



*Fédération  
Aéronautique  
Internationale*

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# Minutes

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

held in Krakow, Poland  
**on 5th and 6th November 2011**  
at the Polish Aviation Museum

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Attendance was taken and it was established that there were 25 voting delegates/alternates present and 7 proxies, for a total of 32 votes.

To achieve absolute majority, the vote must be at least 17. For 2/3 majority the vote must be 22.

The President of Honour, Mr. James Black, is once again our Ballot Certification Official.

At this meeting the ballots will be handled differently from previous years. The first round of ballots are for the Office of President of CIVA. These ballots will be distributed after the Presidential candidates have made their presentations. The deadline for submitting these ballots to Mr. Black is 14:00hrs.

## 2. In Memoriam

A moment of Silence was held to remember our colleagues, and friends, who passed away this year.

This year we lost the former Contest Director of the 2006 WAAC held in Poland:

**Marek Szufa**

## 3. Roll-Call of Delegations

Mr. Heuer welcomed Mr. Jean-Marc Badan (JMB) the recently appointed Secretary General of FAI. J-MB conducted the roll-call, in order to familiarize himself and connect names to faces, of the delegations. At the time of the roll-call it was established that 25 voting delegates/alternates were present, and 7 proxies were being held.

## 4. Minutes of the Meeting held on the 6<sup>th</sup> and 7<sup>th</sup> November, 2010 in Oberhausen, Germany

### 4.1 Approval of Minutes

There were no objections to the Minutes.

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

## 5. 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.

## 6. FAI Report

Mr. Jean-Marc Badan, stated that he is rather new to the post of FAI Secretary General (just one month), but has been working at the FAI for 10 years.

This was his first attendance at the CIVA Plenary, the last of the many ASC meetings he has been attending. He conveyed greetings from the FAI President and his colleagues from the FAI.

On a personal note, even though he had been involved in FAI for many years, he has had to take on many new duties as Secretary General in a short time (e.g. organising the FAI General Conference), as well as completing some of the projects he had in his previous position of Sports Director. It has been a challenging few weeks, and months for him. He also asks CIVA's understanding, if at this meeting he is not as quick to answer any questions.

At the FAI General Conference in Belgrade 51 member countries were present, and the number of member countries now with FAI is 103 – Albania and Qatar the newest members. There were also 10 ASC and all the Technical commissions present.

Financial report: See submitted statement.

From this year on the FAI accounts will be conducted on an accrued basis. The FAI accounts will include all FAI and ASCs investments, expenditures, and deposits.

FAI will be establishing several “specialist groups” to work with the commissions, for example an IT group., to improve the sharing of information amongst the ASCs.

For further information, see the minutes of the General Conference on the FAI web site.

The 2012 GC will be in Antalia, Turkey, and in 2013 the location is Kuala Lumpur, Malaysia.

A completely new and improved FAI web site has been implemented. Available will be new communication and content systems, making the web master’s duties easier. Past information will be available, for instance, results from past competitions. New features such as ‘password’ protected areas which would allow the ASCs, delegates, and sub-committee members access to specific non-public information (e.g. email addresses, phone numbers). Also, free distribution of information regarding event organisation, Sporting License Data Base, competitor registration, and many more possibilities.

The web site is still a work in progress, and any suggestions or ideas are welcome.

Regarding the WAG for 2013, there was some interest, but due to the poor economic situation, no firm commitments could be established, so the Executive Board decided to that no WAG would be held in 2013. The next possible date to be able to plan for a WAG will be in 2015 (so as not to conflict with the World Games). The WAGs would also be re-established on a four year cycle. Bids will be accepted starting later this year, or early in the beginning of 2012.

The FAI offices are short staffed, and recruitment procedures are underway, and some positions have been filled.

In closing air sports is moving and changing everyday, we all have to accept that the world is changing, and our sports need to evolve. We need to improve the visibility of our sports to the public and encourage potential sponsors. Therefore, FAI needs to continue adjusting, improving, modernising, and simplifying, our rules, and events. Constructive thinking, a willingness to explore, is welcomed, and needed from all the ASCs. Not all change is easy, but, he encourages all to at least give them a try.

Question:

Nick Buckenham – Could J-MB give CIVA some details on the situation with the Flying Aces.

J-MB – Delicate issue, unable to give many details, but the FAI has terminated the contract with them. This has all occurred in the last few weeks, so details are still being worked out. All filming/video rights will revert to the FAI, giving us more flexibility for coverage and broadcasting of FAI sporting events.

## **7. Report from the President of CIVA –Michael R. Heuer**

MH summarized and highlighted some items from his report to CIVA.

- In 2011, the following events were held with a total of 162 competitors (not including H/C entries):
- 2<sup>nd</sup> World Advanced Glider Aerobatic Championships; Torun, Poland
  - 14<sup>th</sup> World Glider Aerobatic Championships; Torun, Poland
  - 26<sup>th</sup> World Aerobatic Championships; Foligno, Italy
  - 7<sup>th</sup> European Advanced Aerobatic Championships; Dubnica nad Váhom, Slovak Republic.

Advanced is now our largest category.

There were two “special events” sanctioned by FAI in 2011:

- Desert Challenge; Al Ain, UAE
- Riga FAI Elite Aerobatic Formula; Riga, Latvia

This year, only one contest scoring program was in use. ACRO, developed and maintained by Nick Buckenham, was approved by the Bureau of CIVA for use at FAI Championships in 2008. ACRO was used at all 2011 FAI Aerobatic Championships. Its judging analysis is robust and useful. The overall judging analysis reports for this year’s competitions can be found in the Agenda Packages. We now have an excellent scoring program in place and the best judging analysis tools we have ever had. This will be of enormous help to us in the future in two areas:

- Selection of Judges for Championships.
- Judging training, education, and feedback.

The new and improved FAI web site was up and running as of Oct. 18, 2011. It will take some time to grow. Some CIVA addresses for information are:

The contest data files (\*.ctf format) can be found here:

[www.civa-results.com/contest\\_files.htm](http://www.civa-results.com/contest_files.htm)

[www.fai.org/aerobatics](http://www.fai.org/aerobatics) - now have results from Championships since 1960

The FAI Airsports Channel aerobatic videos are on YouTube:

[www.youtube.com/faiaerobatics](http://www.youtube.com/faiaerobatics)

Last year, the FAI Executive Board, at the urging of the Federation’s auditors, decided that “consolidation” of all budgets within FAI must take place. This means that all FAI Air Sports Commission budgets were to be presented in a single document, along with the normal FAI accounts, and that the Executive Board is responsible for all funds within FAI.

Until this year, CIVA approved its own Budget without any FAI intervention other than the fact that FAI staff (Cosette Mast) and the FAI Secretary General and Treasurer have always kept a close eye on all expenditures and made sure all documentation was proper and legal.

For the 2012 Budget, however, the process has been different. Commissions were required to submit their 2012 Budgets to FAI by 31 July 2011. This was to be done on FAI-provided forms and using FAI account names. In turn, these budgets were submitted to the FAI Executive Board for approval. There is also a new “expenditure commitment process” in place as well to insure expenses are in line with the Budget.

The 2012 CIVA Budget that is included in one of the Agenda Packages is a result of this new approach and the work of the FRTF. It has been approved by the FAI Executive Board.

How do we work in the future? Since the 2012 Budget is now already approved, the CIVA plenary will not be asked to approve it again. The Executive Board has that power alone. However, what the CIVA Bureau does need from the plenary is the approval of future “guidelines” in our budgeting for 2013 and beyond. We will discuss those broad issues and objectives in plenary. The Treasurer and Bureau, in turn, will work on the 2013 Budget in the months ahead in preparation for submission to FAI.

Some Commissions are in a better position than CIVA is with regards to the time schedule. Several Commissions meet early in the year and are able to discuss the “numbers” in more detail. We do not have that luxury. Therefore, I will ask plenary to grant the Bureau authority to prepare the 2013 Budget, with your guidance in mind, for submission to FAI by the summer of 2012.

Trophies: For now the Aresti Cup and the FAI Challenge Trophy have been with the French Team (EVAA) in Salon de Provence, France and in their care. These trophies are now in fact at the FNA’s offices in Paris with the Air Museum at Le Bourget having agreed to display them. It helps that one of our past Champions, Catherine Maunoury is now a director of the museum. It is hoped that the Aresti Cup will be rotated around the various locations to be on display. What we are

trying to do as part of our programme, is promote aerobatics by making the public more aware of it, and also give more recognition to the winners and champions. It is much better that the Aresti Cup be in a place that a large number of people will see it, instead of being stored away in a box or someone's private home.

Tech Watch:

Last year, I announced work that had been done on a new website proposal called "TechWatch". This idea was discussed with the Secretary General and a structure for getting it done was agreed.

However, due to a variety of reasons, including concerns over liability, the time it would take to get it operational, and FAI's internal problems with its own websites, I took the decision to discontinue CIVA involvement with the project. The initiative had its origins in the USA and thanks to the work of Hubie Tolson and Steve Johnson of the IAC, a TechWatch website was produced and put on line and is now available to everyone around the world. The website's address is:

[www.allairplanesbreak.com](http://www.allairplanesbreak.com) or [www.usnationalaerobatics.org/IACSafetyForum](http://www.usnationalaerobatics.org/IACSafetyForum)

I urge you to inform your members back home about this website. As can be seen below, contributors of information are needed for the website to be useful.

Special Events:

I mentioned earlier in this report that two "Special Events" were sanctioned by FAI this year in Al Ain and Riga.

You will note in the Agenda Packages a new CIVA Document – "FAI Sporting Code, Section 6, Part 4, FAI Elite Aerobatic Contests". I will ask for your approval of this document as it is the one of the **beginning** steps we must take to bring these events under the FAI umbrella with full sanction. Sanctioned events cannot run without rules.

Remember that when CIVA first began in 1960, rules documents were just a few pages. Since then, our regulations have developed into publications containing hundreds of pages and CIVA has done an excellent job of amending, revising, and improving these documents over the last 51 years.

We are at the beginning of the development of new types of FAI competitions and the rules **will change** as we gain experience. However, the Part 4 has been proven already in actual practice, and the feedback provided by people like Quintin Hawthorne and Alan Cassidy will improve them further.

I urge your approval of Part 4 so that it can be in our library and on the web site so we can start running these events, and be able to develop these rules further. We must work with FAI to create new events that will bring new interest to air sports and aerobatics and a future for the FAI and all of its various disciplines and activities.

Discussion:

Spain: Pointed out that the contract between the Aresti family and **FAI** states that the Aresti family and FAI must be consulted before any decisions are made concerning the storing/display of the Aresti Cup.

MH- Is in possession of the document, but is not aware of that provision and would like to have that pointed out to him.

Ramon Alonso – Read a letter regarding the "Situation in Spain" The following contains paraphrasing and excerpts from that letter:

"The Situation in Spain has found CIVA involved in an internal problem of a NAC."

It is of their opinion, that through some documents, and communications, CIVA has received one sided, partial, and false information. It is felt that CIVA responded to this communication and took action without consulting with the President of RFAE, nor with the CIVA Delegate.

At the moment there is an investigation in progress, and once it is completed, the Spanish Delegation will be able to fully respond to these documents – circulated to CIVA through a non Spanish delegate.

The Spanish Delegation stated, "This is NOT the place to discuss the problems of my Country. This is the place to discuss the problems of CIVA, and we understand CIVA has generated one."

"CIVA CAN AND MUST offer cooperation IF REQUESTED from a NAC but nothing else."

"It is the duty of the Spanish Federation, To solve its internal problems, NOT of CIVA, cooperation and advise (sic) are, and will always be welcomed, but interference as the President of the RFAE states in the e mail sent to all of you will NOT be tolerated any more."

"Does anyone of you Delegates, would accept an interference in your NAC's?"

"We believe NOT."

"So we demand the same for our Country that you all deserve to yours RESPECT and COOPERATION"

"There is a matter of general interest to all delegates that we wish to direct your attention to."

"We believe that a dangerous precedent has been set that may cause serious dysfunctions to the way CIVA, FAI and the NACs relate to each other, and we beg you, to look into this matter from this perspective of general interest." Namely – "the matter of general interest arises because CIVA, in different instances, made it very clear that its decisions were taken in order to redress an injustice in the Spanish regulations.

So, by carrying out this action, CIVA has clearly indicated that, in its judgment, an injustice had been perpetrated at a NAC level, and that the means to remedy this injustice was to decide in the name of a NAC ".

"It is important to note that CIVA has reached its judgment without due process, that is, without first requiring the Spanish NAC to explain the reasons, then, independently, verifying these reasons, and then acting only after the matter had been properly investigated and all affected participants had had a fair chance to expose their reasons."

"In the future, if CIVA delegates do not look into this matter, what happened to Spain may also happen to USA, Russia, or any other NAC – after all, it will be argued, that it has already been done in 2011 without objections."

"To avoid this, we believe and strongly urge that this CIVA meeting should look into this matter and clearly stipulate that:

CIVA Officers do not have neither the mandate nor the power to verify if a NAC regulations are just, and to bypass them if they do not like the results – other FAI bodies are in charge of this serious issue. In order not to recriminate on recent past decisions, but to ensure that these will not be repeated, we also ask CIVA delegates to designate, that what happened this year, was a unique, non-precedent causing decision that will not be repeated again."

Discussion:

Pavol Kavka – Would like to discuss this letter at an appropriate time.

MH – After the break, or tomorrow.

However, MH noted, "I deeply respect the sovereignty of each National Aero Club, each Federation and each member of FAI. We all have to do that. Each country has its own internal procedures for its selection of members to their teams, and there is no way that the FAI or its Sports Commissions can interfere with them, I respect that. Our concern was perhaps a personal one, since it involved friends on both sides of the issue, that we want to see resolved." MH apologized, and noted that two members of the Bureau are in discussions with the parties concerned.

## **8. Presentations by Candidates for President of CIVA**

Three Candidates: Nick Buckenham  
John Gaillard  
Mike Heuer

### **8.1 Nick Buckenham**

**CV:**

**Professional career:**

Graduate Mechanical Engineer - Brighton, 1964  
15 years in aerospace and engineering consultancies  
25 years as Technical Director of UK manufacturing company  
Mostly retired since 2005

**Aerobatics background:**

PPL in 1987, then Pitts-S1, Yak-55M and Pilatus-B4  
UK Advanced Champion 1997  
*British Aerobatic Association:*  
BAeA Chairman 1993 to 1999  
- Board director since 1993  
- Webmaster from 1997  
- IT and comm systems WAC 2009  
- Head of Contest Organisation from 2010

*Contest Results software:*

BAeA DOS system 1998 to 2006  
Windows / Visual Studio system 2007 onwards, adopted by CIVA as 'ACRO' from 2008  
Originator and webmaster of [www.civa-results.com](http://www.civa-results.com) CIVA championship results website

*International competitor:*

AWAC 1997 - USA  
EAAC 1998 - Slovenia  
AWAC 1999 - Czech Republic (10th & Team Bronze)  
AWAC 2000 - Germany  
and many other non-CIVA events ...

*CIVA duties:*

2001 - Judge at WAAC, Hungary  
2008 - Asst. Chief Judge EAC, Czech Republic; Judge at WAAC, USA  
2009 - Asst. Chief Judge 2009 WAC, UK; Judge at WAG, Italy  
2010 - Judge at WGAC, Finland; Chief Judge at EAC, Czech Republic  
2011 - Chief Judge at WAAC, Slovakia; Asst. Chief Judge at WAC, Italy  
- Judge at UAE and Chinese Special Events  
CIVA Judging sub-committee member since 2009

*Judging Seminar author and lecturer:* In the UK from 1993 and throughout Europe since 2008

*UK trainer, Beginner to Unlimited levels*

NB – Several candidates started out, now down to two opposing the incumbent.

- Need to develop core structure to help event organisers.
- Many pilots do not know what CIVA is – it's too distant.
- Even though we have a good set of Rules, we need to organise them so that there aren't contradicting statements in one area.
- Time to finish a "Manual for Organisers". At the moment contests/championships are organised by many outside of those present, and these people must rely on the personal experiences of past Contest Directors, Jury Presidents and Jury members. Nothing is written down.
- Would like to see CIVA encourage International Judging exchanges.

## 8.2 John Gaillard

**CV:**

John Gaillard is a Vice President of CIVA (the International Aerobatics Commission) which is part of the Fédération Aéronautique Internationale (FAI) based in Switzerland. This body is responsible for

the administration and running of International Aerobatic competitions worldwide. John was first elected as Vice President at the CIVA meeting in Munich in 1997.

John specifically heads up the CIVA Judging Sub-Committee. John has acted in the position of Chief Judge at every Unlimited World Aerobatic Championship from 1996 to 2006 and all but two of the Advanced World Aerobatic Championships since 1995 as well all three World Air Games held to date.

In addition to the above classic CIVA Championships, John has acted as Chief Judge at many of the Breitling World Cup of Aerobatics and the FAI World Grand Prix of Aerobatics events, as well as many special aerobatic events.

International aerobatic commitments have taken John to the following countries:

Australia	Poland
Austria	Russia
China	Slovakia
Czechoslovakia	Slovenia
Czech Republic	South Africa
Finland	Spain
France	Switzerland
Germany	Sweden
Holland	Turkey
Italy	United Arab Emirates
Japan	United Kingdom
Lithuania	USA

In South Africa John has been Chairman of the Sport Aerobatic Club on three occasions and Chief Judge since the mid 1980s and is currently a Board Member of the Aero Club of South Africa (who controls South African aeronautical sporting activities) and represents South Africa at the Fédération Aéronautique Internationale (FAI –the international controlling body) for all air-sports.

Whilst John was born in London UK, he has been based in Johannesburg since 1972 and has been a South African Citizen since 1980, he has earned National colours twice as the South African Aerobatics Team Manager, the first in 1980 in the USA and secondly in Poland in 1996.

Currently John is Managing Director of CyberFloor a South African based company which manufactures and distributes and access flooring system, he is also a Rotarian and is currently serving as President for the Parktown Excalibur Club based in Johannesburg.

- JG - CIVA is well run, and our contests are well organized.
- Would like to concentrate on getting major sponsors, and getting better media coverage.
  - Best way to promote aerobatics is by organizing "Special Events Contests" such as those that have been held in China, Latvia, mid-east, and South Africa.
  - Use funds collected from these "special events" to support and invest in our "classic aerobatic events".
  - Need to have continuity in organizing classic aerobatic events.
  - Concentrate on establishing better media coverage, thus attracting major sponsors.
  - With these sponsors FAI/CIVA could eventually see the entry fees for "classic aerobatic events" lowered, even eliminated altogether.

### 8.3 Mike Heuer

**CV:**

**PERSONAL DATA**

Age: 62

E-Mail: [mike@mheuer.com](mailto:mike@mheuer.com)

Residence: Collierville, Tennessee USA

Married

## **OCCUPATION**

Current: Retired

Most Recent Position: Captain, Northwest Airlines, Inc.,

Duties: Pilot on Airbus A-320 aircraft

Former Instructor and Check Pilot

Next Most Recent Position: Director of Public Relations and Governmental Affairs,

Experimental Aircraft Association and Executive Assistant to the EAA President.

## **MILITARY BACKGROUND**

Retired in 1991 after 20 years of service with the U. S. Air Force and Reserves. Attained the rating of Command Pilot. Over 2,000 hours of military flying experience.

## **AEROBATIC COMPETITION PILOT EXPERIENCE**

Flew in Sportsman through Advanced categories of IAC competition over a 24 year period in Ryan STA, Pitts S-1S, Pitts S-2A, Pitts S-2B, and Extra 230 aircraft. Have flown most aerobatic types.

Participated in regional competitions and the U. S. National Aerobatic Championships.

Former IAC Advanced Aerobatic Champion.

## **SPORT AVIATION ACTIVITIES AND BACKGROUND**

- President, FAI Aerobatics Commission - CIVA (1986 to present)
- President, International Aerobatic Club, Inc. (1981 to 1990)
- Past Vice President and Treasurer, International Aerobatic Club, Inc.
- Director, International Aerobatic Club, Inc. (1973 to 2010)
- Member, Board of Directors, National Aeronautic Association (1981-1990)
- Past Vice President, Treasurer, and Director, United States Aerobatic Foundation
- Vice President, Fédération Aéronautique Internationale
- Member, FAI Executive Board (2006-2008)
- Chairman, International Jury, Hilton "Masters of Aerobatics", 1983 and 1985
- Member, International Jury, XIII World Aerobatic Championships, England, 1986
- President, International Jury, European Aerobatic Championships, Speichersdorf, West Germany, 1987
- President, International Jury, XIV World Aerobatic Championships, Red Deer, Alberta, Canada, 1988
- President, International Jury, XV World Aerobatic Championships, Yverdon, Switzerland, 1990
- President, International Jury, XVI World Aerobatic Championships, Le Havre, France, 1992
- President, International Jury, XVII World Aerobatic Championships, Debrecen, Hungary, 1994
- President, International Jury, XVIII World Aerobatic Championships, Oklahoma City, USA, 1996
- President, International Jury, II Advanced World Aerobatic Championships, Lawrence, Kansas, USA, 1997
- President, International Jury, XIX World Aerobatic Championships, Trencin, Slovakia, 1998
- President, International Jury, XX World Aerobatic Championships, Muret, France, 2000
- President, International Jury, III Advanced World Aerobatic Championships, Grossenhain, Germany, 2000
- President, International Jury, XXI World Aerobatic Championships, Burgos, Spain, 2001
- President, International Jury, IV Advanced World Aerobatic Championships, Murska-Sobota, Slovenia, 2002
- President, International Jury, XXII World Aerobatic Championships, Lakeland, Florida, USA, 2003
- President, International Jury, V Advanced World Aerobatic Championships, Ljungbyhed, Sweden, 2004
- President, International Jury, XXIII World Aerobatic Championships, Burgos, Spain, 2005
- President, International Jury, VI Advanced World Aerobatic Championships, Radom Poland, 2006.
- President, International Jury, World Glider Aerobatic Championships, Niederoeblarn, Austria, 2007.
- President, International Jury, XXIV World Aerobatic Championships, Granada, Spain, 2007.
- President, International Jury, VII Advanced World Aerobatic Championships, Pendleton, Oregon, USA, 2008.
- President, International Jury, World Aerobatic Cup, Czech Republic, 2008.
- President, International Jury, XXV World Aerobatic Championships, Silverstone, United

Kingdom, 2009.

- President, International Jury, I World Advanced Glider Aerobatic Championships and 13th World Glider Aerobatic Championships, Jami, Finland, 2010.
- President, International Jury, European Aerobatic Championships, Touzim, Czech Republic, 2010.
- President, International Jury, Breitling World Cup of Aerobatics, 1993-1995.
- Member, Board of Directors, Experimental Aircraft Association, 1981-1994.
- Editor, SPORT AEROBATICS magazine, for three separate terms.
- Author, hundreds of articles on sport aerobatics and aviation that have appeared in SPORT AVIATION and SPORT AEROBATICS magazines.
- Chief Judge, Unlimited category, U. S. National Aerobatic Championships, on several occasions.

#### **AWARDS AND HONORS**

- 1970 Winner, L. Paul Soucy Aerobatic Award, presented by IAC to the top performing aerobatic competition pilot.
- 1973 U. S. Air Force Air Training Command (ATC) Commander's Trophy for being top graduate in Undergraduate Pilot Training Class 7307, Laughlin Air Force Base, Texas. Also received flying training award for top scores on check rides and outstanding graduate award.
- 1974 Skip Volk Memorial Trophy, presented by Experimental Aircraft Association for outstanding contributions to sport aerobatics and for service as editor of SPORT AEROBATICS magazine.
- 1976 IAC President's Award for outstanding contributions to sport aerobatics.
- 1983 Experimental Aircraft Association President's Award, presented by Paul Poberezny at the EAA FlyIn in Oshkosh, Wisconsin for service to EAA and IAC.
- Special Award from the IAC Board of Directors for service, dedication, and vision in the sport.
- 1984 Frank Price Cup, presented by IAC for outstanding contributions to the sport of aerobatics.
- 1986 Paul Tissandier Diploma presented by the Fédération Aéronautique Internationale at the FAI General Conference, Madrid, Spain, September 1986, for outstanding contributions to sport aviation and aerobatics.
- 1987 Robert L. Heuer Award for Judging Excellence, presented by the Board of Directors, International Aerobatic Club, for contributions to the IAC's judging program.
- National Aeronautic Association Certificate of Achievement, presented by Malvern J. Gross, President, for contributions to sport aviation.
- 1990 IAC President's Award, presented for outstanding contributions to aerobatics upon retirement as IAC's longest serving President.
- 1993 FAI Air Sports Medal, presented by the Fédération Aéronautique Internationale, for outstanding contributions to air sports throughout the world.
- Rolly Cole Memorial Trophy, presented by Duane and Judy Cole in memory of their son for outstanding contributions to aerobatics.
- IAC President's Award, presented for 30 years of volunteer service.
- 2001 Inducted into the International Aerobatics Hall of Fame; Oshkosh, Wisconsin.
- 2010 IAC Special Award presented by the Board of Directors for 37 Years of Service as an Officer and Board Member.
- 2011 FAI Silver Medal, presented by the Fédération Aéronautique Internationale, for outstanding contributions to FAI as Commission President and air sports in general.

#### **OTHER**

- Airline Transport Pilot Certificate.
- Bachelor of Science Degree, Lewis University, Illinois.
- Airframe & Powerplant Mechanics license.
- U. S. Air Force Command Pilot Rating.
- Approximately 26,000 hours of flying experience.

### **GOALS IN THE FUTURE**

- Continue to improve CIVA's management of FAI Aerobic Championships and the FAI Sporting Code to the benefit of competitors, participants, and officials.
- Complete work on the "CIVA Contest Operations Handbook".
- To further develop the new CIVA website ([www.fai.org/aerobatics](http://www.fai.org/aerobatics)).
- Serve CIVA's constituency and FAI member countries in the best interests of all international aerobatics and air sports.

MH – 3<sup>rd</sup> generation involved in aviation.

- This organization is not a "top down" organization, all members of CIVA have a contribution to make.
- It is the role of the President of CIVA to make sure that the ideas, rules and suggestions put forth by its members are presented in this open forum.
- Committed to continue to improve and develop our "classical" aerobatic championships.
- Disappointed and take full responsibility that the "Contest Organization Handbook" has not been completed yet. If elected, promise that the work will continue and be completed soon.
- Need to bring more people into the sport of aerobatics.
- The organization of CIVA must be an "open and transparent" government.
- Will continue to work with the other ASC's in FAI, and this way learn from each other.
- We're in the 21<sup>st</sup> century and must move forward in developing our sport, and it can only happen with effective and experienced leadership, with an open mind, a willingness to change and adapt, and most importantly, to build teams of people who can do that, through our Sub-Committees, Working groups, through our Bureau. All of which the structure exists, but it's building those teams and putting the right people in those jobs.

Ballots were distributed and James Black explained the voting procedure for President.

The FAI Statutes state that the election of the President must be by an absolute majority (for this vote - 17). If this is not achieved, then there will be a second round of voting, in which case the candidate with the most votes (a plurality) will be elected.

## **9. Report on CIVA Finances 2011 – 2012 – Lars-Göran Arvidsson**

### **9.1 Financial Results**

Final report on our budget and expenses distributed this morning. These were approved by FAI in July. It is difficult to be submitting these figures so early in the year, not knowing just how much money is required for the various event.

### **9.2 2011 CIVA Travel Allowance Programme and Judges Seminar**

Supported all the Officials' Travelling Allowance, also the various Judges' Seminars. These are a major expense of CIVA but it is important to continue on funding these programmes. The Judges' Travelling Allowance and Seminars cost 38,900 Euros.

### **9.3 2012 Budget**

Possibility of enough funds coming in for FAI and CIVA from the planned "Special Events", that could cover supporting Judges for our Classical Championships.

Also need input from delegates on best ways to use our income, for instance, if we have enough Special Events generating income, entry fees for future Championships could be down to zero.

LG – Wonders why the large discrepancy between the audited FAI financial result for CIVA and the distributed statement.

J-MB – Unable to answer now. One of the issues he is having to deal with, in his new appointment as Secretary General.

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

## 10. Reports on the 2011 World Advanced & Unlimited Glider Aerobatic Championships – Torun, Poland

### 10.1 President of the International Jury – Madelyne Delcroix

Jury President Proposals

4. Team medals it should be clearly stated in the rules what is the minimum complete team to award team medals; as the rules are now it is only stated the minimum number of participating country to have a valid championship but nothing about the minimum number of complete teams, i.e. if there is only 2 complete teams they can receive the gold and silver medals.

Discussion:

No Questions

MD – Emphasized the proposal re: Team Medals - see EP #3

**Decision:** Report accepted by CIVA

### 10.2 Contest Director – Pavol Kavka

**Decision:** Report accepted by CIVA

### 10.3 Chief Judge – Philippe Küchler

PK – Dedicated his report to Marek SZUFA

**Decisions:** Report accepted by CIVA.

## 11. Reports on the 2011 World Aerobatic Championships – Foligno, Italy

### 11.1 President of the International Jury – Alan Cassidy

Discussion:

AC – Take this opportunity to make a statement on behalf of the Jury and the Bureau at the World Championship on the Spanish situation. Addressing the Spanish delegation, that the duty of the Bureau is insure the quality and validity of our major championships and international events. It is not the intention or duty to interfere with the sovereignty of the NAC of Spain. The Bureau of CIVA didn't try to select the Spanish team. We tried to establish a mechanism by which we could include qualified pilots in the contest results, and thereby make the contest as high quality and as valid as possible. In the end our decisions were over-ridden by the Executive Board of FAI.

On behalf of the Bureau and the CIVA delegates, it is hoped that the Spanish NAC can resolve its internal difficulties.

RA – Depends on the respect from CIVA. He has been in the background during this situation. He has since been elected the President of the Spanish Aerobatic Commission, and will do his best to resolve the problem. He notes that there have been no letters of acknowledgement from CIVA or the Bureau, only actions without any warning. Needs the cooperation of all to hear both sides of the story. When we, the Spanish delegation receive the written response from Alan, the Bureau or CIVA, then we can give you the answers you ask for, but we can only respond to these letters, not to unsupported actions.

**Decision:** Report accepted by CIVA.

**11.2 Contest Director – Dario Costa**

**Decision:** Report accepted by CIVA.

**11.3 Chief Judge – Graham Hill**

Discussion:

Matthieu Roulet: Under the heading of “Judges”, the French judge Francis Itier was omitted.  
MH – The report will be corrected.

**Decisions:** Report accepted by CIVA with the noted correction.

<b>12. Reports on the 2011 European Advanced Aerobatic Championships – Dubnica, Slovak Republic</b>
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**12.1 President of the International Jury - Lars-Göran Arvidsson**

Due to family matters the report was not available. Mr. Arvidsson gave a verbal report.

Two matters he would like to emphasize, first of all he congratulated France for amazing results from the three young new pilots, who placed first, second and third overall. France has a promising future in these pilots.

Secondly, the Slovak Republic has a long history of organizing Championships. The site of Dubnica nad Váhom was a fantastic place, and with the local organizer, and with the team we had, of Pavol Kavka, Vlaskimir Machula, and Chief Judge Nick Buckenham, it was a fantastic team, and he recommended the site for future Championships

**Decisions:** Report accepted by CIVA

**12.2 Contest Director – Pavol Kavka**

P. Kavka – Added that initially there had been a problem getting an assigned “safety frequency” but eventually in discussions with the Slovak aviation authority one was assigned.

**Decisions:** Report accepted by CIVA

**12.3 Chief Judge – Nick Buckenham**

NB – Emphasized the need for better video equipment/operators. CIVA should consult experts, for the specifications of this equipment. Javier Marqueries, who set up and operated the video at WAC this year is one such person.

MR – Wondered how the judges were instructed in the use of the mark of “PZ”

NB - If there was a reasonable doubt that a manoeuvre did not meet the regulations, that the judge should strongly consider using the “PZ” mark. Has looked at the data from the EAAC, WAC and the WGAC/WAGAC, and it shows that the “PZ”s are being used quite a lot, and in a few places it is in a minority decision which is discarded in the scoring process. From his point of view it has been effective.

**Decisions:** Report accepted by CIVA

<b>13. CIVA Known Compulsory Programmes for the Year 2012 (Agenda Item 13)</b>
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**13.1 Advanced 'Q' Programme**

Proposal	Vote 1 <sup>st</sup>	2 <sup>nd</sup>
A	7	12
B	5	
C	0	
D *	12	20
E	5	
F	0	

**Decision: Proposal D from Norway adopted**

**13.2 Unlimited 'Q' Programme**

Proposal	Vote	2 <sup>nd</sup> Vote	3rd	4th
A	4			
B	1			
C	0			
D *	6	15	16	19
E	11	14	15	13
F	1			
G	5			
H	1			

**Decision: Proposal D from France adopted**

**13.3 Advanced and Unlimited Glider 'Q' Programmes**

As submitted by the Glider Sub-Committee

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

**13.4 Yak 52 Known Compulsory Programme**

Proposal	Vote
A	5
B *	26

**Decision: Proposal B from Russia adopted**

See CIVA web site for sequence drawings.

**14. CIVA Sub-Committee Reports and Proposed Rules Changes for 2012**

**14.1 Report of the CIVA Rules Sub-Committee – Alan Cassidy**

**Rules Sub-Committee Proposals**

Following discussion of various national proposals, the following Rules Sub-Committee Proposals reflect the consensus view on topics discussed.

**RSC Proposal 1: Axes and figures: clarification**

Source: France Proposal #1

- Rule 5.1.2.3. d) to read:

For programmes Q, 1, 2 and 3, the aircraft longitudinal axis should always be aligned with the main or secondary axes, except when vertical or when turning from one axis to the other

within a figure from Family 2. The direction of flight on the main axis, with respect to the official wind direction, must always be as shown on the sequence diagram, even within figures that start and end on the secondary axis. The direction of flight on the secondary axis is never specified by the sequence diagram but is, instead, determined by the action of the pilot when leaving the main axis.

*Example:*

The central 45° line on Figure 1 and the bottom half loop of figure 2 must be flown into wind; the start of the turn in Figure 3 must be downwind. The drawing does not imply that the direction of flight on the secondary axis between 1 and 2 is the same as that between 2 and 3.

Discussion:

Elena Klimovich – Agrees in part with proposal except not for rolling turns.

Debby Rihn-Harvey – The pilot should be free to decide which direction he/she wants to fly.

Martin Vecko – The proposal should be divided into two parts.

MH – Does not recommend splitting the proposal. Vote should be for or against the entire proposal.

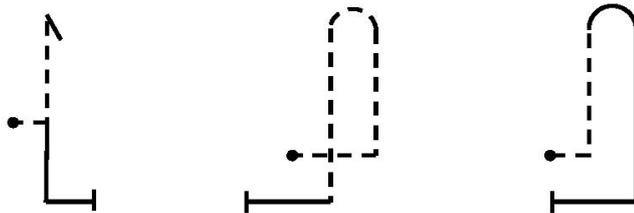
Vote: For – 2; Against – 25; Abstain – 5

**Decision: CIVA Disagreed with the proposal**

**RSC Proposal 2: Safety figures: addition**

Source: France Proposal #2

Add to the list of permitted figures (in Unlimited and Advanced) in 4.3.1.2 the following:



If one of these figures is flown, the horizontal half-roll figure starting from inverted flight is not flown.

**Rationale:**

Similar figures were introduced in the list of permitted figures in 2011, but with an inverted exit. It is

a matter of safety that in case the pilot finds out after the first push that his seat belts are not tightened enough, he should opt for a positive exit. Allowing these figures with positive exit is a pragmatic way to ensure pilot safety and easy operations (no penalty, no arbitration process should a pilot need a positive exit).

**Decision: CIVA AGREED**

**RSC Proposal 3: Awards: Clarification & Consistency**

Source: France Proposal #3

Align 1.3.1.3 and 1.3.1.4 with 1.3.1.2 on the matter of Unknown Programmes World Champion. Both A and Y52 championships will confer the title: **“World Champion in the Unknown programmes”**.

Rules will read:

1.3.1.3. b) **Advanced World Champion in the Unknown Programmes:**

The competitor who gains the highest total number of combined points in the two Unknowns.

1.3.1.4. c) **Yak52 World Champion in the Unknown Programmes:**

The competitor who gains the highest total number of combined points in the two Unknowns.

**Decision: CIVA AGREED**

**RSC Proposal 4: Awards: Clarification & Consistency**

Source: France Proposal #3

Add to 1.3.1.3 and 1.3.1.4 same clarification statement as 1.3.1.2.i). Rules will read:

1.3.1.3.e) and

1.3.1.4.e) Awards will be given in compliance with paragraph 4.5.

Rationale:

Ambiguity between 1.3.1 and 4.5 needs clarification

**Decision: CIVA AGREED**

**RSC Proposal 5: Extent of unlinked rolls in unknown figures.**

Source: Russia Proposal #1

**Rule 9.2.2.1.** (applicable to U, A & Y52) to be amended to read:

Unlinked and opposite rolls are permitted only on straight horizontal lines and, in the case of hesitation rolls, with a maximum number of 10 stops, except that:

Russian proposal #1 read:

*To ban unlinked rolls with a total number of stops more than 10 on lower entry and exit lines of figures Families 7 and 8 (for example 8point rolls followed by 4-point roll will not be allowed).*

Rationale:

The intention of Russian proposal #1 was to restrict the length of high-speed lines with multiple hesitation rolls. However, the precise wording proposed was restricted to lower entry and exit lines in Families 7 and 8.

Combinations of rolls with 12 stops are of very dubious value, whether at high speed or low speed.

The proposed universal limit of 10 stops is a simple way of incorporating the intention of Russia proposal #1 with a single paragraph edit.

**Decision: CIVA AGREED**

**RSC Proposal 6: Naming of World Champions.**

Source: Russia Proposal #2

In paragraphs 1.3.1.2. a) to 1.3.1.2. h): Add "**Unlimited**" before "World".

Rationale: Sub-Committees were not in favour of using the phrase "World Champion" only at Unlimited championships. However, there was a consensus to distinguish Unlimited champions by adding the category to the title.

Note: It was also a part of the Russian proposal that the phrase "World Champion" not be used at special events and this was supported by the Sub-Committees. Some other form of title wording should be sought for such events.

Discussion:

AC – Wonders if using "Unlimited", "Advanced" or "Yak 52" before "World Champion" is against the FAI naming standard of Championships.

J-MB – The standard applies only to the name of the Championships i.e. WAC: WAAC.

MH – may be some inconsistencies in naming the champions of the different categories but let's leave it as in the RSC proposal for now – "Unlimited World Aerobatic Champion"

EK – The SC made a note only, and not a proposal re: the phrase "World Champion" not be used at special events, but they should be called "winners" or some other title. This was part of the Russian proposal.

AC – Agrees, but action is probably not required at this point. Also, there is tabled a proposed Section Four later in the meeting. Doesn't believe the "World" Champion title is included in the document.

EK – States it is mentioned in the document  
 AC – will discuss and make alterations.

**Decision: CIVA AGREED with the RSC that the WAC champion will have the title of “Unlimited World Aerobatic Champion”**

**RSC Proposal 7: Number of Supported Judges**

Source: Canada proposal #1, South Africa proposal #2.

The contest organisation at Unlimited and Advanced shall be liable to provide food, transport and accommodation for 7 *supported* judges and their assistants. Additional judges and assistants, making the total of judges up to a maximum of 10, may apply and be selected for the event, but they will be *unsupported* officials. The costs associated with these unsupported officials need not fall on the organiser, but may be met by the individuals concerned, by NACs, by CIVA or from other sources. For Y52 contests, the minimum number of supported judges would remain 5.

**Decision: CIVA AGREED**

**RSC Proposal 8: Review of Judging Criteria for Rolling Turns**

Source: United Kingdom proposal #1.

The UK proposal was to remove the following sub-paragraph to Rule 6.8.3.6:

i) One (1) point for every five (5) degrees of roll remaining when the aircraft has reached its exit heading.

Other members of the sub-committees were concerned that this deletion might leave a loop-hole in the judging criteria, despite the current Rule 5.3.1.8. which requires the even integration of rolls within the figure, but does not specify particular downgrades.

The sub-committees recommend that plenary task the Judging Sub-Committee to review the detailed judging criteria for figures in Family 2.3 to 2.20, and submit recommendations for the 2012 plenary, with a view to improving consistency in judging of these figures.

Discussion:

Philippe K - Questions are we agreeing to the stated UK proposal. Concerned that need better criteria for judging rolling circles.

AC – It is being proposed that more work is needed and therefore the Judging SC is tasked to look further into the criteria for judging rolling circles, and to present its findings/criteria to the 2012 Plenary.

**Decision: CIVA AGREED that plenary task the Judging Sub-Committee to review the detailed judging criteria for figures in Family 2.3 to 2.20, and submit recommendations for the 2012 plenary**

**RSC Proposal 9: Versatility in Free Programmes**

Source: United States proposal #1.

Sub-Committees recommend the incorporation of all elements of US proposal #1, shown highlighted in the following table:

**4.3.3.6. Versatility**

Family	Yak 52	Advanced	Unlimited
1	Not Required	At least one figure	At least one figure
2	At least one from 2.3 to 2.20	At least one from 2.3 to 2.20	At least one from either 2.5 to 2.15 or from 2.17 to 2.20

5	At least one figure	At least one figure	At least one figure
6	Not required	Not required	At least one figure
7	At least one figure	At least one figure	At least one figure
8	At least one figure	At least one figure	At least one figure
9.1 to 9.8	At least one from each subfamily	At least one from each subfamily	Not specified
9.9 and 9.10	At least one	At least two, no subfamily specified	At least two from each subfamily
9.11 and 9.12	At least one figure from either	At least one figure from either	At least one figure from either
Opposite Rolls	At least one instance with elements from Families 9.1 to 9.10		

**Rationale:**

The USA proposes to amend the Versatility requirements for Power Programme 1 to remove all limits on the maximum number of figures from any given Family included in the Free Programme design.

*Section 4.3.3.6 of the FAI Sporting Code, Part 1, specifies the minimum figure requirements for constructing Programme 1, the Free Programme. The purpose behind a "versatility" rule for a pilot-designed sequence is to ensure each pilot demonstrates their skills across the spectrum of Aresti families. Once those mandatory figures are included in the Free Programme design, the pilot should be free to include whatever other figures he/she so chooses.*

*Including two spins in a Free Programme, for example, may or may not be the best design strategy (the current 4.3.3.6 restricts the sequence to one spin), but if the pilot has reason to include more than one spin, why not? Why restrict the Free Programme design to four humpies, but allow an unlimited number of half loops, as the current rule does?*

*Including a minimum set of required figures is absolutely required to demonstrate the versatility that each pilot possesses to fly figures from across the Catalogue families. However, there is no reason to regulate the maximum number of certain figures. The existing rules governing maximum number of figures and maximum K-Factor, along with common sense, provide the necessary boundaries on the figure composition of a Free Programme design, without the artificial limits currently specified by 4.3.3.6.*

**Decision: CIVA AGREED**

**National Proposals Forwarded to Plenary**

**Norway Proposal #1: Unknown Figures (Advanced)**

Sporting Code Section 6, List of figures for Programme 2 and 3  
**Rule 9.14. Family 8.13 To 8.18**

Add the following:

9.14.1.2. Advanced: No flick roll permitted on the 45° down line of 8.15, 8.17 or 8.18

**Rationale:**

Structural safety. The loop and line segments in these figures may easily, unless careful "g" control is exercised, result in a speed build up unsafe for a flick.

**Decision: CIVA AGREED**

**Russia Proposal #4: Flick Rolls in Unlimited Unknowns**

Sporting Code Section 6, Rule 4.3.4.4. a), Table.

Increase total number of allowed flick rolls from 6 to 8. Allow a maximum of 5 from either subfamilies 9.9 and 9.10.

Discussion:

DR-H - Battles every year to making the sequences more and more complex. You can make a sequence challenging to the pilot without making it more demanding for the machine. With all the new figures being introduced, there is enough challenge for the pilot.

EK – In the past we were concerned that the programmes were becoming too difficult, so we decreased the complexity, but that was when the aircraft were those that we are now flying in Advanced and Yak categories. Today's aircraft have more performance, are lighter physically, and take much less 'g' for various manoeuvres. If you don't want a flick roll then don't submit a figure with one.

AC – Would understand making the figures more complicated if everyone were getting percentages of 90% or 95%, but they are still averaging in the 70% range.

Vote: For – 6      Against – 21      Abstain - 5

**Decision: CIVA disagreed to the proposal**

**Russia Proposal #5: Figures in Unlimited Free Programme**

Sporting Code Section 6, Rule 4.3.3.1., Table.

Reduce total number of figures in Unlimited Free Programme from 9 to 8.

Vote: For - 6      Against - 19      Abstain - 7

**Decision: CIVA disagreed to the proposal**

**Russia Proposal #6: Total K for Unlimited Free Programme**

Sporting Code Section 6, Rule 4.3.3.1., Table.

In case Russia proposal #5 is not accepted – Increase Total figures K factor in Unlimited Free Programme to 470.

*Note: Russian Proposals 7 and 8 did not survive Sub-Committee consideration.*

Discussion:

EK – Have been flying the "same" boring programme for pilots and judges for years. Change things up by increasing the Programme 'K'.

Vote: For - 9      Against – 18      Abstain – 5

**Decision: CIVA disagreed to the proposal**

**South Africa Proposal #1: Combined Yak52 & Intermediate Championship**

The Sub-Committees discussed this proposal at length and decided that it should be forwarded to plenary with the following recommendations:

Any Intermediate championship sanctioned by CIVA should be considered as a Class II FAI event and be accorded only regional status. Organisers would remain free to choose to have individual Intermediate or Y52 events or to combine them if appropriate to local aircraft resources.

The full text of the proposal is reproduced below.

***Background***

*Two years ago a proposal was submitted to CIVA for the introduction of an Intermediate Class, this never received the required number of votes, and feedback was that an additional competition with all it entailed would only complicate the CIVA competition calendar.*

*It is now intended to reintroduce this proposal in a modified form, in order to eliminate all the perceived problems, whilst at the same time benefiting an existing contest already taking place. At present the Yak52 Championships have never attracted a large number of entrants, this was partially due to probably setting the flying standards too high, this was recognised and modified by CIVA last year. However no bid was submitted for 2011.*

*It is now proposed to introduce an Intermediate class to be run to the exact same flying regulations and in conjunction with the Yak52 contests, the same sequences would be flown with regards to all programmes, using the same set of officials and judges, only the regulations with regards to pilot qualifications and aircraft would differ*

*The main benefit from this proposal is that we would almost certainly get numerous Intermediate entrants and this will make the combined Yak52/Intermediate Championship far more viable financially, with a major increase in income (probably double), whilst there would be no increase in the basic contest structure i.e. the cost of officials and judges would remain constant. This would make it far more attractive to bid for such a combined contest.*

### **Proposed Format**

*CIVA Regulations would need to be modified on the following basis:*

- a) Intermediate would operate in all aspects in an identical manner to Yak52, programmes would be flown in an integrated manner, i.e. both types of entry would be treated in exactly the same manner with regards to flight order and judging.*
- b) No aircraft restrictions would apply to the Intermediate Class, being the same as the Advanced Class.*
- c) Pilot restrictions would mirror those of the Advanced Class, but would include similar wording to exclude entrants on the same principle in both the Unlimited & Advanced Classes.*
- d) The Yak 52 and Intermediate results would be determined separately, consideration could be given to a separate combined classification as well.*

### **Benefits**

- a) A new group of pilots would be introduced to International Competition, receiving the benefit of International Competition and camaraderie and providing a platform for creating a future pool of pilots for the Advanced and Unlimited Classes.*
- b) CIVA would benefit from an increased sanction fee base.*
- c) Many Aero Clubs who currently do not have many Advanced pilots or those that do not operate Yak52s would now have an opportunity to participate internationally.*
- d) Widening the base of aerobatic competitions is in line with FAI Policy.*
- e) An opportunity would be created to bring in new aerobatic judges, as a stepping stone to the Advanced and Unlimited Classes.*
- f) The current situation where modified Yak52s are being entered will be resolved, they can fly in Intermediate, thus not denying them an opportunity to compete and retaining the original intent of the Yak52 contest.*
- g) Aircraft considered obsolete from the Advanced and Unlimited classes, such as the Zlin 50 series, Pitts Specials and many others would be competitive in the proposed class.*

### **Discussion:**

M.Vecko – What would the title of the winner be? If it is “World Intermediate Champion”, would be a conflict with the other categories.

JG – Title can be discussed further, but the importance now is to decide if we want to proceed

with the contest.

EK – Agrees the name of the event can be decided later. The proposal assumes that there will be more participants for the combined categories. What should be done is first see if there are organizers who would be willing to put on this event, and check to see how many are committed to attending.

AC – Re: the title of the winner of the category – it could be “CIVA Intermediate Champion.”

DR-H – Questions whether this would be accepted as a “Special Event” or an event along the lines of the Yak 52, Advanced and Unlimited classes.

AC – Could have a trial event, similar to what occurred when the Advanced category was proposed some 20 years ago. It was first conducted in the Netherlands, and was very successful, and then South Africa held the first event. Perhaps South Africa would be willing to organize a trial event in 2013, and report the results back to CIVA. Then we could decide whether CIVA proceeds to give the category official status.

JG – In answer to DR-H’s question - this is intended as an added class. South Africa, would once again be bidding to organize this event, should a time slot be established.

DR-H – USA, disagrees with adding a fourth category, based on the difficulty now, of sponsoring 3 international teams.

Vote: For - 18 Against – 8 Abstain – 6

**Decision: CIVA AGREED**

**South Africa Proposal #3: Bidding process for Championships**

The sub-committees considered the proposal to have considerable merit. However, the process for bidding is not strictly a matter for Section 6 of the Sporting Code, but for administration within CIVA. Therefore the proposal is forwarded in its entirety for discussion at plenary and implementation thereafter as the President of CIVA sees fit.

***Background***

*For the season 2011, we saw a very well motivated and detailed proposal from the USA to stage the WAC for 2011, narrowly defeated at the CIVA meeting, by a bid a lot less detailed and which has subsequently proved to be unable to fully comply with CIVA Regulations, as it has since been established that Italy is not in a position to train or provide line Judges. (Subsequently following the forced revised location in Italy, it would not have been possible to facilitate line judges anyway due to site constraints). The main factor behind this voting at CIVA was almost certainly not the quality and content of the bid, but rather geographical considerations, which transfers into cost considerations when staging a Championship outside of Europe.*

***Proposals***

*a) That CIVA introduce a formal evaluation system for bids for Championships, which takes into account all the detailed requirements to stage such a championship and to comply with CIVA Regulations and the results of the subsequent evaluation be submitted to the CIVA Plenary for formal approval. (See attachment to this document for copy of the Evaluation System Form)*

*b) That CIVA introduces a system where every fourth championship in the series of the various CIVA championships to be held outside of Europe or preference be given to a bid from outside of Europe, providing the evaluation envisaged in a) above is positive. This proposal to be retrospective, [effective January 1, 2012](#) \*\*. This proposal is not intended to limit bids from outside Europe to every fourth year, but merely to give some assurance that there is a fair spread of venues in the overall picture.*

***Comment***

*Whilst the majority of competitors are located in Europe, there are significant entrants from other Continents mainly the USA, but also in recent times from South Africa and for this year’s WAC from Australia also. Whilst these Aero Clubs are used to finding the funds associated with competing at long distance, it is not fair and reasonable to expect them to be permanently placed at a disadvantage. This proposal of in effect having 75% of the*

*championships in Europe would address this situation, whilst allowing those outside of Europe to plan well ahead and not waste time and effort in preparing bids, which in effect are not settled on merit but rather from cost considerations associated with travel.*

Discussion:

MR – Don't compromise the European pilot going to a non-European country. Most of the non-European countries are used to the logistics of attending Championships in Europe, this is not the case the other way around. Would recommend that we adopt this rule with a couple of provisions. One would be that such a preferential clause could be revoked encase the bid is not given with a 2 year notice. Need this lead time to prepare a budget.

Second, to avoid to have two years in a row, an Unlimited Championship outside of Europe. And not to have both an Advanced and Unlimited Championship in the same year outside of Europe. MV & HR & MR – Retrospective procedure is too restrictive. Every 4<sup>th</sup> year (sic) is too close, should be 6 or 8 years.

AC – it is every 4<sup>th</sup> event in the series, and it just means that this policy allows the Bureau to give preference to a non-European valid bid.

Vote:

3a) For - 28 Against - 0 Abstain - 4

**Decision: CIVA AGREED to part 3a of the proposal**

Vote:

3b) 1<sup>st</sup> vote For - 16 Against - 7 Abstain - 9 (result not absolute)  
2<sup>nd</sup> vote For - 25 Against - 2 Abstain - 5

**Decision: CIVA AGREED to part 3b of the proposal. (\*\*Note, later in the meeting the CIVA delegation requested, and agreed, that this proposal be revisited. For clarity, an amendment was agreed to, and that wording is added to the original proposal.)**

## 14.2 Judging Sub-Committee Rules Proposals – John Gaillard

### **JSC Proposal #1: CIVA Regulation 7.1.1.4.**

Remove the words at the end “with the aid of the President of the Judging SubCommittee”

**Rationale:** This is not happening; it is therefore superfluous to requirements.

**Decision: CIVA AGREED**

### **JSC Proposal #2: CIVA Regulation 7.1.1.5.**

Remove the words:

“and before it begins he must hold practice sessions on the judging line during the contestants training flights (see 6 below).”

**Rationale:**

This is outdated and refers to the time when each competitor was allowed 15 minutes in the performance zone, this was replaced many years ago by the Q programme, any free practice which now takes place is before the officials are required on site, in order to comply with this wording we would require judges to be on site earlier and therefore extend the costs. Currently we are holding more structured seminars.

**Decision: CIVA AGREED**

### **JSC Proposal #3: CIVA Regulation 7.1.1.8.**

Remove this clause and replace with the following words:

“In the case of a difference of opinion with regards to a hard zero (HZ) mark, insertion

penalty or interruption penalty, a Judging conference will always be held to resolve differences. The official video shall be available to assist in such discussions when it concerns a matter of fact”.

**Rationale:**

Since we now include the Q Programme in each Judges RI rating it is important that each judge be allowed to query any differences and not be overruled at the discretion of the Chief Judge. In addition the Q Programme is automatically counted in Yak52 and is frequently included in the official results when weather intervenes in both Advanced & Unlimited, therefore this programme should be treated in the same manner as all the others.

**Decision: CIVA AGREED**

**JSC Proposal #4: CIVA Regulation 7.1.1.10.**

Remove CIVA Regulation 7.1.1.10. in it's entirety and replaced with a notation that as Programme 4 is on a comparative basis, with each judge retaining their scores until the end of the programme, that each judge should set their own standard taking into account that near maximum or minimum scores on the first flights would restrict future comparisons for superior or inferior flights.

**Rationale:**

In order for this to effective all judges would need to be adjusted to conform to a standard, this simply does not happen and in any case is not desirable as this could compromise each judges style and have an effect on the FPS System.

**Decision: CIVA AGREED**

**JSC Proposal #5: CIVA Regulation 2.1.2.1.**

Remove the words:

“An additional three Judges may also be allowed to participate but could be subject to an entry fee in exceptional circumstances”

and replace with:

“An additional three judges may be allowed to participate, but their entry fees are not required to be covered by the organiser”.

**Rationale:**

This clause is in effect not being followed, both Poland & Slovakia have not complied this year and Italy was only compliant after much debate. The possibility of having more than seven judges is still allowed.

Discussion:

ME – Will also need to reword the Glider Rules

**Decision: CIVA AGREED to the JSC #5 proposal.**

**JSC Proposal #6: CIVA Regulation 2.1.3.1.**

Remove the words:

“or invited by the organisers of International Competitions”

**Rationale:**

This should be the prerogative of the JSC, when the WGPA made their own selection a few years ago; there was a strong reaction against this.

**Decision: CIVA AGREED**

**JSC Proposal #7: CIVA Regulation 2.1.3.2.**

Remove the words:

“ ... or flown in that level competition as a pilot, or served as an official team trainer whose duties include critiquing appropriate level team members”.

**Rationale:**

This is from a previous era of Judge selection, what we currently have in place for judge selection conflicts with this, we now require RI information whether on our own database or that of the Aero Club concerned.

**Decision: CIVA AGREED**

**JSC Proposal #8: CIVA Regulation 2.1.3.2. b)**

Change six months to four months, prior to the beginning of the Championship.

**Rationale:**

The current six months generally falls within the final stages of judge selection, four months is more than adequate and gives more than sufficient time for judges to consider their response.

**Decision: CIVA AGREED**

**JSC Proposal #9: CIVA Regulation 2.1.3.2. c)**

Remove the wording

“ ... in addition, prior to the championships, the Chief Judge shall conduct an oral interview with each prospective International Judge. This interview will determine the judge’s basic competency and knowledge of the rules. This examination shall include but not be limited to: judging criteria, familiarity with the Aresti system (Condensed), and the ability to immediately interpret complex figures and sequences”.

In the subsequent sentence remove the word: “also”.

**Rationale:**

This process is outdated and superseded by the current judge selection process which relies on RI data from actual contests provided by the ACRO system. With judges being selected and verified by the CIVA Bureau and in many cases having already paid their travel expenses, such a procedure immediately before a contest is simply inappropriate.

**Decision: CIVA AGREED**

**JSC Proposal #10: CIVA Regulation 2.1.3.2. d)**

Remove 2.1.3.2.d) in its entirety.

**Rationale:**

This procedure is superfluous as the judging selection process is predetermined, this procedure was appropriate in the days when judges presented themselves on site, which is now not the case.

**Decision: CIVA AGREED**

**JSC Proposal #11: CIVA Regulation 2.1.5.1. b)**

Remove the words:

"... if the electronic tracking system is not in operation".

**Rationale:**

This is factually incorrect, Judges mark positioning regardless of whether an electronic system is present or not, only the K factor differs.

**Decision: CIVA AGREED**

**JSC Proposal #12: CIVA Regulation 2.1.5.2.**

Replace the current paragraph with the following::

"All Judges who wish to be represented on the Board of Judges must have a qualified assistant, who must also be approved by the Judging SubCommittee and verified by the CIVA Bureau. Any changes in assistant will require approval prior to the commencement of a contest or a programme by either the Judging SubCommittee or Contest Jury as appropriate, without such approval the Judge will be excluded."

**Rationale:**

This wording describes more correctly the current procedure, the previous wording was more appropriate to the times when judges were not pre-selected.

**Decision: CIVA AGREED**

**JSC Proposal #13: CIVA Regulation 2.1.5.5.**

Remove word: "organisers"

and replace with: "... the Chief Judge and approved by the JSC".

**Rationale:**

This change reflects actual practice, the Chief Judge should have some say with whom he works with and relies upon on the judging line.

**Decision: CIVA AGREED**

**JSC Proposal #14: CIVA Regulation 2.1.10.1.**

Remove the words: "... of the timekeepers assigned to ..."  
add at the end of the paragraph "... and his assistants".

**Rationale:**

This change reflects actual practice, timekeepers have not been assigned in the last twenty years.

**Decision: CIVA AGREED**

**JSC Proposal #15a: CIVA Regulation 4.2.2.7. a)**

Add new Rule: 4.2.2.7. Penalised Breaks

Renumber existing 4.2.2.6. d) as 4.2.2.7. a)

add the following words after the first sentence:

"A pilot who has taken a penalized interruption following an HZ figure ending in the wrong direction, ~~may~~ **must** recommence the sequence in the correct direction in order to regain sequence continuity".

**Rationale:**

This situation has caused discussion on a number of occasions, a pilot must be allowed to correct an error of direction after taking a penalised break and after incurring an HZ, if this is not allowed the entire remaining sequence would be compromised, which would be extremely harsh.

**Decision: CIVA AGREED to the proposal, with the noted amendment.**

**JSC Proposal #15b: CIVA Regulation 4.2.2.7. b)**

Add the following new paragraph:

“Where an error is made that leads to a penalised break during, or after, a figure that should end on the secondary axis, the “correct” direction of flight on this axis is determined by the pilot when he initiates the turn or rotation that leads to the planned axis change. For example, when starting a 1 1/4-turn spin, the correct exit direction is set at the start of the spin. When re-starting on the secondary axis after a penalised break, the direction of flight must accord with this “correct” direction previously determined by the pilot’s earlier actions.

**Rationale:**

This clarifies the requirement for re-starting after a break from a botched figure that should have ended on the secondary axis.

Discussion:

Wording and figure examples becoming controversial.

**Decision: CIVA tasked JG to reword the proposal, and present it later in the meeting. This proved to be more involved, and therefore the JSC will work on this proposal, and present its findings for the 2012 Plenary.**

**JSC Proposal #16 - CIVA Regulation 7.2.1.1.**

Add the following sentence:

“A Judge has the right to ask for a video review, if it is determined at a Judging conference that his written score is incorrect and he is not in agreement with this ruling”.

**Decision: CIVA AGREED**

**JSC Proposal #17: Marking of Positioning**

The proposals aim is to:

- Adopt a logical process to determine the mark for position and symmetry.
- Achieve uniformity among judges through the use of standardised systems.
- Record an audit trail of sub-optimal figure positions for post-flight judging line review.
- Provide clear reasoning to support the given Positioning mark for the benefit of the pilot.
- Empower the judging panel to handle ‘box outs’ in the absence of Line Judges or an electronic system.
- Collate these currently separated items into a unified solution to simplify understanding and practice.

The following specific changes are proposed:

- 5.1.4           Revise the heading to: “Marking of flight Positioning and Symmetry”
- 5.1.4.1        Unchanged
- 5.1.4.2        Change to: “The positioning mark will be given by the Board of Judges. Additionally and by prior agreement between CIVA and the Organiser, infringements of the performance zone boundary may be recorded by the judging panel rather than by Line Judges or an approved electronic system.”
- 5.1.4.3        Unchanged
- 5.1.4.4        Delete “When line judges are not used, “. The paragraph starts “It is particularly

important ...” etc.

Transfer: The entire text of 6.9.1.1 and 6.9.1.2 should be transferred into 5.1.4 at this position, and renumbered accordingly.

5.1.4.5 Change to: “The K factor accorded to positioning marks will be as follows:”  
 Unlimited – all programmes: 40K  
 Advanced and Y52 – all programmes: 30K

Note: This requires that a new tariff of K factors be agreed for Positioning, which remains constant regardless of whether the judging panel, line judges or an electronic scoring system is utilised. This tariff should be determined after consideration of its likely effect on the overall scoring situation, but might comfortably sit between the two sets of numbers that we currently have in place, as exemplified above.

Transfer: The entire text of 6.9.4 “Sequence Symmetry” (6.9.4.1 and 6.9.4.2) should be transferred to 5.1.4 at this position, and renumbered accordingly.

Transfer: The entire text of 6.9.5 “Summary” (6.9.5.1 and 6.9.5.2) should be transferred to 5.1.4 at this position, and renumbered accordingly.

New Para: A column headed “Pos” on the Form A marks sheet shall be used to record by exception the positions of figures that are not ideally placed, as they are flown.

New Para: When dictating the mark for each figure to the scribe, the judge should where appropriate add a comment in the “Pos” column regarding the placement of the figure if this is considered to have been not ideal. In arriving at this comment the shape and size of the basic figure and the location of any manoeuvres within it should be assessed against the ‘ideal’ placement of the whole figure in the context of the positional scope of the sequence.

Where the judge assesses that figure placement is sufficiently sub-optimal to be recorded then the following annotations (or their local / national equivalent) should be used:

<i>Figure placement:</i>	<i>‘Pos’ annotation:</i>
Somewhat:	
left of the ideal position:	“L”
right of the ideal position:	“R”
too near to the judge:	“N”
too far from the judge:	“F”
Considerably:	
left of the ideal position:	“LL”
right of the ideal position:	“RR”
too near to the judge:	“NN”
too far from the judge:	“FF”

New Para: At the end of the sequence the annotations in the “Pos” column shall be used by each judge to determine a sequence positioning downgrade based on these recorded observations. Each single letter is taken as equivalent to a half mark and each double letter equivalent to a full mark downgrade. For example, the figure “Pos” annotations L, R, N, FF, LL and R would combine as a downgrade of 4.0 marks.

Discussion:

MR – Must keep the line judges because this is objective criteria. Risk of opening the door to eliminate line judges, when the rules say Line Judges are mandatory, and by the way, when they aren’t used, this is what you do.

Not all the time is one figure out of place entirely, sometimes it depends where the other figures

are placed – wind may be a factor where figures are placed. A judge has enough to do judging the figures, without having to concentrate on placement.

JG – This is a tool for the judges to follow with or without line judges. There have been several Championships recently that were without line judges, and there wasn't anything in place for the judges to follow. Also, when judges mark a figure as being out, it must be from a majority of the judges for it to carry. This is fairer for the pilot, particularly, when Positioning is too high a 'K' value to be given an arbitrary mark.

NB – Introduces some order of marking positioning, rather than just a guess at the end of the sequence.

ME&JG – Need to place this in the Rules all together in one place, right now there are 3 different locations where you can find reference to Positioning. Need someone to look through the Rules and then decide where they should be placed – Chapter 5 or 6.

DR-H – We do need a definitive method for marking Positioning. Wants to know is the Judge determining the balance of the flight, or are they deciding where the figure should be in the box, and the pilot must determine where that should be.

In the past we did indicate on the sequence sheets, placement of figures, are we going back to this system?

JG – This proposed system is dependant on the balance of the figures within the box. Several methods were investigated, but since the British have used this method quite effectively, it was decided to go with this one. It is better than what we have now.

EK – This method is fairer to the pilots.

Vote: For - 23 Against - 7 Abstain - 2

**Decision: CIVA AGREED**

**JSC Proposal #18: Boundary Judging**

Section 6.9.2, Performance Zone Boundaries, should be deleted in its entirety and replaced in 5.1.4 as follows:

New Para: "Where an electronic system or Line Judges are not used, the responsibility for recording boundary infringements will be assumed by the panel of judges. In this situation, when a judge considers a figure to have clearly infringed the performance zone boundary, the "Pos" column should be annotated "Out" in addition to any positional left/right/near/far comments that have already been made. These indications on the score sheet are to be treated similarly to height penalties i.e. a simple majority of judges must prevail for the penalty to be imposed, and the Chief Judge shall be responsible for their assessment and entry onto the pilots Flight Summary Sheet. The normal numeric penalty for each 'Box Out' shall be applied in each instance."

**Rationale:**

This allows a far simpler method of determining line outs, where no line judges or electronic systems are present. Pilots will have a means of checking the penalty by reference to their Form A and Flight Summary Sheet, whereas at present such penalties are buried in the overall mark given for positioning.

**Discussion:**

MR – Objects to the proposal for reasons stated in discussions for proposal #17 above – line judges must be mandatory.

Vote: For - 25 Against - 2 Abstain - 5

**Decision: CIVA AGREED**

**JSC Proposal #19: CIVA Regulation 7.2.4.**

Revise the heading to:

Errors in recording Hard and Perception zeros"

Amend text to read:

“The Chief Judge will examine the reasons given by the scoring judges for the award of hard zeros and perception zeros. If a scoring judge has made a mistake and quoted a reason not applicable to the recorded mark, e.g. “HZ: No slide” where the figure is a tailslide, the Chief Judge will instruct the scoring judge to change his mark to PZ. If however the judge has recorded for a tailslide “PZ: Fell the wrong way” then the Chief Judge will instruct the scoring judge to change his mark to HZ. In this way true zeros can all be brought to a common solution, providing correction to the judge and clarity for the pilot.”

**Decision: CIVA AGREED**

**JSC Proposal #20: CIVA Regulation 6.9.1.1.**

Remove wording:

“ ... in one or two ways: mechanically, by means of a tracking device: or ... ”

**Rationale:**

The current wording is factually incorrect, there is no mechanical system for scoring positioning, only to indicate performance zone infringements, which is a separate issue.

**Decision: CIVA AGREED**

**Presidential Election:** First Ballot – No majority. Therefore second round ballots were distributed.

Results: M. Heuer - 16  
J. Gaillard - 10  
N. Buckenham - 6 (standing down)

**President's Proposals**

A number of proposals by the President were discussed by the sub-committees. The following are recommended for discussion at plenary, with additional comments added.

**President's Proposal #2: The FAI Challenge Trophy (Withdrawn)**

**President's Proposal #3: Height Measuring Device (HMD) for Power**

The Polish have created a new HMD this year and after approval by the GASC, it will be in use at the WGAC/WAGAC this year in Torun, Poland.

It is proposed that this device be studied for use in Power. The evaluation of its feasibility for use in powered aircraft to be carried out by a Working Group appointed by the CIVA President. The Working Group will report to the plenary in November 2012, if possible, with the goal for implementation in 2013.

Discussion:

EK – would need more devices on aircraft.

MH – The proposal is to establish a “working group” which would look into the logistical and technical applications for the use of the HMD for power. This WG would then bring its findings to the 2012 Plenary

**Decision: CIVA AGREED to the formation of a HMD Working Group.**

**President's Proposal #4: Cost Savings**

Elsewhere in this document are various references to ways to save costs in the organization of FAI Championships. This would encourage more bidders and keep Entry Fees under control.

The following rules should be reviewed with an eye on modification or elimination to save costs without sacrificing contest quality to an unacceptable degree. In the table below, the rules referred to are the paragraph numbers in Part 1. Equivalent rules in Part 2 should be examined as well: I hasten to point out that I do not necessarily support the rules changes listed above, but in light of other proposals that have been made, they should be discussed. I oppose the elimination of Line Judges, for reasons I have consistently stated for many years. But if we do eliminate them, then the possibility of other rules changes must be considered.

2.1.10. Timekeepers Eliminate this rule provision. It also contradicts 2.1.6 which states the Chief Judge and his assistant will carry out timing. Also a JSC proposal.

4.1.2.1. Accommodation Organizers should be required (not optional) to offer reduced Entry Fee and possibility of Teams booking their own rooms, therefore controlling their costs. This is an option now but should be a requirement.

*Sub-Committee Comment:*

*Sub-Committees recommend adoption of the same wording as currently exists in Part 2. If Teams wish for assistance in finding accommodation, the organiser can be asked for help*

**Decision: CIVA AGREED**

4.2.2.2.(c) Wind Limits While there have been discussions on wind limits in the past, these points needs to be raised again in the context of the JSC's proposal to eliminate Line Judges. If the boundaries are not guarded, then there really is no "box". Therefore, are the current wind limits valid?

*Sub-Committee Comment:*

*Sub-Committees recommend retention of the existing wind limits.*

**Decision: CIVA AGREED with the Sub-Committees' recommendation.**

4.2.5. & 4.7. Aerobatic Zone Markings

In conjunction with the discussion on Line Judges, if there are no guarded boundaries, is it necessary to have the extensive box markings the rules now require, as considerable expense to organizers?

*Sub-Committee Comment:*

*Box markings as they are give great assistance to pilots, and should be retained, with the possible exception of the wind arrows. All pilots have a strict plan for box orientation before take-off and most see no need for the arrows on the box axes. On the other hand, the competition may be delayed in the event of a wind change by the need to open and close arrows in widely separated positions. Generally, the arrows serve no real purpose, but have a strong tendency to slow down flying. They could be eliminated from the box marking requirements without adverse effect.*

**Decision: CIVA AGREED to the Sub-Committee's recommendations: maintain Box Markings, and eliminate the Wind Arrows**

#### **14.3 REPORT OF THE JUDGING SC - John Gaillard, Chairman**

**Decision: CIVA accepted the report**

#### **14.4 REPORT OF THE CATALOGUE SC - Alan Cassidy, Chairman**

AC – The Sub-Committee has kept Mike Golan informed of the results of all its deliberations and conclusions and these were presented to him in June so that if any of these were approved here at Plenary, they could easily be implemented in the software in time for the 2012 contest season.

Personally, it is easy to identify conflict of interest, by encouraging changes to the Catalogue. Would like to make it perfectly clear to everybody, before going any further with this, that all updates to the software that he supplies to people, will be made "free of charge" in 2012.

EK – Will these new figures be added to the list of Unknown figures.

AC – Not the mandate of the CSC to introduce Unknown figures. It is up to CIVA to make these changes.

## Recommendations for Catalogue Changes for the Year 2012

**Abstract:** New basic figures are proposed in Families 7 and 8. A new 4-part figure numbering system, introducing sub-families, is proposed for Families 1 to 8, which are more logically set out. These changes create a more flexible Catalogue more able to allow future developments.

The report proposes:

- some new figures to be added to Families 7 and 8,
- the extension of one existing figure group in Family 8, and
- a new, logical grouping of all the current and future figures in Families 1, 2, 3, 5, 6, 7 and 8.

### New Numbering System

Currently all basic figures are numbered in accordance with the system [f.r.c.], where "f" is the Family, "r" is the Row and "c" is the Column.

The Sub-Committee proposes to renumber all figures according to a system [f.s.r.c.] where "s" represents the Sub-Family value. Sub-Families are derived according to a logical process within each Family and Sub-Family numbers do not necessarily start at 1 nor are they necessarily continuous.

This principle has already been established in Family 9, where the Sub-Families are not continuously numbered, jumping, for example, from 9.4. to 9.8. for reasons that are self-evident.

### Family 1

The figures of Family 1 are to be assigned to Sub-Families based on the number of internal lines within the figure. Thus Sub-Family 1.1. will have a single line, 1.3 will have three lines and so on.

Thus Figure 9 will have the number 1.1.x.x while Figure 10 will be of the form 1.3.x.x.

### Family 2

The turns and rolling turns will be grouped in Sub-Families based on the extent of the turn involved. 90°

Turns will be Sub-Family 2.1. while full 360° Turns will be in Sub-Family 2.4.

Figures 11 and 12 will be from Sub-Families 2.2.x.x and 2.4.x.x respectively.

### Family 3

Figures in Family 3 are defined by the number of corners within the figure. Hence, Figures 13 and 14 would be from Sub-Families 3.4.x.x. and 3.8.x.x.

### Family 4

Family 4, formerly Spins on plain down lines, remains unused. It may be revitalised in future if a suitable new family of figures is proposed.

### Families 5 and 6

Stall Turns and Tail Slides would be classified in sub-families according to the number of internal lines. Currently, all Tail Slides have just two lines. A number of Stall Turns were recently added which have 3 or 4 internal lines. Similar additions may be made to Family 6 in future and thus would be created Sub-Families 6.3 and 6.4.

Figures 15 and 16 would be from Sub- Families 5.4.x.x. and 6.2.x.x.

### Family 7

Half Loops would become Sub- Family 7.2.x.x., full Loops Sub-Family 7.4.x.x. and so on. Family 7.5.x.x. would include Horizontal and Vertical "S"s; Sub-Family 7.6.x.x. would contain figures with a 3/4 looping segment; Family 7.8.x.x. would contain both Horizontal and Vertical "8"s.

Figure 17 is from Sub-Family 7.5.x.x. and Figure 18 from 7.8.x.x.

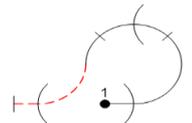
### Family 8

Under the proposed re-numbering system, figures in Family 8 would be grouped into logical sub-families according to the extent of the major internal looping segment each contains, starting with 8.4.x.x. for Humpty Bumps which have an internal segment of 4/8ths. Next would come figures in 8.5.x.x. with internal segments of 5/8ths, such as Half-Cubans and the vertical "keyhole" shapes. 8.6.x.x. would contain P Loops etc with a 6/8ths segment; 8.7.x.x. "Q" Loops with a 7/8ths segment and so on. Figures 19 to 20 are sequentially from Sub-Families 8.4, 8.5, 8.6 and 8.7.

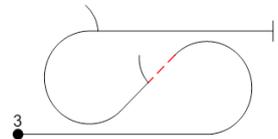
### Summary of Proposals

This report is forwarded to Plenary with a request that the proposals be voted individually as follows:

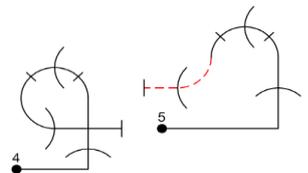
**Proposal 1.** To incorporate in Family 7 the new figures described above as Reversing Loops;



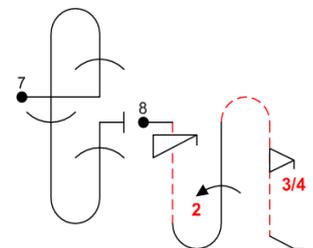
**Proposal 2.** To incorporate in Family 7 the new figures described above as "Horizontal S"s;



**Proposal 3.** To develop the existing rows 8.49 and 8.50 into a larger group to be known informally as "Reversing P Loops";



**Proposal 4.** To incorporate in Family 8 the new figures described above as "Double Humpty Bumps";



**Proposal 5.** To re-order existing figures in Family 8 in accordance with the logic outlined above and shown fully in the following pages (in both Power and Glider figures).

**Proposal 6.** To re-number Families 1 to 8 inclusive according to the logic outlined above and as shown fully in the following pages (in both Power and Glider figures).

**Proposal 7.** The notes about judging criteria included with each new figure description should be referred to the Judging Sub-Committee for approval prior to Plenary.

**Proposal 8.** Proposals 1 to 4 should be referred to the Glider Sub-Committee [for review](#) in order that additions to the Glider Aerobatic Figures might be selected.

### Rationale

Many of the proposed new figures fill places available within the existing repertoire. They therefore make the Catalogue more complete without introducing any new ideas about figure construction. The double Humpty Bumps proposed in Family 8 are an extension to the current repertoire that will find use mainly in the construction of Unlimited Known and Free Programmes, yet they are analogous to the existing "N" figures in Family 1 and do not therefore represent any especially new challenges to pilots nor to aircraft designers.

The proposed re-numbering system will create a one-off requirement to re-number all figures in Free Programmes if older designs are carried forward to 2012. However, this is a small price to pay for the improved arrangement of figures and the potential for future flexibility for the addition of new figures in many Families. Sequences will **not** have to be re-designed, as Super-Families, Families, K-factors remain unchanged.

The Catalogue Sub-Committee is unanimous in recommending this major revision, which, will lead to greater clarity and longer-term stability in the document.

Discussion:

EK – Once we approve these changes, will we have to buy a new Catalogue from the Aresti Family?

AC – the agreement is that CIVA makes any changes to the Catalogue and notifies the Aresti Family with this information and they supply the necessary pages to the document.

The President complimented and thanked Alan and the entire Catalogue Sub-Committee for some really good work. The report is extremely well done, and very well explained, and the pages of the Catalogue that were sent to the delegates, made it quite clear to what was going on. It is a fantastic project that they took on, with everyone participating.

**Decision: CIVA AGREED to all of the Catalogue Sub-Committee's changes to the Catalogue (complete proposal can be viewed on the CIVA web site)**

#### 14.5 Report of the CIVA Glider Aerobatics Sub-Committee – Jerzy Makula

Change paras 1.3.1.1 and 1.3.1.2

##### 1.3.1.1 Programmes

- a) Programme 1: The Known Compulsory Programme
- b) Programme 2: The Free Programme
- c) Programme 3: The 1st Unknown Compulsory Programme
- d) Programme 4: The Free Unknown Programme
- e) Programme 5: The 2nd Unknown Compulsory Programme
- f) Programme 6: The 3rd Unknown Compulsory Programme

##### 1.3.1.2 Champions

World Champions will be:

- a) World Champion in the Known Compulsory Programme:  
The competitor who gains the highest number of points in Programme 1.
- b) World Champion in the Free Programme:  
The competitor who gains the highest number of points in Programme 2.
- c) World Champion in the Unknown Compulsory Programmes:  
The competitor who gains the highest aggregate number of points in Programmes 3 through 6.
- d) Change para 4.1.7.2:

"Familiarisation flights are subject to the same safety regulations and minimum heights as contest flights, and will be conducted according to a starting list produced by the organiser."  
Change para 4.2.2.2 c) last sentences:

"If the contest is significantly delayed due to unfavourable weather and there is a serious risk that **the minimum number of programmes (3)** may not be completed in time, the limit for **the headwind** in the performance zone may be **raised to 12 m/s without exceeding a crosswind component of 7 m/s** subject to the following provisions:

- i) Unanimous decision by the International Jury
- ii) **Agreement of the Contest Director and the Chief Judge**

This decision is to be taken independently for each class (Advanced and Unlimited).

Change para 4.3.1.1:

4.3.1.1 The Championship consists of the following six programmes:

- a) Known Programme (Programme 1)
  - a) Free Programme (Programme 2)
  - b) Unknown Compulsory 1 (Programme 3)
  - c) Free Unknown Programme (Programme 4)
  - d) Unknown Compulsory 2 (Programme 5)
  - e) Unknown Compulsory 3 (Programme 6)
- Re-number current section 4.3.4 to 4.3.3

#### 4.3.3 Free Programme (Programme 2)

Change new para. 4.3.3.5:

##### 4.3.3.5 Sequence Submission

a) Not later than at the opening briefing of the contest, each competitor must submit a computer file for the programme to the Contest Director for verification of compliance with the relevant rules. The file must contain completed pages for the three Forms described below. The file format should be ~~PDF~~ [Microsoft Visio, using Aresti software, or Olan](#). **The latest version of either software must be used.** Hard copies or hand drawings will not be accepted. If any pilot has not submitted their Free Programme by the opening briefing, they will not be allowed to take part in Programme 2.

b) Change new para 4.3.3.7:

c) 4.3.3.7 Publication and Changes

d) a) After completion of the examination of the Free Programmes by the Contest Officials, all Free Programmes will be made available to all participants. In order to ensure that the sequence drawings given to the judges are identical to those submitted by the competitors, only copies of the judges' Forms B or C must be published. Protests can be made up to 6 hours after these Free Programmes become available.

#### New section 4.3.4:

#### 4.3.4 Compulsory and Free Unknown Programmes (Programmes 3 through 6)

4.3.4.1 For Programmes 3 through 6 figures will be chosen from Section 9. Seven (7) figures will be selected for each Programme. A representative of every NAC which has a pilot (or pilots) competing may submit one figure. The order in which teams may select figures will be determined by drawing of lots.

If there are more than 7 NACs participating, representatives will be determined by secret drawing of lots to select one figure each. If there are less than 7 NACs, their representatives will first select one figure. Then, lots will be drawn a second time in order to determine which teams will choose a second figure.

No more than one figure or element may be chosen from families 2, 5, 6, 9.9, 9.10, and 9.11/12. In Unlimited, the minimum acceptable K for each figure is 15. No figure may be selected with a K higher than 40 ("AG" 35). The same catalogue number may only be used once with the exception of continuous rolls (sub-family 9.1).

In the case of teams who select two figures, one must be a reversing figure and the sum K of the two figures must not exceed 60 ("AG" 55).

For subsequent programmes, the same catalogue number may not be chosen again, except for Family 9 (Families 5, 6 and 9 "AG" only).

- 4.3.4.2 Figures shall be selected taking into account the flight characteristics and operating limits of the competing gliders and the safety of all pilots. 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.
- 4.3.4.3 The list of figures in Section 9 for Programmes 3 through 6 will be approved by CIVA according to the Aresti System (Condensed) for Gliders. The operating limits of available gliders (full aerobatic certification) must be considered in compiling the list. This list should be re-approved at each CIVA meeting prior to a World Championship, if necessary.
- 4.3.4.4 The contest Organiser shall provide copies of the list of selected figures to all competing NACs, and each NAC may submit to the International Jury one sequence, composed of these figures, for each Programme. The contest Organiser will determine the deadline for submitting proposed sequences. Sequence proposals must contain complete pages of all three Forms A, B and C. Computer files must be submitted. The file format should be PDF.
- 4.3.4.5 Sequences for Programmes 3 through 6 are to be composed using all the 7 figures submitted by the NACs and a maximum of two (2) additional figures from Section 9, solely to aid in composition. These additional figures must be simple, but may contain repetitions despite rule 4.3.4.1.

Sequences must have a minimum K of 175 ("AG" 130) and a maximum of 190 ("AG" 145). This may be exceeded by 3 points to facilitate composing the sequences.

- 4.3.4.6 Unknown Compulsories (Programmes 3, 5 and 6)
- a) The International Jury will select one of the submitted sequences for use.
  - b) The International Jury may alter the selected sequence, if necessary for safety reasons.
  - c) Chief Delegates or their representatives may object to a sequence for safety reasons only. In this case, the International Jury will modify the sequence in order to remove the objection without changing the figures selected according to rule 4.3.4.1.
  - d) Sequences, after having been approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not later than 12 hours before the scheduled start of each programme.
- 4.3.4.7 The figures for Programme 4 (Free Unknown) are selected according to 4.3.4.1. The sum K of the figures should be between 170 and 180 ("AG" 130 to 140). Each competitor composes their own sequence for Programme 4 from these figures. No more than two linking figures may be added. The K-factor of linking figures will be set at 5K each for two figures or 10K for a single figure. Competitors will be given the list of figures no less than 24 hours before the deadline for submission of the Free Unknown programmes.
- 4.3.4.8 Not later than 24 hours before the scheduled start of Programme 4, the competitors must submit a computer file containing the three standard CIVA forms for their Programme 4, as described in rule 4.3.3.5. The responsibility for accuracy and conformance of Forms A, B and C lies with the competitor. Any pilot who has not submitted their Programme 4 forms on time will not be allowed to take part in Programme 4.
- 4.3.4.9 Training for Unknown Programmes is not allowed. Competitors violating this regulation will be disqualified (see also 5.2.4.1).

Change para 5.2.4.1 to read:

5.2.4.1 Training for **Unknown Programmes** will lead to disqualification from the entire contest.

Editorial changes to Part 2 concerning the use of Height Measuring Devices (HMDs)

a) The introduction of yet another HMD system offers the opportunity to clarify the various paragraphs dealing with the use of HMDs.

b) The following changes are purely editorial and do not modify the content of any existing rules.

c) 4.2.4.2 For towing procedures with Height Measuring Devices see section 10.

d) 4.2.4.3 Height Infringements

e) For an infringement of the upper limit of 1200 m (over datum) the competitor will incur a penalty of 70 points if the first figure is started above 1200 m or this limit is exceeded in the course of the first figure. If the upper limit is exceeded during a subsequent figure, there will be no penalty. This rule can only be applied when an HMD is used.

f) For an infringement of the lower limit of 200 m (over datum), the competitor will incur a penalty of 70 points for each figure flown entirely or in part below this limit.

g) For an infringement of the safety height of 100 m (over datum) the competitor will be disqualified for the current programme.

4.2.4.4 **If there is no HMD, height aiming device or electronic positioning instrument available**, infringements of the heights of 200 m and 100 m respectively (over datum) shall be determined by the Board of Judges on a simple majority. For better judgement of these heights by the Judges, a neutral aircraft pilot will carry out flights at 100 m and 200 m along the principal axis and the front and back boundaries of the performance zone (if necessary before flying starts each day).

4.2.4.6 **Height Measuring Devices** (HMDs)

a) At present there are three systems approved by CIVA: the Huber height measuring device (HHMD), the Meierhofer height measuring device (MHMD) and the Poznan height measuring device (PHMD). For technical characteristics and operating procedures see section 10. The Local Regulations must state which type of HMD will be used. Whenever an HMD is used, it will be the primary reference to verify compliance with height limits and for decisions on penalties or disqualifications due to height infringements.

5.2.1.2 (new)

a) **When an HMD is used, a penalty of 70 points is given if the first figure is started above 1200 m or this limit is exceeded in the course of the first figure. If the upper limit is exceeded during a subsequent figure, there will be no penalty. The start of a figure occurs when the aircraft departs from level flight for the first time or when a roll is started on a horizontal line.**

b) **When an HMD is used**, the Judges will mark all the figures regardless of the altitude and also note down any height infringements they observe. The excursions below 200m will be recorded at the Chief Judge's position and penalty points will be assessed accordingly. 70 penalty points will be given for every figure **during or** before which the 200m signal is received.

5.2.1.6 **When infringements of the lower height limits are estimated by the judges, they will** be penalised only if a simple majority has recognised the violation and duly recorded this on their marking sheets. In case the required simple majority could not rise from a vote within the Board of Judges, the Chief Judge shall have a

casting vote. If an HMD is in operation, the official video should be checked to verify audible outputs from the HMD receiver. Which figures will be given penalties will be determined by the Chief Judge at the end of a flight.

10.1.1.1 There are currently **three** types of Height Measuring Devices approved by CIVA.  
c) The Poznan Height Measuring Device (PHMD)

10.2.1.4 f) Descending below 200 m until reaching 100 m: continuous signal "beep-beepbeep"  
(MHMD **and** PHMD)

10.3.1.1 Last two sentences:

With the MHMD **and** PHMD **discrete tolerances can be selected for each height limit. The Chief Judge decides which tolerances will be set when programming the airborne transmitters.**

10.4.1.2 Last sentence:

When the MHMD **or** PHMD is in use, a **computer** should always be connected to the ground receiver in order to record the height data of all flights.

10.5.1.3 At the lower height limit, a penalty of 70 points is given for every figure flown, during or before which the 200 m signal is received. If in the same figure there are multiple beeps, only one penalty will be applied.

10.5.1.4 If the 100 m signal is received during or before a figure, the competitor will be disqualified.

#### **Further editorial changes to remove ambiguities and contradictions**

Drawing of lots:

Insert after the first sentence of para 4.1.8.2:

**"If the number of competitors is not a complete multiple of three, the highest ranking group will be enlarged to include the excess pilots."**

4.1.8.2 c) change the first sentence to read:

"In case of deterioration of meteorological conditions, the International Jury may authorise the Contest Director to cut the 3rd **and, if necessary, the** 2nd group in order to validate a programme already begun."

#### **Section 9**

1. Full rolls 45° up are not allowed neither in Advanced nor in Unlimited Unknown Programmes. All full roll symbols on 45° uplines should be removed.
2. Figure 1.16.1 shows an optional roll symbol on the vertical upline in red. This is not allowed in Advanced.
3. Figures 2.1.1 and 2.1.2 should be marked "A" and shown in red. They are legal for Advanced Unknowns.
4. Figure 2.3.1 is marked "A" and shown in red. This figure is allowed in Advanced Free Programmes but not in Advanced Unknowns.

Discussion:

NB – Why must Freestyle Forms be submitted in PDF format, and not in Aresti or Olan?

ME – Had an experience at the World Championship in Poland, where the sequence sheets held by the judges used a different version of Olan from the one that was produced for the pilots. Figures were turned around 180 degrees. It was therefore decided to use a file format that was unambiguous like PDF.

ME – will agree to the use of Aresti or Olan or any additional programmes that are approved, but must insist that everyone must submit the sequences using the latest version of these programmes. As far as using the existing programmes to check Glider Freestyles, there are still errors in both programmes so we still check them by hand. If we have software that is extremely

reliable and that we can do it by computer I'll be happy to agree.

MH – Shouldn't be a problem for next year, since we'll have a new Catalogue and therefore new versions of the software, so what is the problem?

MV – No problem for 2012, but then in the following years, if minor changes are made, must be assured that the latest versions of the software will be available. No problem for major changes, because everyone is aware of them, it is the minor changes that might be the problem.

MD&PK – There is still a problem that Olan is not supporting Glider 'K' factors anymore.

ME – Olan does support the Glider 'K' values, if you use the latest version. He is in contact with M. Golan, and promised to give him all the updates to the Glider Rules that are relevant to his software otherwise he says he will no longer support Gliders. Will see what happens.

**Decision: CIVA AGREED with the Glider Sub-Committee's report. Note amendment to 4.3.3.5 a), highlighted in blue type.**

**Presidential Election:** Second Ballot – Michael Heuer re-elected President.

Results: M. Heuer	- 16
J. Gaillard	- 15
Spoiled	- 1

Ballots for Vice-President distributed.

Meeting adjourned at 16:30

Meeting resumed Sunday November 6<sup>th</sup> at 0900hrs

Roll Call: Votes remain at 32

**Request to revisit the voting for Unlimited 'Q' – question of count accuracy**

Vote: E - 13 D - 19 (same as initial count) proposal D is adopted.

#### **14.6 Safety & Expedited Proposals (SP & EP) from Championships (Delegates & Contest Officials)**

**Safety Proposals (SPs):** Proposals submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting.

**SP # 1:**

**Source: Germany**

**Document: Section 6, Part 2**

**Subject: List of Figures for Unknown Programmes**

Figure selection for the Unknown Programmes showed a tendency by Advanced teams to deliberately choose figures with the potential to exceed the operating limits of some of the competing gliders.

Under rule 4.3.3.3 CIVA is requested to re-approve the list of unknown figures prior to World Championships, if necessary.

The following changes should be made to the list of Advanced figures in section 9 for the contest season 2012:

1. Delete figures 8.13.2 and 8.14.2.
2. Delete the optional roll symbol in the top of figure 8.33.1.
3. Delete figures 8.46.1 and 8.46.4.

4. Delete the full aileron roll 45° down (9.1.4.4).

**Decision: CIVA AGREED**

**SP # 2:**

**Source: Germany**  
**Document: Section 6, Part 2**  
**Subject: Rough Flying**

- a) There was a tendency by some judges to reward rough flying with high scores.
- b) This is against the character of glider aerobatics. The judging criteria in section 6 specify clearly that this style must not be encouraged by the judges.
- c) In future judges' seminars for glider competitions, rules 6.7.1.7, 6.7.1.16, 6.8.20.3 and 6.8.21.2 should be specifically discussed.

**The GASC and JSC is directed to discuss the rules referred to above to avoid rewarding rough flying.**

**Decision: CIVA AGREED**

**Expedited Proposals (EPs):** Proposals submitted as a result of experiences at Championships and which merit discussion by plenary at CIVA's next meeting.

**EP #1:**

**Source: Canada**  
**Document: Section 6, Part 1**  
**Subject: Free Unknowns**

- 4.3.4.6. c) At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the *alternative proposals* he/she will fly.

Change the *blue* text to "... *proposed sequences* ..."

Rationale: "... alternative proposals ..." left over from previous year's rules.

**Decision: CIVA AGREED**

**EP # 2:**  
**Source: Canada**  
**Document: Section 6, Part 1**  
**Subject: Free Unknowns**

- 4.3.4.4.  
Clarify the definition of a "simple figure", and emphasize how they are to be used.

Existing Rule:  
"Sequences for Programme 2 or 3 are to be composed using the 10 figures submitted by the Aero Clubs and additional figures from Section 9, *solely to aid in composition*. These additional *linking* figures must be simple, but may contain repetitions despite rule 4.3.4.1."

Change/alter:  
Sequences for Programme 2 or 3 are to be composed using the 10 figures submitted by the Aero Clubs and additional figures from Section 9, *solely to aid in composition*. These additional *linking*

figures must be simple (e.g. less than 15 'K'), but may contain repetitions despite rule 4.3.4.1.

**Rationale:**

- At the EAAC in Dubnica, one sequence had a 1.6.1 as figure #1 – not a linking figure.
- Another sequence had 4 linking figures, one of which was above 25K – could have been a legal figure for NAC submission.
- And yet another had an illegal figure not allowed in any category, with a total 'K' of approximately 40.

Clearly, there is misunderstanding regarding the rules for composing the Free Unknown sequence.

Discussion:

EK – Everyone is trying to create a sequence which is safe and using the figures in the most preferable conditions. Shouldn't limit pilots to what linking figure they wish to choose – the figures (at least 1, to a maximum of 4) are given 'K' values as low as 6 or a maximum of 24.

CH – The figures that were submitted were not in the spirit of 'simple' figures.

MH – Has an uneasy feeling about this – is it good sportsmanship, which is another thing we are trying to achieve if you put in "linking" figures that are not just linking figures which are simple even though we have a limit of 'K' of 24 for the 4.

Vote: For - 2 Against - 20 Abstain - 10

**Decision: CIVA rejected the proposal**

**EP # 3:**

**Source: WGAC/WAGAC Jury President**

**Document: Section 6, Part 2**

**Subject: Team Medals**

Team medals it should be clearly stated in the rules what is the minimum complete team to award team medals; as the rules are now it is only stated the minimum number of participating countries to have a valid championship but nothing about the minimum number of complete teams, i.e. if there is only 2 complete teams they can receive the gold and silver medals.

Discussion:

MD – Would make an amendment that the minimum number of complete teams should be 4. This proposal should also apply to Part 1 (Power)

MH – Don't think we will have this problem of too few teams.

**Decision: CIVA AGREED to the proposal (Part 2), with the amendment: must be 4 complete teams, before any medals can be awarded.**

**EP # 4:**

**Source: WAC Jury President**

**Document: Section 6, Part 1**

**Subject: Wind Arrows**

It has become apparent that the inclusion of moveable "arrows" in the requirement for marking of the aerobatic box serves no positive purpose..... The need to change these box markings when the direction of the official wind changes puts an un-necessary logistical burden on the organiser and can lead to delay if done correctly or even to confusion if overlooked. I propose that the requirement for these arrows be removed from CIVA Regulations.

**Decision: This proposal was already agreed upon.**

**EP # 5:**

**Source: EAAC Chief Judge**

**Document: Section 6, Part 1**

**Subject: Communication radios**

A number of 'Sencor' personal mobile radios were distributed to key administrative staff to facilitate

communications around the aerodrome, in my case between the judging line and the Contest Director, flag marshal etc.. These tiny radios are moderately effective over short distances but struggle at much over 1km or when physical obstructions intervene. On many occasions I was unable to contact the CD or he me unless he was at 1st floor level near the tower; when the afternoon NW judging location was in use communication was impossible and mobile telephone the only workable solution. I suggest that a more professional standard of PMR is required for this safety critical duty, such as the Motorola-GP340 series, and that domestic walkie-talkies like the Sencor be avoided as they are simply not adequate for this duty. Section 6 should also reflect the importance of this safety-critical requirement.

Discussion:

NB – Include in the Contest Organisation Handbook.

LGA – Good communication is a safety issue, must also insure a secure frequency.

MH – As stated in the proposal, Section 6 should reflect the importance of this safety-critical requirement. The technical requirements and details can be handled in the Contest Organisation Handbook.

**Decision: CIVA AGREED**

**EP # 6:**

**Source: EAAC Chief Judge**

**Document: Section 6, Part 1**

**Subject: Video recording and review equipment**

As discussed in the Chief Judge's Report, the equipment at EAAC 2011 was simply not adequate to provide the clarity required to determine matters of fact on all the occasions demanded.

To quote from the Report:

I strongly recommend that CIVA take advice from a suitable professional in this regime and re-write 5.1.6.3 to define the minimum standard of tripod, camera and replay equipment that is acceptable for championship use.

Discussion:

NB – Since the EAAC attended the WAC in Italy, where they had a superb video operator, Mr. Javier Marquerie. He has prepared a document detailing the requirements and equipment necessary for videoing competition flights.

MH – This document has been submitted to CIVA and will be included in the Contest Organisation Handbook. This technology is always developing and any changes can be quickly made in the handbook, without any huge rules making process.

**Decision: CIVA AGREED**

**EP # 7:**

**Source: France**

**Document: Section 6, Part 1**

**Subject: Fair and Equal Treatment**

In chapter 1, add a rule that says:

"Fairness and equal treatment shall be ensured by all stakeholders in all CIVA activities and competitions, from registration to final results"

In chapter 1 or 4 (where it fits best), add a rule that says:

"The organizers shall ensure that in the seven days prior to the competition, all teams/pilots are given fair access to practice on the competition site (depending on site availability) -- i.e. no preferential treatment / discrimination shall take place. To be considered, teams wishing to practice on the competition site shall give notice to the organizers by a deadline to be announced in the competition Bulletins."

**Decision: CIVA AGREED**

**Normal Proposals (NPs):** These are proposals submitted each year by Delegates in

accordance with our normal rules process and deadlines (this year, 1 July 2011). They are to be considered by Sub-Committees and recommendations made to plenary. NPs are also proposals submitted after Championships that the President has decided should be placed in the normal rules cycle and considered by Sub-Committees.

There are 12 NPs that are referred to the appropriate Sub-Committees. They are listed here for reference only. For the complete text of the proposals, refer to the Agenda packages on the CIVA web site.

**NP #1:**

Source: Germany  
Document: Section 6, Part 1  
Subject: Programme Q  
Delete Programme Q and shorten the contest by two days.  
Affected rules: 1.2.1.1 a), 1.2.1.2 a), 1.3.1.1 a) ... and others.

**NP # 2:**

Source: Germany  
Document: Section 6, Part 1  
Subject: Mandatory Cuts  
Affected rules: 4.3.1.1 (d), 4.1.7.2 and 4.1.7.3 ... may be more.

**NP # 3:**

Source: WGAC/WAGAC Jury President  
Document: Section 6, Part 2  
Subject: Tow Planes

**NP # 4:**

Source: WGAC/WAGAC Jury President  
Document: Section 6, Part 2  
Subject: Line Judges  
Add new rules:  
Team members are not allowed to approach the lines judges at less than 20 m and in any case are not allowed to communicate with the Line Judges.

**NP # 5:**

Source: WGAC/WAGAC Jury President  
Document: Section 6, Part 2  
Subject: Paperwork  
Paper work at the judging line should be separate and put in annexes.

**NP # 6:**

Source: EAAC Chief Judge  
Document: Section 6, Part 1  
Subject: Line length between rolls and half-loops

**NP # 7:**

Source: EAAC Chief Judge  
Document: Section 6, Part 1  
Subject: Line length between unlinked roll elements

**NP # 8:**

Source: Italy  
Document: Section 6, Part 1  
Subject: Mandatory Cuts

**NP # 9:**

Source: Switzerland  
Document: Section 6, Part 1  
Subject: Sequence of Flights (Drawings of lots) 4.1.7.

**NP # 10 & 11:**

Source: Switzerland & Italy  
Document: Section 6, Part 1  
Subject: The 60% Rule

**NP #12:**

Source: CIVA President  
Document: Section 6, Part 1 and 2, para 2.1.3.2 (a)  
Subject: Currency Requirements for Judges

<b>15 Future FAI Aerobatic Championships – Selection of Organisers</b>
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**15.1 2012 World Advanced Aerobatic Championships (Bids from Hungary, Poland, Portugal, and Romania)**

**Hungary:**

The second WAC was organized by Hungary in Budaors in July 1962. Next year, 2012 will be the 50<sup>th</sup> Anniversary of that event, the organization of the Advanced Aerobatic Championship 2012 could be a great occasion to celebrate it in a proper way.

Proposal presented by: Tamas Abranyi (Alternate Delegate)  
Information - Video, Power Point (sent to delegates in advance of the Plenary)

- Site – Nyiregyhaza
- ICAO code – LHNY
- Elevation – 103m (338ft)
- Runway length – 1000m (3280ft)/concrete
- Dates – 26<sup>th</sup> July – 5<sup>th</sup> August 2012
- Contest Director – Gabor Talabos, Jr.
- Flight Director - TBA
- Technical Director - TBA
- Entry Fee – Pilots 1700€
  - Other team members - 1400€

Transportation: Government of Nyiregyhaza, supplying minibuses for transportation between contest site and hotels for those who require it.

The city has offered free public transportation for teams and judges/officials to visit the city and surrounding area.

Two, 3 star hotels, and one 4 star hotel are available for participants.

Plenty of hangar space for all aircraft.  
Two Judges' locations.  
Office space also available for contest officials.

Discussion:  
More information available on 'YouTube'.

Results of voting after all bids were presented:

Vote: 1<sup>st</sup> - 10      2<sup>nd</sup> - 20

**Decision: The 2012 World Advanced Aerobatic Championships will be held in Nyiregyhaza, Hungary, from July 26<sup>th</sup> to August 5, 2012.**

**Poland:**

Proposal presented by: Jerzy Makula  
Information – Video

- Site – Radom Sadkow Airfield (military airfield)
- Date – August 2 – 12, 2012
- Contest Director – Stanislav Bajzic
- Technical Director – TBA
- Entry Fees:
  - Competitors: 1650 €
  - Other Team Members and Observers: 1400 €
- Elevation – 190m/623ft
- Accommodation – 2 hotels available

Vote: For - 9 Bid did not survive – eliminated.

### Portugal:

Proposal presented by: **Joao Francisco or Carlos Gorjao**  
Information: Slide presentation, Video

- Site – Santa Cruz Aerodrome (60km North-West of Lisbon)  
Within walking distance of the beach.
- Date – July 6 – 11, 2012
- Contest Director – Vladimir Machula
- Technical Director – TBA
- Flight Director – TBA
- Entry Fees:
  - Competitors: 1550 €
  - Other Team Members and Observers: 1400 €

Includes:

- fuel and oil for competition flights (arrangements for free fuel for departing A/C)
- shared accommodation – double room (single – 25€ extra) 3 to 5 star hotels
- breakfast, lunch and dinner
- transportation between airfield and hotels
- official and social functions
- programs arranged by the organizer
- sanction fee

Aircraft will be available for hire

First 10 participants to pay entry fee will get a free Airline ticket to Lisbon.

Vote: 1<sup>st</sup> - 12 2<sup>nd</sup> - 12 Bid did not survive the second vote.

### Romania:

Proposal Presented by: **Christian ???**  
Information: Power Point

- Site – Gheorghe Valentin Bibescu, Ploiesti
- Elevation – 574ft
- Runway length – 750 x 30m asphalt
- Emergency grass runway
- Date – July 19<sup>th</sup> – 29<sup>th</sup> or
  - August 9<sup>th</sup> – 19<sup>th</sup>
- Contest Director – TBA
- Entry Fees:
  - Competitors – 1650 €
  - Other Team members and observers – 1400 €

Includes:

- fuel and oil for competition flights
- shared accommodation – double room (3 and 4 star hotels)
- breakfast, lunch and dinner
- transport between airfield and accommodation places
- official and social functions
- programmes arranged by the organizer

Vote: 1<sup>st</sup> - 0 Bid did not survive – eliminated.

Vice Presidential election results: (\* elected)

- L.G. Arvidsson (Sweden) - 27 \*
- John Gaillard (South Africa) - 27 \*
- Nick Buckenham (UK) - 21 \*
- Matthieu Roulet (France) - 20 \*
- Elena Klimovich (Russia) - 7

Secretaries: Madelyne Delcroix (France) - more than 75% of votes  
Carole J. Holyk (Canada) – more than 75% of votes

Ballots for Sub-Committee members and Contest Officials were distributed.

## 15.2 2012 European Aerobatic Championships (bid from Slovakia)

**Slovakia:**

- Site – Dubnica nad Vahom, Slovakia
- Date – Sept 1 – 9, 2012
- Contest Director – Vladimir Machula
- Entry Fees: Competitors – 1750 €
- Other Team Members and Observers – 1500 €
- Includes:
  - o - fuel and oil for competition flights
  - o - shared accommodation – double room
  - o - breakfast, lunch and dinner
  - o - transportation between airfield and hotels
  - o - official and social functions
  - o - programme arranged by the organizer
  - o - sanction fee

Will support 10 Judges.

**Decision: The 2012 European Aerobatic Championships will be held in Dubnica nad Vahom, Slovakia from September 1 – 9, 2012**

## 15.3 2012 World Glider Aerobatic Championships (bid from Slovakia)

Poland requested to be added to the list of bidders. Vote: For inclusion - 31

**Slovakia:**

- Site - Dubnica nad Vahom, Slovakia
- Date – 9 – 18 August, 2012
- Contest Director – Pavol Kavka
- Entry Fees: Competitors – 700 €
- Other Team Members & Observers – 300 €
- Towing 1250m - 65 €
- 850m - 50 €
- Fees cover:

- official and social functions
- - program arranged by the organizer
- - FAI sanction fee
- - HMD system operations
- - 10 Judges and assistants + Chief Judge and assistants
- 
- The entry fees do not cover:
- - the expenses of the accommodation, meals and other individual services
- - the towing service

Tow planes available: 3 are already on site.

**Poland:**

Presented by Marta Nowicka

The bid was submitted late due to last minute final confirmation from organizers.

- Site – Torun, Poland
  - Date – July 24 – August 5, 2012
  - Contest Director – TBA
  - Entry Fees – Competitor – 600 €
    - Other Team Members – 250 €
    - Family Members – 50 €
    - Towing Fees – will try to keep the same fees as previous events.
- Will support 10 judges.

Vote: Slovakia: 27 \*

Poland: 5

**Decision: The 2012 World Glider Aerobatic Championships will be held in Dubnica nad Vahom, Slovakia from August 9 – 18, 2012**

**15.4 2012 World YAK 52 Aerobatic Championships (bid from Russia)**

Georgia requested to be added to list of bidders. Vote: For inclusion – 31  
Will need time to prepare presentation, will do so after Russia's presentation.

**Russia:**

Presented by Elena Klimovich

- Site – FINAM (Bolshoe Gryzlovo), Moscow region
  - Date – 20 – 30 June, 2012
  - Contest Director – Dmitry Samokhvalov
  - Flight Director – Vladimir Popov
  - Aircraft for hire – 7
  - Judges Supported - 7
  - Accommodation – 6 Hotels 6 – 30km from airfield
    - Single room: 35 € – 90 €
    - Double room: 60 € - 115 €
  - Meals – approximately 20 € per day at the 2 cafes and 2 restaurants at the airfield.
  - Entry Fees:
    - Competitors – 650 €
    - Other Team Members and observers – 120 €
    - Independent pilots – 1000 € (entry fee not covered by sponsors)
- Covers:
- Fuel and oil for competition flights and one 15 minutes training flight;
  - Transportation between the airfield and places of accommodation;
  - Official and social functions;
  - Programs arranged by organizer;

- €150 - CIVA Sanction Fee per pilot.

#### Airplane rental

- Organizers provide an airplane for first 3 competitors of each team for free.
- Other competitors including independent entries can rent an airplane for €450 per pilot.
- Airplane rent includes competition flights and one 15 minutes training flight.

#### Note 1

- The Organizer is not planning to use Line Judges due to relief characteristics.
  - Accommodation and meals are not included in the Entry Fee.
  - Participants will have to book their accommodation in advance directly with the hotels.
- Hotel accommodation for Contest officials will be arranged by the Organizers. Contact information will be provided in Bulletin 1.

#### Note 2

- Additional training flights will be possible on prior requests to organizer depending on time and airplanes availability. Estimated price for the training flights is €300 per hour including airplane rent, fuel and oil.

Crossing the state border and flights on the territory of the Russian Federation can be arranged with RAOPA. <http://www.aopa.ru>

#### Discussion:

MV – Will the Intermediate category be flown.

EK – No, not Russian proposal, and at the time, did not plan for it. The delegation who suggested this event should be given the opportunity to conduct this Championship.

E.Meleckis – Will assistance be available with arranging hotel and transportation.

EK – Refer to list of hotels in Power Point presentation.

JK – General question – what is the number of countries that are necessary to have a 'World' Championship.

MH – States in the Sporting Code – 5 countries. J-MB confirms.

#### Georgia:

Presentation by Gia Gegenava – Microsoft Word

- Site – Telavi-Uggt
- Date – 20 – 30 September, 2012
- Contest Director – TBA
- Entry Fees: Competitor – 1100 € includes accommodation  
600 € without accommodation
- Aircraft will be available for rental.

#### Discussion:

MH – will need confirmation from the NAC of Georgia that this is okay.

Vote: Russia - 27 \*

Georgia - 0

**Decision: The 2012 World YAK 52 Aerobatic Championships will be held in Bolshoe Gryzlovo, (Moscow region) Russia, from June 20 – 30, 2012**

#### 15.5 2013 World Aerobatic Championships (bids from Lithuania and USA)

Discussion:

MH – Yesterday adopted the SA proposal #3b, regarding the bidding process for Championships, i.e., every fourth Championship in the various series of events, if bids are presented by non-European countries, that preference will be given to that country. The bids must meet the criteria adopted by CIVA to be considered “valid”. This proposal is to be ‘retrospective’, which would mean that Lithuania is eliminated from the bidding process for the 2013 event. The last non-European Championships was held in 2003.

Want to make sure everyone understands this process, anticipated there would be a problem.

MR –What does a ‘valid’ bid mean. How do we know if the bid is ‘valid’?

JG - According to the Evaluation Form that has just been adopted yesterday. If all bidders meet the criteria, then preference is given to the non-European country.

EK – Most proposals at Plenary start from Jan. 1 of the following year. But we have just accepted this proposal at this Plenary, and it comes into effect immediately?

MH – apparently, people do not realize what they voted for.

Several Delegates – Many, whose first language is not English, have not understood what is meant by “retrospective” and how it will affect upcoming bids for Championships. Suggest revoke.

E.Meleckis – Not fair to Lithuania, having made preparations for the bid for WAC.

Propose that we vote for reconsideration of the SA 3b proposal. Must be 2/3 majority, in order to bring this to the floor for further discussion.

Vote: For - 16

**Decision: Failed. Will not be discussing the South African proposal any further. The bid from Lithuania can not be considered.**

**United States:**

Presented by Debby Rihn-Harvey

Information: Video, Power Point

- Site – Jean (Las Vegas), Nevada, USA
- Elevation – 863.2m / 2832 ft
- Runways – 4600x75ft/1402x23m asphalt
- 3700x60ft/1128x18m asphalt
- Date – 9 – 20, October, 2013 (favourable temperature)
- Contest Director – Michael Stevenson
- Flight Director – TBA

Aircraft for hire – An individual with the sole responsibility of coordinate the rental or leasing of aircraft in the United States will be appointed by the organizer.

A listing of all aircraft that is available for use along with all contact information will be posted on the website. The Aircraft Coordinator will assist and be responsible for helping facilitate the financial transactions between the pilot or teams and the aircraft owner as well as arranging for the ferry of the aircraft to the contest site. Many aircraft owners in the USA have now been contacted and are excited about teams outside the USA renting or using their aircraft.

- Judges Supported -

Accommodation – The main contest hotel will be the Gold Strike Hotel and Casino. It is located directly on the airport.

Entry Fees:

The following are the proposed Entry Fees for the 27th World Aerobatic Championships:

<u>Position</u>	<u>Room</u>	<u>Early Registration</u>	<u>Late Registration</u>
Pilot	Double	\$2,350	\$2,750
Pilot	Single	\$2,500	\$3,000
Team Member	Double	\$2,000	\$2,500
Team Member	Single	\$2,200	\$2,750

A sanction fee of €150.00 per competitor will be paid to FAI/CIVA as a sanction fee.

Sympathizes with Lithuania, understands the amount of work that goes into organizing a bid for a Championship.

Has done it many times and not been accepted. Will be seeking sponsorships to help with the organization and costs.

Discussion:

EK – Back to the SA 3b proposal – still doesn't understand why this "rule change" starts immediately and not in 2012.

MH – It is not a "rule change" but deals with the CIVA Internal Procedures, it is not part of Section 6.

EK – Doesn't think people realized what they were voting for (SA 3b) – means that every 4<sup>th</sup> Championship will be in the USA. Right now that is the only country that is holding Championships.

MH – Even though there is only one country bidding, CIVA still has to vote to accept the proposal.

Italian Delegation left: Total votes are 31

Vote: For - 17

**Decision: The 2013 World Aerobatic Championships will be held in Jean (Las Vegas), Nevada, USA, from October 9 – 20, 2013**

### **15.6 2013 World Glider Aerobatic Championships & World Advanced Glider Aerobatic Championships (bids from Finland and France)**

#### **Finland:**

Presented by Jyri Mattila and Antti Jouppi. Power Point

- Site – Oripää (Turku), Finland
  - Dates – July 18 – 28, 2013 (18 hours of daylight)
  - Elevation – 101m/331ft
  - New hangar under construction
  - Contest Director – Jyri Mattila
  - Flight Director – Juha Turppo
  - Supported Judges – 10
  - Line Judges - Yes
  - Accommodation – On site camping, cottages  
Help with hotel arrangements
  - Entry Fees - competitors: 500 € + FAI sanction fee
    - team members: 200 €
    - family members 50 €
- The entry fee does not include the expenses of the accommodation, meals nor the towing service.
- The entry fee does not include the cost of the HMD-system, if it is required the cost will be divided by number of participants and added to the fee.
- Towing
    - Towing fee to 1250 m 65 €
    - Towing fee to 850 m 50 €
    - Towing fees are based on the prices of aviation fuel today, and is subject to change.

#### **France:**

Presented by Madelyne Delcroix: Power Point

- Site – Saintes, France
- Elevation – 180m/590ft
- Dates – August 8 – 18, 2013
- Contest Director – TBA
- Supported Judges – 10
- Tow Planes – 4 with Military pilots
- Accommodation – Many hotels available  
Camping on site

- Entry Fees - Competitors 600 €
- Others 250 €
- Towing Fees – 1200m 45 €
- 800m 35 €

Based on fuel rates Oct. 28/11

Entry and Towing Fees are being sponsored by the Military.

Vote: Finland - 20 \* France - 7

**Decision: The 2013 WGAC/WAGAC will be held in Turku, Finland, from July 18 – 28, 2013**

### **15.7 2013 European Advanced Aerobatic Championships (bids invited)**

**2014 WGAC/WAGAC** France will make a bid for this event.

<b>16 Special Events – Reports on 2011 Competitions and Plans for 2012</b>
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### **16.1 FAI Desert Challenge: Al Ain, UAE (L.G. Arvidsson, Contest Director)**

No written report.

LG – The scoring was the old “Line Scoring System”. The judges each had electronic tablets to record their scores, that were directly transmitted to an announcer who was an aerobatic pilot and judge. Along with the scores, this announcer also explained the figures and sequences.

Seemed that the audience found the classical sequences more interesting.

No contest agreement in place with the UAE for any future events.

### **16.2 Riga FAI Elite Aerobatic Formula (Jurgis Kairys, Contest Director; Quintin Hawthorne, Chief Judge; Alan Cassidy, FAI/CIVA Liaison Officer)**

#### **REPORT OF THE CJ RIGA Riga FAI Elite Formula Contest Quintin Hawthorne**

For the complete report, see the CIVA web site:

“The results were relayed to the public at the site by announcers who were positioned alongside the scorer. These results were also broadcast on two local radio stations. The second flight program was relayed live on national television. There was a real sense of ‘racing’ excitement gauging the response from the public after each flight. There was spontaneous applause, with the public clearly appreciating the better flights. There was even bigger applause when Svetlana flew – she was the clear favourite of the crowds.”

#### **Conclusion**

“In my opinion the positioning of the judges station was not ideal for an aerobatic contest of this nature, as it was too close to the edge of the aerobatic zone – the gates were placed only 400m from the bridge, whereas the extent of the zone was 1800m in total. I have a strong suspicion that the primary criteria for selecting the venue was to exploit the commercial opportunities.

The contest sequence was sufficiently challenging for Unlimited category pilots and the contest was conducted safely. Jurgis Kairys is to be complimented for organising a contest that finds favour with both the public and the pilots alike.”

For more information on the event see the dedicated website:

[www.aerobaticformula.com](http://www.aerobaticformula.com)

**Report of CIVA Representative, Riga Elite Aerobatics,**

## **18-21 August 2011**

### **Alan Cassidy**

For the complete report see the CIVA web site.

“Nine pilots from eight countries flew in the competition”

“Pilots were largely nominated by NACs based on the results of the Final Freestyle competition at the WAC 2009. Additionally, a small number of pilots were invited by the promoter, based on previous performance in similar events. It became apparent that one of the invited pilots was relatively inexperienced in the type of aeroplane he was flying, but the pilot flew with caution and his inclusion did not, in this case, lead to any unsafe situation arising.”

#### **Format**

“Each competition flight was formed of two separate parts: a known programme flown with the aim of finishing as quickly as possible, while retaining certain standards of accuracy, and a freestyle programme of three minutes duration, with penalties for poor time keeping. The freestyle programme was also judged on technical merit and artistic impression, the points awarded being converted to "bonus seconds" which were deducted from the time achieved in the first part of the flight.”

“The contest was won by the pilot with the lowest overall "time", albeit a rather contrived calculation amalgamating elements of precision, technical ability, time-keeping ability and flying in a spectacular fashion. As the commentary was, inevitably, in the Latvian language, it was impossible for me to know how this was all described to the watching public, nor for me to determine how well the average spectator was able to understand and follow the progress of the event.”

“There was no participation from other recognised FAI Sports, although this would have been a good opportunity to showcase additional activities to the assembled audience.”

#### **Conclusions**

1. This event was successful from the sporting point of view, safely obtaining a sound result. Its failure to draw expected numbers of spectators may have been influenced by poor weather forecasts on Friday and Saturday. The satisfaction of spectators could not be ascertained in real time due to language difficulties. The organiser should take steps to evaluate local opinion before making detailed arrangements for a similar event in 2012.
2. Care should continue to be exercised over the selection of pilots who will fly aircraft in which they have not established a strong record in previous Category 1 competition.
3. Consideration should be given to some form of elimination rounds in order to reduce the extent of the final flying period on the last day.
4. In association with CIVA, the promoter should investigate the practicalities of adding additional FAI sporting disciplines to add some extension and variation to the spectacle available to audiences.
5. The conversion of graded judgements in the Freestyle to an "equivalent" time bonus is arbitrary and rather difficult for public comprehension. Consideration should be given to more simple, separate ranking systems for the speed programme and the Freestyle programme, with these then being combined on a points basis (12 for first, 10 for second, 8 for third, 7, 6 etc) to determine an overall winner. In this case, the final ranking order would not have changed, and some lower order places would have been subject to a tie.
6. The rapid visual presentation of results to spectators is extremely important. On this occasion, this benefit was lost. In future years, special effort should be applied to the public interface of the results-generation system.
7. Events such as this have much potential appeal to the public. The benefits of scalability across continents will not be achieved, however, until a significant private sector investor can be found and a multilingual core organising team of full-time professional staff employed.

#### **Contest Director**

## **Jurgis Kairys**

No written report submitted

JK - A contract is in the works for the next 5 years. May continue to be in Riga, but if problems continue with this location, will try other sites.  
Will leave the contest format as is, for now.  
Invites all delegates to attend an event.  
The CIVA president is invited, all expenses paid  
With the CIVA Plenary so late in the season, he finds obtaining sponsorship difficult, because most sponsors have already planned their next year's budget.

**Decision: CIVA accepted all the reports.**

### **16.3 Approval of new FAI Sporting Code, Section 6, Part 4 – “FAI Elite Aerobic Contests” (Michael Heuer and Alan Cassidy)**

Proposal presented on the Agenda is Version 2012 – 1 (Draft 3). The first draft was presented to the Rules Sub-Committee March 21.

Discussion:

LG – Glad that we finally after many years have a new Part to the Sporting Code covering “Special Events”, and what is on the table now, will cover events for the future.

Presently work is being done on four (4) special events for next year, and feels the title of Part 4 should have another name other than the “FAI Elite Aerobic Contests” – “Elite” being associated with Jurgis Kairys' events. Nothing wrong with that other than, sponsors wouldn't want to support an event that didn't have their own name or title associated it. Possible that some of the planned events for next year, would pull out of the CIVA umbrella, therefore we would lose a good amount of money.

Proposal is a good start, but there should be room to introduce other event formats, e.g., Classical Aerobatics and Formation flying. Must listen and be flexible to organisers requests and ideas.

EK – Emphasis previous comment – that since these events are not World Aerobic Championships, winners of these events cannot be declared “World Champions” – they can only be called “Winner of the Special Event”. This was a proposal that was accepted into the Rules yesterday. The Part 4 draft still contains the reference to “World Champion”.

MH – The ruling just came into effect, so this will be one of the changes to the document.

Vote: For approval of Part 4, Version 2012 -1 (Draft 3)  
For - 19 Against - 0

**Decision: CIVA AGREED**

LG – Amendments must be included otherwise CIVA will lose a lot of money.

WAC 2013 – Further discussion:

M.Roulet – Would like to raise again the issue of the bids for WAC 2013. Now that we have been through the process earlier in the meeting, feels uncomfortable and expects others do also, with how the process was applied to the two NAC bids.

The word “retrospective” can also mean for instance, that if we apply the rule from January 1, 2012, that we would not have to wait for three more events before we apply this rule. This is a way of interpreting this rule so that it would not have been done in the way it was done.

Would like to revisit the SA proposal 3b. I would like to see the USA win the bid in a fair process.

Understands that we would need another vote with a 2/3 majority to reconsider the SA proposal, and that the proposal be amended to read “...retrospective, effective Jan.1, 2012.”

EM – In discussion with SA, understands that the intention of the SA proposal was not to ban Lithuania from presenting their bid. Supports MR's interpretation.

Vote: To reconsider the SA #3b proposal For - 29 Against - 0

**Decision: Proposal returns for discussion**

Discussion:

MR – Suggestion that the proposal be in effect from Jan.1, 2012.

EK – Could mean that, why should an European country even bother to make a bid, because preference will be given to a non-European country. Also, how do we know who will be bidding? Could end up with no bids at all.

MH – Vote on the proposal as is, but if the amendment suggested by MR is agreed to by the proposer, SA, then we will vote on that.

JG – Now that MR has made some clarity on the ‘retrospective’ definition, SA would go along with the amendment. It was never the SA intention to cause a lot of unhappiness or anything else, it was just intended to make it fair for bidders outside of Europe to be considered and not be excluded for a long period of time.

Amend to SA #3b: “This proposal to be retrospective, **effective January 1, 2012**”

MH – This means that this policy would take effect in January 2012, and then in our Plenary meeting in 2012, this policy would take effect, not now at this meeting.

The effect of this policy means that at our Plenary meeting in 2012 we will have to observe this bidding process. If we adopt this amendment to the policy, it means that the bid of Lithuania for the World Championships in 2013 is back and we will have the Lithuanian delegation up here to give that proposal.

Vote: For - 22 Against - 1 Abstain - 8

**Decision: The amendment is adopted, therefore the bidding process is open again for the WAC in 2013. We will now hear from the delegate from Lithuania.**

**14.5 (con’t) 2013 World Aerobatic Championships (bids from Lithuania and USA)**

**Lithuania:**

Presentation by Eltonas Meleckis: Power Point

- Site – Darius and Girenas Airfield, Kaunas, Lithuania (Contest held here 2004)  
July, 2013 will be the 80<sup>th</sup> anniversary of Darius and Girenas flight from USA to Lithuania. The Championships will be part of the celebrations of this anniversary.
- Date – July, 2013
- Contest Director – Algimantas Zentelis
- Entry Fee – Competitors – 1700 €  
Others – 1500 €
- Supported Judges – 10
- Line Judges – Not decided yet

Revote: Lithuania - 10  
USA - 20 \*

**Decision: The 2013 World Aerobatic Championships will be held in Jean (Las Vegas), Nevada, USA, from October 9 – 20, 2013**

MH – Glad that Matthieu (Roulet) raised this issue, because it is always a concern to me that everybody understands the proposals. Knows that even though the proposals are published months or weeks in advance of the meeting, even then they are not fully understood. This was a fairer process, and even though the result was the same, now believes everyone is a lot happier with our process.

**16 List of International Aerobatic Judges**

Refer to CIVA web site for complete list.

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

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

No proposals submitted

**18.2 Contest Scoring Programme Report (Nick Buckenham)**

CIVA accepted the report published in the Agenda package.

**18.3 Leon Biancotto Diploma for 2011**

The Leon Biancotto Diploma 2011 has been awarded to José-Luis Aresti Aguirre. The Diploma will be presented at the 2012 FAI General Conference.

Citation:

“José Luis Aresti was born in 1917 and passed away in 2003.

He became a flyer in the 1930s in time to get involved in the Civil War. He became a pilot for the Republican Government; he was assigned the Polikarpov 1-16 Rata low-wing monoplane and within six months found himself flying demonstrations for his military chiefs. After the war, Aresti became a test pilot for the Air Ministry Flight Test Centre in Madrid, and founded several civilian pilot training schools in Spain, while flying airshows around Europe.

He was an outstanding pilot who was able to fly any type of aircraft and already in 1971 he had trained more than 2000 pilots. He acted as President of the International Jury at various World Aerobatic Championships. He was elected President of the Spanish Aeronautical Federation in 1966 and President of the FAI-CIVA in 1967. He was awarded many distinctions, the Spanish Sports Merit Gold Medal and the FAI Gold Air Medal included.

He created the Aresti Aerocryptographic System. This System allowed the agreement on the criteria at an international level among all pilots and judges of the aerobatic world. This is the reason why it was officially adopted by the FAI. This work was the result of many years of aeronautical experience and hard work.

Finally, we must mention the José Luis Aresti's Cup. It was created and given to the FAI with the purpose of being a symbol representing and consolidating the sportiveness and friendship of all pilots around the world.”

**18.4 In a letter submitted to the Secretary General from the Spanish Delegation.**

These are the two motions, that the Spanish Delegation, request to be voted at this CIVA meeting.

1. CIVA Officers, do not have the mandate to interfere in NAC's resolutions.  
Rationale: Avoid situations, as the ones lived with the Spanish NAC, and that can happen in the future to any NAC.
2. Rewording on the H/C requirements. To compete as H/C, the competitors. Must have the approval of their NAC.  
Rationale: Avoid situations, as the ones lived at the WAC 2011 in Foligno.

In order to consider these proposals we must have 2/3rds majority in agreement to place them on the agenda. Otherwise they cannot be considered.

Vote to place on the agenda: For - 15 Against - 6

**Decision: Proposal failed.**

While waiting for the election results, some discussions and comments were made:

CIVA Web Site:

EK – The CIVA web site so far only has the ‘Q’ programmes and “special events” listed, but no listing for the Classic Championships. It appears as if we don’t care.

MH – Do care. President has access to web site, and last year posted results and excessive blogs from the championships, and will continue to do so. There were two problems last year, first the FAI web site crashed and had to be rebuilt. There was very little time for the FAI staff to update the content. And personally the President had little time to attend to the web site.

J-MB – FAI will publish news and whatever documents accepted by the CIVA Bureau. The web site is currently being updated and improved.

AC – How is the FAI dealing with the ‘web masters’ of all the Sports Commissions, in publishing all the data. It would be a huge load for just one person to deal with.

J-MB – No problem for web masters to have remote access for publishing news on the commission’s web site. But still have to go through FAI for direct access to the data base.

P. Kavka – Would like to return to the document –FAI Sporting Code, Section 6, Part 4 - to discuss LG’s amendments.

MH – Part 4 Draft 3 was approved, but there were some discussions about the naming of the document, and a solution would be like some corporations do with their advertising and branding, just insert the event’s name above the “...Elite Aerobatic Contests”.

LG – Still doesn’t agree that this is a solution.

Vote to revisit the approval of “Part 4” 2/3rds majority required: For - 30 Against - 0

**Decision: Approved to revisit the proposal.**

Discussion:

AC – Part 4 was developed from “scratch” with the idea that over the years there would be changes. It’s important that these events go ahead under the FAI sanction. Seems that this Plenary feels that if we vote these regulations in, they become unfixed for 12 months until another year has passed. With everything rapidly changing, we should not lock ourselves into something that we can only vote on once a year. So, with permission, a motion is proposed, that for a 12 to 24 month transitional period, the Bureau be granted to make changes as may be required to maintain the momentum of the initiative and that the Bureau report back to the Plenary in 12 months, and inform us of what changes they made, and why and how they would be beneficial. Its generally a good idea that we have these rules, but we have to be flexible enough to have the Bureau modify them from time to time, without having to call a meeting of the Plenary in order to take money, if that is beneficial.

JG – Agrees with Alan’s proposal, need the flexibility to make changes, and what name is used is really not a big issue, it can be changed.

LG – Good proposal. Flexibility needed, so we do not lose money and time.

Vote for A. Cassidy’s proposal : For - 29 Against - 0

**Decision: The proposal is adopted and the Bureau is authorised to change Part 4 as required, so we can move ahead with these events, and report back to Plenary next year.**

**19. and 20. Elections and Appointment of Officials**

James Black advised that 32 Ballots were received

**19. Officers of CIVA**

President: Michael R. Heuer

Vice Presidents: Lars-Goran Arvidsson (SWE)  
John Gaillard (RSA)  
Nick Buckenham (GBR)  
Matthieu Roulet (FRA)

Secretaries: Carole J. Holyk (CAN)  
Madelyne Delcroix (FRA)

**Rules Sub-Committee Chair.** Mike Heuer (USA) - 23

Rules Sub-Committee Members:

Matthieu Roulet (FRA) – 21  
Alan Cassidy (GBR) – 26  
Thore Thoresen (NOR) – 18  
Jürgen Leukefeld (GER) – 15  
Debby Rihn-Harvey (USA) – 23

**Judging Sub-Committee Chair.** John Gaillard (RSA) - 19

Judging Sub-Committee Members:

Nick Buckenham (GBR) – 17  
Graham Hill (GBR) – 14  
Mikhail Mamistov (RUS) – 19  
L-G Arvidsson (SWE) – 17  
Philippe Kuchler (SUI) - 19

**Catalogue Sub-Committee Chairman** Alan Cassidy (GBR) - 25

Catalogue Sub-Committee Members:

Brian Howard (USA) – 23  
Madelyne Delcroix (FRA) – 27  
Manfred Echter (GER) – 25  
Anatoliy Belov (RUS) – 21  
Matthieu Roulet (FRA) - 25

**Glider Aerobatics Sub-Committee Chairman** Jerzy Makula (POL) - 16

Glider Aerobatics Sub-Committee Members: All who were nominated

**20. Appointment of Officials (International Jury and Chief Judges)**

**2012 World Advanced Aerobatic Championships – Nyireghaza, Hungary (July 26 – August 5)**

President, International Jury	L-G Arvidsson (SWE) - 14
Members, International Jury	Robert Chomono (FRA) - 12 Alan Cassidy (GBR) - 15
Chief Judge	John Gaillard (RSA) - 14

**2012 World Unlimited Glider Aerobatic Championships and World Advanced Aerobatic Championships – Dubnica, Slovakia (August 9 - 18)**

President, International Jury	Manfred Echter (GER) - 18
Members, International Jury	Kari Kemppe (FIN) - 15 Madelyn Delcroix (FRA) - 26

Chief Judge Philippe K uchler (SUI) - 24

**2012 European Aerobatic Championships - Dubnica, Slovakia (September 1 – 9)**

President, International Jury L-G Arvidsson (SWE) - 19

Members, International Jury Bob Chomono (FRA) - 14  
Alan Cassidy (GBR) - 14

Chief Judge Nick Buckenham (GBR) - 15

**2012 World YAK 52 Aerobatic Championships –  
Bolshoe Gryzlovo, (Moscow region) Russia (June 20 – 30)**

President, International Jury L-G Arvidsson (SWE) - 31

Members, International Jury Matti Mecklin (FIN) – 21  
TBA by the Bureau

Chief Judge Pavol Kavka (SVK) - 15

**Working Groups – No Change for 2012**

**Contest Organisation Group:**

Mike Heuer, Chairman (USA), John Gaillard (SA), Jerzy Makula (POL), J rgen 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).

**21. Date and Place of Next Meeting – (2012 and beyond)**

Turkey is considering bidding for the 2012 meeting, but needs time to prepare the proposal re: time and place.

**Place:** No Decision. Bureau is authorised to decide on location.

**Dates:** Bureau authorised to decide. Would be the first or second weekend in November.

**The meeting was adjourned late in the afternoon, after the election results, on Sunday, November 6, 2011.**

The newly formed Bureau will meet in one hour.

Submitted for approval:  
Carole J. Holyk  
Secretary of CIVA  
January 29, 2012

Edited and approved by:  
Michael R. Heuer  
President of CIVA  
April 4, 2012