



*Fédération  
Aéronautique  
Internationale*

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# Minutes

of the  
**Annual Meeting**  
of the  
**FAI Aerobatics Commission (CIVA)**

held in Oshkosh, Wisconsin, USA  
**on 17 and 18 October 2009**  
at the EAA Aviation Center

Ver. 1.2 / 19 January 2010

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## 1. President's Introduction

CIVA President Michael Heuer opened the Plenary Meeting at 09.15 on Saturday, 17 October.

He welcomed the Delegates to the USA and thanked Mr. Tom Poberezny and the EAA for their hospitality, in such historic surroundings.

The following proxies were tabled:

Oct. 17

Czech Republic	to	Poland
Denmark	to	Norway
Ireland	to	Finland
Slovakia	to	USA

It was established that with 19 voting delegates/alternates present and 4 proxies, to achieve absolute majority, the vote must be at least 13, and 15 for 2/3 majority.

Oct. 18 (proxy arrived Saturday night)

Mexico	to	Spain
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Total of 24 votes. Absolute majority remains 13, and 2/3rds majority increased to 16

## 2. Roll-Call

The President introduced the CIVA Bureau.

*(In brackets are the abbreviations used throughout the minutes whenever referring to a specific person)*

President :

- Michael HEUER	CIVA President	(MH)
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CIVA Bureau Members :

- John GAILLARD	1 <sup>st</sup> Vice President	(JG)
- Robert CHOMONO	2 <sup>nd</sup> Vice President	(RC)
- Osmo JALOVAARA...	3 <sup>rd</sup> Vice President	(OJ)
- Jerzy MAKULA	Vice President, Gliders	(JM)
- LG ARVIDSSON	Treasurer	(LG)
- Carole HOLYK	Secretary	(CH)
- Madelyne DELCROIX	Secretary	(MD)

New delegates were welcomed:

Tamas Kecskemeti	Delegate, Hungary
Tamas Abranyi	Alternate Delegate, Hungary
Eltonas Meleckis	Delegate, Lithuania
Donaldas Bleifertas	Alternate Delegate, Lithuania

In the absence of the President of Honour, Mr. James Black, Mrs. Irma Janciukiene (observer from Lithuania) agreed to be the Ballot Certification Official.

Deadline for ballot returns, 0900hrs, Sunday, Oct. 18.

Moment of Silence was observed to remember our colleagues, and friends, who passed away this year.

Helmut Stas  
Vicki Cruse  
Chandy Clanton  
Svetlana Fedorenko

#### FAI Awards 2008-2009

FAI Gold Medal:	Jiri Koblre,	Czech Republic
Leon Biancotto Diploma:	Hans Vogtmann,	Germany
Paul Tissandier:	Carole J. Holyk,	Canada
	Mikhail Mamistov,	Russia
FAI Air Sports Medal:	Nick Buckenham,	UK
(Presented at this meeting)	Alan Cassidy,	UK
	Stanislaw Szczepanowski,	Poland
	Tomas Korinek,	Czech Republic

### **3. Minutes of the Meeting held on 25 and 26 of October, 2008**

#### **3.1. Matters Arising**

Discussion:

Elena Klimovich (EK): During the last meeting, she felt the issues that needed the most discussion were left to the end of the meeting. Also, delegates should know what the Bureau decides, from their meetings, during the year, particularly, those issues, that CIVA delegates have voted to the Bureau's empowerment.

MH: Agrees, and the decisions will be circulated to all delegates.

#### **3.2. Approval of Minutes**

There were no objections to the Minutes.

**Decisions** : The Delegates approved the Minutes of the Meeting

### **4. Declaration of Conflicts of Interest**

Alan Cassidy stated that he is Chairman of the Catalogue Sub-Committee and the producer of a commercial software product.

### **5. FAI Report**

Best wishes were sent from Mr. Portmann and Mr. Bishop, with regrets that they could not attend the CIVA meeting, having just returned one week ago, to FAI headquarters from the General Conference in South Korea.

World Air Games 2011: Odense, Denmark has expressed interest in holding the Games.

The Secretary General of FAI, Mr. Max Bishop will be retiring in January, 2010. Candidates for his replacement are being interviewed.

Over the years, Max has been to many of CIVA's Plenary Meetings and Championships, and has given us help and guidance in many areas. We thank him and wish him all the best. He will be missed.

## 6. Report from the President of CIVA – (Agenda Item 4.1) – Michael R. Heuer

MH: Read and highlighted some items from his report to CIVA.

There is well established and easy-to-use technology out there to improve communications at our Championships and we should take advantage of all of them.

Need to review and make additions, if necessary, to the FAI Emergency Response document, so that it is specific to aerobatic competitions.

Need to further develop an international organizational team, that would attend/give guidance, to all Championships.

Important to maintain and update CIVA web sites.

## 7. Report from the Vice President of Finance (Agenda Item 5) – L.G. Arvidsson

LG: explained some points of the report – no income from Al Ain (different organizers). Silverstone sponsors have not paid the sanction fees as of the printing of the financial report, amount included based on sponsors' promise to pay.

We are in a better financial situation than we had been a few years ago, and expect some income from the "special events" that are proposed in the future. Must continue to spend wisely, and to maintain judges seminars, and funding for CIVA Officials.

1. CIVA change our financial balance from \$US to Euros – **as soon as possible.**
2. Establish a Travelling Expense Fund instead of stipends for CIVA officials and Judges. This would be based on actual expenses and would therefore be different for each person.

**Decision:** CIVA Agreed

## 8. Reports on the 2009 World Air Games (Agenda Item 6)

### 8.1 President of the International Jury – Osmo Jalovaara

Discussion:

EK: Doesn't see how the WAG could be considered a success when the Organizers did not stick to the agreed plan. Aerobatics did not have a full compliment of competitors as the other commissions. There were difficulties in communication, mechanics were unable to be close to aircraft/pilots, judges were not allowed to attend the awards ceremonies and the invitations were sent out at the last minute, making it difficult to obtain the necessary visas.

OJ: There were occasions where the Organizers had to improvise. The experience gained at this event, will benefit future WAGs.

**Decision:** The report was accepted by CIVA.

## 8.2 Air Sports Director for Aerobatics – Luca Salvadori

Distributed electronically at the meeting. Made reference to areas that need improvement.

**Decision:** The report was accepted by CIVA.

## 8.3 Chief Judge – John Gaillard

Recommendations:

1. That CIVA safety procedures should form part of the WAG agreements with Organisers, so that these procedures cannot be easily overridden on site by local Officials. E.g. communication between Chief Judge and pilot in the aerobatic zone.
2. That Programme 2 – The Timed Free Programme -- be eliminated in its current form for future WAGs, as it is potentially dangerous and virtually impossible to judge with any accuracy according to normal judging criteria.
3. That in Programme 4 – wing dips be introduced when transitioning between Freestyle and Aresti type figures scored in the conventional manner.
4. That WAG Contest schedules especially with regard to award ceremonies, take into account the CIVA/FAI Regulations for the event with regards to timing.
5. That Scoring Chief Judges be extended as an option to other CIVA International competitions.

**Decisions:** The report including the recommendations by the Chief Judge were accepted by CIVA.

## 9. Reports on the 2009 World Aerobatic Championships (Agenda Item 7)

### 9.1 President of the International Jury – Michael Heuer

No discussion.

Recommendations: See Report of Ad Hoc Working Committee, formed for Plenary, and Russian Proposal #2 of Urgent Proposals

**Decision:** Report accepted by CIVA

### 9.2 Contest Director – Steve Green

**Decision:** Report accepted by CIVA and recommendations to be taken into account.

### 9.3 Chief Judge – Graham Hill

**Decisions:** All reports were accepted by CIVA and recommendations to be taken into account.

### 9.4 QinetiQ Report – John Gaillard

Manfred Echter (ME): Agrees that this is a technologically good product, developed for the military, but at approximately 23,000,000 \$US, it is out of our reach to be used on a regular basis.

**Decision:** CIVA accepted the report.

### 9.5 IT Report – Peter Rounce

MH: Remarked on the excellent communication and technology facilities available at this event

CIVA accepted the report as published.

**9.6** No discussion on **Agenda Item 7.6**

<b>10. Reports on the 2009 World Glider Aerobatic Championships (Agenda Item 8)</b>
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**10.1** **President of the International Jury – Jerzy Makula**

No discussion. Report accepted by CIVA.

**10.2** **Contest Director – Tomas Korinek**

MD: Thanked the Czech Republic and Tomas Korinek for taking over the organizing of this event, on such short notice.

No discussion. Report accepted by CIVA.

**10.3** **Chief Judge – Philippe Kuchler**

Recommendations to be discussed later.

No discussion. Report accepted by CIVA

<b>11. Reports on the 2009 European Advanced Aerobatic Championships (Agenda Item 9)</b>
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**11.1** **President of the International Jury – Jiri Koblir**

Recommendations to be discussed later.

Report accepted by CIVA

**11.2** **Contest Director – Stanislav Bajzik**

Report Accepted by CIVA

**11.3** **Chief Judge – Pavol Kavka**

Report Accepted by CIVA

<b>12. Reports on the 2009 World YAK52 Aerobatic Championships (Agenda Item 10)</b>
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**12.1** **President of the International Jury – Matti Mecklin**

**12.2** **Contest Director – Arminas Murauskas**

**12.3** **Chief Judge – Pavol Kavka**

All reports were accepted by CIVA

**13. Recommendations for Rules Changes for the Year 2010 (Agenda Item 11)**

**13.1 Rules Proposal Recommendations of the CIVA Rules and Judging Sub-Committees (Agenda Item 11.1)**

**France Proposal #6**

Establish a Working Group to study potential revisions to the current scoring system to make our sport more appealing to the public and media. An example of this would be real-time scoring displayed on giant screens. At the moment, the public does not understand how pilot A's standing can be affected by pilot C's performance.

**Decision: CIVA AGREED**

**French Proposal #8**

See Ad Hoc Committee report. Discussed under Urgent Proposals.

**German Proposal #4**

**7.1.1.9. New wording**

In case of a vote among the Judges on the question of penalization, all judges shall vote irrespective of nationality.

**Decision: CIVA AGREED**

**Hungarian Proposal #1**

**1.4.1.5. Change:**

When the International Jury is taking a decision which concerns the team or a competitor of the same aero club as a member of the International Jury that member of the Jury shall NOT abstain from voting.

Discussion:

As noted in the Agenda: The wording should be changed slightly to indicate that while a Jury member can always abstain from voting at his or her discretion, it is not required if a decision concerns a competitor or team from his home country. The General Section of Sporting Code does not require Jury members to abstain as all Jury members are considered international officials.

**Decision: CIVA AGREED**

**Norwegian Proposal #2**

9.10.1.5. Advanced and Yak-52: Maximum 360 degrees roll rotation on 7.5.1. ~~Maximum 180 degrees roll rotation on 7.6.1. and 7.6.2.~~ (Note: 7.6.1. and 7.6.2. not allowed in Yak-52)

Vote: For – 17 Against – 4 Abstain – 2

**Decision: CIVA AGREED**

**Norwegian Proposal #4**

**9.15 Family 8.31 to 8.40**

9.15.1.6 Advanced: Maximum of 9.1.4.4. on descending line on 8.37.4.

Vote: For – 17 Against – 5 Abstain - 1

**Decision: CIVA AGREED**

### **Norwegian Proposal #6**

#### **9.16 Family 8.41 to 8.52**

9.16.1.4. Advanced: Maximum 360 degrees roll rotation at top of  $\frac{3}{4}$  loop in column 1 and 2.

Vote: For – 17 Against – 3 Abstain - 3

**Decision: CIVA AGREED**

### **South African Proposal #1**

#### **2.1.2.1. Representation on the Board of Judges**

Discussion:

Mathieu Roulet (MR): Third paragraph, first sentence, remove “nominations and”. The sentence will now read as: “These applications must be made by....”

**Decision: CIVA AGREED** to the proposal with the above amendments

### **South African Proposal #3**

#### **2.1.3.1. An additional paragraph to be added:**

“A Judge may not be deleted from the International Judges list, who has valid and acceptable JPD data...”

Discussion:

ME: What is the purpose of this proposal? Who would want to remove a judge from the Judge’s List? This rule should not be included, since the problem that may have prompted this rule to be adopted, has been rectified.

Modify first sentence, second paragraph: delete “or who is new applicant”. The sentence will now be: “Should a Judge who has existing acceptable JPD and is not supported by their home Aero Club...”

Vote: For – 13 Against – 5 Abstain - 5

**Decision: CIVA AGREED**

### **South African Proposal #4**

**1.3.1.2.** Programme ‘Q’ in “Y52” category goes back to being a qualification flight.



Discussion:

EK: Need to become accustomed to the existing rule, it was only introduced last year, it would be too soon to change it again.

Eltonas Meleckis: Pilots are happy with the 'Q' programme being included with the final results, Lithuania even had a proposal this year, to have the 'Q' programme results included, for all categories.

Vote: For - 9 Against - 5 Abstain - 9

**Decision: Rejected**

### **South African Proposal #5**

#### **6.4.1.3. Grading**

Should a competitor fly a figure so far away from the Judges, that the exact detail is not apparent to downgrade, other than there being no case for either a "Hard Zero" (all basic elements present) or a "Soft Zero" due to heading variations (over 45 degrees variance), then the maximum grade in these circumstances should be 5.0.

Should the Judge consider that the detail of the figure couldn't be determined at all, a Soft Zero should be applied to the figure.

Rationale: ... "This change attempts to bring some consistency to these situations, which is essential with the emphasis being placed on RI performance."

**Decision: CIVA AGREED**

### **South African Proposal #6**

#### **The introduction of an Intermediate Class World Championship**

The proposal was recommended by Sub-Committees for further study by a Working Group to be appointed by the CIVA President. The Working Group will report to plenary.

Rationale: (summarized)

\*There are many times more pilots Worldwide flying aerobatics at the Intermediate level or equivalent, than at Advanced or Unlimited.

\*Most will not ever be able to move up to the higher classes for a number of reasons, e.g. cost of aircraft, training, maintaining aircraft.

\*No reason why these pilots should not be able to compete internationally.

\*Aircraft limit only that they be piston engined.

\*Make sequences possible to fly well with lower performance aircraft.

\*Pilot entry would be limited to those not currently competing at the Unlimited and Advanced level internationally.

Discussion:

Paolo Zoppi (PZ) -The Advanced category was already created for this same reason.

Alan Cassidy (AC) -This is too sudden, probably need a Working Group to think about the contest organization and all the implications involved. Interaction with other countries, on this level is a good idea.

JG- South Africa already has sponsors in place, and should this proposal pass, is ready to bid for the first Championship in this category.

EK - Should not be classified as a 'World' Champion, but 'International' or 'Continental'.

PZ - 2009 was a difficult year to find organizers, with so many championships. Adding this category would create the same thinly divided situation.

MH – Need to take a vote on the Sub-Committee’s recommendation to the proposal: ...that a Working Group be formed.

Vote: For - 10 Against - 13

**Decision: CIVA did not adopt the proposal**

**Spanish Proposal #2 and #3 Unlimited**

**#2 New figures for Unknown programmes.**

**#3 Delete the 9.2.2.1. rule: Unlinked and opposite rolls permitted only in straight horizontal lines in Unknown programmes.**

Discussion:

EK – Needs more discussion and should be combined with the USA proposal #2 (criteria for knife-edge flick rolls).

The following modifications were discussed and proposed during a break in the meeting. The Spanish delegation agreed to these modifications:

Proposal #2 (showing modifications in blue)

Permit the following rotations in Unknown programmes:

Continuous rolls: 9.1.2.3., 9.1.4.3.

Four point rolls: 9.4.2.3., 9.4.4.3.

Eight point rolls: 9.8.2.1., 9.8.3.1., 9.8.4.1.

Positive flick rolls: 9.9.2.3., 9.9.3.3., 9.9.4.3., (delete: 9.9.7.3., 9.9.8.3., 9.9.9.3.)

Negative flick rolls: 9.10.2.3., 9.10.3.3., 9.10.4.3., (delete: 9.10.7.3., 9.10.8.3., 9.10.9.3.)

Proposal #3 (showing modifications in blue/strike through)

Unlinked and opposite rolls permitted in the following lines, as long as neither of the total extent of rotation nor the number of stops exceed the limits shown in the table below:

<u>Line Direction</u>	<u>Total rotation</u>	<u>Stops</u>
Vertical up	450 degrees	4
Vertical down	360 degrees	3
45 degrees Up	540 degrees	3
45 degrees Down	540 degrees	3

Any combination of flick rolls and aileron rolls are permitted as long as the limitations of the previous table are not exceeded, and:

- In ~~vertical lines upward~~, and 45 degree lines up, **an** aileron roll must be flown first, then a flick or other aileron roll.
- In vertical lines downward, and 45 degree lines down, **a** flick roll must be flown first, then **an** aileron roll.
- **No flick on vertical lines upward.**

Rationale:

Safety is not affected, and would increase the versatility for unknown programmes.

Discussion (con’t):

EK – Would also like to see the possibility of knife-edge flicks added to the allowed figures.

Debby Rihn-Harvey (DRH) – concerned with the difficulty and safety of the current unknowns.

PZ – feels that we should not add any more figures to the unknown list at this time.

Vote: For - 5 Against - 9 Abstain - 9

**Decision: Proposal Failed**

**UK Proposals affecting the following Rules:**

- 1.2.6.1. - ...Aircraft's state of registration
- 1.3.1.1., 1.3.1.2.- ...The Free Unknown Programme
- 1.4.1.7. a) – delete reference to "World Competition"
- 1.4.4. – Technical Commission – amendments to reflect current practice.
- 3.1.3.3.; 4.3.2.1.; 4.3.2.2. – Control of the Unknown Programmes - Terminology to reflect introduction of Free Unknown
- 4.1.7.1. – Put all details about drawing of lots/randomisation into the same paragraph. Delete from last sentence: ..."if one is available"

**Decision: CIVA AGREED**

4.2.2.1. Hours of operation.  
UK proposal was originally to change ..."30 minutes either side of sunrise and sunset" to: ..."to a maximum of 20 minutes after sunset."  
However, the proposal was recommended by Sub-Committees with the last two sentences struck. The Sub-Committees took the decision that flying should not take place before sunrise or after sunset.

Proposal with modifications:  
Flights will be carried out between the hours of sunrise and sunset at the place of competition. ~~These times may be extended by the International Jury, if required, to a maximum of 20 minutes after sunset. If the visibility deteriorates within the stated time limits the International Jury will decide upon the start and finish of the competition.~~

**Decision: CIVA AGREED**

1.3.1.1. b); 1.3.1.2. b); 4.1.7.2. Completion of Programmes/Order of Flight

Decision: Referred to Ad Hoc committee

**Permitted Breaks**

4.2.2.6. d) [new]  
In the event that a pilot interrupts the sequence after a figure is flown incorrectly, with completion on the wrong heading or in the wrong attitude, the break will always be penalised. Following this, a subsequent interruption may be considered a permitted break if it is taken after a correctly flown figure.

**Decision: CIVA AGREED**

**USA Proposal #1**

**Eliminate Mandatory Roll Direction Following a Negative Spin.**

Proposal not recommended by Sub-Committees, however, the following addition is proposed to 6.8.26.7.:

f) Direction of spin will be determined by roll component.  
Discussion:  
EK – Wonders what the reason was for the original proposal. Feels this new paragraph 'f' really is unclear.

Vote: For - 14 Against - 6 Abstain - 3

**Decision: CIVA AGREED**

**USA Proposal #3**

Addition of 7.2.4. to the legal Advanced Unknown figures.

Vote: For - 20 Against - 0 Abstain - 3

**Decision: CIVA AGREED**

**CIVA President's Proposal #1**

Delete 2.1.3.1. a) from Section 6, Part 2.

"In order for a judge to have a "G" rating on the FAI International Judges List.....with the agreement of the CIVA Glider Aerobatics Sub-Committee"

**Decision: CIVA AGREED**

**13.2 Report of the CIVA Glider Aerobatics Sub-Committee – Jerzy Makula (Item 11.2)**

**German Proposal #5**

4.3.3.2. New wording of paragraph:

"If the representative of a team or an individual competitor is able to show within 30 minutes from the completion of figure selection that a selected figure may exceed the operating limits of competing gliders, the International Jury will ask the team which proposed this figure either to replace or modify it. After this time (30 min.) the figure selection is considered final."

**Decision: CIVA AGREED**

**Czech Proposal #2 FAI Glider Aerobatic Badges**

Bronze, Silver and Gold Badges (see original proposal for badge requirements)

Diamonds: There are three Diamonds, each of which may be worn only on the Gold badge.

The GASC amended the requirements for the Diamond badges, as follows:

	<b><u>Type of Competition</u></b>	<b><u>Performance</u></b>	<b><u>Programme</u></b>
1 diamond	WGAC or Continental Championship	Top 50% pilots if a min of 65% is achieved	Overall
2 diamonds	WGAC or Continental Championship	Top 25% pilots if a min of 70% is achieved	Overall
3 diamonds	WGAC or Continental Championship	1 <sup>st</sup> to 6 <sup>th</sup> place. If 75% is achieved	Overall

**Decision: CIVA AGREED**

### 13.3 CIVA Catalogue Sub-Committee Report – Alan Cassidy (Item 11.3)

#### French Proposals

French Proposal #4 – Unlinked and Opposite Rolls suggests that these pairs of roll elements may be increased to triples.

Not recommended by the Sub-Committee

French Proposal #3 – Addition of more Complex Figures.

Not recommended by the Sub-Committee

French Proposal #1 (first part) – Not recommended by the S-C

Second part: Addition of roll locations on horizontal entry and exit lines, in Families 7 and 8. The S-C recommends the adoption of this part of French proposal #1 in sub-families 7.23 to 7.30, with the proviso that the total number of roll locations in the modified figure does not exceed three. These changes should be made in both Power and Glider versions of the Catalogue. (See Appendix 1 of Catalogue S-C report)

French Proposal #2 – Add optional horizontal rotations at the top of the loop segment in Family 8, lines 1 to 4, column 1 and 2.

Not recommended by the S-C for either Power or Glider categories.

French Proposal #5 – Revert to previous rolling turn K-factors (i.e. before 2008).

Not recommended by the S-C.

#### USA Proposals

USA Proposal #2 – Flick Rolls Initiated from Knife-Flight. The S-C recommends the proposal.

Flicks initiated from knife-flight are not permitted under the current Regulations for Unknown Programmes. However, they might be used in Free Programmes or Known Compulsory Programmes.

The Catalogue S-C proposes that flick rolls initiated from knife-flight with top rudder be accorded the lower coefficients, while those initiated with bottom rudder be awarded the higher coefficient.

Discussion:

EK – Would the revised Family 7.23 to 7.30 figures also be allowed in the various Unknown categories?

AC – Yes, this is a natural inclusion.

**Decision: CIVA AGREED with the recommendations of the Catalogue S-C.**

### 13.4 CIVA Judging Sub-Committee Report – John Gaillard (Item 11.4)

**Decision: CIVA accepted the report**

### **13.5 Urgent Proposals from Championships (Agenda Item 11.5)**

#### **World Yak 52 Aerobatic Championships**

##### **President of the International Jury – Matti Mecklin**

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

##### **Russian Proposals**

**Russian Proposals #1 and #2** referred to Rules and Judging S-C for 2010 meeting.

##### **Russian 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 – 1<sup>st</sup> Yak WAC, Novosibirsk, Russia)

##### **Decision: CIVA AGREED**

##### **Russian Proposal #4**

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

##### **Decision: CIVA AGREED**

##### **Russian Proposal #5**

1.3.1. Correct some editing errors in the 2009 rules involving the inclusion of the Known programme in the overall ranking in Yak 52 competitions.

**Decision: Editorial changes to the text, immediate adoption recommended.**

#### **European Advanced Aerobatic Championships**

**German Proposal #1 – Delete complete regulation for approved aircraft in Advanced Contests: 4.6.2.**

**Rationale:** (Summarized)

3. During the last WAAC 2008 in Pendelton, USA and EAAC 2007 in Joensuu, Finland we had comparable situations with MX-2 and Edge-540 aircraft which are not included in the approved aircraft list as well, but they compete.
4. Advanced Category is limited by the figures and maximum K-Factors, therefore aircraft limitations are not necessary.

Discussion:

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.

PZ – Must keep the spirit of the Advanced category, by keeping the existing rule. Feels pilots would come too close to limitations.

ME – Advanced category is defined by the types of figures and 'K' factors. If these are controlled, we don't need to restrict aircraft. At most National Advanced Contests, there are no restrictions to aircraft types, and there hasn't been any objections. Also, in the new Advanced Glider category, there isn't any aircraft restrictions.

JG – Agrees with the proposal, at present we are allowing some high performance aircraft, and not others, which seems unfair.

DR-H/CH – Do we know what the 'K' limits are for sequences and individual figures. Should we not have these in place before we remove the aircraft restrictions. Are we not putting the "cart before the horse"?

AC - Supports the German proposal. Possible to win nationals with a lower performance aircraft over a high performance a/c – the pilot is the important factor. Have to be cautious and very responsible in the selection sequences ('Q' and Unknowns), that do not give advantage to the higher performance a/c.

T.Thoresen (TT) – Agrees in principal, but we're not there yet, need more time to develop concepts.

EK – Difficult proposal. Already have some a/c superior to a Pitts, and already have limits for the Unknowns. We have to be careful in choosing the 'Q' programme. Putting an 'artificial' limit to total 'K' for a sequence, doesn't say anything.

MH/AC – When should this proposal become effective if voted in.

EK – Why wait? This proposal will be open to more pilots.

P. Küchler (PK) – Should vote in principle for the proposals, then, if accepted, when it would become effective.

Vote: Delete 4.6.2.

For - 15 Against - 6 Abstain - 2

**Decision: CIVA AGREED**

Vote: For effective date

Jan. 1, 2010: For - 9

Jan. 1, 2011: For - 13

**Decision: CIVA AGREED deletion of aircraft restrictions will become effective Januar 1, 2011.**

**World Aerobatic Championships**

**Russian Proposal #1 – Pilot selection for Programme 4, Freestyle.**

Discussion: (Summarized)

- Limit number of pilots to no more than 20. Too tedious for judges and spectators.
- Have as many NAC represented.
- Include 'specialists'.
- Include female pilots.
- Winners be allowed to enter, regardless of nationality.

MH - Suggests that CIVA establish an Ad Hoc Working group to reach a consensus and to present a document to plenary tomorrow. This working group is tasked with proposing rules for the

selection of pilots for the Unknowns, and Programme 4 and defining a "Complete" Flight Programme.

Committee members: Alan Cassidy – UK (Chairman)  
Matthieu Roulet – France  
Elena Klimovich - Russia  
Ramon Alonso – Spain  
Debby Rihn-Harvey – USA

Decision: See report later in the Minutes

### **Russian Proposal #2/Jury President Report – Unknowns**

Propose that Programme 2 and 3 be switched. Programme 2 would become a "Free Unknown" and Programme 3 a traditional Unknown. This would allow pilots to choose the sequence they wish to fly earlier in the Championships and allow more time for sequences to be submitted for Programme 3 and chosen by the International Jury.

**Decision: CVIA AGREED**

### **Suggestions and Recommendations of Officials from the 2009 Championships**

#### **WAC Contest Director – Steve Green (Item 7.2)**

MH – Most recommendations do not require rule changes but will be carried out by CIVA. The recommendations concerning Programme 4, and criteria for Completed Programmes required to declare a Championship, will be discussed within the Ad Hoc Working Group.

#### **WAC Chief Judge – Graham Hill (Item 7.3)**

##### **Authorization of pilots at Unlimited level for International events.**

The Ad Hoc Working Group is assigned to compose rules concerning this recommendation.

#### **WGAC Chief Judge – Philippe K uchler (Item 8.3)**

"The judges looked at a lot of videos for confirmation of Hard Zeroes. A considerable part of the figures in question had to do with stalls in looping segments and in rolling turns. Most of the cases couldn't be resolved with a majority, because the fact of a stall is hardly visible on the video due to the resolution and shakiness of the recording. This and the fact that it was a reason for video several times because there was no conclusion at the line despite being a matter of fact, leads to the conclusion that it should be treated as a matter of perception instead of a matter of fact. This means, to change the rules so that a 0.0 replaces the HZ as the mark for a stall in a looping segment or in a rolling turn. "

Discussion:

PK – Save a lot of time in discussions if HZ would be changed to a Soft Zero.

MH – Chairman of Judge's Sub-Committee will look this over and report on his findings.

JG – Reported later: Agrees that this is the logical process, if there is a matter of perception, to change an HZ to a Soft Zero, however, in reviewing the power regulations there is a simpler solution, and that is to just give the figure a 0.0.

**Decision: CIVA AGREED**



### **EAAC Jury President – Jiri Koblre (Item 9.1)**

#### **Recommendation #1**

Refine 1.4.1.3. "At least 3 members of the International Jury must be available to hear appeals or protests submitted by competitors".

**Decision:** CIVA AGREED to the refinement of the wording to this rule.

After the Plenary, on searching for proper wording for this rule, the Sporting Code, General Section 4.3.2.3. states: "Nominated jury – is one in which the President is appointed by the Air Sport Commission concerned. The members consist of *two* or *four* persons appointed by the Commission according to the relevant section of the Sporting Code."

4.3.2.6.3. Quorum – A quorum for a Nominated Jury is three, including its President.

Wording for Section 6. Paragraph 1.4.1.3.: Delete "At least"

#### **Recommendation #2**

Add words in italics.

Section 6 - 4.2.2.2. e) In 'A' and Y52 the maximum permitted density altitude ***on the surface (on the ground level or in the centre of the performance zone)*** for sequences to be flown without interruption is 3000 feet.

**Decision:** CIVA AGREED

### **EAAC Contest Director – Stanislav Bajzik**

Had problems complying with the new rules regarding the checking of free programmes using the electronic formats currently acceptable.

Discussion:

EK – Could perhaps use the US method of having a qualified judge sign off the free programme.

AC – Personally checked all the free programmes at WAC in a short time

MH – Can't understand the difficulty that the CD reported, particularly, when in the past the checking was done manually and took hours. Also, at WAC, the Free Programmes were posted in PDF files on the Championship's web site. Perhaps in the future, the rules will reflect that we will no longer need to distribute paper copies to pilots, teams and Jury. CIVA needs to catch up to the electronic age, not turn the clock back.

**Decision:** Not part of the Urgent proposals. Discussion only, no decision made.

## **14 CIVA Known Compulsory Programmes for the Year 2010 (Agenda Item 12)**

MH thanked the 'Q' Programme Analysis Working Groups for their comments.

### **14.1 Advanced 'Q' Programme**

Proposal	Vote
A	12
B	5
C	1
D	4

**Decision:** Proposal A from Norway adopted

#### 14.2 Unlimited 'Q' Programme

Proposal	Vote	2 <sup>nd</sup> Vote	Recount (2 <sup>nd</sup> vote challenged)
A	2		
B	9	12	12
C	8	10	10
D	2		
E	1		
F	0		

**Decision: Proposal B from France adopted**

#### 14.3 Advanced and Unlimited Glider 'Q' Programmes

As submitted by the Glider Sub-Committee

Discussion:

AC – Questions the drawing of the Advanced sequence. Would be hard to position in strong wind and has a downwind spin entry to make it worse. The whole sequence would be much better if it were just turned around and started with Fig. 1 entered downwind.

ME – This is the correct drawing.

**Decision: CIVA AGREED to the Proposals from the Glider Sub-Committee**

### **15 Future Aerobatic Championships – Reports and Proposals (Agenda Item 13)**

#### 15.1 2010 World Advanced Aerobatic Championships (Report from Poland) – Item 13.1

Proposal presented by the Delegation from Poland

- Site – Radom-Piastow, Poland
- Dates – Aug. 5 – 15, 2010
- Contest Director – Mr. Stanislav Bajzik
- Technical Director - TBA
- Entry Fee – 1750 Euros – pilots  
1500 Euros – other team members

Discussion:

EK – Organizers to guarantee that fees will not increase, and will there be a discount for early entry payment.

Poland – Agrees

AC – Would this fee be for single accommodation, and would there be a discount if accommodation is shared?

Poland – Best to make these arrangements separately.

**Decision: CIVA AGREED to the Proposal from Poland**

#### 15.2 2010 European Aerobatic Championships (Proposal from Czech Republic) – Item 13.2

Proposal presented by Tomas Korinek. The National Aero Club will give its full support to the location of Touzim, however before any quotes on the amount of entry fees, the Czech Republic needs confirmation from CIVA that it supports it's bid.

- Site – Touzim, Czech Republic
- Date – 1 – 12 September 2010
- Contest Director – Tomas Korinek
- Technical Director – TBA
-

- Entry Fees: TBA

MH requested that the Bureau of CIVA have the authority to make final arrangements regarding the EAC 2010.

**Decision: CIVA AGREED to the Proposal.**

**15.3 2010 European Glider Aerobatic Championships (Report from Finland) – Item 13.3  
2010 World Advanced Glider Aerobatic Championships (Report from Finland) – Item 13.4**

- Site – Jami, Finland
- Date – July, 17 – 24, 2010
- Contest Director – Kari Kemppi
- Technical Director – Olli Walden
- Entry Fees – Competitors: 650 Euros  
Team members: 250 Euros  
~~Family members: 50 Euros~~
  - Does not include the expenses of accommodation, meals nor towing service.
  - FAI sanction fee is included.
  - Does not include the cost of the HMD-system, if it is required the cost will be divided by the number of participants and added to the fee.
- Towing Fees (based on prices of aviation fuel today, subject to change)
  - To 1250 m 65 Euros
  - To 850 m 50 Euros
- Good accommodation and eating facilities right at the airport.

Discussions:

ER – When will pilots be able to practice at the Contest Airfield

OJ – It is planned that the Airfield will be available 3 days before the event.

ME – Doesn't understand the reason for a separate fee for "Family members". Not necessary.

OJ – Will remove that item.

At the moment hangar space is limited, but more space is being built.

Expect there will plenty of flying time since sunrise/sunset during the contest is: 04:38 – 22:32 (LT).

All of Programme 'Q' of Advanced will be flown, followed by all of Programme 'Q' of Unlimited, then Programme 1 Advanced, followed by Programme 1 Unlimited, and so on.

JM – The HMD-system is a very important part of the Contest, and must be available.

**Decision: CIVA AGREED to the proposed Entry Fees and to the named Officials.**

**15.4 2011 Future Events –Items 13.5 to 13.8**

Discussion:

MH – So far there are no bids for any of the 2011 events. If there is any interest, contact Mike Heuer directly, as soon as possible, and do not wait till the next plenary meeting.

**Sunday, October 18, 2009 – Meeting resumed at 0900 hrs.**

**Finland signed the Contest Organization Agreement**

## Proposals regarding pilots at Unlimited level for International events. (con't)

Report of the Ad Hoc Working Group:

### The Final Freestyle

The target range for the number of contestants for Prog. 4 should remain at 10 - 20 pilots, but may exceptionally increase to 23 in special circumstances described below.

Freestyle Specialists should be welcomed to the Programme, with no more than one nomination per NAC. To qualify for the contest any such nominated specialist must have been a medal-winner during the last 5 years at an Unlimited Class 1, FAI-sanctioned, Aerobatic contest.

The remainder of the field should be drawn from the pilots flying in the Aresti contest as follows:

- A minimum of 9 pilots selected in rank order, top down, from the completed Aresti programmes, but with not more than 3 from any one NAC.
- If the field so selected, up to the maximum specified by the Organisers/Jury, does not include at least 3 female pilots, then additional female pilots shall be selected to make the total of selected female pilots up to 3. Such selection shall be based on rank order, irrespective of NACs represented.

### **Decision: CIVA AGREED**

### Classical Contest Structure

These recommendations are based on the following founding principles:

- Save under conditions of *force majeure* (e.g. disqualification, physical impairment, aircraft technical problems) no pilot shall depart from a valid contest with less than two graded sequences counting toward his/her total score.
- No Unknown Programme shall be considered complete unless it has been flown by the top two thirds of eligible pilots.

The progress of the contest should thus follow the following logical progression. If this logic is accepted by plenary, then the wording of the Sporting Code will be changed where appropriate to avoid the need for the International Jury to make wide-ranging interpretations.

- All registered pilots fly Programme Q, and their scores are retained.
- The Chief Judge shall consult with the International Jury and shall with their agreement disqualify any pilot whom they agree shows insufficient safe technique to allow progression to the subsequent programmes. (Such agreement may be reached without necessarily referring to percentage scores achieved in Programme Q).
- The remaining ("safe") pilots fly Programme 1. *A valid contest has now been achieved.*
- Entry to Programme 2 is limited to pilots scoring 60% or more in at least one of the previous programmes. This field is divided into 3 groups.
- Start Programme 2. If time may be short, fly first the middle group and then the top group. Add these scores to the results of Programmes Q and 1. These results make an enhanced, valid contest, including the results of Programmes Q, 1 and the top 2/3 of Programme 2..
- Fly the lowest group of pilots through Programme 2. Add these to the two higher groups and then discard the results of Programme Q. *A valid contest using just Programmes 1 and 2 for all pilots.*

- Before going ahead, cut 25% of the remaining field for Programme 3.
- Proceed with Programme 3 as for Programme 2, and include its results if at least the top two groups fly.

**Decision: CIVA AGREED**

**16 Reports on 2009 Special Events and Proposals for 2010**

**16.1 World Elite Aerobatic Formula - Chief Judge - Quintin Hawthorne & Contest Director - Jurgis Kairys Item 14.1**

Discussion:

MH– Some of the CIVA members here today, were participating at the WEAFF.

JG – As far as the spectators are concerned it was a success, had a good crowd.

The judge's station was too far from the airport.

Plans seem to be in place for the WEAFF to be held again in Romania, next year.

MH – Potential for another good source of income for CIVA.

**Decision: CIVA accepted the reports**

**16.2 Air GP (John Gaillard) – Item 14.2**

Discussion:

JG – Planning a Contest in 2010. At the moment, organizers are in negotiation with sponsors. Once plans are finalized, invitations will go out to various pilots.

**Decision: CIVA accepted the verbal report**

**17 List of International Judges (Agenda Item 15)**

Refer to CIVA web site for complete list.

**18 Other Business (Agenda Item 16)**

**18.1 Proposals of the President of CIVA (Michael R. Heuer) - Item 16.1**

The President made a verbal proposal to add two people to the list of "Vice Presidents of Honour". The President stated, "I value their judgement, and even though they are no longer on the Bureau, I still will be consulting with them."

Jiri Koblir, (Czech Republic)

Osmo Jaalovara, (Finland)

**Decision: CIVA AGREED**

**18.2 Contest Scoring Programme Report - ACRO Nick Buckenham – Item 16.2**

Discussion:

NB – Noted: He suggests that it is in CIVA's best interest to task an action group with formalising clear contest IT guidelines for the future. This would ensure that our information systems match upcoming and published rule changes, and help to identify key areas for

broader development – for example online judge data handling, wider use of the internet to link contest operations and results to satisfy growing media requirements, and possibly adaptations of our statistical systems for more ‘instant’ scoring output.

ME – What is the status of the HCMS? Has it been updated for 2009? CIVA still owns the readers.

MH – One is broken, not sure of the other one. There are no plans for them to be used in 2010 as it would cost too much for to repair them.

**Decision: CIVA accepted the Report as published.**

### 18.3 Leon Biancotto Diploma 2010 – Item 16.3

CIVA President, Mike Heuer, with the agreement of the Bureau of CIVA nominates, **The British Aerobic Association**

#### Citation

The British Aerobic Association’s most notable achievement in 2009 was the organization of the 25th World Aerobic Championships in Silverstone, United Kingdom. It is widely regarded as the best organized WAC in FAI’s history. The BAeA, under the leadership of Chairman Alan Cassidy, has been able to attract a wide array of talent to its organization and their skills were on display in every operational area of the WAC. Its Contest Director, Steve Green, worked tirelessly for the last two years to make every detail perfect. BAeA member Graham Hill served as Chief Judge of the event. Alan Cassidy was its Flight Director. Nick Buckenham has authored a superb software package for FAI Aerobic Championships worldwide and it was BAeA members that worked on the new “FairPlay System” that is the heart of the software. Aside from the WAC, BAeA organizes a full array of domestic competitions and training camps that would be the envy of organizations one-hundred times its size. They have contributed immeasurably to the promotion of aerobatics in the true spirit of FAI.

Vote that the award will be given for the year 2010:

No secret ballot requested

For – 22 Abstain - 2

Vote that The British Aerobic Association receive the award:

No proxies allowed:

For – 18 Abstain - UK

**Decision: The British Aerobic Association will receive the Leon Biancotto Diploma at the FAI General Conference (Dublin, Ireland - 2010).**

### 18.4 Other Business

Osmo Jalovaara thanked CIVA for his nomination to the Vice-Presidents of Honour List. He was so surprised when this was announced he could not respond immediately.

**19 Elections and Appointment of Officials (Agenda Items 17 and 18)**

Irma Janciukiene advised that 23 ballots had been received.

**19.1 Officers of CIVA**

**For results:** See attached Document

**Rules Sub-Committee Chair.** Mike Heuer

**Rules Sub-Committee Members**

**For results:** See attached document

**Judging Sub-Committee Chair.** John Gaillard (RSA)

Judging Sub-Committee Members

**For results:** See attached document

**Catalogue Sub-Committee Chairman** Alan Cassidy (GBR)

Catalogue Sub-Committee Members

**For results:** See attached document

**Glider Aerobatics Sub-Committee Chairman** Jerzy Makula (POL)

Glider Aerobatics Sub-Committee Members

**For results:** See attached document

**19.2 Working Groups – No Changes for 2010**

**Contest Organisation Group:**

Mike Heuer, Chairman (USA), John Gaillard (SA), Jerzy Makula (POL), Jürgen Leukefeld (GER), LG Arvidsson (SWE), Graham Hill (GB)

**FPS Development Group:**

Alan Cassidy, Chairman (GB); Steve Green (GB), Mikhail Mamistov (RUS)

**Strategic Planning Group:**

John Gaillard, Chairman (SA), Manfred Echter (GER), Osmo Jalovaara (FIN), LG Arvidsson (SWE), Don Peterson (USA), Mikhail Mamistov (RUS).

**Q Programme Analysis (Advanced)**

Claude Bessiere (FRA), John Morrissey (USA), Gerard Bichet (FRA), Martin Vecko (CZE), Mikhail Mamistov (RUS), Anatoly Belov (RUS), Sami Kontio (FIN).

**Q Programme Analysis (Unlimited)**

Claude Bessiere (FRA), John Morrissey (USA), Matthieu Roulet (FRA), Stanislav Bajzik (CZE), Mikhail Mamistov (RUS), Anatoly Belov (RUS).

### 19.3 Appointment of Officials (International Jury and Chief Judges)

#### 2010 World Advanced Aerobatic Championships – Radom, Poland

Position

President, International Jury	L-G Arvidsson (SWE)
Members, International Jury	Robert Chomono (FRA) Matti Mecklin (FIN)
Chief Judge	John Gaillard (RSA)

#### 2010 World Advanced & European Unlimited Glider Aerobatic Championships – Jami, Finland

President, International Jury	Michael R. Heuer (USA)
Members, International Jury	Manfred Echter (GER) Madelyn Delcroix (FRA)
Chief Judge	Philippe K�uchler (SUI)

#### 2010 European Aerobatic Championships – Touzim, Czech Republic

President, International Jury	Mike Heuer (USA)
Members, International Jury	Graham Hill (GBR) L-G Arvidsson (SWE)
Chief Judge	Nick Buckenham (GBR)

### **20 Date and Place of Next Meeting - 2010**

Bids from Germany and Poland were presented.

Germany: Location – Tryp-Centro, Oberhausen

Dates – Nov. 5 – 7, 2010

Fees – 150 euros approx/possible discounts for early payment

20% before 30 Apr. 2010

10% before 31 July 2010

Hotel – 95 euros (single) 110 euros (double)

Poland: Location – LOT Airlines Headquarters, Warsaw

Dates – Nov. 5 - 7, 2010

Fees - 150 euros

Hotel – 102 euros (single) 110 euros (double) not quaranteed.

Vote for the country that would be the alternate to Lausanne:

Poland - 10

Germany – 14

A 2/3 majority is required for the meeting to be held outside of Lausanne. For this vote that would be 16.



Vote: Germany - 21  
Lausanne - 0

**Decision: CIVA agreed the 2010 Plenary Meeting would be held in Oberhausen, Germany.**

**Dates –November 5 - 7, 2010**

Poland proposes to bid for the 2011, Plenary Meeting, but will hold the bid until 2010, for others to make a bid.

**Decision: CIVA AGREED to accept the bid.**

Mike Heuer thanked the EAA for their hospitality.

**The meeting was adjourned at 1054 hrs. on Sunday, October 18, 2009**

Submitted by:

Carole J. Holyk  
Secretary of CIVA  
December 8, 2009

Edited and Approved by:

Michael R. Heuer  
President of CIVA  
January 19, 2010

**CIVA OFFICIAL ELECTION RESULTS - 2009**

<b>Officers of CIVA</b>			
<b>President</b>	HEUER, Mike	USA	21
<b>Vice Presidents (4 elected)</b>	GAILLARD, John	RSA	17
	CHOMONO, Bob	FRA	15
	KLIMOVICH, Elena	RUS	7
	ARVIDSSON, L-G.	SWE	17
	CASSIDY, Alan	GBR	14
<b>Secretary (2 elected)</b>	DELCROIX, Madelyne	FRA	14
	HOLYK, Carole	CAN	12

<b>CIVA Rules Sub-Committee</b>			
<b>Chairman</b>	HEUER, Mike	USA	20
<b>Members (5 elected)</b>	ROULET, Matthieu	FRA	17
	CASSIDY, Alan	GBR	19
	KOBRLE, Jiri	CZE	10
	THORESEN, Thore	NOR	14
	RIHN-HARVEY, Debby	USA	21
	BELOV, Anatoly	RUS	10
	ECHTER, Manfred	GER	12

<b>CIVA Judging Sub-Committee</b>			
<b>Chairman</b>	GAILLARD, John	RSA	19
<b>Members (5 elected)</b>	BUCKENHAM, Nick	GBR	18
	CHOMONO, Bob	FRA	16
	JALOVAARA, Osmo	FIN	15
	MAMISTOV, Mikhail	RUS	12
	ARVIDSSON, L-G.	SWE	17
	KÜCHLER, Philippe	SUI	19

<b>CIVA Catalogue Sub-Committee</b>			
<b>Chairman</b>	CASSIDY, Alan	GBR	21
<b>Members (5 elected)</b>	HOWARD, Brian	USA	18
	DELCROIX, Madelyne	FRA	19
	ECHTER, Manfred	GER	16
	MAKULA, Jerzy	POL	13
	BELOV, Anatoly	RUS	15
	ROULET, Matthieu	FRA	20

<b>CIVA Glider Aerobatics Sub-Committee (GASC)</b>			
<b>Chairman</b>	MAKULA, Jerzy	POL	23
<b>Members (No limit on number but only one per country)</b>	GILHOUSEN, Klein	USA	15
	DELCROIX, Madelyne	FRA	23
	ECHTER, Manfred	GER	19
	MARCHETTI, Carlo	ITA	11
	KAMINSKIY, Georgiy	RUS	15
	HAVBRANDT, Pekka	SWE	11
	VAVRA, Premysl	CZE	16
	BERGER, Karl	AUT	11
	PEURA, Matti	FIN	14
	HOUTMAN, Erik	NED	11
	HAPPS, Dick	GBR	13
	KÜCHLER, Philippe	SUI	21

**Contest Officials**

<b>World Advanced Aerobatic Championships</b>			
<b>President, International Jury</b>	ARVIDSSON, L-G.	SWE	<b>20</b>
<b>Members, International Jury (2 elected)</b>	CHOMONO, Bob	FRA	<b>14</b>
	HOLYK, Carole	CAN	2
	MECKLIN, Matti	FIN	<b>12</b>
	BELOV, Anatoly	RUS	4
	BERGER, Karl	AUT	1
	HILL, Graham	GBR	7
<b>Chief Judge</b>	GAILLARD, John	RSA	<b>12</b>

<b>World Advanced &amp; European Glider Aerobatic Championships</b>			
<b>President, International Jury</b>	HEUER, Mike	USA	<b>20</b>
<b>Members, International Jury (2 elected)</b>	DELCROIX, Madelyne	FRA	<b>20</b>
	ECHTER, Manfred	GER	<b>16</b>
	BERGER, Karl	AUT	5
<b>Chief Judge</b>	KÜCHLER, Philippe	SUI	<b>18</b>
	HAPPS, Dick	GBR	0
	BUCKENHAM, Nick	GBR	3

<b>European Aerobatic Championships</b>			
<b>President, International Jury</b>	HEUER, Mike	USA	<b>22</b>
<b>Members, International Jury (2 elected)</b>	MECKLIN, Matti	FIN	6
	HILL, Graham	GBR	<b>10</b>
	CHOMONO, Bob	FRA	9
	ARVIDSSON, L-G.	SWE	<b>14</b>
	HOLYK, Carole	CAN	3
<b>Chief Judge</b>	BUCKENHAM, Nick	GBR	<b>16</b>

Votes counted and certified by:

Irma Janciukiene  
18 October 2009

Numbers highlighted in **YELLOW** indicate those elected.

**Knowns for 2010**



<b>2010</b>		<b>FORM B</b>
Pilot ID #	<b>Advanced Programme Q</b>	Flight #

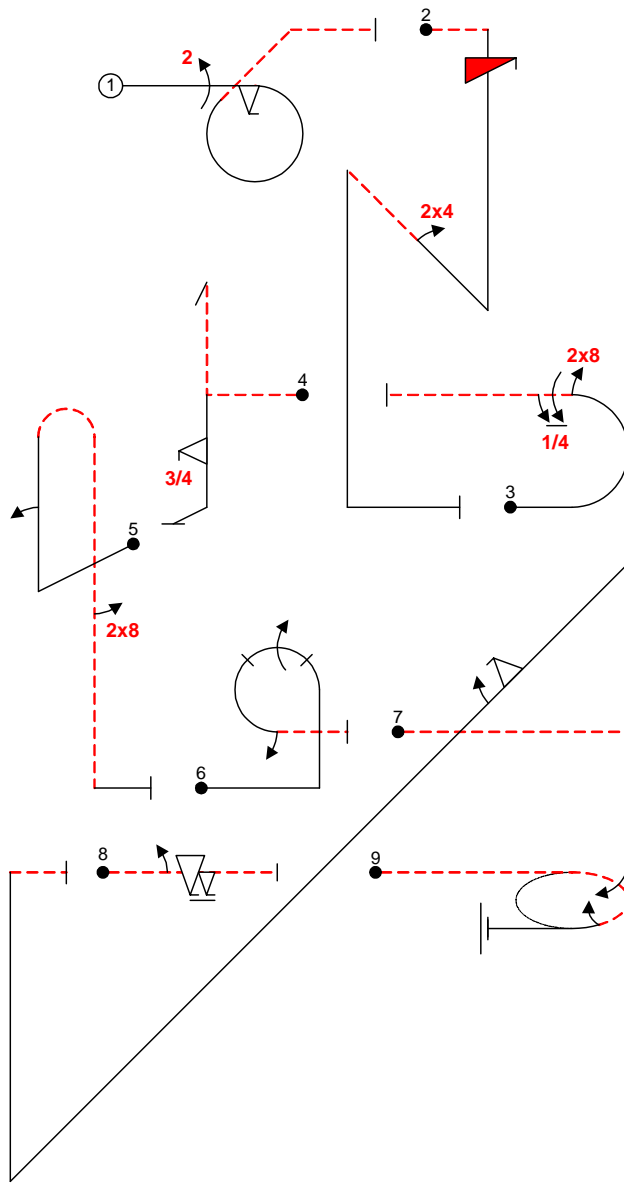
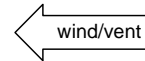
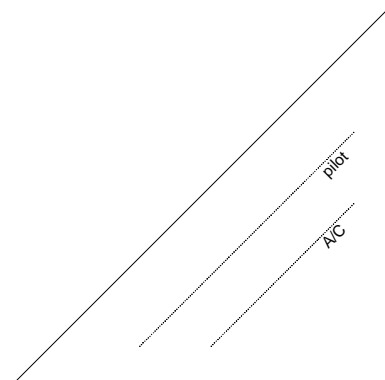


Fig 1	8.53.3 9.2.3.4 9.9.3.2	12 9 11	32
Fig 2	1.38.4 9.12.1.4 9.4.2.2	20 7 7	34
Fig 3	7.1.1 9.8.3.1 9.1.3.5	6 3 9	18
Fig 4	5.1.4 9.9.5.3	22 11	33
Fig 5	8.3.1 9.1.1.2 9.8.5.1	15 8 3	26
Fig 6	8.39.1 9.1.3.4 9.1.3.2	12 8 4	24
Fig 7	1.36.2 9.9.4.2 9.1.4.2	24 11 4	39
Fig 8	1.1.2 9.1.3.2 9.9.3.6	3 4 14	21
Fig 9	2.17.2	24	24
<b>Total K = 251</b>			

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	<b>2010</b>	<b>FORM B</b>
Pilot ID #	<b>Unlimited Programme Q</b>	
	Flight #	

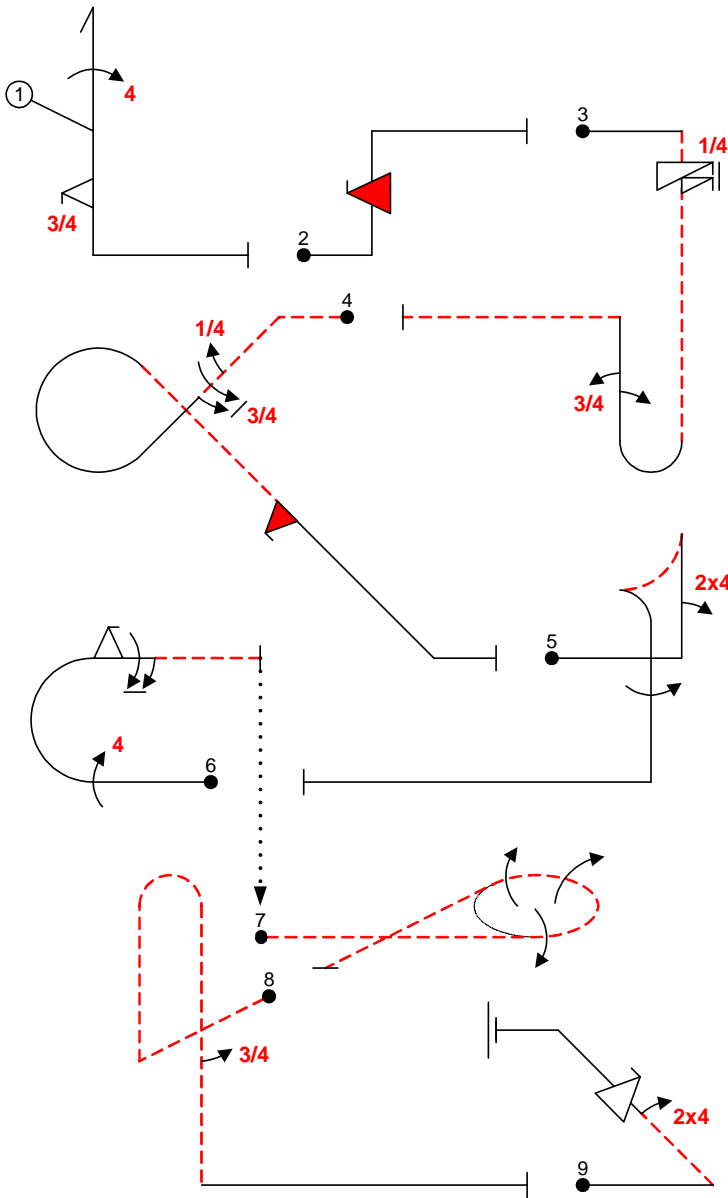
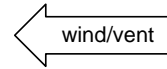
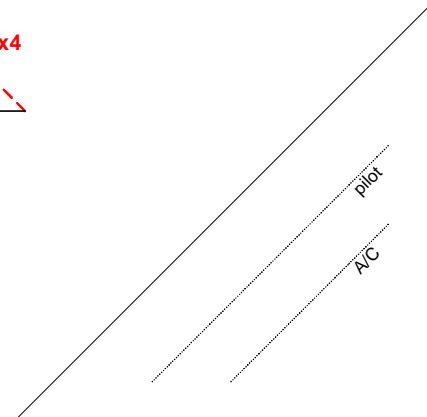


Fig 1	5.1.1 9.4.1.4 9.9.5.3	17 15 11	43
Fig 2	1.6.1 9.10.6.4	10 19	29
Fig 3	8.4.3 9.11.1.5 9.1.1.2 9.1.1.3	14 4 8 10	36
Fig 4	7.22.4 9.1.4.1 9.1.4.7 9.10.4.2	15 2 11 13	41
Fig 5	6.2.1 9.4.1.2 9.1.5.4	15 9 8	32
Fig 6	7.1.1 9.4.3.4 9.9.3.2 9.1.3.6	6 11 11 10	38
Fig 7	2.8.4	34	34
Fig 8	8.2.2 9.1.5.3	17 6	23
Fig 9	1.11.1 9.4.2.2 9.9.2.4	9 7 13	29
<b>Total K = 305</b>			

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	<b>2010</b>	<b>FORM B</b>
Pilot ID #	<b>Advanced Glider Known</b>	
	Flight #	

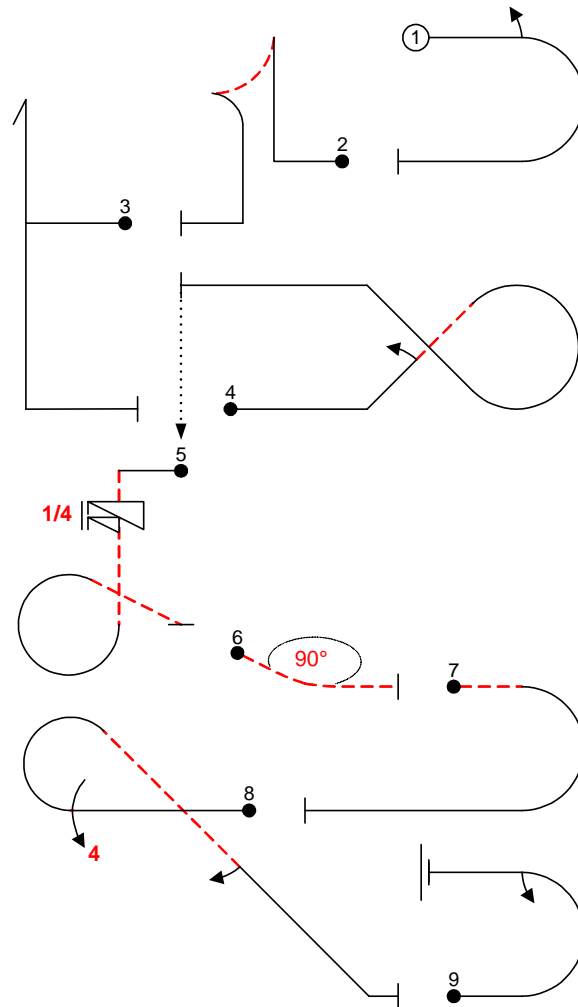
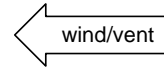
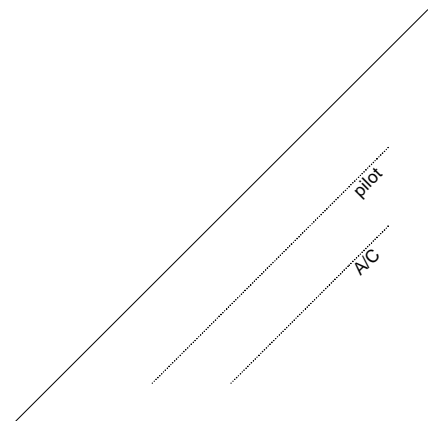


Fig 1	7.3.3 9.1.3.2	6 6	12
Fig 2	6.2.1	17	17
Fig 3	5.1.1	17	17
Fig 4	7.20.1 9.1.2.2	14 9	23
Fig 5	8.34.3 9.11.1.5	13 6	19
Fig 6	2.2.4	4	4
Fig 7	7.1.4	6	6
Fig 8	8.42.1 9.4.3.4 9.1.4.2	10 17 6	33
Fig 9	7.2.1 9.1.3.2	6 6	12
<b>Total K = 143</b>			

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	<b>2010</b>	<b>FORM B</b>
Pilot ID #	<b>Unlimited Glider Known</b>	Flight #

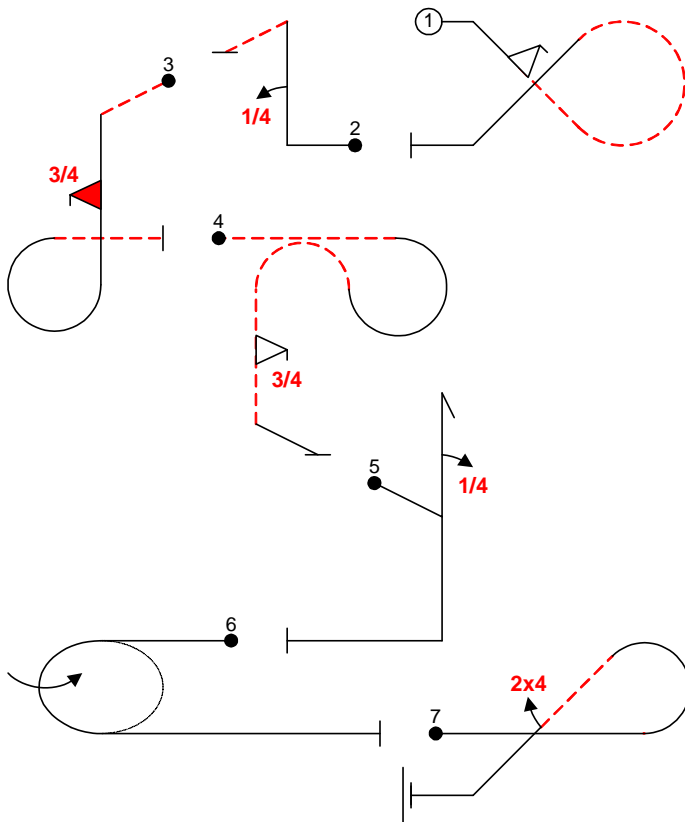
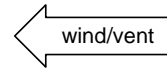
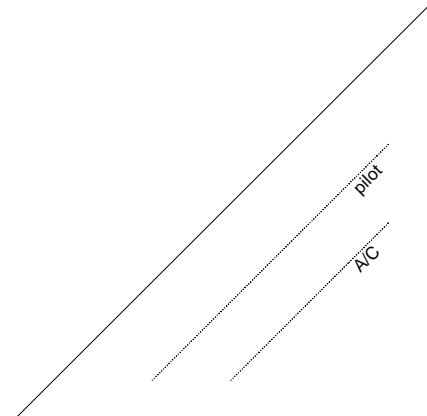


Fig 1	7.20.3 9.9.4.2	17 12	29
Fig 2	1.7.1 9.1.1.1	9 9	18
Fig 3	8.33.4 9.10.10.3	12 17	29
Fig 4	8.56.4 9.9.10.3	18 14	32
Fig 5	5.1.1 9.1.1.1	17 9	26
Fig 6	2.4.1	36	36
Fig 7	8.42.1 9.4.4.2	10 8	18
Total K = 188			

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<b>2010</b>		<b>FORM B</b>
Pilot ID #	<b>Yak 52 Programme Q</b>	
	Flight #	

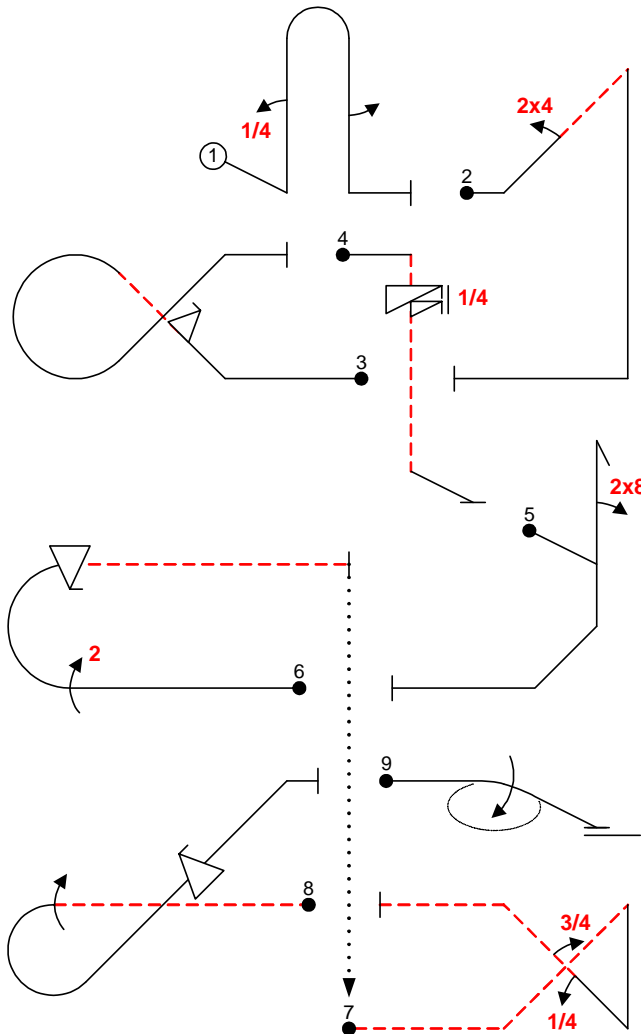
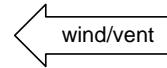


Fig 1	8.1.1 9.1.1.1 9.1.5.2	13 6 4	23
Fig 2	1.14.1 9.4.2.2	12 7	19
Fig 3	7.20.1 9.9.2.2	14 13	27
Fig 4	1.6.3 9.11.1.5	10 4	14
Fig 5	5.4.1 9.8.1.1	18 7	25
Fig 6	7.1.1 9.2.3.4 9.9.3.4	6 9 11	26
Fig 7	1.30.2 9.1.2.1 9.1.2.3	19 4 8	31
Fig 8	8.41.4 9.1.3.4 9.9.2.4	10 8 13	31
Fig 9	2.3.1	14	14
<b>Total K = 210</b>			

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