



*Fédération
Aéronautique
Internationale*

Minutes

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

held in Lausanne, Switzerland
on 3rd and 4th November 2012
at the Hotel Mirabeau

*Maison du Sport International
Av. de Rhodanie 54
CH-1007 Lausanne
(Switzerland)
Tél. +41 (0)21 345 10 70
Fax +41 (0)21 345 10 77
E-mail: sec@fai.org
Web: www.fai.org*

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At the FAI General Conference last month in Antalya, Turkey, several members of the aerobatic community were recognized with the following awards:

FAI Silver Medal:

Osmo Jalovaara (Finland)

Sabiha Gökçen Medal:

Elena Klimovich (Russia)

Leon Biancotto Diploma: Presented posthumously to

Jose Luis Aresti

Paul Tissandier Diploma:

Oleg Shpolyansky (Russia)

2. In Memoriam

A moment of Silence was held during the President's Introductory remarks, to remember our colleagues, and friends, who passed away this year.

This year we lost Klaus Leinhart and Reinaldo Beyer.

3. Roll-Call of Delegations

See above

4. Minutes of the Meeting held on the 5th and 6th November, 2011 in Krakow, Poland

1.1 Approval of Minutes

There were no objections or matters arising 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, FAI Secretary General sent his apologies for his absence at this Plenary, but he is attending another Commission's meeting.

Mr. Rob Hughes, FAI Senior Sports Manager presented his report.
It is summarized here in the Minutes:

- The FAI General Conference held in Antalya, Turkey, October, 2012. Fifty NAC's and 10 ASC's were in attendance.
- Several new Associate Members were announced. At the time of the GC FAI was 112 members strong.

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- FAI Finances since 2011 are done on an accrual basis, i.e., when money is recorded as received, spent, or payment made.
- Deficit for 2012 expected to be the same as 2011 which is approximately 20,000 Swiss Francs.
- Addition of the "National Model Aviation Museum" in Muncie, Indiana, USA, to the list of recommended museums.
- Introduced a Regional Management System, with regional Vice Presidents, two so far have been appointed.
- Set up an Expert Group System, to improve and encourage sharing of information. Members to the various Expert Groups are appointed by the Executive Board and the Air Sports Commissions, as is appropriate to their needs. So far "Air Space", "Navigation", "Safety", "Regulation", "New Technology", and "IT".
- The next two General Conferences have been announced: 2013 – Kuala Lumpur, Malaysia
2014 – Bangkok, Thailand.
- Special Projects, the major one starting this year is "FAME" (FAI Air Sports Marketing & Events). At the table was Mr. Giancarlo Sergi, CEO of FAME.
- Breitling has been established as a corporate partner of FAI.
- Sporting License Data Base, is up and running. One can go to the FAI web site, type in a person's name to check if they have an up to date Sporting License.
The new IT manager is making more upgrades to this site, so one could also obtain the history, eg. competition results, or being able to change representation of NAC's. NAC's will also be able to upload and print their own S.L.
- Updating Email Data Base
- Anti-doping programme. Last item to put into place is the Registered Testing Pool (RTP). Aerobatics is one of the last sporting community to be enrolled.
- Organiser Agreement, is outdated. It is being updated by Mr. Rob Hughes, and is consulting with all the ASC's to ensure the agreement meets all of their needs.

FAME: Mr. Giancarlo Sergi CEO of FAME gave his report:

Mr Sergi is the Founder and Owner of SINERGI Sports Consulting in Lausanne (founded in 2006)

-Professional Basketball Player

-Business Administration Degree (HEC) from University of Lausanne. 2 Master Degrees in Sport Management from Universities of Barcelone and Lyon.

-15 years' experience in sport business and other areas such as Recruitment and Education in sport administration

-Worked as a senior consultant, commercial and business matters for 4 Olympic Games, 2 FIFA World Cups and many World Championships.

FAI had agreed to the sale of a stake in FAME to SINERGI Ltd and the election of Mr Sergi to the FAME board of directors.

The primary objective of FAI Air Sports Marketing and Events SA (FAME), a shareholder company based in Switzerland, is to promote air sports and create commercial value for the FAI and its events by actively exploring the sports market and developing new and more attractive events.

The FAI and SINERGI had already teamed up earlier this year; SINERGI played a significant role in the signing of a long term sponsorship agreement with the prestigious Swiss watch company Breitling as the first ever Global Partner of the FAI.

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

Has been a pleasure over the last 26 years to have the responsibility to present medals to the best pilots of the various Championships.

But also to recognize those in our sport who have contributed in other ways to help us build and grow our sport. So frequently at these meetings the FAI Sports Medal has been presented to very deserving people.

This year the FAI Air Sports Medal is presented to Vladimir Machula in recognition of the fantastic job he did in organizing both the EAC(power) and the WAGAC/WGAC(Glider) this summer.

MH summarized and highlighted some items from his written report to CIVA. (Agenda Item 7)

Competitor numbers were as follows (not including H/C pilots):

Event	Date	Pilots
WAGAC	9-18 August 2012	38
WGAC	9-18 August 2012	27
WAAC	26 July – 5 August 2012	80
EAC	1-8 September 2012	31
WYak52AC	20-30 June 2012	17
Total		193

Year	Total Competitors
2012	193
2011	162
2010	190
2009	177
2008	154

Corrections to Table of Number of Competitors (including H/C pilots):

WYak 52AC 20
Total 196

3 pilots flew Programme 4 only
Total of 7 H/C for all Power Championships.

Budgeting and Finance:

Last year, the FAI Executive Board, 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.

Most of the funds collected by CIVA through pilot Sanction Fee are spent on CIVA Travel Allowances (TA's) for Jury and Judges as well as FAI and CIVA Medals.

Under the new procedures under the consolidated budgeting process, ASC's were required to submit their 2013 Budgets to FAI by 31 July 2012. The budgets were submitted to the FAI Executive Board for approval.

Since the 2013 Budget is now already approved, the CVIA 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 2014 and beyond.

The Treasurer and Bureau, in turn, will work on the 2014 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.

The plenary is asked to grant the Bureau authority to prepare the 2014 Budget, with your guidance in mind, for submission to FAI by the summer of 2013.

Trophies:

As reported in the past we have had problems with trophies which have gone missing or been damaged. The Aresti Cup has been awarded since 1964 and has traveled all over the world, with the attendant “wear and tear” on the trophy.

This year, after a meeting of the FAI-Aresti Committee in Madrid, the Aresti Cup was shipped to Madrid for restoration, under the supervision of Jose Luis Olias.

At this Plenary, the beautiful replica of the Cup (in smaller size, complete with its own traveling case) was presented by Mr. Jose Luis Olias, President of the Royal Aero Club of Spain, and Mr. John Gaillard, CIVA representative to the Aresti Committee.

In reply to a question posed later, the replica will be transported to Russia to be presented to WAC 2011 Champion, Mikhail Mamistov.

Known Selection:

Considerable amount of internal and informal discussion regarding selection of Known sequences.

It is however important to continue with the CIVA Known/Q Analysis Working Groups and to appoint evaluators to those groups we respect and trust. Any suggestions are invited.

Contest Organization Handbook:

A number of pages in the written report, and at this moment is still not completed. Personally is disappointed and takes full responsibility for the delay. Does expect that work shall be completed over the next few months. What format it will be in, i.e., a separate handbook or on line, it should be made available to organizers as soon as possible.

Aresti Catalogue:

The aerobatic community is reminded that there is only one "official" document that must be used with regards to sequence construction. That document is the latest version of the *Aresti Aerobatic Catalogue (Condensed)*, published by Aresti System SL. There is a link to Aresti System SL's website on the CIVA homepage. It is www.arestisystem.com.

Breitling:

They are a new partner with FAI, and will be involved in First Category FAI Championships (CIVA Classical Championships). Special Events, (FAI Level 3) are to come, and it will be up to CIVA to partner and co-operate and to liaise with FAI and FAME in the future, to develop those Level 3 events.

In the past when Breitling World Cup and other Special Events were held, they were done so in conjunction with Air Shows. It is important to note that in North America, and no doubt, in the rest of the world, public air shows, are the largest attended events. So, in partnership with FAI, FAME and Breitling we could expose millions of people to Aerobatic Competition (real competition with rules and judges).

Of all the Air Sports Commissions within FAI, Aerobatics has the most to offer FAME simply because of the excitement, the people and pilots, the gorgeous aircraft and the exciting flying that we can offer.

The importance of supporting Level 3 events is that they will introduce the public to aerobatics and our Classical, First Category FAI Championships, and Breitling could also attract other sponsors.

Finally:

Encouraged to see so many young pilots, these are our future.

Congratulated all the organizers, officials, and judges, who have spent many long days, making sure that the best pilots are rewarded.

The President thanked the delegation for a rewarding 26 years serving as the CIVA President.

8. Presentations by Candidates for President of CIVA

LG Arvidsson, who is standing by acclamation for President, presented his platform for the future.

Marketing & Communication:

- Utilize Champion pilots to advertise and promote our sport.
- Open communication between the competitors and the CIVA Bureau.

- By promoting and showing a presence at the Level 3 events, will in turn help financially with the Classical Level 1 events.
- Rules :
 - Consolidate the number of rules that are repetitive, and also perhaps the Glider Rules (similar to the USA IAC Rules)
 - Find a way perhaps to implement Urgent and Safety Rules, without waiting until the Plenary.
- Catalogue:
 - Is it necessary to revise it every year, therefore needing to purchase a complete book for just a few minor revisions?
- Judges:
 - Implement the use of electronic devices, e.g. "tablets"
 - Help to encourage smaller countries with limited resources to educate new judges.
- Digital Communication:
 - Social media. Before CIVA goes online must plan what we want online, and who would be the editor.
 - Online information for pilots, officials, etc.
 - Place for the Contest Organization Handbook – ECG (Electronic interactive Championship Guide).
 - CIVA Travel Allowance. Propose that next year it would all be handled online (web page) in a transparent fashion, and overseen by the Bureau.
- Online History of CIVA:
 - Need to establish an archive of CIVA history. There are many posters and pictures dating back to the 1960's that need to be collected.

9.Report on CIVA Finances for 2012 - 2013 – Lars-Göran Arvidsson (Appendix 1 & 1a)

9.1 Financial Results

Final report on our budget and expenses distributed prior to this verbal report. These were approved by FAI in July. CIVA must adapt to submitting these figures so early in the year. The income that was budgeted for this year from Special Events was not forthcoming. The two planned events were cancelled.

9.2 2012 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. These programmes are working, because now we have a group of top judges.

There was a deficit of 10,000 Euros this year. Did expect that there would be one.

Must continue to support all the officials, but, they must adhere to the set CIVA guidelines for Travel Allowance. Some appeared to be abusing the process.

9.3 2013 Budget

See spread sheet for exact figures.

Continue on with supporting Judges, but not necessary to have "judging seminars" for the expert judges, the few days before the start of a Championship, but to implement a programme for helping to develop new and upcoming National judges. Need suggestions how to do this.

The expected cost for TA's in 2013 is 20,000 Euros, (WAC13, in the USA costing the most).

Will budget on the basis that income should be expected from sanction fees of the 2013 Championships, and Special Events.

However the budget does have a balance of (-) 8,350 Euros. For the 2014 budget, 38,707 Euros remain in the CIVA account.

Discussion:

M. Echter, E. Klimovich – Abuse by some when claiming expenses for the use of their private car. Should be a limit, e.g., not more than 2nd class airfare.

L.G. – that is one possible solution.

E.K. - Some judges did not receive their TA till much later, even though they followed all the proper procedures. Some were struggling financially.

L.G. – In one case for example, it was difficult to get a bank transfer in rubles, so these judges were reimbursed by cash at the Championship site.

J. Leukefeld – What funds are available to CIVA? E.g. a few years ago we received 10,000 Dollars for judging development.

L.G. – \$7,000 have been used so far. There is also approx. 100,000 Swiss Francs in the FAI fund from the former “FAI World Grand Prix of Aerobatics”, (renamed “World Grand Prix of Aviation”). We can request financial support from FAI, but not if we still have money in our own account.

M. Heuer – The \$10,000 was a direct transfer from FAI funds, it had nothing to do with the FWGPA fund. Then FAI President, P. Portman, recognised that the development of judges was an important programme for CIVA. We have had to account for how we have spent these funds, with submission of bills and receipts.

H. Rohner – Requested both the original and revised Financial Reports to be circulated for comparison.

L.G. – Will do so with the Minutes. **[See Appendix 1(a)]**

Decision: The report was accepted by CIVA.

10. Reports on the 2012 World Yak-52 Aerobatic Championships – Serpukhov region, Russia

10.1 President of the International Jury – L.G Arvidsson

No discussion

Decision: Report accepted by CIVA

10.2 Contest Director – Dmitry Samokhvalov

No discussion

Decision: Report accepted by CIVA

10.3 Chief Judge – Pavol Kavka

No discussion

Decisions: Report accepted by CIVA.

11. Reports on the 2012 World Advanced & Unlimited Glider Aerobatic Championships – Dubnica nad Vahom, Slovakia

1.1 President of the International Jury – Manfred Echter

Discussion:

M.H. – Its noted in the report that a formal written reprimand was issued to one of the Austrian competitors for causing “a number of unsafe situations by violating Slovakian Civil Aviation Regulations and Local Regulations as well as safety rules of the Sporting Code. Furthermore, he had voiced untrue allegations about an International Judge towards a third person.”

Karl Berger, Vice President of Honour, and acting Alternate Delegate of Austria made a statement to the delegation. Apologies were made to Mrs. Kaiser, and to CIVA on behalf of the Austrian Aero Club, such behaviour by an official participant of the Austrian team is not acceptable.

The Austrian Aero Club will investigate before a lawyer the complaints from all parties concerned – FAI, CIVA, and D. Poll, once its elections have been held.

M.H. – To give some more information for the delegates who are not aware of the situation. Mr. Dietmar Pol in view of the International Jury and despite warnings from the Contest Director and Chief Judge engaged in unsafe behaviour in flying, and also exhibited behaviour towards pilots, contest officials and or their spouses that was inappropriate.

This was reported to the CIVA president who officially reported the incidents to the Austrian Delegate, and called on them to handle this matter.

P. Kavka, V. Machula – This unsafe flying impacts how we are able to deal with the Slovak Civil Aviation authorities. They could revoke, for example the Unlimited height limitations.

M.H. – We have to be our own policemen, and not have the government come in and restrict our sport.

Decision: Report accepted by CIVA.

1.2 Contest Director – Vladimir Machula

No discussion

Decision: Report accepted by CIVA.

1.3 Chief Judge – Philippe Küchler

Report dedicated to Klaus Lehman

Decisions: Report accepted by CIVA

12. Reports on the 2012 World Advanced Aerobatic Championships – Nyiregyhaza, Hungary

12.1 President of the International Jury - Lars-Göran Arvidsson

No written report received before the Agenda was published. Will be emailed to delegates.

Well run contest. The fact that there were 80 pilots it was fortunate that the weather co-operated and all flights were completed. However there needs to be more discussion on limiting the number of competitors, because it could be that with weather problems, only the Known programmes would be flown, and every effort should be made to insure all flights are completed.

Shouldn't be a problem for 2013, with the number of competitors for each of the Championships, but for 2014 more needs to be decided.

Decisions: Report accepted by CIVA

12.2 Contest Director – Pavol Kavka

No discussion

Decisions: Report accepted by CIVA

12.3 Chief Judge – John Gaillard

Discussion:

M.R. – On Pg. 7 of the report a rewording to 4.2.2.3. a) is requested (Official Wind), but no mention is made in the proposals from South Africa.

J.G. – Since the report was written, the situation was resolved during later meetings. So please ignore this statement.

Decisions: Report **accepted by CIVA**

13. Reports on the 2012 European Aerobatic Championships – Dubnica nad Vahom, SlovakiaHungary

13.1 President of the International Jury – Lars-Göran Arvidsson

No written report received before the Agenda packages published. Will be emailed to delegates.

Discussion:

L.G. – The problem with this championship was there were too few competitors, and the organizers were working with a shortage of funds. Even so, it was a well run contest.

Decisions: Report **accepted by CIVA**

13.2 Contest Director – Vladimir Machula

Discussion:

M.R. – First point under the heading of “Championships Operations” a note that “it should be allowed that accommodation does not need to be included in entry fee, and that participants can arrange their own accommodation”.

This as already been discussed last year and is in rule 4.1.3.2.

Second point under “Radio Operations”. The comment about the type of PMR radios there is a statement that there is a requirement to use a Motorola device. Currently what is stated in the rules, is that this device is an example only, not a requirement.

More discussion among the various specialist is needed, since, in the CD’s report he says that the ALINCO DJ-S45 worked very well, but the Jury President’s report states otherwise.

Next, about the “Warm-up Pilot” – Statement that it would be unfair to have warm-up pilots from the teams, because they would only report to their own pilots the real conditions in the box. In all the years that MR has been competing has never seen a warm-up pilot refuse to answer questions about conditions in the ‘box’ no matter what team they belong to.

Regarding the “Closing and Awarding Ceremony” – agrees that Section 6 is confusing when it concerns the awards and diplomas that are required for championships, however 4.5.1.2.b) gives the necessary guideline. It is proposed that the various sections of the rules which appear in several places, will be sorted out and consolidated in the future.

E.K. – CIVA should send a letter of commendation to the Aero Club of Dubnica nad Vahom, for doing an excellent job of hosting the events in the last two years.

M.H. – We do have what seems like inconsistencies in the rules, but if you are careful and study Section 1.3.2. & 4.5. its all there.

The situation now in Continental Championships only, where we give separate medals for the First Free Unknown and the Second Free Unknown, not for the combined programmes.

At the World Championships we do the same, but there is a separate trophy, the Eric Mueller Trophy, for the winner of the combined 1st and 2nd Free Unknown programmes. There is no equivalent trophy for Continentals.

V.M. – Didn’t mean to say that the number of medals received were wrong, but that it seemed that too many were received, and was concerned that money was wasted.

Concerning the warm-up pilots. Comments were made by pilots and others, criticising the lack of sufficient number of warm-up pilots. V.M. wanted to explain that circumstances were beyond his control. One of the pilots became ill shortly before the contest, and there was no time to get a replacement.

The comment that he made regarding that the warm-up pilot would only report to their own team members, was only noted to ask that the participants would be more understanding of the

situation, and not be so critical towards the organisers. V.M. apologized for the way he worded this.

M.H. – Also to be noted: A total of 55 FAI Diplomas were shipped to the EAC in accordance with the Sporting Code. The extras may have come from the fact that we also provide 3 Diplomas for the women's teams and 3 Diplomas for the men's teams, and when there is an insufficient number of women, then we go with the mixed team at the championship, so there may have been a few diplomas left over from that.

It is the duty of the International Jury at Championships to check the medals and diplomas to make sure they meet Sporting Code.

Decisions: Report accepted by CIVA

13.3 Chief Judge – Nick Buckenham

Discussion:

M.R. – Discrepancies between the Contest Director and Chief Judge's report, regarding the operation of the official Video recording.

The CD says it was okay, whereas the CJ reports that it was not acceptable – being hand held instead of using a tripod, which lead to images that were shaky and difficult to view.

N.B. – Need to put into the Contest Organisation Handbook specifications for adhering to CIVA Section-6 para- 5.1.6.3., "...provide quality equipment with qualified operators to ensure useful information is provided..."

There have been such standards suggested by the operator at the WAC 2011, in Italy.

Decisions: Report accepted by CIVA

14. CIVA Known Compulsory Programmes for the Year 2013 (Appendix 2)

14.1 Advanced 'Q' /Known Programme

Proposal	Vote
A	4
B	6
C	Rated not suitable, by Analysis Working Group – deleted (CIVA agreed)
D	2
E *	18
F	0
G	Rated not suitable, by Analysis Working Group – deleted (CIVA agreed)

Decision: Proposal E from Norway adopted

14.2 Unlimited 'Q'/Known Programme

Proposal	Vote
A	1
B	9
C *	16
D	0
E	0
F	0
G	3
H	0
I	0

Decision: Proposal C from USA adopted

14.3 **Advanced and Unlimited Glider 'Q'/Known Programmes**

As submitted by the Glider Sub-Committee

Advanced - Proposal **B** from France adopted

Unlimited - Proposal **B** from Germany adopted

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

14.4 Yak 52 Known Compulsory Programme

Proposal	Vote 1 st (no majority only 19 voted)	Vote 2nd
A *	12	24
B	7	0

Decision: Proposal **A from Finland adopted**

See CIVA web site for sequence drawings.

15. CIVA Sub-Committee Reports and Proposed Rules Changes for 2013

15.1 Rules & Judging Sub-Committee Meeting Report – Matthieu Roulet

The two Sub-Committees met in Dubnica just prior to the opening of the EAC in Slovakia.

Normal Proposal (NP) #2013-1:

Deletion of “Groups” in Determining Sequence of Flights (Flight Order)

Source: Finland #2, Switzerland #1

- 4.1.8.1. The sequence of flights for Programmes Q, 1, 2, 3 – and 4 (“U” only) – of Championships will be determined by lot to be arranged by the Contest Director or his Assistant, in the presence of a representative of the International Jury. For Programme Q each competitor will draw his or her own lot. In the event a competitor is not present to draw his or her own lot, a member of that competitor’s team may do so. For Programmes 1, 2 and 3, the drawing of lots will be made by a CIVA-approved randomising programme, under supervision of the International Jury.

- 4.1.8.2. Deleted

- 4.1.8.3. Deleted

- 4.1.8.4. (...). ~~When re-ordering flights, the Jury must ensure that competitors remain within the same grouping when a random draw has taken place.~~

Discussion:

Martin Vecko – Going back to random drawing of lots, means that a pilot cannot plan for when he/she will fly, and therefore must stay at the airport.

P.Kavka – Within the Groups, it was intended that pilots would more likely be flying in the same weather conditions.

Vote: For – 19; Against – 7; Abstain – 4

Decision: CIVA **AGREED**

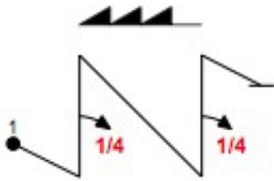
NP #2013-2: Directionality Issues on the X - Y Axes.

Source: France #1, South Africa #3, United Kingdom #3, USA #5, Catalogue S.C.

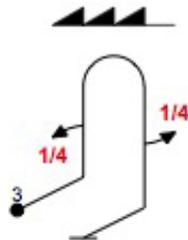
The actual wording in the rules may be different but the principle of the rules will be according to the published documents.

-2/ Y exit relative to Y entry to be flown as shown (same or opposite)

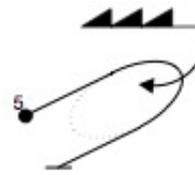
-1/ Any X-axis part in a Y-Y figure to be flown according to direction shown -- exception: turns & rolling turns (does not apply to Fam. 5 & 6 either)



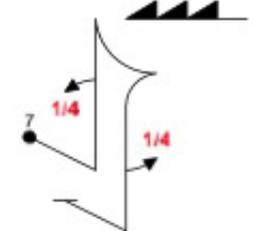
45°down:
into wind
Exit direction:
same as entry



Top half-loop:
into wind
Exit direction:
Opposite to entry



Can be started into
wind or down wind



Tail slide can be
started with canopy
facing wind or
opposite to entry

NOTE: not for glider except for 45° down

Discussion:

M.V. – Would be confusing for a new pilot.

J.Leukefeld – Direction should only be applied to the entry and exit lines, and not to the body of the figure.

J.G./M.R. – Based on a query of the USA. This rule is a clarification of how to grade a 'Y' axis figure that is not flown according to the drawing on Forms 'B' or 'C'.

M.R. – Regarding exclusion of rolling turns from this rule, is actually a compromise, since some members of the RSC & JSC wanted them to be included. Last year, this proposal had been defeated based on the inclusion of rolling turns.

P.K. – Should be all figures.

D.R-H. – 'Y' axis figures are meant to help maintain position in the performance zone, and the direction of 'Y' axis figures were at the discretion of the pilot. If turns/rolling turns are included in this rule clarification, you are now taking away *all* pilot "control" of the programme and putting in the judges' hands.

Vote: For – 16; Against – 10; Abstain - 4

Decision: CIVA AGREED

NP #2013-3: Direction after Penalized Break

Source: France #2, South Africa #2, USA #2

4.2.2.7.b) ~~A pilot, who has taken a penalized interruption following an HZ figure ending in the wrong direction, may recommence the sequence in the correct direction in order to regain sequence continuity.~~ After a penalized interruption, there is no obligation for the pilot to resume the sequence in a direction determined by the flight before the interruption.

Discussion:

M.R. – There is a “reset” of the direction, and it is up to the pilot which way he/she wishes to go.

Only after a “penalized break”, not a weather break.

M.E. – This would not apply to Gliders.

No objections:

Decision: CIVA AGREED

NP #2013-4: Entry Fees Harmonization

Source: France #3

-Entry fees wording harmonization between World and Continental championships (4.1.1)

Note: Would exempt warm-up pilots from Entry Fees for Continental championships (already the case for World championships)

4.1.1. Entry Fees

4.1.1.1. Every National Airsports Control sending a team or solo pilot or officials to World or Continental Championships must pay an entry fee for each member of the official team, solo competitors and officials (except judges or warm-up pilots) to the organising Aero Club.

4.1.1.2. Entry fees will be fixed by CIVA on agreement with the organisers.

4.1.1.3. The organiser will notify NACs of the date of payment and of the receiving agency.

4.1.1.4. Entry fees will be refunded if the Championships do not take place.

No objections:

Decision: CIVA AGREED

NP #2013-5: Warm-up Pilots

Source: France #4

Working Group formed to propose standards/rules for Warm-up Pilots.

Members: N. Buckenham (chairman), J. Gaillard, M. Roulet

Interim decisions:

1. WG to continue work and publish recommendations
2. Championship organizers free to take into consideration the WG recommendations for 2013
3. In full knowledge of the WG report, NACs free to submit a Normal Proposal in 2013, for application in 2014.

Decision: CIVA AGREED to the formation of this Working Group.

NP #2013-6: Unknown Figures - Housekeeping

Source: France #5

-Any figure from the Aresti catalogue (instead of Section 9) to be allowed as linking figure (4.3.4.4)

-Consequently, removal from Section 9 of all figures that do not meet the minimum K criterion:

Figures 2.1.1.1, 2.1.1.2, 2.2.1.1, 2.2.1.2, 2.3.1.1, 2.3.1.2 ; in addition: 2.1.3.1 not for Adv; 1.1.2.3, 1.1.6.1, 1.1.7.1, 1.1.7.4 not for Yak-52 (rule 9.3.1.1 to be modified accordingly, i.e. “1.1.6.3: Spin only”).

4.3.4.4. 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~~ the Aresti Catalogue, solely to aid in composition. These additional linking figures ~~must be simple, but~~ may contain repetitions despite rule 4.3.4.1.

•See NP #2013-21 for additional modification to 4.3.4.4.

Discussion:

M.R. – Before when everyone had to fly the same unknown it was necessary to limit the difficulty of the linking figures. Now that we have the Free Unknowns, pilots are able to compose their own sequences, so it isn't necessary to restrict the choice from only Section 9.

C.H. – Why are we allowing figures that are not listed in Section 9 for choosing to be in the Free Unknowns, to be used as "linking" figures.

E.K. – That question was answered last year – Since these are "Free" Unknowns, competitors can compose their own sequence, they are not restricted, or have to choose a sequence they do not like. The 'K' factors for the linking figure(s) are modified so they share an aggregate of 24 K.

M.R. – Some figures e.g. 'N' figures are beneficial to regain energy

Objection: One

Decision: CIVA AGREED to the proposal.

NP #2013-7: Hors Concours (H/C) Pilots

Source: France #6

Working Group formed to propose rules.

Members: M. Roulet (chairman), A. Cassidy, LG. Arvidsson, M. Heuer

Interim Decisions:

1. WG continue to work and publish recommendations
2. Championship organizers free to take into consideration the WG's recommendations for 2013
3. In full knowledge of the WG report, NAC's free to submit a Normal Proposal for application in 2014

Discussion:

M.H. – Should be have rules in place before the conclusion of this Plenary.

M.R. – If there is nothing decided, then continue on with current guidelines for 2013.

Decision: CIVA AGREED to the formation of this Working Group.

NP #2013-8: Gender Neutralization - Housekeeping

Source: France #7

Editorial, self-explanatory: Gender neutralization (1.2.3.1, 1.3.1.1, 1.3.1.2 ; consistency on programmes and team composition taken into account for world champion titles (1.3.1.2.f & g)

No Objections:

Decision: CIVA AGREED

NP #2013-9: General Housekeeping - Editorial

Source: France #8

Editorial: Consistency on programmes taken into account for world champion titles (1.3.1.3.c & d, 1.3.1.4.d & e); simplification on wording (1.3.2.1, 1.3.2.2, 5.1.4)

No Objections:

Decision: CIVA AGREED

NP #2013-10: FPS – Processing of Unknowns and Super Families

Source: France #9

Unknown programmes to be processed in the FPS similarly to Known programmes rather than to Free programmes

-Detailed implementation pending assessment by the FPS WG

Free programme Super-Families: Family 3 to be added to the process (8.3.3.5)

Implementation: Family 3 allocated to SF7 (together with Families 1, 7 & 8)

No Objections:

Decision: CIVA AGREED

NP #2013-11: Conduct of Competition Flights (determination of official wind, etc.)

Source: South Africa #1

Editorial: Official wind rather than 'direction of flight', and simplification (4.2.3.2)

4.2.3.2. ~~The direction of flight for the start of the Compulsory Programmes~~ **official wind for all programmes** shall be determined by the International Jury. ~~The International Jury shall also determine the alignment of the main axis for the Free Programme (Programme 1), but the competitor may choose to start his or her first figure along either axis in either direction, provided he or she shows clearly on the drawings of his or her programme the direction to be chosen. No flight shall be required to take place~~ **commence** ~~less than~~ **within a period** of 30 minutes after the ~~direction of flight~~ **official wind** is determined or subsequently changed.

No Objections:

Decision: CIVA AGREED

NP #2013-12 / NP #2013-17: Yak-52 aircraft restrictions: clarification

Source: South Africa #5, #12, #13

More detailed procedure for Yak-52 G-limit control (4.6.1, 1.4.1, 1.4.4)

- 4.6.1. Yak 52 Contests

- 4.6.1.1. Aircraft must pass a technical inspection of the wing attachment units. Only those aircraft with the reinforced wing and a ~~G-limit~~ **normal loading limit** of +7/-5g ~~are will be~~ allowed. They must be equipped with **two** calibrated ~~and sealed~~ accelerometers, one fitted in each cockpit. ~~The front cockpit accelerometer shall be sealed. Any pilot exceeding the +7/-5 g limit will be excluded from the current programme.~~

- 4.6.1.2. Immediately after each competition flight, before the pilot has vacated the front cockpit, the Technical Commission shall record the maximum readings on these two accelerometers. The Technical Commission shall then ask the pilot to acknowledge these recordings and sign the form provided by the Organiser for this purpose. Should a pilot fail to comply with this procedure, then the Technical Commission shall take a digital photograph of both accelerometers before they are reset and report their findings to the International Jury.

- 4.6.1.3. The International Jury shall exclude from the current programme any pilot shown by this process to have exceeded the normal loading limit. **If the rear cockpit accelerometer shows normal loading limits have been exceeded, but not the front cockpit one, the benefit of the doubt will go to the pilot.**

-1.4.1.1.e) At Yak 52 contests the Technical Commission will report to the Jury any instances where the g-limits have been exceeded by the pilot (see 1.4.4.3), for the disqualification of the pilot according to 4.6.1.

Addition to 1.4.4 (Technical Commission) accordingly.

Discussion:

E.K. – The word “sealed” should not be deleted. The front accelerometer should be sealed. See amendment in **blue**.

B. Drummer – Why no restrictions of loading limits on other types of aircraft, e.g. Pitts, Extra?

M. R. – There are only rules for loading limits for the Yak-52, nothing for other aircraft types flying the same category (Intermediate).

E.K. – Not that many Yak-52s, and many pilots rent the A/C.

No Objections to the proposal and amendments:

Decision: CIVA AGREED

NP #2013-13: Yak-52 Champion Trophy (donated by RSA)

Source: South Africa #6

- 4.5.3.1. a) The Yak 52 World Aerobatic Champion will be awarded the Gold Medal ~~and, the~~ Diploma of the FAI **and the Yak 52 World Aerobatic Champion Trophy donated by the Sport Aerobatic Club of South Africa**. The second and third placings will be awarded an FAI Silver and Bronze Medal respectively and Diplomas of the FAI.

Note: Amendment was agreed to award the Yakovlev Design Bureau Trophy to the Team champions. – add if not already noted in 4.5.3.1.c).

Discussion:

E.K. – The Team award has already been presented for the last 3 Championships.

No Objections:

Decision: CIVA AGREED

NP #2013-14: Yak-52 Free Programme (Prog. 1) K Limit

Source: South Africa #8

Yak-52 Free programme max total K increase to 200 (4.3.3.1)

Discussion:

E.K./J.G. – Last year, on the proposal from SA the K was decreased because it was felt it was too difficult for the category. This year, since the Intermediate category will be flying the same programmes with the same rules, it was felt that increasing the total 'K' for the Free, to between the higher value of 2011 and the lower value of 2012, would be more of a challenge for both categories.

Vote: For - 12; Against - 9; Abstain - 9

Absolute majority (16 votes) not achieved

Decision: Proposal Failed – **rejected** by CIVA

NP #2013-15: Awards

Source: South Africa #9

Deletion of reference as the Trophy (for WAC programme 4) has been lost (4.5.1.1.f)

~~4.5.1.1. f) The World Champion in the Four Minute Freestyle Programme will be awarded the Manfred Strössenreuther Trophy donated by the Federal Republic of Germany.~~

Discussion:

B.D. – This trophy should be replaced, and a **Working Group comprised of H. Vogtmann, B. Drummer and J. Gaillard will be responsible for its replacement**. Perhaps this group should also include someone from Spain (since it was lost there), and someone from the USA (awarded to pilot from USA)

Decision: Proposal **Withdrawn** by RSA

NP #2013-16 / #2013-19 / #2013-20: Programme 'Q'/Known

Source: South Africa #10, #15; United Kingdom #1

Known Programme to be included in the results for all competitions (1.3.1.1.b)

'Programme Q' change to 'Programme 1', with all other programmes renumbered accordingly (throughout Part 1)

Discussion:

P.K. – Should rename it the "Known" as it was years ago before it was changed to 'Q' programme.

Vote: For – 19; Against – 5; Abstain - 6

Decision: CIVA AGREED

NP #2013-18: Yak-52 'Q' / Known References

Source: South Africa #14

Superfluous with adoption of NP #2013-16 & 20

NP #2013-21: Interpretation of Figures Submitted for Programmes 2 & 3

Source: United Kingdom #5

Submitted figures with exit on same axis as entry to be used as drawn – exit vs entry in same direction or opposite (4.3.4.4)

- 4.3.4.4. Sequences for Programme 2 or 3 are to be composed using the 10 **officially approved** 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.

•See NP #2013-6 for additional modification to 4.3.4.4.

4.3.4.4.e) *In sequence composition, figures may be used starting from any axis. Nevertheless figures with their entry and exit on the same axis must maintain their construction as submitted, i.e. with the exit flight path in the entry direction or with the direction of flight reversed as originally drawn.*

Discussion:

E.K. – Clarify the possibility of using a submitted figure on the 'Y' axis, even if originally drawn on the board as a 'X' axis figure. See amendment in **blue**.

No Objections:

Decision: CIVA AGREED

NP #2013-22: Lines Between Half Loops and Rolls; Line Length between Unlinked or Opposite Roll Elements

Source: United Kingdom #6

- 6.8.8.2. When a half-loop is preceded by a roll or rolls, the half-loop follows immediately after the rolls without any visible line. Drawing a line requires a downgrade of ~~at least two (2) points~~ depending on the length of the line drawn **two (2) points per second**. Should the half-loop begin before the roll is completed, (...).

- 6.8.8.3: The half-loop followed by a roll is also flown with no line between the half-loop and roll. Again, drawing a line requires a downgrade of ~~at least two points~~ depending on the length of the line drawn **two (2) points per second**. Should the roll begin before the half-loop is completed, (...).

Discussion:

Several comments – Who is going to be timing the hesitations? Timer with a stop watch? Each judge will have a different cadence. This is true, but this difference now exists in other aspects of judging, e.g., one judge will see 10 degrees to another's 20.

Judges are supposed to be concentrating on grading quality of figures, not counting seconds.

N.B. – Better to obtain an accumulative downgrade of '0' than a 'HZ'. This gives the judge an aid to determining length of lines.

E.K. – This proposal is not as originally proposed, i.e., no mention is made about the Unlinked or Opposite Roll elements.

M.R. – The SC's rejected that part of the proposal, and amended it to include only the Roll/Loop/Roll elements.

A.C. – Amendment: **Any looping element that starts or ends on the horizontal line**. CIVA Agreed

Vote: For – 13; Against – 13; Abstain - 4

Absolute majority (16 votes) not achieved

Decision: Proposal Failed – **rejected** by CIVA

NP #2013-23: Guidance for Aerobatic Performance Zone Demonstration Flights

Source: United Kingdom #7; USA #8

- 7.1.1.2.e) The Chief Judge shall brief and direct a non-competing pilot nominated by the organisers to demonstrate the 'low' and 'disqualification' heights around the performance zone prior to the commencement of contest flying each day. This demonstration will normally comprise:

- i. Flight along the four boundary lines, dipping the wing above the corners and the centre points.
- ii. Flight along the two main axes, dipping the wing above the 'T's and the centre marker.

-The Chief Judge should clearly announce to all judges the 'low' or 'disqualification' height being flown, and draw attention to the appearance of the demonstrating aeroplane with particular reference to:

- iii. Its proximity to the ground, to assist later assessments of low flying, and
- iv. Indications of the box boundary with respect to notable local / surrounding features, to provide a sound basis for assessment of the positioning mark.

Discussion:

Several comments – Guidelines for uniformity so know what to expect at each contest.

Vote: For – 19; Against – 5; Abstain - 6

Decision: CIVA AGREED

NP #2013-24: Currency Requirements for Judges

Source: USA #1

The USA proposes that CIVA insert a table in the selection procedures which outlines acceptable currency requirements that would make a Judge eligible to serve at an FAI Aerobatic Championships. The table would make it easy for a Judge to determine if he/she is “current” for an FAI Aerobatic Championships, as follows:

Judge’s Experience in Current or Previous Contest Year:	Provides Eligibility for Selection to:
National Championships (Advanced Power)	EAAC, WAAC, WAGAC, WGAC, WYak52AC
National Championships (Unlimited Power)	EAC, WAC, WAGAC, WGAC, WAAC, EAAC, WYak52AC

National Championships (Glider Advanced)	WAGAC
National Championships (Glider Unlimited)	WGAC, WAGAC, WAAC, EAAC, WYak52AC
WGAC	WAAC, EAAC, WYak52AC
WAAC or EAAC	WAC, EAC, WAGAC, WGAC, WYak52AC
WAC or EAC	WGAC, WAGAC, WYak52AC

Discussion:

M.R. – Sub-Committee agreed that these proposals would be incorporated into a new “CIVA Guidelines for Selection of Judges” document to be prepared and not included in Section 6.

E.K. – This table needs some revision, as to who is eligible to judge in a particular category.

M.H. – This table is a guideline and will be tasked to a Working Group (to include members from the Judges’ SC and the CIVA Bureau).

No Objections:

Decision: CIVA AGREED

NP #2013-25: Required Form A Information for Programme 1 (Power) and Programme 3 (Glider)

Source: USA #3

- 4.3.3.7.b) Form ‘A’ will show all symbols, catalogue reference numbers, and **difficulty** coefficients, **and Super-Family numbers**.

Amendment: **Organisers to check the SF numbers as well, when checking Free programmes.**

Discussion:

A.C. – Checking can be done with software, less chance for error.

J.L. – Decreases workload in the scoring office.

No Objections:

Decision: CIVA AGREED

NP #2013-26: Comparison of Internal Partial Loop Radii

Source: USA #4

Simplification & harmonization of judging criteria on partial-loop radii comparison, which have built over the years into an unnecessarily complex, and sometimes inconsistent, set of rules

- Internal part-loops depicted as round elements => All shall have the same radius / Exception: Family 8.8 (double humpty bumps)

- Internal part-loops depicted as corner angle => No requirement to match radius of any other internal part-loop / Exception: Family 3 (combination of lines) and Family 7.4 (whole loops)

Refer to the “RSC & JSC Meeting report” document (Agenda 15-1) for detailed wording.

Vote: For – 18; Against – 0; Abstain – 12

Decision: CIVA AGREED

NP #2013-27: New Unknown Figures and Text for Unknowns (Power and Gliders)

Source: USA #6

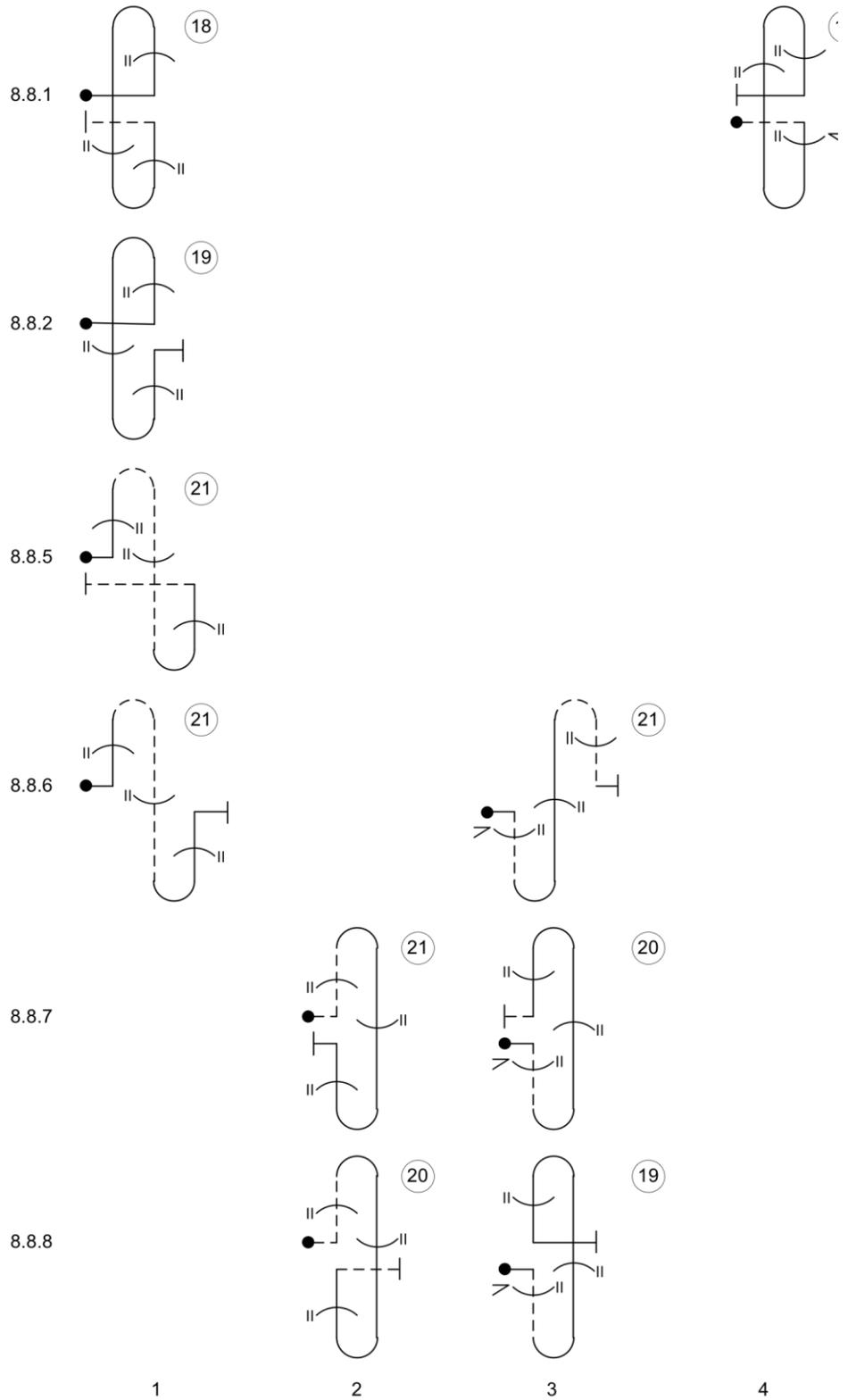
Recommended by Sub-Committee without change. Add the following to the list of allowable figures for Unlimited Unknowns. (See graph below).

Discussion:

E.K. – Should not be allowed, there are too many places to add rolling elements to one figure, using up all possibilities for placing rolling elements on vertical lines in the rest of the figures for the Unknown sequences. One of the reasons ‘N’ figures are not allowed in the Unknown selection. It would be difficult to submit other figures, not that they would be difficult to fly.

9.18. Family 8.8.1 To 8.8.8 (Part 1)

Family 8.8.1 to 8.8.8 (Part 2)



Vote: For – 3; Against – 21; Abstain – 6
Decision: CIVA **rejected** the proposal

NP #2013-28: Remove Judging Panel Involvement from Performance Zone Boundary Infringements

Source: USA #8

- Terminology: 'Boundary' judging instead of 'Line' judging
- (Boundary judging mandatory in Continental championships as well)
- Removal of reference to any potential waiver specifically for this rule
- Boundary judging either by boundary judges at each corner, or by electronic tracking instrument (provision for boundary judging by the judging panel deleted)

* 2.2. and 5.2.3. updated to reflect above changes and restructured. Refer to the "RSC & JSC Meeting report" document (Agenda 15-1) for detailed wording.

Discussion:

Several comments – Regarding the use of 'boundary judges'. However this proposal is to remove any reference to the 'judging panel' becoming involved with boundary infringements.

M.R. / M.H. – The use of 'boundary judging' is mandatory, whatever way it is measured.

Several – The proposal should govern World Championships (boundary judges mandatory), not Continental Championships.

Vote: For – 20; Against – 0; Abstain - 10

Decision: CIVA AGREED

Proposal was **re-visited** later in the meeting:

Discussion:

M.H. – The original USA proposal included the Continental contests.

M.R. – Questions why set lower standards for Continental Championships, it isn't done with the number of Judges on the Panel, or how figures are evaluated, or that no box markers are required.

M.R. – Discrepancy, in the rules, some places says B.J. are mandatory for Worlds and International contests. Another place also mandatory for Continentals.

P.K. – Perhaps the reason for not including mandatory BJs at Continentals is to decrease the costs for the organizers.

A.C. – the SC was not unanimous in its decision regarding mandatory BJs for Continentals.

M.H. – the US withdraws reference to mandatory BJs at Continental Championships.

The rest of the proposal remains as is.

The US recognizes the shrinkage of participants in Unlimited and the financial burden this imposes on Organisers with running a Championship.

Amendment: **Remove from the proposal, reference to Boundary Judges being mandatory at Continental Championships.**

Objections: 1

Decision: CIVA AGREED

NP #2013-29: "International Contests"

Source: USA #10

Deletion of references in Section 6 to "International Contests" as these rules are never used

- Obsolete terminology

No Objections:

Decision: CIVA AGREED

NP #2013-30: Required File Format for Free Programmes

Source: USA #11

- 4.3.3.7. Sequence Submission

- a) Not later than 48 hours before the start of Programme 1, each competitor must submit a computer file for the programme, in an acceptable format, to the Contest Director for verification of compliance with the relevant Rules. **Hard copies alone, or hand drawings will not be accepted.** The **computer** file must contain completed pages for the three Forms described below. **Currently** Acceptable file formats are Microsoft Visio using Aresti software and Olan, **or any format declared acceptable by the Bureau of CIVA. It is the competitor's responsibility to ensure the software used has been updated to comply with the Aresti System (Condensed) and Section 6, Part 1, regulations as currently amended by CIVA. If any pilot submits their Free Programme after the 48 hour deadline, they will not be allowed to take part in Programme 1.**

- 4.3.4.5 to be updated as well by reference to 4.3.3.7

- Similar changes to Part 2

Discussion:

Several – Has the 'Olan' programme been updated? Word out that it will be updated for 2013.

R. Massa – His source that there is another electronic version that could be available, once any legalities are sorted out, e.g., with the Aresti family.

See amendment in **blue**. This would give CIVA the flexibility to accept another electronic programme should/when one is developed, and would not have to wait until the next Plenary. The CIVA delegates would be notified of the decision.

No Objections:

Decision: CIVA AGREED

NP #2013-31: Line Judges

Source: WAGAC/WGAC 2011 Jury President Proposal #2

Addition of a rule stating that team members are not allowed to approach judges (incl. boundary judges) at less than 20m and in any case are not allowed to communicate with them in duty time.

Originally a proposal for GASC => valid for Power as well

No Objections:

Decision: CIVA AGREED

NP #2013-32: Editorial Change

Source: RSC #1

Editorial: Use of 'official wind' wording instead of 'prevailing wind' (4.3.3.12)

4.3.3.12. Notwithstanding paragraph 4.3.3.8.b), the judges shall only take into account what is actually shown on the relevant Form B or Form C, depending on the ~~prevailing~~ **official** wind direction.

NP #2013-33: Waiver of Rules

Source: RSC #2

There is "currently" wording in the rules regarding waiving the requirement for Line Judges at World Championships which is done by application to the CIVA Bureau. Sub-Committees recommend wording to establish a procedure for the waiver of any rule. Organizers would apply to the Bureau and if approved, the waived rules would be announced in the Championships Bulletins.

Discussion:

This is for waivers in advance of a Championship, not for 'on the spot' waivers at a contest. There are at present rules governing these situations.

Vote: For – 24; Against – 4; Abstain - 2

Decision: CIVA AGREED

15.2 REPORT OF THE JUDGING SC - John Gaillard, Chairman

M.H. – Invitations will be going out soon for the judging panels for 2013

Decision: CIVA **accepted** the report

15.3 REPORT OF THE CATALOGUE SC - Alan Cassidy, Chairman

Recommendations for Catalogue Changes for the Year 2013

Part I - Description of the Catalogue

The following alterations/additions are proposed in order to clarify some matters of the drawing and interpretation of sequence diagrams.

BASIC FIGURES AND COMPLEMENTARY ELEMENTS

(Para 3 revised to read:)

- Each basic figure starts and ends with a period of level flight. The start is shown by a small circle and the end by a short cross-line. Flight with a positive or zero angle of attack is shown with a solid line; flight with a negative angle of attack is shown with a dashed line. In this description, simple dotted lines are used when no specific angle of attack is shown. Within a figure, flight lines may be vertical, horizontal or at 45° to the horizontal. No other angles are permitted.

(Add new paragraphs as below):

DEPICTION OF CROSS-BOX FIGURE ELEMENTS.

- Level flight on the secondary axis at the start or end of a figure is shown by a straight line drawn at an angle clearly different from both vertical and 45° lines as well as from horizontal lines on the main axis. Figure 27 shows typical start and end lines drawn against a recommended, notional grid system of 2 units across and 1 down: an angle of approximately 30° to the horizontal. The terminating cross-line is drawn horizontally for those basic figures ending on the secondary axis

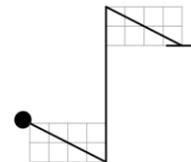


Figure 27

- When a figure both starts and finishes on the secondary axis, the entry and exit lines must for clarity be drawn parallel to each other, see Figure 28. Entry lines on the secondary axis carry no implication of direction of flight on that axis, but exit lines may show continuation or reversal of direction through the figure.

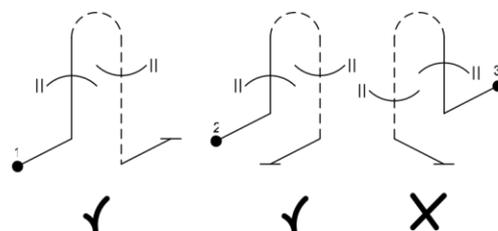


Figure 28

Discussion:

A.C. – Doesn't change what is already done, just clarifies what is being done. Recommends how 'cross-box figures' should be drawn.

J.G. – Do these changes have to go into the Catalogue necessitating the reprinting of a new book, which perhaps only 10% of people purchase. Could this go into Section 6.

A.C. – More changes besides these, and in the year 2013 there are many ways, electronically that could be published and available on-line, and for a fee. But at the moment the agreement we have, says it must be reprinted in paper form.

Decision: CIVA **AGREED** to the first part of the CSC proposal

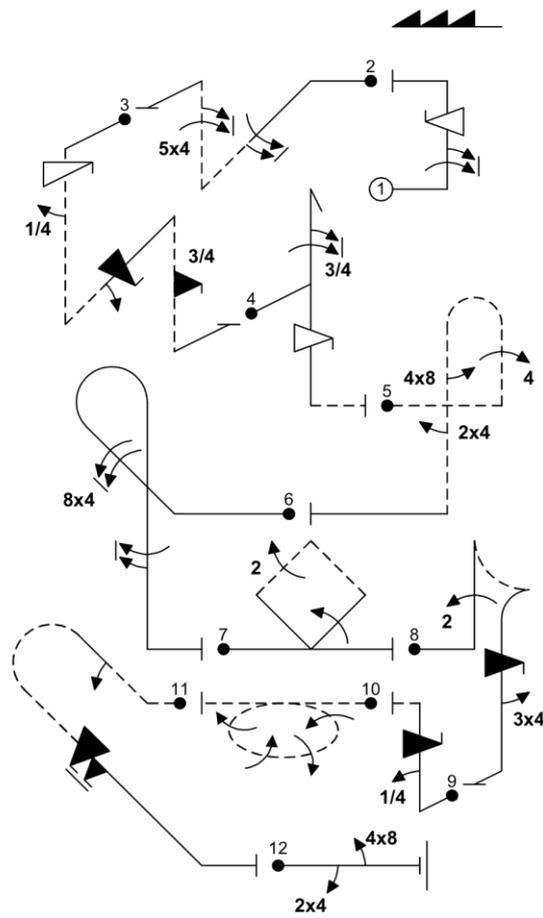


Fig 1	1.1.6.1 9.1.1.6 9.9.1.4	10 15 15	40
Fig 2	1.2.3.3 9.1.4.6 9.4.1.5	15 10 18	43
Fig 3	1.3.12.3 9.11.1.4 9.1.5.1 9.1.2.2 9.10.7.4 9.10.5.3	25 5 2 6 17 13	68
Fig 4	5.2.1.3 9.9.5.4 9.1.1.7	18 11 17	46
Fig 5	8.4.2.2 9.4.1.4 9.8.5.2 9.4.5.2	17 15 7 5	44
Fig 6	8.5.9.1 9.4.2.8 9.1.5.6	12 22 10	44
Fig 7	7.4.5.1 9.1.2.4 9.2.4.4	15 10 9	34
Fig 8	6.2.2.1 9.2.1.4 9.10.5.4 9.4.5.3	15 13 13 8	49
Fig 9	1.1.7.1 9.1.1.1 9.10.1.4	9 6 17	32
Fig 10	2.4.8.4	47	47
Fig 11	8.4.16.2 9.1.2.2 9.10.4.6	16 6 16	38
Fig 12	1.1.1.1 9.4.3.2 9.8.3.2	2 5 7	14
Total K = 499			

INTERPRETATION OF SEQUENCE DIAGRAMS

- 30. Every sequence diagram shall incorporate an arrow-shaped object showing the direction of the official wind: e.g.  on Figure 29.
- 31. No symbol in a sequence diagram shall in isolation be interpreted to mandate that the aircraft rolls or turns to the left or right. For some combinations of turn or roll, the direction chosen initially may determine the direction that must follow in a subsequent element. For example, the 3x4 roll down on Fig. 8 of Figure 29 may be flown to left or right, but the 1/4 roll following on Fig. 9 must be made in the opposite direction in order that Fig. 9 ends downwind.
- 32. For simplicity in drawing, some elements of certain figures are depicted identically whether they are intended to be flown on the main or secondary axis. For example, in Figure 28 the apical half loop of the Humpty Bump may be shown as a simple semi-circle, without perspective, when flown on the secondary axis, just as it would be shown if flown on the main axis.

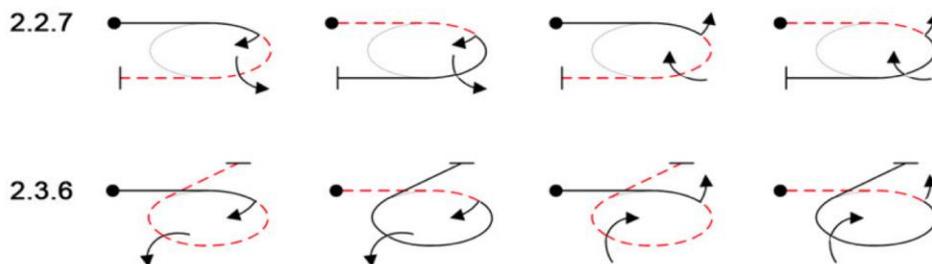
Figure 29

Decision: CIVA **AGREED** to the above CSC proposal

Part III - List of Figures

New Family 2 Figures. The following figures have been proposed by the Delegate of the UK: Add 180° and 270° Rolling Turns of 1½ roll type with the first internal element as the ½ roll and the second as the full roll, to provide complementary figures to existing Aresti Families 2.2.3 and 2.2.4 thus:

Proposer's Rationale: None included.



Comment: The CSC recommends inclusion of these figures as shown above. Row 2.2.8 not recommended for gliders.

Correction to above: "Row 2.2.7 not"

Decision: CIVA **AGREED** to the above CSC proposal

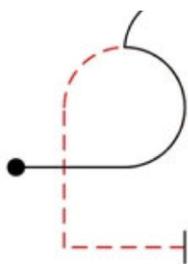
New Family 8 Figures: (see drawings on following pages)

If adopted, new catalogue numbers would be:

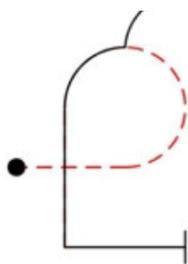
Proposed	New	Proposed	New
8.73.x	8.6.17.x	8.77.x	8.6.21.x
8.74.x	8.6.19.x	8.78.x	8.6.22.x
8.75.x	8.6.18.x	8.79.x	8.6.23.x
8.76.x	8.6.20.x	8.80.x	8.6.24.x

In current subfamilies 8.6.1. to 8.6.16 there are no optional rolls shown at the lowest points of figures in columns 3 and 4. Similar issues attend figures in columns 3 and 4 of the Norwegian proposal. The Catalogue should be consistent in this respect. If CIVA accepts these figures, then optional roll symbols will be added in columns 3 and 4 of sub-families 8.6.1 to 8.6.16. No figures from columns 3 and 4 for gliders.

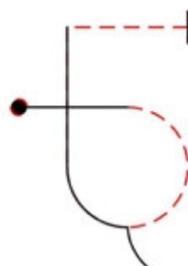
These figures would be added to Family 8.6 and would continue on from 8.6.16. as 8.6.17. etc.



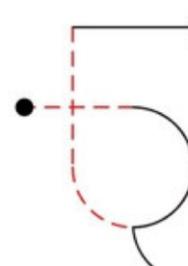
8.77.1
K=14



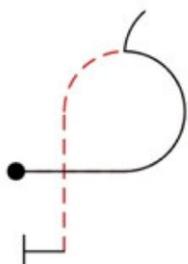
8.77.2
K=14



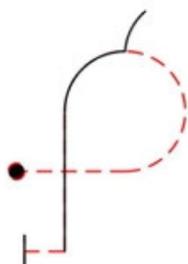
8.77.3
K=14



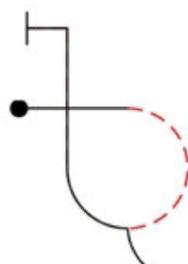
8.77.4
K=14



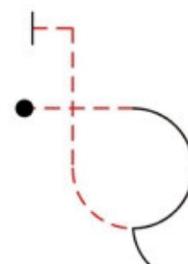
8.78.1
K=14



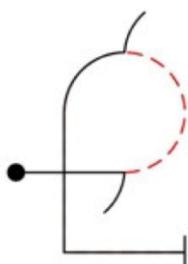
8.78.2
K=15



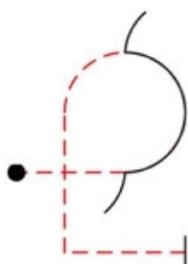
8.78.3
K=14



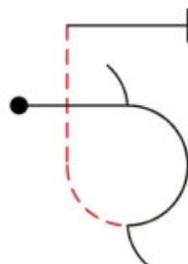
8.78.4
K=13



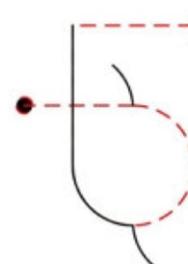
8.79.1
K=13



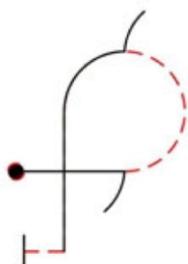
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K=14



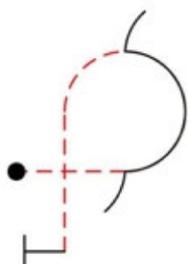
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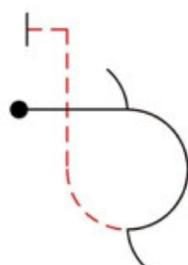
8.79.4
K=14



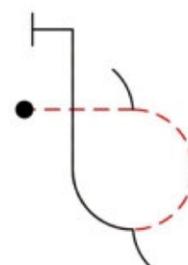
8.80.1
K=15



8.80.2
K=13



8.80.3
K=13



8.80.4
K=15

Correction: 'K' Factor for the figure called 8.78.1 should be 13K not 14K.

Decision: CIVA **AGREED** to the above CSC proposal

15.4 Report of the CIVA Glider Aerobatics Sub-Committee (Jerzy Makula - President) – presented by Manfred Echter

Jerzy Makula sends his apologies for his absence. Work commitments prevailed.

2. Future of Advanced Class:

- (a) “The Subcommittee further agreed to recommend for the future not to allow the Swift S-1 glider in Advanced”

Discussion:

P. Filippini – Not that many glider aircraft available, if exclude the Swift S-1, many countries would not be able to compete. Why just eliminate the Swift and not others.

P. Havbrandt – The SC at first thought this might encourage more Unlimited competitors, but on further discussion, now feel this is not a good proposal, that in fact it could decrease the number of competitors, in all categories.

Vote: For – 2; Against – 24; Abstain – 4

Decision: CIVA **rejected** the proposal

- (b) “...not to allow the three overall medalists of a WAGAC to compete again in the next WAGAC. The subcommittee chairman will make appropriate proposals to CIVA for the upcoming meeting.”

Discussion:

M.H. – Only choices then would be to move to Unlimited or just not compete again in Advanced for at Least 3 years.

Vote: For – 2; Against – 23; Abstain – 5

Decision: CIVA **rejected** the proposal

4. RSC/JSC and CSC Proposals for Glider Aerobatics

The GSC discussed the proposals referred to by the SC's and those that are relevant to Glider Aerobatics which were voted on by Plenary will have the appropriate changes made to FAI Sporting Code Section 6, Part 2.

5. Glider Known Compulsory Sequences for 2013

Advanced Proposal 'B' (FRA)

Unlimited Proposal 'B' (GER)

Decision: CIVA **AGREED** with the rest of the Glider Sub-Committee's report.

Meeting Adjourned @ 17:30

Meeting resumed Sunday, November 4th @ 0915

President/Vice-Presidents/Secretaries - Election: The outcome of the first round of voting will affect who would qualify for Jury President of the up coming Championships.

Results of first round:

President	LG Arvidsson (SWE)	21 *	Elected without opposition
Vice President	Matthieu Roulet (FRA)	23 *	
	Elena Klimovich (RUS)	22 *	
	John Gaillard (RSA)	20 *	
	Nick Buckenham (GBR)	17 *	
	Michael Heuer (USA)	14	
Secretary	Madelyne Delcroix (FRA)	29 *	
	Carole Holyk (CAN)	26 *	

Ballots for the Second round of voting were distributed and nominees who wished to decline, or who were ineligible were removed from the ballot.

Sub-Committees:

Judging SC: Declined – Nick Buckenham, Chairman; L.G. Arvidsson, member.

Catalogue SC: All elected by acclamation with CIVA's approval.

Glider Aerobatic SC: Members elected by acclamation with CIVA's approval.
Vote for GSC Chairman only.

Contest Officials:

2013 WAC – USA: Jury President: Ineligible – Michael Heuer.

Ballots were to be distributed to nominate another candidate. Note that the nominee(s) must be the President or one of the Vice-Presidents of CIVA.

E.K. – suggested that a poll be taken of the 5 who are eligible.

All 4 VP's declined.

L.G. Arvidsson – elected Jury President by acclamation.

Jury Members: Declined – Madelyne Delcroix; Carole Holyk

2013 WGAC - Finland: Jury President: Ineligible – Michael Heuer.

Pending GSC Chairman election – Manfred Echter without opposition.

Jury Members: Declined – Michael Heuer

2013 EAAC – TBA: Jury President: L.G. Arvidsson – elected by acclamation

Jury Members: Declined – Michael Heuer

Chief Judge: Declined – John Gaillard

“Changing of the Guard”

According to the FAI Statutes and Bylaws, upon election, the President of the Commission will take office. The new President has been declared elected which means he takes office at this moment.

At this point, Michael Heuer, vacated the Chair and move back to the seat of USA Delegate.

The Chair was turned over to Lars-Göran Arvidsson, the new President of CIVA, to conduct the remaining Plenary meeting.

L.G.'s first duty as President was to thank Mike for his years as President of CIVA. He presented Mike with a gift of Armagnac (10, 20, and 30 years old)

A. Cassidy & L.G. Arvidsson – elected Mike to the list of “Presidents of Honour”

15.1 (con't): *At this point CIVA revisited Agenda 15.1 NP #2013-5; NP.#2013-7; & NP #2013-28. See the decisions under these proposals.*

15.5 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: Switzerland

Subject: Selection of Programme 'Q'

Safe and physically sustainable 'Q'

4.3.2.2. The programme must be such as to enable competitors to fly all figures safely and physically sustainable in the aircraft available to them, provided that the aircraft meet the requirements of normal technical standards. The figures will be selected from the Aresti System (Condensed).

Discussion:

Several comments: How would it be enforced? Could someone disagree with the safety of a 'Q' just prior to a contest? Have already agreed to allow the Analysis Working Group to continue with their work, and to consider added safety requirements.

Proposal withdrawn by the Swiss delegate.

Decision: Proposal **WITHDRAWN**

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: Switzerland

Subject: Team Composition for Unlimited World and Continental Aerobatic Championships

“Presently rule 1.2.4.1 stipulates a maximum of 10 competitors per country. Of these pilots, no more than 6 may be of the same gender. Some Unlimited championships have seen low participation numbers in recent years. It is therefore recommended lifting the limitation of pilots per country as well as gender number restrictions per country. Limitations can still be imposed according to the same article if the number exceeds 80 pilots. Female pilots need to be given priority in this case.”

Discussion:

Several comments: - Need a limit to the number of pilots per country, otherwise, chance of reducing the qualifications of pilots seeking a FAI Sporting License. May also, decrease or eliminate female pilots entirely.

H. Rohner – Proposes an amendment to the Swiss proposal: “Total of 12 pilots per country with a maximum of 8 pilots per gender.”

Discussion: Regarding the amendment.

M.H. – USA also has a proposal for limits. But only for gender. Would therefore agree with the amendment.

E.K. – Would agree with the original USA proposal of total number of 10 pilots and 8 of one gender.

M.R. – Points out that this could lead to a disadvantage for women pilots, because that would not leave room for a full female team.

Opposition to the amendment: - 1

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

Opposition to the EP #1 with the amendment: - 1

Decision: CIVA **AGREED** to the proposal

EP # 2:

Source: Switzerland

Subject: Provision of Fuel and Oil at World and Continental Aerobatic Championships

Remove fuel and oil costs out of the Entry Fees. These costs will be borne by competitors/teams.

Vote: For – 0; Against – 22; Abstain - 8

Decision: CIVA **rejected** the proposal

EP # 3:

Source: Switzerland

Subject: Free Programme Checking

- 4.3.3.8 Checking

- (...)

- e) The organiser shall ensure that Forms A, B and C are signed by each competitor at time of registration.

- 4.3.3.10. The organisers will be responsible for reproducing a sufficient number of competitors programmes to meet the requirements of the contest. One set of copies of Programme 1 (Form B and C only) to be provided to each Team (and each Judge, see 7.5.1.2.) prior to the start of this programme.

Decision: CIVA **AGREED**

EP # 4:

Source: Switzerland

Subject: Boundary infringement penalties by panel of judges

Not by panel of judges.

See decision re: **NP #2013-28**

- Note: Nevertheless now inconsistent wording in 5.1.4.13. to be deleted.

Decision: CIVA **AGREED**

EP # 5:

Source: Switzerland

Subject: 'Q' Programme and Warm-Up Flights

First 5 or 6 flights (Yak52, first 3 flights) of first programme to be by non-competing pilots

Discussion:

Several comments: Where are the organizers going to find 5 or 6 pilots for warm-up flights. Increase costs for the organizers. Two warm-up pilots are enough.

H.R. – This number only applies to the 'Q' programme.

E.K. – Now with the increase of limits to number of pilots per team, it will be even more difficult, because most likely pilots will want to compete.

Decision: Proposal **WITHDRAWN**

EP # 6:

Source: Switzerland

Subject: Marking of Flight Position and Symmetry

1) 5.1.4.11. & 5.1.4.12. Delete these entire paragraphs (System of how judges should annotate positioning

Discussion:

N.B. – The system is not difficult to use, and is a guideline for the judges, so that it takes out the “guess work” at the end of the sequence in assigning a score for positioning.
It would also be difficult for the FPS to handle figuring out the score from any notations on the judges’ score sheets, and also add an extra burden for the score room.
E.K. – Make it clear for pilots that when these notations are recorded on the score sheets, they are there as a guidance for arriving at the positioning mark, and the ½ mark for a single L and 1 mark for a LL notation is not a strict value.

Vote: For – 8; Against - 19; Abstain – 3

Decision: CIVA **rejected** part 1) of the proposal

2) 5.1.4.12. Change this paragraph “.....Position annotations will be analysed by the Fair Play System resulting in a correction to the position score for each pilot accordingly.”

Discussion:

A.C./N.B. – Judges have already given the Positioning score, based on whatever annotations they might have made. To after the fact assign another score by the scoring system, based just on those letters, would be the same as the computer score system taking the judge’s comments for an individual figure and assign a score.

Vote: For – 1; Against – 27; Abstain – 2

Decision: CIVA **rejected** part 2) of the proposal

EP # 7:

Source: WAGAC/WGAC Jury President
Document: Section 6, Part 2
Subject: Unknown Programme Administration

“Maximum K for figures in Unlimited Glider: 35

Maximum K for figures in Advanced Glider: 30

Amend sub-para 4.3.4.6 c) to read:

"Chief Delegates or their representatives may object to a sequence within 30 minutes after publication for safety reasons only. In this case, the International Jury will modify the sequence in order to remove the objection without changing any of the figures selected under rule 4.3.4.1. If it is found that the sequence selected cannot be safely flown within the height available, the International Jury may delete one figure in consultation with the Chief Delegate of the Team which proposed this figure".

New para 4.3.4.9: "The beginning of a Free Unknown sequence may be in upright or inverted flight and the competitor is free to start in any direction, but the sequence must be finished in upright flight."

Re-number current para 4.3.4.9 to 4.3.4.10.”

Vote: For – 18; Against – 7; Abstain - 5

Decision: CIVA **AGREED**

EP # 8:

Source: USA
Subject: “Hors Concours” Pilots – Unknown Figure Selection

“Addition to 1.2.4.4. that H/C pilots/teams shall be excluded from the Unknown figure selection process at all championships.”

Vote: For – 30

Decision: CIVA **AGREED**

EP # 9:

Source: USA

Subject: Increase in Gender Limitation (Team size) in Unlimited

“Increase of gender limitation to 8 instead of 6.”

See EP #1 Approved.

Normal Proposals (NPs): These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines (this year, 1 July 2012). 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.

No Proposals were received by the deadline of 1 October 201

Request from the Vice-President of Honour – Mr. Karl Berger:

Change the rule that the Jury President at a Glider Championship must be the President or one of the Vice-Presidents of CIVA or the Glider Sub-Committee Chairman. At the last two Championships this rule was not adhered to. Admittedly, this was overlooked and a mistake according to the rules, and perhaps we should change the rules to allow others to take on this duty.

If we change this rule now, it would make the voting today easier.

M.H. – If we open up the meeting to change this rule now, we would then have to open up nominations, for those that would then meet the new requirements.

L.G. – Must follow rules as they stand. Proposals if delegates so desire, are invited for the next Plenary.

R. Hughes FAI – Thanked M. Heuer for the excellent rapport between CIVA and FAI over the last few years.

Presented L.G. Arvidsson with a “Commission’s President Badge”

16 Future FAI Aerobatic Championships – Reports & Selection of Organisers

16.1 2013 World Aerobatic Championships (Report from USA) www.wac2013.com

Report presented by: M. Heuer and D. Rihn-Harvey
Information – Power Point

- Site – Sherman-Denison TX (changed from last years location of Las Vegas)
- Date – October 9th to 20th 2013
- Contest Director – Chris Rudd - **CIVA Agreed**
- Assistant Contest Director – Lorrie Penner
- Flight Director – Tom Adams
- Technical Director – TBA
- Entry Fees: Same as presented last year
 - Competitors: From \$2,350 (1775 € approximately) - early payment (defined later)
to \$3000 (2270 € approx.) - late payment (defined later)
 - Other Team Members and Observers:
From \$2,000 (1510 € approx.)
to \$2,750 (2075 € approx)
CIVA Agreed

Accommodation – Tanglewood Resort at Lake Texoma

Sherman/Denison area hotels: Number of USA Hotel Chains

Aircraft Assembly: Dallas – Contest site in the Plyler hangar

Houston – Hangar secured with Harvey & Rihn Aviation

Practice Areas (within one short flight of the contest site):

Ardmore, Oklahoma
Page Field, Oklahoma City
Olney, Texas
Akroville, Texas
Lancaster, Texas

Practice Slots at contest site: Available 5 days prior on a limited basis

Weather: Wind can be over 12m/sec. USA will submit a request for waiving the upper limit to 14m/sec

Aircraft for rent: Contact Tom Adams @ fly4funta@gmail.com

US Pilot license process - Contact Wayne Roberts: wroberts@lakecityaero.com

Also check:

www.faa.gov/licenses_certificates/airman_certification/foreign_license_verification

Can take some time to get these licenses, but Debbie and Wayne are working with the FAA to expedite the procedure. Will arrange to have the FAA inspectors to meet competitors at the airport of entry, rather than the pilots having to go to the inspector's location.

More information will be available in the Bulletins when published (# 1 must be published 6 months prior to contest)

Discussion:

N.B. – Box over active runway, how will traffic be handled.

D. R-H – Tower will be active and will divert or hold traffic when competitor is in the box. The location of the box may be moved slightly, so that the box markers will not be located on a taxiway.

M.H. – would like an estimate of number who will be attending – a list is being distributed.

Judges Supported: Would like to plan to support 10 Judges, but this will depend on the number of entrants.

Recorders: Can be provided if requested.

16.2 2013 European Advanced Aerobatic Championships (bids from Poland and Romania)

Poland: Presented by Norman Plaskocinski - Film shown,

- Site – Radom-Piastów, Poland
- Date – August 1st – 11th, 2013
- Contest Director – Pavol Kavka
- Entry Fees: Competitors – 1650 €
- Other Team Members and Observers – 1400 € **CIVA Agreed**
- Includes:
 - - fuel and oil for competition flights
 - - shared accommodation – double room
5 Hotels are recommended.
 - - breakfast, lunch and dinner
 - - transportation between airfield and hotels
 - - official and social functions
 - - programme arranged by the organizer
 - - sanction fee

Will support 10 Judges.

Romania: Presented by Cristian Iorgov (ROM) & Vladimir Machula (CZE)

- Site – Ploiesti, Romanian
- Proposed Dates – July 25th – August 4th or
August 1st – August 11th
- Contest Director – TBA
- Entry Fees: Competitors – 1,700 €

- Other Team Members & Observers – 1,400 €
- Fees cover:
 - Fuel and oil for competition flights
 - Shared accommodation – double rooms
 - 3 & 4 star hotels available
 - Breakfast, lunch and dinner
 - Transport between airfield and accommodation sites
 - official and social functions
 - program arranged by the organizer
 - FAI sanction fee

Facilities:

- 2 Hangars (one still under construction) for aircraft storage & maintenance
- office space for contest administration
- fire and rescue services
- asphalt runway 750m – 08/26
- grass runway 960m – 09/27
- Elevation – 574 ft

Will support 10 Judges and assistants

Vote (by secret ballot): Poland – 20 Romania – 9

Decision: The 2013 European Advance Aerobatic Championships will be held in Radom-Piastów, Poland, from August 1st to August 11th

**16.3 2013 World Glider Aerobatic Championships (report from Finland) www.wgac2013.fi
(also on Facebook)**

Presented by Matti Mecklin – Power Point

- Site – Oripää (Turku), Finland – personnel experienced with organising air shows.
- Dates – July 18 – 28, 2013 (18 hours of daylight)
- Contest Director – Jyri Mattila
- On site accommodation in the way of ‘cabins’ (for up to 4 people) or camping facilities.
Arrangements for special prices at a hotel in town.
- Communication: Cell phones
- 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.

HMD will be used. The cost will be divided by number of participants and added to the fee.

Towing – 3 tow planes, designed in Finland and for glider towing only, fast ascending and descending features.

•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.

Discussion:

M.E. – What HMD will be used? – TBA. Also, the tow planes that are available must be able to clear the tall trees on the end of the runway.

16.4 2013 World YAK 52 Aerobatic Championships (bid from South Africa)

Decision: The bid was **Withdrawn**. No other bids were available.

16.5 2014 World Advanced Aerobatic Championships (bids from Poland and Slovakia)

Poland:

Presented by Norman Plaskocinski

- Site – Radom - Sadkow/ Radom – Piastow, Poland
- Date – July 31 – August 10, 2014
- Contest Director – Pavol Kavka
- Entry Fees – Competitor – 1650 €
Other Team Members – 1400 €

Will support 10 judges.

Discussion:

J.G. – Would put a request for a better location of hotels for judges. Last time at this contest site, the judges lost a lot of sleep, due to the hotels being located next to the train station, and “disco” music playing till 03:00hrs.

Slovakia:

Presented by Vladimir Machula (CZE)

- Site - Dubnica nad Vahom, Slovakia
- Date – 8 – 17 August, 2014 (to be confirmed)
- Contest Director – Vladimir Machula
- Entry Fees: Competitors – 1650 €
Other Team Members & Observers – 1400 €

- Hangar: New, almost completed.
- Will coordinate transportation of Judges & Officials between Vienna or Bratislava and the contest site, to reduce the TAs.

Fees cover:

- Accommodation Double (single room adjustment): Same hotels as in past contests.
- official and social functions
- program arranged by the organizer
- FAI sanction fee
- Transportation between hotels and contest site.
- Fuel and oil

Will support 10 Judges and assistants

Vote (by secret ballot): Poland - 6; Slovakia - 23

Decision: The 2014 World Advanced Aerobatic Championships will be held in **Dubnica nad Vahom, Slovakia from August 8 –17, 2014 (to be confirmed)**

L.G. noted that priority would be given to qualified bids that were from outside of Europe for the 2016 World Championships.

16.6 2014 World Glider Aerobatic Championships (bids invited)

16.7 2014 European Aerobatic Championships (bids invited)

16.8 2014 World YAK 52 / Intermediate Aerobatic Championships (bid from South Africa)

Presented by John Gaillard (RSA) – Film shown

Yak 52 and Intermediate flown under same rules, with the same judges. Only difference is the results/standings.

Had originally planned to bid for this Championship for 2013, but just recently, contact was made with the Municipal Management of the Mosselbay airfield and the Minister of Sport, who had shown interest at a regional contest. They were also interested to support a World event, but 2013 would be too short a notice.

Therefore this bid is for 2014.

- Site – Mosselbay, Southern coast of South Africa
- Date – 7 – 16 November, 2014
 - o CIVA Plenary before the event– Mosselbay, S.A.
- Contest Director – TBA (John Gaillard ?)
- Entry Fees: Competitors – 1200 € (Maximum) 700 € (Minimum - with sponsorship)
Other Team Members & Observers – TBA
- Accommodation: 4 star hotel on the beach.
- Box marked to world standards.

Aircraft available: 12 Yak 52s available for hire. Will be some arrangements for first number (?) of entrants to have the use of A/C free of charge (based on 20 competitors). This applies to the Yak 52 category only, not the Intermediate.

Will assist pilots with rental of A/C for the Intermediate Category – Pitts, Zlin 50 – no Cap 10s available.

Since this is off season in Europe, the fees for shipping aircraft should be lower than normal. Research shows that it costs less to ship aircraft to SA than to fly across Europe. Also fuel is less expensive in South Africa than Europe.

Major airport, George, is 40 km from contest site. Serviced by most major airline companies. Negotiations are underway with British Airways, for reduced airfares.

No Objections:

Decision: The 2014 World YAK 52 / Intermediate Aerobatic Championships will be held in Mosselbay, South Africa from November 7 –16, 2014

17 FAI Special Aerobatic Events (FSAEs) - Plans for 2013

17.1 South Africa – John Gaillard

Site: Johannesburg, SA
Date: 27 & 28, April, 2013

Will be combined with and Airshow which is part of the FAI plan mentioned at the conferences for the FAI World Air Games in the future.

We have invited some top pilots e.g. Mamistov, Klimovich, Steinbach, Holland and 4 others.

Format to combine Free Style with the Known programme, but have a good commentator, with instant scoring. What that did was change what we all agree in the past is the most boring

programme into something that was quite interesting. Because the public for the first time could relate to what was going on especially with a good commentator. In this case an Unlimited pilot from the USA 'Spanky' Galloway

Intention of creating some sort of "World Series" of events.

Again coming out of the FAI General Conferences, there is a lot going on places like Malaysia, Thailand, and places like that, the FAI has created a Regional Vice President in particular for this area of Asia. He is very active and JG took the opportunity to contact some of the people from these areas and no promises, but there could be some activity in the future.

Discussion:

M.H. – Please describe for us how the pilots were chosen.

J.G. – This particular event, by invitation.

M.H. – Well the US Delegation has no knowledge of this.

J.G. – As we speak right now, we haven't a signed contract from the organizers. When that happens it will immediately passed on to all.

M.H. – We would just like to be aware of how that is going to be done, and in the future. Because I don't want to see a situation that the Delegates to the Commission are bypassed on this.

17.2 China – LG Arvidsson

Now going forward to have all Special Events under the FAI flag, that they should be sanctioned by FAI and that means also the Organisers should pay a sanction fee.

Also important to emphasize that if the events are under the FAI flag that the selection of pilots, judges, and officials are carried out in accordance with CIVA rules, and as pointed out by MH that the discussion regarding the selection of the pilots must also involve the NAC's CIVA Delegate.

As previously mentioned there is an event in China, the problem for the moment is that there is a political pressure not to do anything until after the National Elections, on Nov. 8., after that, people will be willing to take part in discussions to plan for the future.

The Chinese event will also be run in contact with FAI that is it's the Chinese Air Sport Federation that is running this event and as I've been cooperating with them for many years they have asked me for support.

The problem that has been with China, is that they have been reluctant to pay a sanctioned fee to have it sanctioned by FAI. It is high time that the event is sanctioned by FAI/CIVA and that it goes on under the FAI flag and that CIVA rules are adhered to. Even though those events have been in China, the selection of judges and pilots have been according to our standard.

Request from the President L.G. Arvidsson:

"Would like the Plenary give the authority to the Bureau, because there has to be a decision from the Bureau to ask FAI to have the event sanctioned. According to the rules it can be the Bureau makes that decision (regarding FAI Category 2 Events), but I would like to have it also that the highest deciding body of CIVA agrees with it. So that the Plenary says yes and give the authority to the Bureau to decide about these two events for 2013. One in South Africa and one in China, and that it would be made under the decision of the Bureau."

No Objections to the request:

Decision: CIVA AGREED

Events for 2014:

Plans to have some sort of a "World Series". Agreements still have to be made.

Will have firmer decisions from these organizers by next year's Plenary

18 List of International Aerobatic Judges

Deletions:

Peter Wanschura (GER)
Sandor Dozsa, Pal Kovacs and Istvan Matuz (HUN),
Marek Szufa (POL)
Patricia Ludwig(RSA)
Ramon Alonso, Ramon Casquero and Enrique de Inclan (ESP)
Lars Frölander (SWE)

Additions:

Hanna Räinen (FIN)
Yuichi Takagi (JPN)
Donaldas Bleifertas (LIT)
Ekatarina Antonova(RUS)
Bill Denton (USA)

Judge of Honour:

Osmo Jalovaara

Refer to CIVA web site for complete list.

19 Other Business

19.1 Proposals of the President of CIVA (Michael R. Heuer)

Withdrawn

19.2 Contest Scoring Programme Report (Nick Buckenham)

Welcomes any suggestions for improvements to the programme.

Decision: CIVA **accepted** the report published in the Agenda package.

19.3 Leon Biancotto Diploma for 2012

Voting for the Diploma: Secret ballot requested; No proxies allowed; 19 votes in the room (delegations have left, President no longer has his delegate's vote, or the proxy vote.)

The Leon Biancotto Diploma 2012 has been awarded to **Pavol Kavka (SLO)**. The Diploma will be presented at the 2013 FAI General Conference.

Citation:

"Pavol Kavka, CIVA Delegate of Slovakia for 26 years, began his life in aviation at a young age. His first parachute jump occurred at 17 years, he earned a glider license at 18 and a PPL at 24. His first aerobatic contest was when he was 25 and he ultimately competed in Advanced. He turned his attention to judging when at 28 and judged his first international competition at 30 years of age.

Since then, he has continuously participated as an FAI International Judge, Chief Judge, or Contest Director in the intervening years. This year, he has served as Contest Director of the WAAC in Hungary and Chief Judge of the FAI World Yak-52 Aerobatic Championships in Russia. In recent years, he was Chief Judge of the 2008 EGAC, 2009 EAAC, 2009 Yak-52 Championships, and the Contest Director of the 2011 WAGAC/WGAC and 2011 EAAC. No other person in CIVA has served as both Contest Director and Chief Judge at so many FAI Aerobatic Championships.

Mr. Kavka, 56 years old, is fluent in three languages and conversant in two others, has 3,000

flying hours including 300 in aerobatics and has flown a wide variety of powered and glider aircraft. He is a recipient of the FAI Air Sports Medal. His strong spirit, energy, dedication to aerobatics, and his love of the aerobatic community and air sports has resulted in many successful Championships through the years and made him a deserving candidate for the Leon Biancotto Diploma.”

19.3 FAI / Aresti Committee Report (John Gaillard)

Very few people have a hard copy of the Catalogue, can't possibly be a profitable business. Believe it may be a good time to approach the Aresti S. L., to suggest that they put the Catalogue on-line, to be down loaded for a fee. They would still have control, and still be able to honour their father by getting the Catalogue out as widely as possible. It should also be less of a problem to publish the book.

With CIVA's permission will ask the Chairman of the committee to approach the family to ask that we go with this proposal idea.

Decision: CIVA AGREED

20. Elections

Officers of CIVA

President: Lars Göran Arvidsson (SWE) - 21

Vice Presidents: John Gaillard (RSA) - 20
Matthieu Roulet (FRA) - 23
Nick Buckenham (GBR) - 17
Elena Klimovich (RUS) - 22

Secretaries: Carole J. Holyk (CAN) - 26
Madelyne Delcroix (FRA) - 29

Rules Sub-Committee Chair. Mike Heuer (USA) - 22

Rules Sub-Committee Members:

Matthieu Roulet (FRA) – 27
Alan Cassidy (GBR) – 24
Anatoly Belov – 19
Jurgen Leukefeld (GER) – 20
Debby Rihn-Harvey (USA) – 20

Judging Sub-Committee Chair. John Gaillard (RSA) - 26

Judging Sub-Committee Members:

Nick Buckenham (GBR) – 18
Matti Mecklin (FIN) – 19
Mikhail Mamistov (RUS) – 15
Brian Howard (USA) – 16
Philippe Kuchler (SUI) - 20

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

Catalogue Sub-Committee Members: - All by Acclamation

Brian Howard (USA)
Madelyne Delcroix (FRA)
Manfred Echter (GER)
Anatoliy Belov (RUS)
Matthieu Roulet (FRA)

Glider Aerobatics Sub-Committee Chairman Manfred Echter (GER) - 15

Glider Aerobatics Sub-Committee Members: All who were nominated
Jerzy Makula (POL), Madelyne Delcroix (FRA), Klein Gilhousen (USA), Pekka Havbrandt (SWE),
Premysl Vavra (CZE), Jyrki Viitasaari (FIN), Erik Houtman (NED), Philippe Kuchler (SUI),
Karl Berger (AUT), Georgiy Kaminskiy (RUS), Ferenc Toth (HUN), Chris Cain (GBR),
Miyako Kanao (JPN)

21. Appointment and Approval of Championships Officials

21.1 2013 World Aerobatic Championships – USA

President, International Jury L-G Arvidsson (SWE) - by acclamation

Members, International Jury Michael Heuer (USA) - 13
Alan Cassidy (GBR) – 11

Reserves Vladimir Machula (CZE) – 10 1st
Jurgen Leukefeld (GER) – 8 2nd
Matti Mecklin (FIN) – 7 3rd
Graham Hill (GBR) - 4 4th

Chief Judge John Gaillard (RSA) - 22

21.2 2013 European Advanced Aerobatic Championships - Radom, Poland

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

Members, International Jury Nick Buckenham (GBR) - 14
Matti Mecklin (FIN) - 14

Reserves Vladimir Machula (CZE) - 13 1st
Madelyne Delcroix (FRA) – 8 2nd
Graham Hill (GBR) - 5 3rd

Chief Judge Guy Auger – without opposition

21.3 2013 World Glider Aerobatic Championships (Advanced & Unlimited) – Oripaa, Finland

President, International Jury Manfred Echter (GER)- 15

Members, International Jury Madelyne Delcroix (FRA) - 27
Karl Berger (AUT) – 17

Reserves: None

Chief Judge Philippe Kuchler (SUI) - 24

Working Groups :

Contest Organisation Group: No Change for 2013

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

FPS Development Group:

Alan Cassidy, Chairman (GBR); Steve Green (GBR), Mikhail Mamistov (RUS), Nick Buckenham (GBR)

Strategic Planning Group:

Nick Buckenham, Chairman (GBR), John Gaillard (SA), Alan Cassidy (GBR), Elena Klimovich (RUS), LG Arvidsson (SWE), Mike Heuer (USA), Matthieu Roulet (FRA).

Known Programme Analysis Working Group:

Claude Bessiere (FRA), John Morrissey (USA), Gerard Bichet (FRA), Martin Vecko (CZE), Mikhail Mamistov (RUS), Matthieu Roulet (FRA), Alan Cassidy (GBR), Patrick Paris (FRA), Jeff Boerboon (USA)

Achievement Programme Working Group: No Change for 2013

Matti Mecklin Chairman (FIN), Alan Cassidy (GBR), Greg Dungan (USA), Madelyne Delcroix (FRA).

H/C pilot qualifications:

Matthieu Roulet Chairman (FRA) L-G Arvidsson (SWE), Alan Cassidy (GBR), Mike Heuer (USA)

Warm – Up Pilot qualifications/duties:

Nick Buckenham Chairman (GBR), John Gaillard (RSA), Matthieu Roulet (FRA)

22. Date and Place of Future Meetings –2013 and beyond

Place: Bid jointly from **Sweden / Finland** as a few years ago, on a cruise ship from Sweden to Finland.
Registration Fee – not more than this year

Dates: 2nd weekend of **November, - 8 – 10th 2013**. Earlier too close to end of WAC in the USA.
Also, would be a conflict with the GAC meeting. Difficult for a FAI representative to attend both meetings.

Total votes in the room – 24. To have a meeting outside of Lausanne, must have 50% + 1 of the votes.

Vote for bid: For - 22; Abstain - 2

Decision: CIVA **AGREED** to place and date of next Plenary.

L.G. thanked R. Hughes and Annick Hauser of the FAI Office for helping in organising this Plenary.
The meeting was adjourned at 15:11pm

The newly formed Bureau will meet in 15 min.

Submitted for approval,
Carole J. Holyk
Secretary of CIVA
January 11, 2013

First Revision 1.1 February 11, 2013

Second Revision 1.2 April 23, 2013

Final Version 1.3 May 9, 2013

June 25, 2013: Approved by the CIVA President
Appendix 1(a), "Revised Financial and Budget Report" To Be Added.

APPENDIX 2 KNOWN PROGRAMMES 2013



		2013	FORM B
Pilot ID #	Advanced Known		Flight #

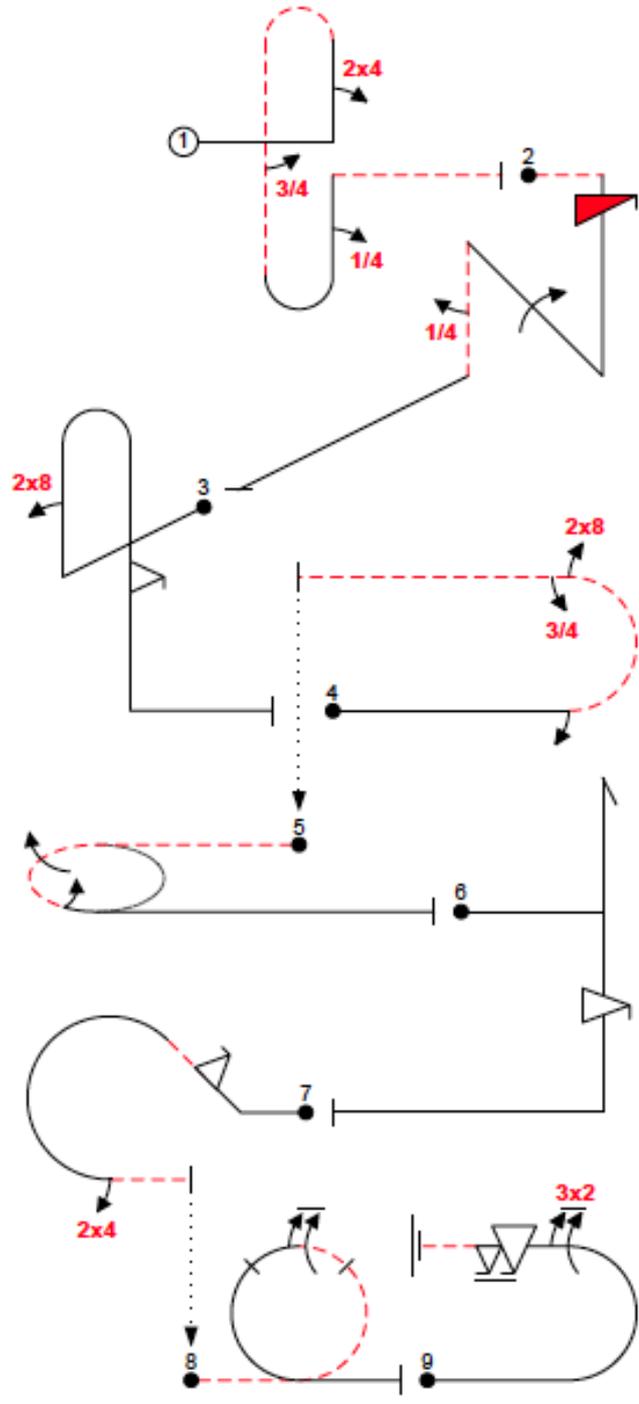


Fig 1	8.8.5.1	21	42
	9.4.1.2	9	
	9.1.5.3	6	
	9.1.1.1	6	
Fig 2	1.3.10.4	22	41
	9.12.1.4	7	
	9.1.2.4	10	
	9.1.5.1	2	
Fig 3	8.4.1.1	13	31
	9.8.1.1	7	
	9.9.5.2	11	
Fig 4	7.2.4.1	8	21
	9.1.3.2	4	
	9.8.3.1	3	
	9.1.3.3	6	
Fig 5	2.2.4.4	27	27
Fig 6	5.2.1.1	17	28
	9.9.5.4	11	
Fig 7	8.5.4.1	11	29
	9.9.2.2	13	
	9.4.3.2	5	
Fig 8	7.4.2.2	12	22
	9.1.3.6	10	
Fig 9	7.2.1.1	6	32
	9.2.3.6	12	
	9.9.3.6	14	
Total K = 273			

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		2013	FORM B
Plot ID #	Unlimited Known		Flight #

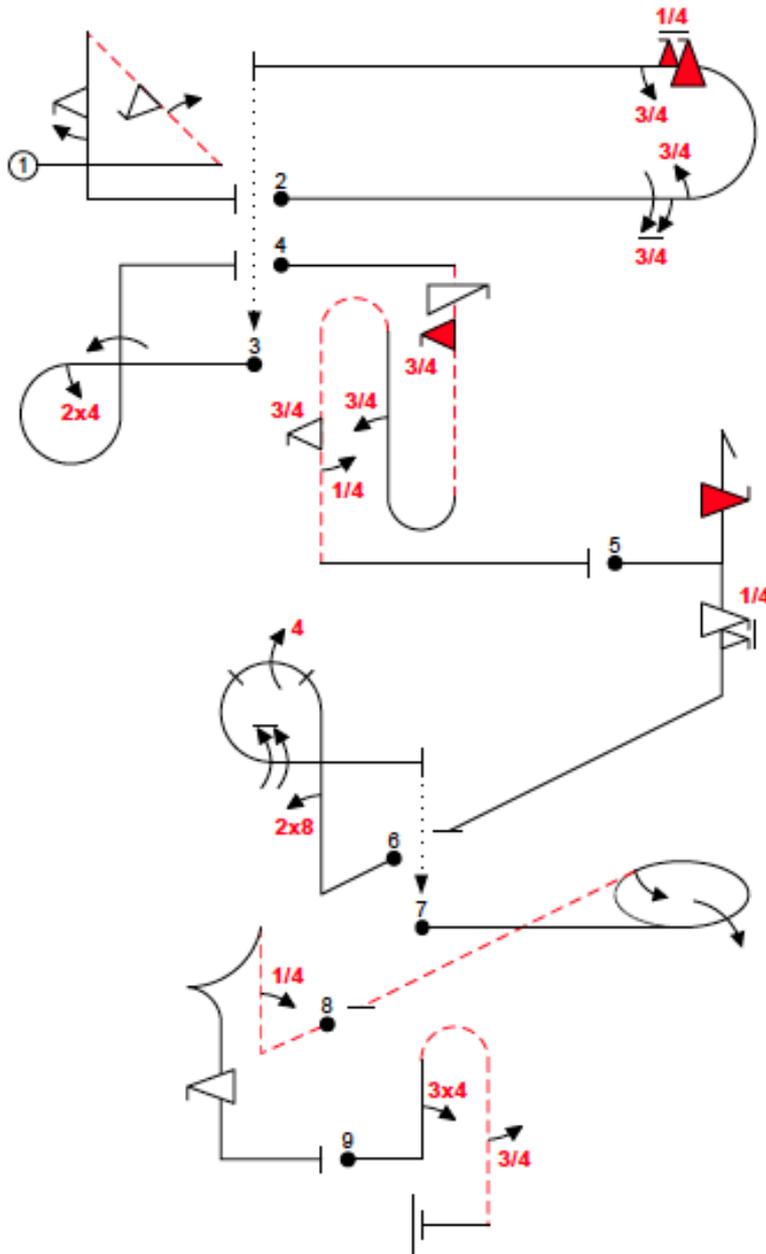


Fig 1	1.2.9.1	15	49
	9.1.2.2	6	
	9.9.2.2	13	
	9.1.5.2	4	
Fig 2	7.2.2.1	6	46
	9.1.3.7	11	
	9.1.3.3	6	
	9.10.8.5	17	
Fig 3	8.6.8.3	12	29
	9.4.3.2	5	
	9.1.1.4	12	
Fig 4	8.8.6.3	21	64
	9.11.1.4	5	
	9.10.5.3	13	
	9.1.1.3	10	
	9.9.10.3	13	
	9.1.5.1	2	
Fig 5	5.2.1.1	17	49
	9.10.6.4	19	
	9.9.5.5	13	
Fig 6	8.6.1.1	11	41
	9.8.1.1	7	
	9.4.3.4	11	
	9.1.3.8	12	
Fig 7	2.3.3.3	38	38
Fig 8	6.2.1.4	17	34
	9.1.1.1	6	
	9.9.5.4	11	
Fig 9	8.4.3.1	15	33
	9.4.1.3	12	
	9.1.5.3	6	
Total K = 383			

software: ACC analysis@ard.com



	2013	FORM B
Pilot ID #	Yak 52 Known	Flight #

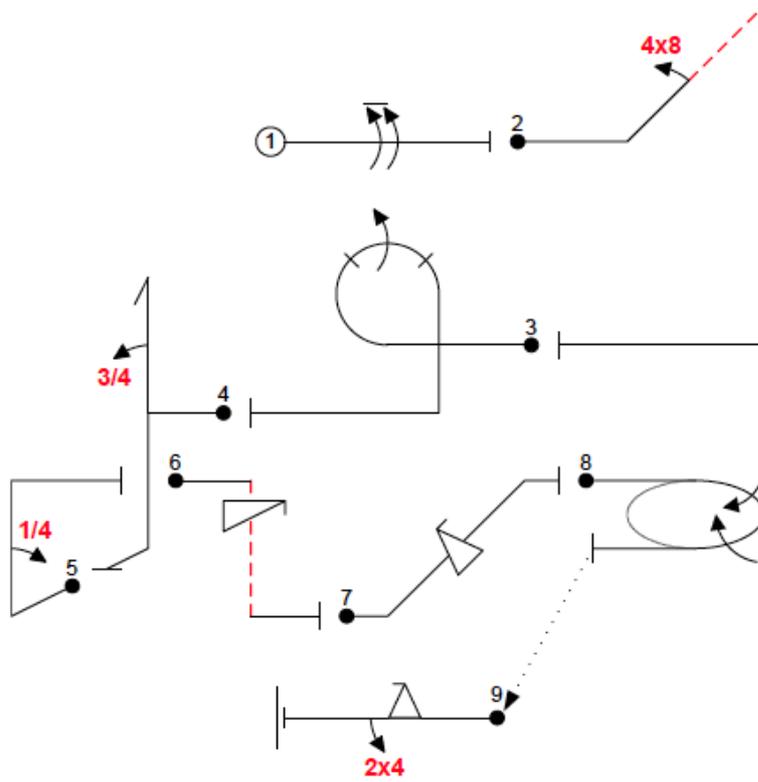
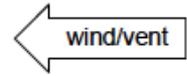


Fig 1	1.1.1.1 9.1.3.8	2 12	14
Fig 2	1.2.3.1 9.8.2.2	12 9	21
Fig 3	8.6.5.1 9.1.3.4	11 8	19
Fig 4	5.2.1.1 9.1.1.3	17 10	27
Fig 5	1.1.6.1 9.1.1.1	10 6	16
Fig 6	1.1.6.3 9.11.1.4	10 5	15
Fig 7	1.1.2.1 9.9.2.4	7 13	20
Fig 8	2.2.5.1	22	22
Fig 9	1.1.1.1 9.9.3.2 9.4.3.2	2 11 5	18
Total K = 172			



2013		FORM B
Pilot ID #	Advanced Glider Known	Flight #

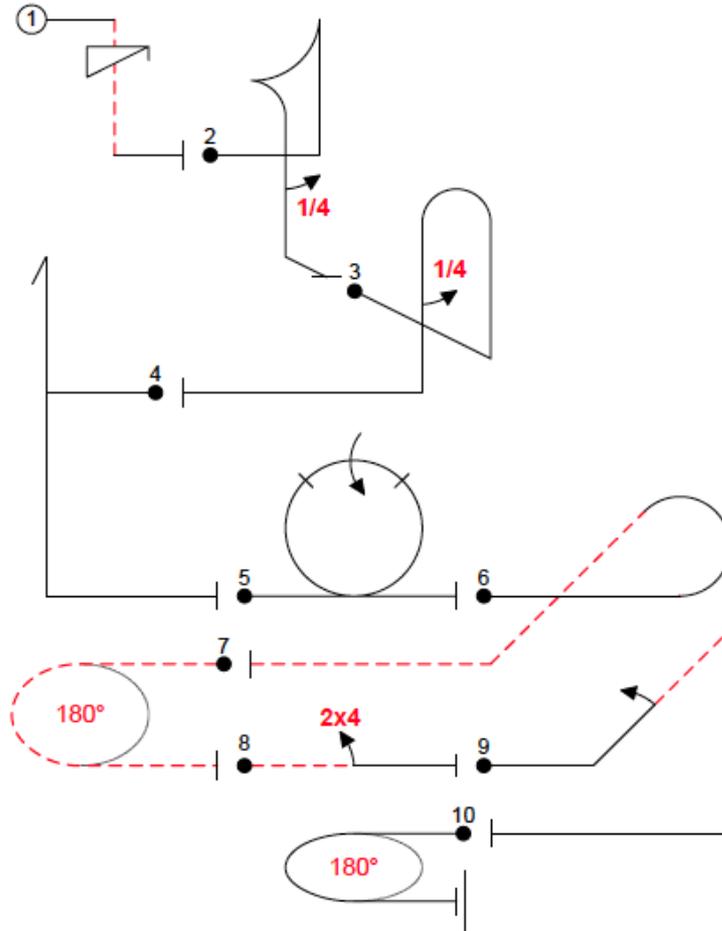
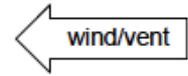


Fig 1	1.1.6.3 9.11.1.4	10 5	15
Fig 2	6.2.1.1 9.1.5.1	17 3	20
Fig 3	8.4.1.1 9.1.5.1	13 3	16
Fig 4	5.2.1.1	17	17
Fig 5	7.4.1.1 9.1.3.4	10 12	22
Fig 6	8.5.5.1	10	10
Fig 7	2.2.1.2	5	5
Fig 8	1.1.1.4 9.4.3.2	2 8	10
Fig 9	1.2.3.1 9.1.2.2	12 9	21
Fig 10	2.2.1.1	4	4
Total K = 140			



	2013	FORM B
Pilot ID #	Unlimited Glider Known	Flight #

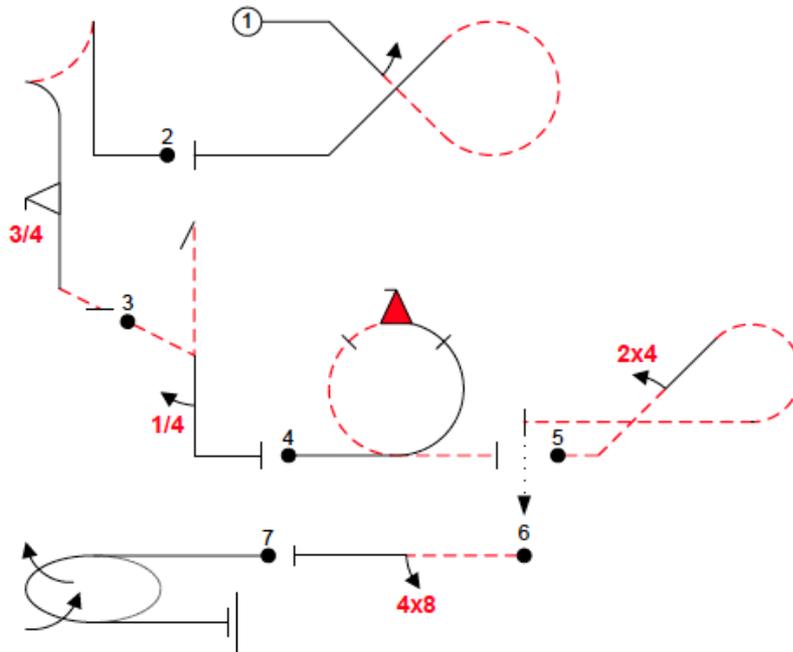
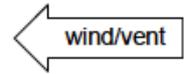


Fig 1	7.3.2.3 9.1.4.2	17 6	23
Fig 2	6.2.2.3 9.9.5.3	18 14	32
Fig 3	5.2.1.4 9.1.5.1	22 3	25
Fig 4	7.4.2.1 9.10.8.2	12 18	30
Fig 5	8.5.2.2 9.4.2.2	14 11	25
Fig 6	1.1.1.4 9.8.3.2	2 11	13
Fig 7	2.2.6.3	37	37
Total K = 185			