureau Advisor
 - L.Oehler - Chief of International Board of Judges

2.6. REQUEST TO CIG BUREAU

- 1) To send the **WG Minutes** and **CIG Work Plan (Annex No 3 to the Minutes)** to active (in present and in the past) CIG countries as soon as possible, with the comments that these ideas and suggestions of the WG should be the basic for the next CIG Meeting in Lausanne for official implementations in the CIG-Rules
- 2) To ask CIG delegates after a discussion with club/federation/association members to give a feedback on each suggestion of the Working Group till 30.11.2018
- 3) To summarize opinions and prepare a General Report on the future of helicopter sport based on the WG meeting results and feedback from CIG delegates till 15.01.19, to send the Report to all CIG delegates till 31.01.19
- 4) To discuss the Report on CIG meeting and make all necessary decisions

Minutes taker on day 1: Wolf-Dietrich Tesar

Minutes taker on day 2: Olga Sheveleva