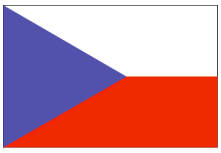
AGENDA ITEM 9.2

CIVA GLIDER AEROBATICS SUB-COMMITTEE REPORT

Jerzy Makula, Chairman

PROPOSALS OF CZECH REPUBLIC



Extension of the List of figures for programmes 2, 4, 5 and 6:

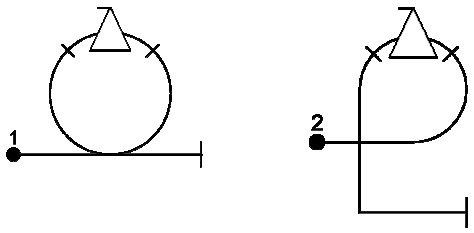
Proposal #1

Add to the List the catalogue number 9.9.3.4. (positive flick roll in horizontal line, K=16) with the following restrictions:

Notes: Flick roll 9.9.3.4. is only permitted in the figures 7.5.1., 8.43.1, 8.44.1., 8.45.1., 8.46.1, 8.51.1. and 8.52.2. (on the top of the loop).

Examples:

7.5.1. 8.43.1.



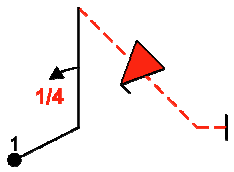
RECOMMENDED (7 in favour 1 against)

Proposal #2

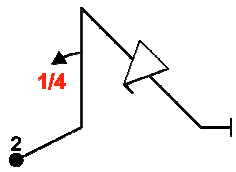
Add to the List standard catalogue numbers 1.16.1 – 1.19.1. and 1.16.2. – 1.19.2.
Notes: No rolls are permitted on the vertical lines of figures in column 2. No hesitation rolls are permitted on the 45 degrees line of figures 1.16.1., 1.16.2., 1.17.1. and 1.17.2.

Examples:

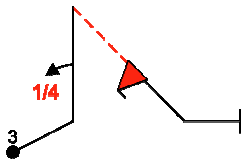
1.16.1.



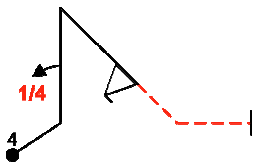
1.17.1.



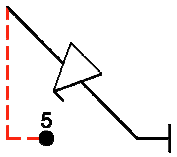
1.18.1.



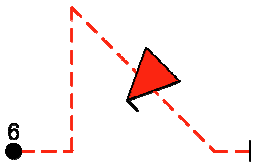
1.19.1.



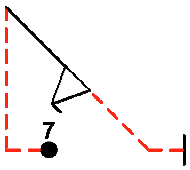
1.16.2.



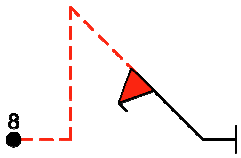
1.17.2.



1.18.2.



1.19.2.



Rationale for Proposals 1 and 2 :

The new figures provide fresh options for versatility in Unknown sequences and to increase their total K-factor (these figures represent a good opportunity for the safe placement of flick rolls).

RECOMMENDED with amendment to original proposal to delete " … slow or …" in second sentence of the Notes. (7 in favor, 1 abstain)

Proposal #3

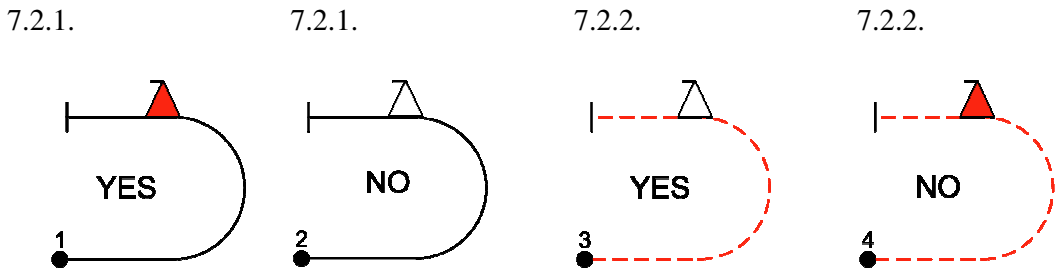
Add notes to catalogue numbers 7.2.1 and 7.4.2.:

Notes: Only negative flick roll 9.9.3.2 is permitted

Add notes to catalogue numbers 7.2.2 and 7.4.1.:

Notes: Only positive flick roll 9.10.3.2 is permitted

Examples:



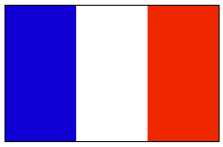
Rationale:

The proposal wants to clarify the situation when the flick roll is flown in the same direction as G-force. This combination is not "natural" for gliders and it is difficult to judge, because the pilot has to start the flick roll 30° above the horizon.

Keep fig 2 and 4 : REJECTED (3 in favor, 4 against):

Add rolls 9.9.8.2. & 9.10.8.2. are allowed : RECOMMENDED (5 in favor, 2 against)

PROPOSALS OF FRANCE



Proposal #1 -- HMD Rules

Add to the following paragraph:

10.5.1.2. Competitors may not start their programmes above 1200 m (or 750 m respectively). A penalty of 70 points is given if the first figure is initiated before the 1200 m (or 750 m) signal has been received or if the glider climbs above the upper height limit after starting the first figure. (The wing dip for the start of the programme may come above the upper height limit, as long as the first figure does not start prior to the HMD signal). **Nevertheless if the glider flies above the 1200 m limit during the 2nd of 3rd figure he will not be penalized.**

Rationale:

If the pilot is "caught" in a updraft he could be over the limit without having done anything for it.

RECOMMENDED (4 favor, 2 against, 1 abstention)

Clarification

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

Rationale:

In some figures as rolling circle point rolls you can be at the verge and climb again over 200 m during the figures and have a 2nd or 3rd beep as if you are lets say between 180 and 150 m you will have only one beep when you are much lower.

Cancel the "Clarification": already cleared in 5.2.1.1.

Proposal #2 -- Unknown figures

2.1. For the unknown programs opposite slow or point rolls should be allowed on horizontal lines.

Unanimously RECOMMENDED

2.2. In figure 8.45.2 no complete slow or point roll should be allowed on the downlines.

REJECTED (3 in favor, 2 against, 2 abstentions)

2.3. Re-numbering of Chapter 9 to avoid any confusion.

In chapter 9, delete all the numbers of the different sections and add at the beginning of the chapter:

"9.1 the figures of this section are those approved by CIVA for the composition of Unknown Programmes"

Re-number the Notes accordingly.

Unanimously RECOMMENDED

2.4. A minimum 15K (Unlimited only) must be set for each country when they propose 2 or 3 or 4 figures so that we do not have as we had in the past years problems to reach the minimum of 175 points for each Unknown.

RECOMMENDED (5 in favor, 2 against)

2.5. Add a new section 9.13.1.5. (page 91) as follows:

No hesitation rolls are allowed on the downlines of figures 8.45.1 & 8.45.2 (the re-numbering of this footnote will change as a result of proposal 2.3 above).

PROPOSALS OF GERMANY

Germany proposes to amend the following paragraphs of Sporting Code 6, Part 2:

Proposal #1

4.1.8.1 Change the first sentence to read:
"The sequence of flights for programmes 1 through 5 of Championships and International Competitions will be…"
4.1.8.2. a) New text:
"Programme 6 is flown in reverse order of ranking based on the provisional overall results of programmes 1 through 5. In case of time shortage, the last expected programme will be flown in the same order as programme 6."
4.1.8.2. b) New text:
"In case of time shortage or deteriorating weather, the International Jury may authorise to cut up to two thirds of the competitors in order to complete the last programme. This programme is considered valid when the leading third of the competitors have flown it."

Rationale:

In a glider championship grouping, whilst placing a considerable workload on the contest management and the scoring team, serves no real purpose. With the proposed rules it is still possible to complete the last programme in case of time shortage or deteriorating weather.

Flying the last programme in reverse order of ranking adds a degree of suspense to the competition. The race for the overall champion may remain open until the very last flight.

REJECTED (4 against, 3 in favor)

Proposal #2

4.2.3.2. Add the following text:

"Whilst the headwind direction for the principal (X) axis is fixed, the cross (Y) axis is non-directional; i.e a competitor is free to turn either way in order to perform a figure which is to be flown crosswise from the X axis."

Rationale:

Whilst it is generally accepted that the cross axis of the box is non-directional, this is stated nowhere in the rules except in para 6.6.1.2. where it is mentioned with reference to wind correction.

Withdrawn in favor of the US proposal

Proposal #3

5.3.3.1. Add the following text:

"After a directional deviation of 90° or more on the Y axis, although it is non-directional, the original direction must be re-established before the next figure is flown."

Rationale:

The question arose at a recent competition whether a competitor may continue in the opposite direction after a failed figure on the Y axis.

Unanimously RECOMMENDED

Proposal #4

6.8.5.2 a) Change to read: "All radii must be equal."

Rationale:

To align the judging criteria with power. Stall turns and tailslides look better, also in gliders, when entry and exit part-loops have the same radii.

Withdrawn

Proposal #5

6.8.6.1 Replace second and third sentence by:

"At the point when the aircraft stops, it must slide backwards by at least a half fuselage length. If there is no slide of at least this length, the grade is soft zero (0.0)."

Rationale:

Again to align the judging criteria with power. One half fuselage length is more precise than "a visible amount".

On the other hand, the requirement in power, to downgrade angular deviations also in the backslide, appears unrealistic. Who can see five degrees deviation on one half fuselage length of a Pitts from 500 metres away?

Withdrawn

PROPOSAL OF THE UNITED STATES

Proposal #1 – Direction of Flight

The Regulations for glider competition contained in the *FAI Sporting Code, Section 6, Part 2*, do not explicitly state the rules for direction of flight on the X and Y axes, but rather simply assumes everyone possesses that knowledge. While this works in most situations, when it comes time for protests and Jury decisions, these rules must be codified in the Regulations.

The USA proposes the following changes to ensure a non-ambiguous interpretation of the regulations concerning direction of flight on the X and Y axes:

4.2.3.2. Add the following paragraph following the current text:

"The direction of flight on the principal (X) axis is determined by the alignment of the X axis, the "~~prevailing~~ official wind" direction set by the International Jury, and the drawing of the Forms B/C. The secondary (Y) axis is non-directional, however; i.e., the competitor shall have the option to determine the direction of flight on the secondary axis ~~whenever an option exists.~~"

Rationale:

Whilst it is generally accepted that the secondary axis of the box is non-directional, this fact is stated nowhere in the rules except in Paragraph 6.6.1.2, where it is mentioned with reference to wind correction.

RECOMMENDED with change noted above in blue.

5.2.3.5 Add the following new paragraph:

"Should the flight program be interrupted on the secondary (Y) axis, the Program may be resumed in either direction on the Y axis."

Rationale:

The direction of flight required following an interruption taken on the Y axis is not currently specified in the regulations. This change explicitly states that resumption of flight following an interruption taken on the Y axis can be made in either direction on the Y axis at the pilot's option. Forcing the resumption of flight following a Y axis interruption to be in the same direction as the interruption could result in excessive altitude loss for the maneuvering glider as well as add an unnecessary delay to the flight program. Additionally, it is not too difficult to construct interesting problems for the International Jury to solve by deviating from this principle. Consider vertical figures entered from cross-box with ¼ roll up and ¼ roll down. The competitor could choose to make the rolls in either direction, resulting in exiting in

either direction. If this figure were badly flown and exited downwind followed by a break, what direction should the competitor resume? This change ensures that pilots, judges, and Juries are all clear on the rules governing direction of flight following a program interruption on the secondary axis.

REJECTED

5.3.3.1(b) Add the following new subparagraph to the list of Hard Zero (HZ) marks and re-label existing subparagraphs accordingly:

b) Any figure, or part of a figure, flown in the wrong direction on the main (X) axis. The secondary (Y) axis is non-directional.

Rationale:

This change adds the explicit case of flying a figure in the wrong direction to the list of HZ marks.

See decision on German Proposal # 3

KNOWN PROGRAMMES FOR 2011

ADVANCED

Programme D: RECOMMENDED

UNLIMITED

Programme A: RECOMMENDED

BADGES

Further information to be provided.

WGAC - EAGAC 2011 (Proposal expected from Poland)

Torun, Poland: 2 concrete runways

Entry Fee: 600 Euros with HMD

Tow: 55 Euros

Dates: July-August 2011 (11 days)

DIVERSE

The GASC recommends that CIVA agree to have a WGAC every year and no more EGACs.

HMD : Germany had tried a system used by the modelers. Results were encouraging and they hope to be able to make a complete proposal for next year. But the software for the system still had to be adjusted in order to control up to 3 or more receivers. If the cost is manageable, each glider (200-250 Euros) should arrive at the venue of the competition already equipped.

URGENT PROPOSAL:

7.3.1.2
Delete : a two-thirds majority being required for the penalty of disqualification (CIVA 4.2.4.3)

5.2.1.6
Delete : An infringement of the lower 100 m level must be agreed by at least a two-thirds majority of the Judges.

Completely delete 4.2.4.7

4.2.2.2 (c)(ii)
Replace 100% by 2/3

Proposal "A"	2011	FORM B
Unlimited Glider Known		wind/vent

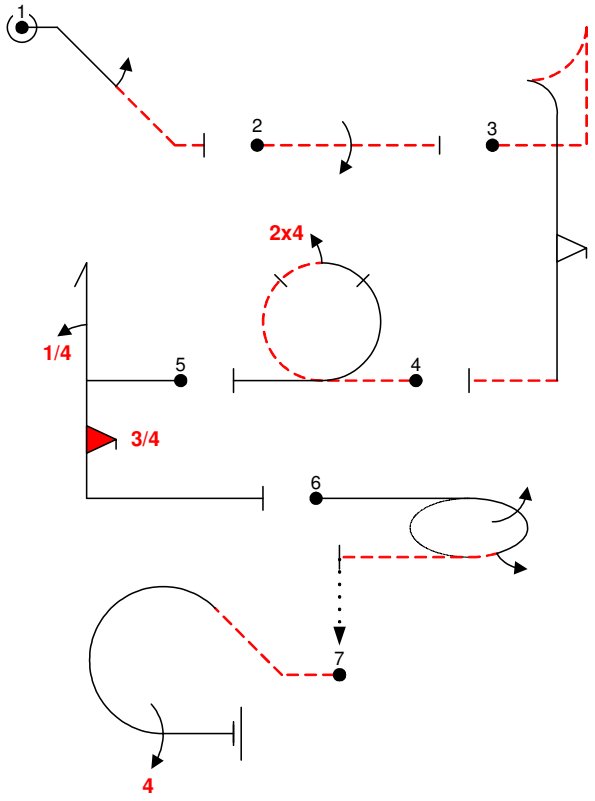


Fig 1	1.3.3 9.1.4.2	8 6	14
Fig 2	1.1.2 9.1.3.4	3 12	15
Fig 3	6.2.2 9.9.5.2	23 12	35
Fig 4	7.6.2 9.4.3.2	12 8	20
Fig 5	5.1.1 9.1.1.1 9.10.10.3	17 9 17	43
Fig 6	2.17.3	35	35
Fig 7	8.31.2 9.4.3.4	10 17	27
Total K = 189			

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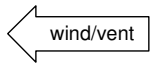
Pilot:

A/C

Proposal "D"	2011	FORM B
Pilot ID #	Advanced Glider Known	Flight #



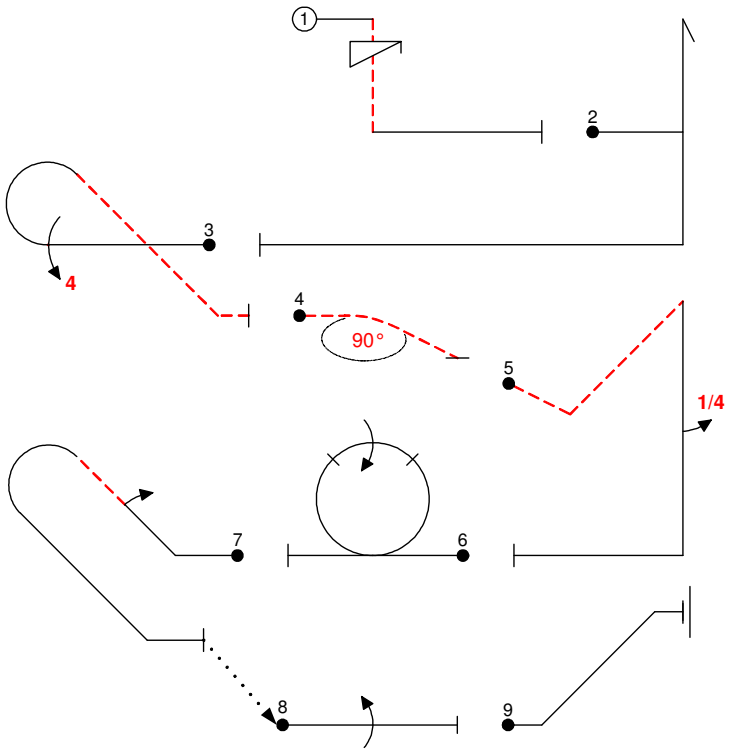


Fig 1	1.6.3 9.11.1.4	10 5	15
Fig 2	5.1.1	17	17
Fig 3	8.41.1 9.4.3.4	10 17	27
Fig 4	2.2.4	4	4
Fig 5	1.13.2 9.1.5.1	13 3	16
Fig 6	7.5.1 9.1.3.4	10 12	22
Fig 7	8.15.1 9.1.2.2	12 9	21
Fig 8	1.1.1 9.1.3.4	2 12	14
Fig 9	1.2.1	7	7
Total K = 143