

CIVA Presidents Proposals 2016

Proposal #1: Establishing the Official Wind Direction

This proposal aims to help the International Jury set the Official Wind Direction as defined by Section 6 Part 1 para 3.7.1.2 so that that they may take into account currently forecast wind data and the Official Wind can be set in the best direction for the following 1 to 2 hour period.

I propose that 3.1.7.2 is revised to:

3.7.1.2. The Official Wind Direction for Programmes 1, 2, 3 and 4 shall be determined by the International Jury. No flight shall be required to commence within a period of 30 minutes after determination or change of the Official Wind Direction is published.

- a) The International Jury shall determine the Official Wind Direction taking into account the reported actual wind direction and speed at 500m and the forecast trend. The Official Wind Direction at the start of each day, and each flight programme, shall be aligned with the performance zone axis closest to the above assessment.
- b) The International Jury shall provide the Official Wind Direction to the Chief Judge and Contest Director before the start of each contest day and any time it is determined that the Official Wind Direction must be changed.

This simplifies the wording, takes account of likely short-term wind direction changes, and clarifies references to the "Official Wind Direction".

Proposal #2: Signalling procedures in Part 1

In para 3.10.2.1 the word "immediately" is unclear and can lead to concerns if the wing-dips are carried out on lines at different angles, as is common practice. I suggest that this word is deleted so that competitors are free to wing-dip on one or more lines:

3.10.2.1. A competitor must signal the start and finish of each programme, and any interruption, by distinctly dipping the wing three (3) times ~~immediately one after the other~~ in succession by more than 45 degrees on the starting axis. (etc.).

This year we have seen competitors start their sequence by entering the box in erect flight, climbing vertically and performing their wing-dips during that line, then pulling to inverted flight to start their first figure in that attitude. This transition from erect to inverted flight does not comply with the second sentence in para 3.10.2.2, which includes:

The competitor may change his flight attitude from normal to inverted only by a half roll prior to the first wing dip.

However Section-6 provides no entitlement for the Chief Judge to penalise any 'illegal' action that fails to comply with this instruction. I suggest this can be achieved very simply by the following changes:

3.10.2.2. The aircraft may start and/or finish the wing dips either inside or outside the aerobatic zone. They may be in normal or inverted **horizontal** flight or **on** a climbing or descending path **not exceeding 45°**. If the first figure in a programme begins in inverted flight, all wing dips must be performed in inverted flight **as indicated**. The competitor may change his flight attitude from normal to inverted only by a half roll prior to the first wing dip. The return of wings to 'level' therefore does not necessarily refer to the aircraft being 'in level flight'.

To enable Chief Judges to handle gross violations of signalling procedures I suggest that the following paragraph be appended:

3.10.2.4. A penalty of 30 points shall be awarded in case of violation of signalling procedures, determined by simple majority of judges.

These changes will ensure that wing dips are conducted as originally intended, e.g. in inverted flight when an inverted start is performed, and that gross / intentional infringements can be penalised in an appropriate manner.

Proposal #3: Safety and practice manoeuvres in power Programme 1

Prior to adopting the new programme 1 Free Known sequence format at plenary in 2015, many options were discussed to allow competitors to fly several 'warm-up' or training figures prior to their wing-dips and the start of their sequence. Paragraphs 3.9.1.1/2 now authorise competitors to fly up to 3 of the standard training figures per 3.9.1.1 plus, consecutively, up to 5 of their own sequence figures starting from figure 1. This solution prevents competitors from flying figures from the first Free Unknown sequence (programme 2) and denies the flying of 'extra' figures after completion of the sequence as was entitled in former "Q" sequence days.

These regulations have been applied during 2016 at WAAC and EAC, but it is clear that they add to the work-load of all judges who must carefully monitor every figure after take-off to detect violations and record any penalties. Also the definition of 'Violations of safety and practice manoeuvres' given by para 3.9.1.3 is unclear and this has led to confusion among competitors and judges.

We should note also the following two points:

1. Prior to the start of a championship para 1.4.3 requires organisers to ensure that all teams/pilots are given fair access to the contest site to ensure that competitors can be current in their training regimes.

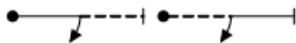
2. All programme 2-4 flights are still restricted to a maximum of two half-rolls plus one of the standard training figures, despite the likelihood that pilots will not have flown for 1-2 days or more if due to poor weather etc.

I suggest that competitors are very unlikely to practice a Free Unknown figure during the short period between entering the box and commencing their Free Known sequence. The rules we have set are thus in practice unnecessary and can be abandoned. If a competitor does fly a Free Unknown figure prior to execution of the Free Known sequence then everyone is able to see it flown and there can be no unfair benefit to an individual competitor or team.

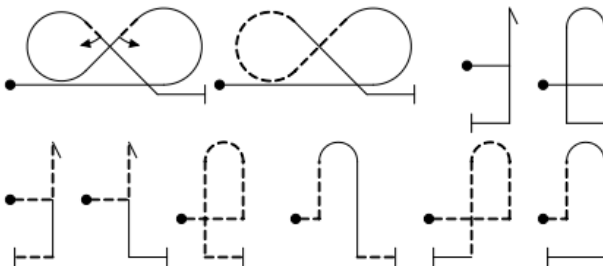
I propose therefore that CIVA adopts one of the following options:

Option-1:

Restrict the training figure allowance prior to the Programme 1 wing dips to that currently authorised in para 3.9.1.1, i.e.



plus "... up to three (Programme 1), of the following:"



To achieve this we need only make this entitlement clear and remove para 3.9.1.2: "Prior to the actual performance of Programme 1, in addition to safety manoeuvres according to 3.9.1.1, competitors will be permitted to fly, once, practice figures from their Programme 1 sequence, starting from figure one (1) of their sequence, consecutively up to the first five (5) figures."

Option-2:

Return to the much simpler 'free training' format of the "Q" sequence within the set 10 minute flight envelope, except that the pilot would be required to land immediately the sequence is completed or the 10 minute period expires. This would entitle competitors to fly any full or part figure or manoeuvre prior to the wing dips and commencement of their Free Known sequence, including if they wish a figure that is already selected for programme 2. In reality this is not a radical change, it is simply a clear and fresh view of what I believe we can easily allow without harm to the underlying purpose of determining the true ranking of all pilots.

For this change to become acceptable, para 2.3.1.7 must also be deleted:

~~2.3.1.7. Training for the Unknown Programmes is not permitted. Competitors violating this regulation will be disqualified.~~

This long established paragraph represents a concept that I suggest may no longer be appropriate or necessary in the current championship environment.

Proposal #4: Additional structures for World and Continental Championships

The following two proposals aim to present clear new opportunities for direct support via commercial and hence sponsor linked involvement with pilots.

An aircraft manufacturers championship

I suggest that CIVA should institute a 'Manufacturers Championship'. Points would be awarded in the style of the motor racing Grands Prix system on the basis of positions in the final / overall ranking from each category-1 event, leading to the annual award of a manufacturer's trophy.

A paragraph such as the following added to Parts 1 and 2 would achieve the above aim:

Following publication of the Final Overall Results, points will be awarded to the aircraft manufacturers represented at the event on the following basis:

Rank of pilot	Points	Rank of pilot	Points
1 st	25	6 th	8
2 nd	18	7 th	6
3 rd	15	8 th	4
4 th	12	9 th	2
5 th	10	10 th	1

Points thus annually accumulated shall determine the final ranking of the represented aircraft manufacturers. The manufacturer holding the highest point score will be awarded the CIVA Aircraft Manufacturers Championship Trophy for that year, this award to be presented at the commission's annual plenary conference.

The creation of an appropriate trophy and the operation of the handover ceremony should be the responsibility of a new working group, who should report to the CIVA bureau within 6 months of approval of this concept. If approved, this new trophy can be awarded from 2017 onwards.

Private and Commercial Teams

At CIVA category-1 championships some competitors represent NAC's for whom only one or two pilots fly, thus they cannot be part of a Team. I propose that pilots in this position should be entitled to form a group of at least three similar pilots and register themselves as a private or commercially supported Team with a freely chosen title. The status of such teams would be similar to that of an H/C pilot and they would not be eligible for team awards – this would prevent a private or commercial team from displacing a true NAC team with full national rights. Team pilots using this option would be entered into the scoring system with their normal national status and an additional reference to their team title.

An addition to Parts 1 and 2 such as the following would achieve the above aim:

Competitors from NAC's with less than 3 entries may optionally group together and declare themselves as a private or commercially supported team, with a suitable title. The entitlement of such teams however is restricted to "H/C" status and they shall not be eligible for national team awards, though the individual team members retain unchanged national rights.

Proposal #5: Handling of "H/C" competitors' results

CIVA has previously discussed the handling of H/C competitors' results, but no instruction is included in Parts 1 or 2 to describe how this should work. I suggest it is fair that an H/C pilots' results should be included in all results listings at the correct location per their score but without a ranking shown, i.e. the rank skips to the next non-H/C pilot. Note that there is no official classification of an "Ind" (Independent) pilot in FAI regulations.

I propose that paragraph 1.2.6.4.a) 'Hors-Concours Entries' be modified thus:

1.2.6.4.a) At its discretion, the Organiser may accept further entries for pilots not representing their NAC. These entrants will be classified as "Hors Concours (H/C)". Nevertheless such entries may be submitted by NACs authorized representatives only (see 1.4.1.1). They will pay normal entry fees, be subject to the normal entry deadlines for the contest, and be treated as other competitors (except for drawing of lots, see 3.2.1.2). In the event of time constraints, however, they can expect to be shifted in the order of flight or deleted from the flight programmes altogether at the discretion of the International Jury. **H/C pilots' results will be located in all listings as their score dictates but with the rank not awarded. They** will not appear in the final results submitted to FAI and will not be ~~ranked~~ or eligible for any awards or medals.

Proposal #6: Judge preparation and final instruction at championships

To accelerate and reinforce the preparation of the judging panel at every championship and improve upon warm-up pilot reviews by the Chief Judge, it would be highly beneficial to conduct a short but intense training session wherein a small number of flights would be fully assessed by the judges and assistants, with all ancillary systems such as video recording, radio communications, aircraft position assessment, judges data recording and transmission / transit to the scoring office etc. fully operational and thus comprehensively tested.

All those involved would immediately meet to assess the result; in particular the Chief Judge should conduct a thorough review of the documented grades and penalties, utilising the video recordings to seek out and address differences between the judges' grades or detected anomalies with respect to the published judging criteria. Other contest officials should assess the operational effectiveness of their systems with a view to correcting all noted shortcomings.

The International Jury would take the opportunity to identify circumstances in need of attention and discuss their correction with the organisers.

This process can be completed either during the final day before the championship starts, or could usefully take place at the same time that the organisers are running the programme-1 figure selection procedure, with little or no wastage of time or resources. Even if this were to delay the start of programme-1 the improvement in operational effectiveness of all flight-related contest systems would more than offset the minor delay incurred.

I propose that the following paragraph be inserted in Parts 1 and 2:

Prior to commencement of championship operations the organisers shall stage a short trial with a number of representative flights during which all relevant judging and associated systems must be fully tested and all results thoroughly reviewed. Issues detected during this trial must be resolved with full oversight by the International Jury before programme-1 flights will be allowed to begin.

Proposal #7: Video/Audio devices and in-flight information

It is becoming the norm that aircraft instrumentation and in-flight information systems are delivered via electronic panels mounted in place of or additional to traditional instruments. These are increasingly able to source and display data that is intimately connected to the measured and predicted / desired flight path for the guidance of the pilot. It is known that current developments of this type include the presentation of information relating to aerobatic sequences. This may be a significant benefit while training, but during competition flights the unfair advantage this would provide cannot be permitted.

I propose that the relevant paragraph(s) in our Section 6 regulatory documents should prohibit the use of such processes, the competitor being liable to disqualification from the contest if found in contravention of this instruction.

Section 6 Part 1 para 3.5.1.2 below Video/Audio Devices for example should be revised to:

... Receiving any kind of audible or visual information addressed to the competitor from anyone other than the Chief Judge or Air Traffic Control other than that normally required for the safe conduct of the flight will ~~make~~ render the competitor liable to disqualification from the contest.

Compiled by NHB
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