



AGENDA ITEM 11.5

URGENT PROPOSALS FROM CHAMPIONSHIPS

WORLD YAK 52 AEROBATIC CHAMPIONSHIPS

From Matti Mecklin, President, International Jury

Proposal # 1 - Add missing information



Current Rule:

1.3.1.2. Programmes “Y52”

a) The Known Programme: The Known Compulsory Programme

Programme 1: The Free Programme

Programme 2: The 1st Unknown Compulsory Programme

Programme 3: The 2nd Unknown Compulsory Programme

b) The final results of all completed programmes will count toward the Championship.

c) The qualification for succeeding programmes will be as follows:

Programme 1: All qualified competitors

Programme 2: All qualified competitor

Programme 3: A minimum of the 25 highest placed competitors after the Known Programme, Programmes 1 and 2, subject to Jury discretion.

Proposed Change (in bold):

1.3.1.2. Programmes “Y52”

a) The Known Programme: The Known Compulsory Programme

Programme 1: The Free Programme

Programme 2: The 1st Unknown Compulsory Programme

Programme 3: The 2nd Unknown Compulsory Programme

b) The final results of all completed programmes will count toward the Championship.

c) The Known Programme is a qualification flight.

Any pilot scoring less than 60% of the total possible score will not continue in the competition unless the pilot is, in the judgement of the International Jury and Board of Judges, capable of safely flying the remaining programmes.

d) The qualification for succeeding programmes will be as follows:

Programme 1: All qualified competitors

Programme 2: All qualified competitor



Programme 3: A **mandatory cut of 25% of the competitors, without respect to gender, will be introduced on the basis of the combined final results after Programmes Known, 1 and 2**, subject to Jury discretion.

Proposal #2 – Lower time limit between each program

Current Rule:

4.3.2.6. Programme 2, Compulsory Unknown

- a) The International Jury will select one of the submitted sequences for use and will insure all figures are as drawn by the NAC s submitting them, e.g. entry/exit directions are as drawn.
- b) The International Jury may alter the selected sequence, if necessary for safety reasons.
- c) Programme 2, after being approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not less than 18 hours before the time at which each programme is to be flown.

Proposed Change (in bold):

4.3.2.6. Programme 2, Compulsory Unknown

- a) The International Jury will select one of the submitted sequences for use and will insure all figures are as drawn by the NAC s submitting them, e.g. entry/exit directions are as drawn.
- b) The International Jury may alter the selected sequence, if necessary for safety reasons.
- c) Programme 2, after being approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not less than **12** hours before the time at which each programme is to be flown.

Proposal #3 – Time between unknown flights

Current Rule:

4.3.4.1. The organisers must allow sufficient time between programmes such that no competitor shall be required to fly less than six hours after landing from his/her previous flight

Proposed Change (in bold):

4.3.4.1. The organisers must allow sufficient time between programmes. **Between Unknown programmes no competitor shall be required to fly less than six hours after landing from his/her previous unknown flight.**



Proposal # 4 – Conflicting information with 4.2.4.1.

Current Rule:

5.2.2.2. Advanced and Yak 52

a) For every obvious and visually recognised infringement of the lower height limit during the performance of any programmes, the competitor will be given 200 penalty points; an additional 200 penalty points will be given for each figure flown completely below the lower height limit. For an infringement of the upper height limit, 30 penalty points will be given. A competitor flying lower than 100 metres (“A”) or 150 metres (“Y52”) will be disqualified (from the current programme) for causing a dangerous situation.

(Bold text to be deleted)

Proposed Change to Read:

5.2.2.2. Advanced and Yak 52

a) For every obvious and visually recognised infringement of the lower height limit during the performance of any programmes, the competitor will be given 200 penalty points; an additional 200 penalty points will be given for each figure flown completely below the lower height limit. For an infringement of the upper height limit, 30 penalty points will be given. A competitor flying lower than 100 metres will be disqualified (from the current programme) for causing a dangerous situation.

**Proposal # 5 – No hand drawing accepted. More detailed Free Unknown procedure.
Time between Unknown programs to be shortened to 12 hrs**

Current Rule:

4.3.2.7. Programme 3, Free Unknown

- a) The International Jury will publish all the sequences proposed by the NACs. At least one linking figure, up to a maximum of four, must be included in each sequence. The K factors for the linking figure(s) shall be modified so that they share equally an aggregate of 24K.
- b) All these proposed sequences must be checked by the International Jury and if necessary corrected at least 24 hours before the start of the programme.
- c) At least 18 hours before the commencement of Programme 3, each competitor will notify the Organiser which of the alternative proposals he/she will fly.
- d) At least 1 hour before the start of Programme 3, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.



Proposed Change (in bold):

4.3.2.7. Programme 3, Free Unknown

- a) The International Jury will publish all the sequences proposed by the NACs. At least one linking figure, up to a maximum of four, must be included in each sequence. The K factors for the linking figure(s) shall be modified so that they share equally an aggregate of 24K.
- b) All these **sequence proposals must contain complete pages of all three Forms. A, B and C. Computer file must be submitted. Currently acceptable file formats are Microsoft Visio using Aresti software and Olan.** Sequences must be checked by the International Jury and if necessary corrected at least 24 hours before the start of the programme.
- c) **The Jury selects one of submitted sequences or creates one as a default one.**
- d) At least **12** hours before the commencement of Programme 3, each competitor **shall** notify the Organiser which of the alternative proposals he/she will fly. **In case a pilot fails to notify the Jury about his/her selection of the sequence, he/she is supposed to fly the default/jury version.**
- e) At least 1 hour before the start of Programme 3, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.

Proposal # 6 – Level of Disqualification

Current Rule:

4.6.1.1. Aircraft must pass a technical inspection of the wing attachment units. Only those aircraft with the reinforced wing and a G-limit of +7/-5 are allowed. They must be equipped with checked and sealed accelerometers. Any pilot exceeding the +7/-5 g-limit will be excluded from the competition.

Proposed Change (in bold):

4.6.1.1. Aircraft must pass a technical inspection of the wing attachment units. Only those aircraft with the reinforced wing and a G-limit of +7/-5 are allowed. They must be equipped with checked and sealed accelerometers. Any pilot exceeding the +7/-5 g-limit **will be disqualified from the current programme.**

CIVA President's Note: Not urgent for 2010. All five proposals referred by CIVA President to CIVA Rules & Judging Sub-Committee for their 2010 meeting.



From Russia



Proposal #1

One design competitions like Yak-52 World Championships supposed to be competitions of pilots not airplanes or engines and have to be restricted to original airplanes with original engines/props.

Bureau of CIVA allowed Yak-52TD without taking into account that performance of airplane with a 400 hp engine and 3-bladed propeller is very different from the original Yak-52.

Proposed Change:

1.2.2.4. In International Competitions, the organizers may stipulate that entry shall be restricted to a single aircraft type, for example Pitts S-2B or Yak 52 with original (or the same power/thrust) engines/propellers.

Proposal #2

Remove 9.4.5.2. (vertical downward 2x4) from the List Of Figures For Programmes 2 And 3 for Yak-52.

Rationale: Safety, the altitude loss is too high.

Proposal #3

If due to a technical reason a pilot has to change an airplane he/she is allowed to make the following figures in addition to normal safety manoeuvres to get accustomed to the substitute:

Yak 52: horizontal 4-point roll (9.4.3.4), horizontal positive snap roll (9.9.3.4), stall turn (5.1.1).

Advanced: horizontal 4-point roll (9.4.3.4), horizontal positive snap roll (9.9.3.4), stall turn with an upward half roll (5.1.1 + 9.1.1.2)

Unlimited: horizontal 4-point roll (9.4.3.4), horizontal positive snap roll (9.9.3.4), horizontal negative snap roll from the inverted (9.10.3.4 preceded and followed by half rolls 9.1.3.2), stall turn with an upward roll (5.1.1 + 9.1.1.4)

Notes:

1. The figures are allowed but not mandatory.
2. This is not applicable when airplanes are not assigned to pilots for the whole duration of the competitions but shared by rotation (precedent – 1st Yak WAC, Novosibirsk, Russia)

Proposal #4

Establish World Yak-52 Team Champion Trophy donated by Yakovlev Design Bureau.



Proposal #5

Inclusion of the Known program to the overall ranking in Yak-52 competitions led to some editing errors in the 2009 rules. Correct 1.3.1.

CIVA President's Notes: Proposals #1, 2, and 4 are referred to CIVA Rules & Judging Sub-Committee for their 2010 meeting. Not urgent for 2010. Proposal #3 (with regard to Advanced and Unlimited only) is referred to the CIVA plenary. The YAK 52 portion is referred to Sub-Committee. Proposal #5 is recommended for immediate adoption as it involves only editorial corrections to the text.

EUROPEAN ADVANCED AEROBATIC CHAMPIONSHIPS

From Germany



Proposal #1

Delete complete regulation for approved aircraft in Advanced Contests

Current Rule:

4.6.2. Advanced Contests

4.6.2.1. All aircraft of 260 hp or more are excluded, unless included in the list below.

4.6.2.2. Approved aircraft.

- a) All biplanes with standard engine.
- b) All two-seat aircraft with standard engine.
- c) With standard Lycoming engines:
 - i) Zlin 50L, Zlin 50LA, Zlin 50LS, and Zlin 50LX
 - ii) CAP-231 (unmodified)
 - iii) CAP-21DS (I-SIVM)
- d) With standard —14P engine (unmodified)
 - i) Yak 55, 55M
 - ii) Technoavia SP-55
 - iii) SP-91/95, I-3

4.6.2.3. A “standard” engine is defined as:

- a) A Lycoming engine not exceeding 300hp
- b) A Vedenyev M-14P engine not exceeding 360hp

4.6.2.4. In the case of experimental or homebuilt aircraft, except Ultimate 10-300S, or modified series production aircraft with 6-cylinder Lycoming engines, the pilot



must produce a current bench test certificate from a reputable engine builder/rebuilder confirming the maximum rated horsepower. The Jury may require aircraft with supercharged engines to be ground run at take-off power to confirm maximum achievable manifold pressure.

- 4.6.2.5. Initial approval for a new type aircraft, not included in one of the approved categories, to compete in Advanced competitions may be sought by the CIVA Delegate of the country concerned and granted by CIVA at its plenary meeting.
- 4.6.2.6. The organizers or the President of the International Jury may recommend to CIVA the exclusion of aircraft types, should they deem it necessary.

Proposed Change:

Delete Paragraph 4.6.2.

Rationale:

1. Germany did a proposal to include the Extra 330LC into the approved Aircraft List for Advanced Contests. The Proposal was declined by CIVA.
2. During the EAAC 2009 in Radom, Poland we have seen several (altogether 5 Pilots flying an Extra 330 LC in the Competition (two aircraft were there).
3. During the last AWAC 2008 in Pendelton, USA and EAAC 2007 in Joensuu, Finland we had comparable situations with MX-2 and Edge-540T Aircraft which are not included in the approved aircraft list as well, but they compete.
4. SBach 342 (with 300hp Lycoming Engine) will be approved anyway and this is truly an Unlimited Aircraft.
5. Advanced Category is limited by the figures and maximum K-Factors, therefore an additional Regulation by Aircraft-Limitation is not necessary.

CIVA President's Notes: Referred to CIVA plenary. The issue of Advanced aircraft eligibility is an issue that has been frequently discussed at plenary and Sub-Committee meetings. Every year, the Bureau of CIVA and/or the International Juries at Advanced competitions are called upon to interpret the rules and to fairly apply those rules. Therefore, it is appropriate for this matter to be discussed again. However, that said, CIVA must be cautious in what it does change and when it makes any new rules effective. With WAAC just a few months away, I recommend that any rules change not be effective until 1st January 2011 at the earliest.



**CIVA 2009
Oshkosh, USA**

WORLD AEROBATIC CHAMPIONSHIPS

From Russia



Proposal #1

The new rules for Freestyle have caused lots of controversies at the WAC 2009. No one participant of the classic championships was happy about them.

Several years ago a CIVA meeting we discussed the future of Freestyle being concerned that the program lacks pilots' interest and not being trained. New procedure can not inspire pilots interest to it as only one pilot per country can participate.

Freestyle is to give the best classic pilots room to show their creativity as a reward for working their way through the previous programs, a chance of demonstrating their skills and passion. Pilots who participate only in Freestyle must be distinguished by their previous achievements at the WACs or EACs.

Proposed Changes:

- Freestyle should be a final program not included in the overall ranking,
- Pilots to fly Freestyle should be selected from the top finishers in the classic program accumulated results, with no consideration of their country or sex.
- If a pilot elects not to fly the Freestyle program, the opportunity should be offered to the next highest placing pilots in the classical programs,
- Backup or standby pilots (continuing to be selected from the order of finish in the classical programs) should be selected and should be ready to fly the program, so that the full 20 slots can be used,
- Pilots who are entered into the Freestyle program only should not take slots away from pilots who have competed in the classical programs, but slots should be added for them. Maximum number of 5 "Freestyle only" pilots should be allowed (making the maximum possible number of Freestyle programs 25).
- The order of flight of the Freestyle should be by lot, including "Freestyle only" pilots.



**CIVA 2009
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Note: If people are concerned that Freestyle will be flown by too many pilots of the same country the number can be limited to 5 pilots per country.

Proposal #2

To save time at the competitions make Free Unknown the first Unknown to be flown. Meanwhile the sequence to be flown as the compulsory Unknown can be selected without delaying the competitions.

CIVA President's Notes: Because of the controversy surrounding pilot selection for Programme 4 at WAC, Proposal #1 is referred to the CIVA plenary. A European Aerobatic Championships is scheduled for 2010 and this problem should be resolved before then. Regarding Proposal #2, this is also referred to plenary because of ongoing problems with Unknown sequence selection.