



*Fédération  
Aéronautique  
Internationale*

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# Summary of Conclusions

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

held in Oberhausen, (Germany)  
**on 6<sup>th</sup> and 7<sup>th</sup> November, 2010**  
at the Tryp Centro Hotel

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**Ver. 1.3 / 22 November 2010**

## 1. ROLL-CALL

CIVA President Michael R. Heuer (MRH) opened the Annual Meeting in Oberhausen by welcoming:

CIVA Bureau Members:

- |                         |                      |
|-------------------------|----------------------|
| • Lars-Göran ARDVIDSSON | Vice-President (LGA) |
| • Alan CASSIDY          | Vice-President (AC)  |
| • John GAILLARD         | Vice-President (JG)  |
| • Carole HOLYK          | Secretary (CH)       |
| • Madelyne DELCROIX     | Secretary (MD)       |

FAI Secretary General Stéphane Desprez

4 proxies : Ukraine to Russia  
China to Sweden  
Mexico to Spain  
Portugal to Italy

21 countries present with 25 votes. 13 votes required for absolute majority and 17 votes required for  $\frac{2}{3}$  majority.

## 2. DECLARATION OF CONFLICT OF INTEREST

Alan Cassidy declared a possible Conflict of Interest because he is the author and seller of the Aresti4Windows software and also Chairman of the Catalogue Sub-Committee.

## 3. FAI REPORT

See Minutes

## 4. REPORT OF THE PRESIDENT OF CIVA

**FAI Diplomas recognizing Presidents and Vice Presidents of Honour were presented to James Black and Karl Berger. Diplomas will also be presented to Osmo Jalovaara and Jiri Kobrle.**

No objection CIVA accepts the Report

**5. REPORT OF THE TREASURER OF CIVA**

No objection CIVA accepts the Report

**6. REPORTS FROM CHAMPIONSHIPS**

**WAGAC & EGAC :**

**Report of the President of International Jury**

**Report of the Contest Director**

**Report of the Chief Judge**

No objection CIVA accepts all 3 Reports

**WAAC**

**Report of the President of International Jury**

**Report of the Contest Director – none received**

**Report of the Chief Judge**

No objection CIVA accepts the two Reports received, however, in the report of the CJ, a protest was noted. However, no protests were actually filed and it was only a complaint. The report to be amended.

**EAC**

**Report of the President of International Jury**

**Report of the Contest Director**

**Report of the Chief Judge**

No objection CIVA accepts all 3 Reports

The wording of the 60% rule be reviewed and changed to better reflect the intention.

## 7. REPORT OF THE RULES SUB-COMMITTEE

### FRANCE

#### 1. Unknown figures: Consistency ( all categories)

- Delete rule 9.6.1.1.
- Fig. 7.10.4 to be removed.
- Section 9 Fig. 2.1.3, 2.2.1 and 2.2.3 to be authorized also in Yak52 (while governed by rules 4.3.4.1 and 4.3.4.4).

#### 2. Additional roll reference in Unknown Programmes (all categories)

Add ref. 9.8.3.1 (horizontal 2x8) to the list of permitted figures for Unknown Programmes.

#### 5. Additional roll reference in Unknown Programmes, Or Editorial

Delete 9.18.1.1.

#### 6. Additional figure in Unknown Programmes (Advanced)

The 7.5.2 loop will be an allowed Advanced Unknown figure with either no rolls or a 9.1.3.4 roll.

The outside loop to be included with an accompanying note that says: "Only 9.1.3.4. allowed in 7.5.2."

#### 7. Editorial (Advanced)

Add in rule 9.17.1.1 to clarify: c) 9.1.2.6 not allowed

### PROPOSALS FROM RUSSIA

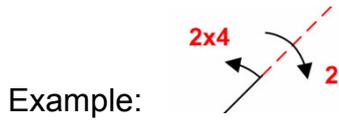
#### 2. (Advanced and Unlimited)

4.3.6.1. The organisers must allow sufficient time between programmes such that no competitor shall be required to fly Free or Freestyle programmes less than four hours, Unknown programmes less than six hours after landing from his/her previous flight.

#### 3. Make second Unknown a Free Unknown (Advanced and Unlimited)

#### 6.3 (For Unlimited only)

Allow not linked aileron rolls on the 45 degrees lines up. There can be up to 540 degrees of overall rotation with number of stops not more than 4.



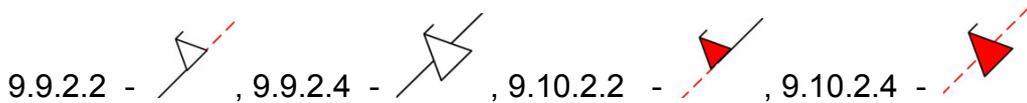
**6.4 The following rolls allowed (Unlimited only):**



**6.5 (For Unlimited only)**

For Free Unknowns allow combination of an aileron (first) and snap (second) rolls on 45 degrees lines up set from the positive attitude with 45 degrees attitude change. No cross attitude or knife edge attitude snaps allowed.

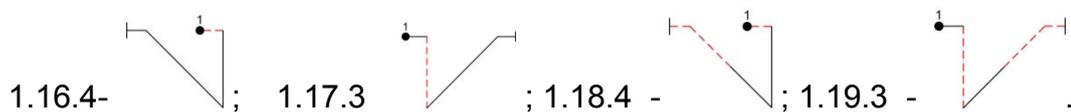
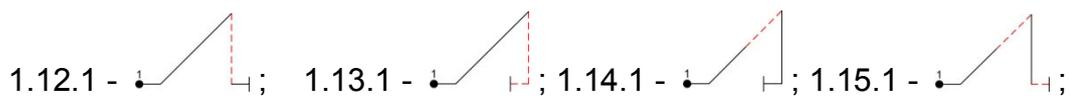
Examples:



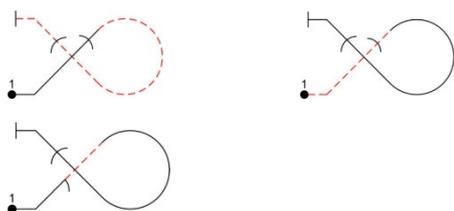
The overall rotation of not more than 540 degrees with not more than 3 stops is allowed.

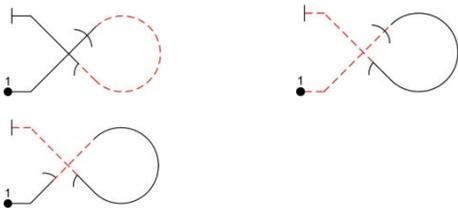


**6.6 List of figures where the combinations in 6.5 are allowed:**

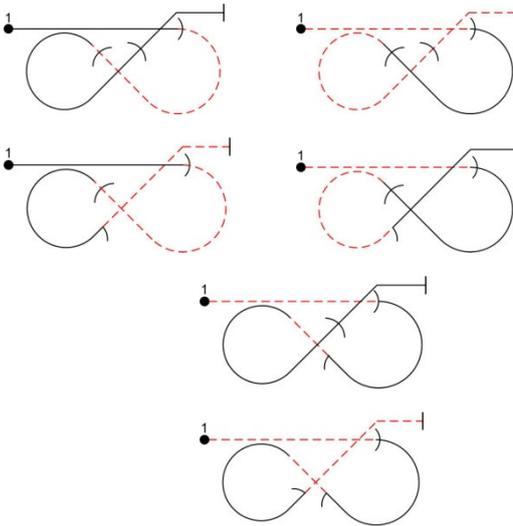


7.19.-7.22., columns 1 and 2:

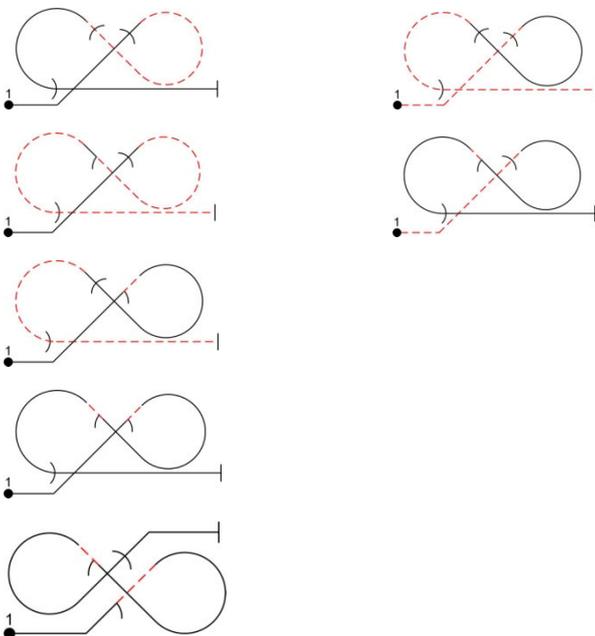




7.23. – 7.26., columns 3 and 4:



7.27.-7.30., 7.35, columns 1 and 2:





## PROPOSALS OF SOUTH AFRICA

### 1. Yak 52 Category

4.3.3. Programme 1 – The Free programme is modified as follows:

- 4.3.3.1. – Yak 52 Maximum Figures 12 – Maximum Total K 180
- 4.3.3.6. Versatility Yak 52 – Family 9.9 & 9.10 – At least one

4.3.4. Programmes 2 & 3 – The Unknown programmes is modified as follows:

- 4.3.4.1. – Yak 52 – Programme 2 – Minimum K 12 – Maximum K 20
- Programme 3 – Minimum K 15 – Maximum K 25
- 4.3.4.4. – Yak 52 – Family 9.9 – Minimum one - Maximum two

Section 9 – List of Figures for Programmes 2 & 3

The following figures are eliminated for Yak 52:

- 9.6 Family 2.1 to 2.8 – 9.6.3.3 (quarter outside rolling circle)
- 9.17 – 9.1.1.3 (three-quarter upward roll)
- 9.1.2.6 (one and half roll on 45 degree line up)
- 9.17 – 9.1.4.4 (full roll on 45 degree line down)
- 9.1.5.2. (half roll down on vertical line)
- 9.19 – 9.4.1.2 (2/4 on vertical up)
- 9.4.5.2 (2/4 on vertical down)
- 9.20 – 9.8.3.4 (eight point roll)
- 9.21 – 9.9.2.4 (full flick on upward 45 degree line)
- 9.9.3.6 (one and half flick on horizontal line)

## PROPOSALS OF THE UNITED KINGDOM

### 1.3.1.2. Programmes “Y52”

Programme 1: Free Programme  
Programme 2: Free Unknown Programme  
Programme 3: Unknown Compulsory Programme

The final results of all completed programmes will count toward the Championship.

The qualification for succeeding programmes will be as follows:

Programme Q: No pilot shall continue in the competition unless the pilot is, in the judgement of the International Jury and Board of Judges, capable of safely flying the remaining programmes. Any pilot disqualified under this rule will be so informed by the International Jury before the start of Programme 1.

Note: 1.2.7.4 will be reviewed to make it clear that the Chief Judge has the authority to recall a pilot for safety reasons without delay or consultation with the Board of Judges.

**5.2.2.2. a) (A & Y52)**

...A competitor flying lower than 100 metres will be disqualified (from the current programme) for causing a dangerous situation.

**5.3.3.1. b)**

when rolls are superimposed on a turn or loop (Rule 5.3.1.8), the roll is finished but 90° or more of the turn or loop still remains to be flown **or the turn or loop is finished but 90° or more of the roll remains to be flown.**

**5.3.3.1.g)**

any part of the figure was not visible as it was flown in or behind cloud. If the figure was visible to a majority of judges then the CJ should instruct average of their grades may be given by the unsighted judges to revise their mark from "HZ" to "A".

Will be applied in the proper place in Glider regulations as well.

**6.4.1.3.**

Should a competitor fly a figure at a location, inside or outside the performance zone, such that the accuracy of the flight path or attitude cannot reasonably be determined, a downgrade of 2 points should be applied for each element of the figure that cannot be properly assessed.

Will be applied in the proper place in Glider regulations as well.

**7.5.1.1.**

To now read, "It is required that all Judges use an experienced Judge's Assistant. Judges who do not provide such an Assistant will be excluded."

**9.7 Family 2.9 to 2.20 List of Figures for Programmes 2 and 3**

Add: (for Unlimited only)



**CIVA Regulations Part 3, World Air Games**

**4.3.3.1**

The Timed Free Programme shall have a duration of four (4) minutes from the third wing-dip. (cross-reference to be provided) Only figures completed by this time limit will be graded. A combination will be taken as one figure. There will be no limit to the number of figures flown, but no figure shall exceed 80K.

## Investigative Proposals (Text from the original British proposal follows for clarity)

### Box Positioning and Line Infringements.

The origin of the 1km square aerobatic box stems from a half-century ago when sequences with many more figures were flown by much slower aeroplanes, and a 'box-out' would most likely result from poor sequence planning or inattention. However the development of faster, stronger, more agile aeroplanes combined with the complexity and spatial demands of the Aresti figures now possible encourages pilots to exercise brutal and violent manoeuvring to remain within the 1km region to avoid 'box-out' penalties. The enforcement of these historic "cliff-edge" penalties often leads to excessive pilot stress and destroys sequence harmony, whereas the positioning mark provides a graduated approach to figure placement that encourages good presentation and downgrades distant flying.

In addition the organisational cost implication of line judging is considerable, the need to fund and establish this extra team making heavy demands on already scarce management time.

It is also reasonable to expect that the status of a European Champion who has been allowed to fly over a box without line judges is no less valid than that of a Champion who has flown at a European or World Championship where line judges were used. Arguably, the judging of box-outs by line judges does not alter the validity of the judging process, and the presence or absence of this feature might therefore be considered of relatively low significance.

I propose that the 1km area remains marked to motivate pilots to constrain their flight-path for advantageous viewing by the judging panel, but that the judgement of positioning be transferred wholly to the judges who are the 'experts' employed to interpret such aspects. The counter-argument relies on the inconsistency or unreliability of judges to measure the quality of positioning in an objective manner. However, it is our view that this shortcoming can be overcome, or greatly alleviated, with proper training.

### Recommendation.

I recommend that a Working Party of the Judging Sub-Committee be charged with investigating currently used systems (viz. Far / Far Far / Near, grid based etc.) and any other potential solutions that may come to light. The Working Party should report in 2011 on the practicalities and value of each with a view to recommendation of a preferred solution that CIVA should adopt, provided one sufficiently worthwhile is found. Judges should henceforward annotate their Form-A with figure position observations to support the validity of their positioning mark.

The intention would then be to **consider elimination** manual line judging from 2012 onwards.

### Notes (separate from the British proposal's text):

These two issues will be considered by CIVA separately (Positioning criteria and Line Judges).

CIVA agreed to the creation of a Working Group but it will include representatives from all Sub-Committees (JSC, RC, and GASC).

## URGENT PROPOSALS

### Held over from 2009 (from World YAK 52 Aerobatic Championships)

#### Programmes

- a) Programme Q (U, A), or  
The Known Programme (Y52): The Known Compulsory Programme  
Programme 1: The Free Programme  
Programme 2: The Free Unknown Programme  
Programme 3: The Unknown Compulsory Programme  
Programme 4 : The Final Freestyle Programme (U only)
- b) The Known Compulsory Programme will be a qualification and training flight. The final results of Programme Q will only count toward the Championships if, due to bad weather etc., Programme 2 has not been flown by all qualified pilots. The Known Programme (Y52) will always count towards the final results. After the Known Compulsory Programme, no pilot shall continue in the competition unless the pilot is, in the judgement of the International Jury and Board of Judges, capable of safely flying the remaining programmes. Any pilot disqualified under this rule will be so informed by the International Jury before the start of Programme 1.
- c) The International Jury will disqualify from participation in Programmes 2, 3 or 4 any pilot who gains less than 60% of the total score available in the Known Compulsory Programme and less than 60% of the total score available in the Free Programme, these two results being considered separately.
- d) For Programme 3, a mandatory cut of 25% of the remaining competitors, without respect to gender, will be introduced on the basis of the final results after Programmes 1 and 2. If there is insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce an additional cut of the competitors, without respect to gender, up to a maximum of 50% of the combined standings after Programmes 1 and 2.
- e) The decision on the number of competitors who will fly the Final Freestyle Programme will be made by the International Jury in consultation with the organisers, but will be not less than 10 pilots nor, usually, more than 20. Priority in selection will be given to those pilots entered by NACs for this programme only. The Jury shall then select at least 9 pilots, regardless of gender, in their order of ranking in the programmes so far completed. In this part of the selection process, no more than 3 pilots will be selected from any one NAC. If the selected field does not include 3 female pilots, then female pilots shall be added, in rank order regardless of their NAC, to make the total of female pilots up to 3 and the total of all pilots up to a maximum of 23.
- f) In Unlimited, Programme 4 shall have priority over Programme 3. Thus, if weather forecasts indicate that all programmes may not be completed before the end of the

contest period, the organisers, in consultation with the International Jury, shall direct that Programme 4 be flown before Programme 3.

Programmes “Y52” Delete

Renumber as 1.3.1.2.

**Proposal # 5 – No hand drawing accepted. More detailed Free Unknown procedure. Time between Unknown programs to be shortened to 12 hrs**

4.3.2.7. Programme 3, Free Unknown

a) The International Jury will publish all the sequences proposed by the NACs. At least one linking figure, up to a maximum of four, must be included in each sequence. The K factors for the linking figure(s) shall be modified so that they share equally an aggregate of 24K.

b) All these sequence proposals must contain complete pages of all three Forms. A, B and C. Computer file must be submitted. Currently acceptable file formats are Microsoft Visio using Aresti software and Olan. Sequences must be checked by the International Jury and if necessary corrected at least 24 hours before the start of the programme.

c) The Jury selects one of submitted sequences or creates one as a default one.

d) At least 12 hours before the commencement of Programme 3, each competitor shall notify the Organiser which of the alternative proposals he/she will fly. In case a pilot fails to notify the Jury about his/her selection of the sequence, he/she is supposed to fly the default/jury version.

e) At least 1 hour before the start of Programme 3, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.

Proposals must be in digital format and readable form

## **URGENT PROPOSALS FROM RUSSIA**

**Held Over from 2009**

### **Proposal #2**

Remove 9.4.5.2. (vertical downward 2x4) from the List of Figures for Programmes 2 And 3 for Yak-52.

Already accepted as part of the South African proposal

## **OTHER PROPOSALS RAISED DURING PLENARY**

**4.6.1.1. to read:** Aircraft must pass a technical inspection of the wing attachment units. Only those aircraft with the reinforced wing and a G-limit of +7/-5 are allowed. They must be equipped with [calibrated](#) and sealed accelerometers. Any pilot exceeding the +7/-5 g-limit will be disqualified from the current programme.

## CIVA GLIDER AEROBATICS SUB-COMMITTEE REPORT

### PROPOSALS OF CZECH REPUBLIC

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

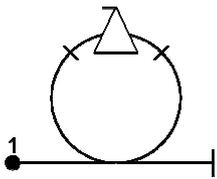
##### Proposal #1

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

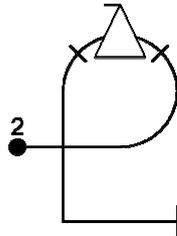
Notes: Flick roll 9.9.3.4. is only permitted in the figures 7.5.1., 8.43.1, 8.44.1., 8.45.1., 8.46.1, 8.51.1. and 8.52.2. (on the top of the loop).

Examples:

7.5.1.



8.43.1.



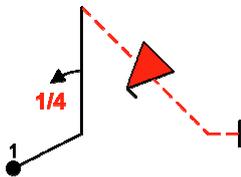
##### Proposal #2

Add to the List standard catalogue numbers 1.16.1 – 1.19.1. and 1.16.2. – 1.19.2.

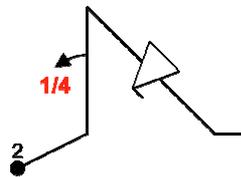
Notes: No rolls are permitted on the vertical lines of figures in column 2. No hesitation rolls are permitted on the 45 degrees line of figures 1.16.1., 1.16.2., 1.17.1. and 1.17.2.

Examples:

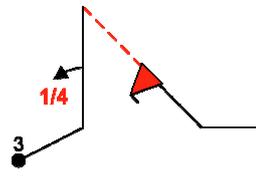
1.16.1.



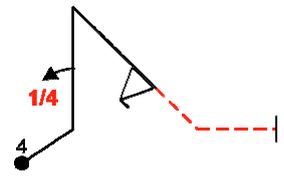
1.17.1.



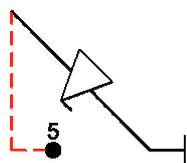
1.18.1.



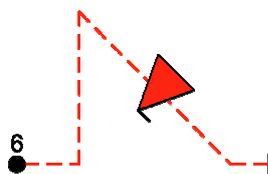
1.19.1.



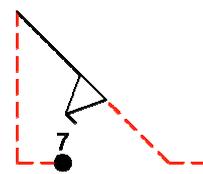
1.16.2.



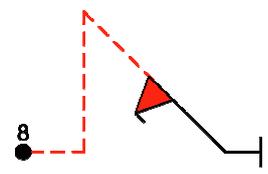
1.17.2.



1.18.2.



1.19.2.



### **Proposal #3**

This proposal has been sent back to GASC to clarify its intent.

## **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 or 3rd figure he will not be penalized.

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.

### **Proposal #2 -- Unknown figures**

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

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.

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.

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 and 8.45.2.” (The re-numbering of this footnote will change as a result of proposal 2.3 above.)

## PROPOSALS OF GERMANY

### 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."

## PROPOSAL OF THE UNITED STATES

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.

## DIVERSE

CIVA agreed to the GASC proposal that Glider Continental Championships be discontinued and a World Championships in Advanced and Unlimited Glider is held every year and not every two years.

## URGENT GLIDER PROPOSALS:

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

Change 4.2.2(c)(ii) to replace 100% with  $\frac{2}{3}$ .

## JUDGING SUB-COMMITTEE PROPOSALS

It is recommended that CIVA should consider the entry fees by invited judges to be part of a development policy to extend the International Judge data base even further by suitable candidates actually participating in Championships with the more proven judges (this has worked out extremely well in Poland this year) and as such the WPGA Reserve Fund held by the FAI should be used for this purpose, as this would be actively be a practical Development Programme.

This would ensure the use of funds accumulated by CIVA at the WGPA on the basis of its active support to be put to good use in the very arena where most of these funds were accumulated by CIVA providing judges and officials to WGPA

competitions. The amount in the reserve fund should be sufficient for at least seven to ten years support and would be money well spent in developing judging excellence.

### **CIVA International Judges List**

The distinction between Glider and Power Judges is removed from the International Judging list.

### **Perception Zero handling – Proposal**

#### **For the judges:**

- All fundamental CIVA rules and judging criteria remain unaltered.
  - Two minor changes are required from judges and/or assistants on their Form-A's:
- When a pilot fails to meet the relevant perception criteria for a manoeuvre and the judge awards a zero, this should be written as “PZ” on the Form-A. The judge must also state the reason for applying the PZ in the same way as already required for HZ's.
- In circumstances where a judge cumulates more than 45° but less than 90° of error in a figure or assesses more than 9.5 downgrades, the grade given should be “0.0” to signify that all ten marks have been lost.

The chief judge should subsequently check that PZ's are applied only to manoeuvres where a perception error has been seen, and that a plausible reason has been given. The CJ has no other input regarding the presence of PZ's; they are subjective decisions made by individual judges and there is no requirement to review or “Confirm” them.

#### **For the scorer:**

- When the scorer enters the marks a perception zero will be stored in the database as “PZ” to distinguish it from normal zeros (0.0) and hard zeros (HZ).
- On all published materials the letters PZ will indicate that a perception zero has been applied, to distinguish it from a normal zero (0.0) and a HZ (a hard zero).

#### **Within the FairPlay System:**

##### **During the results calculation process:**

- PZ's will be evaluated in exactly the same way that SZ's have been in the past, being set to a numeric value of 0.0 when FPS processing starts. Apart from this, the entire numeric / statistical calculation process remains unchanged.
- In any figure where one or more PZ marks are rejected as statistically unacceptable and replaced by a Fitted Value (FV), a flag is set to identify each PZ rejection for reference by the subsequent Judge / RI calculating process.

- The re-calculation of past events using the new system will therefore provide unchanged / identical results, the ability to handle 'old' SZ's remaining as before.

**During the RI calculation process:**

- Raw marks will be figure-grouped as they are now.
- Any AV's (Averages) that have been requested are as usual set to 'Missing'.
- In any figure where the outlier calculation process has flagged the rejection of a PZ, the judges' raw PZ will also be set to 'Missing'.
- Fitted Values are calculated and used to replace all missing data.
- Judge / Pilot scores are calculated as now for subsequent comparison with the panel FPS results, and continue to provide the basis for determining the RI for each judge.

Because unreliable PZ's have been removed and replaced by FV's, the RI for any judge whose PZ is rejected will remain unaffected.

**Other Proposals adopted by CIVA:**

- RI data will now be collected, for the purposes of judge selection, for 3 years instead of five.
- From 2011 onwards, RI data will include Programme Q.

**URGENT PROPOSALS FROM CHAMPIONSHIPS**

**European Aerobatic Championships**

**From the International Jury**

**1.2.7.4.**

Additional text should be added to this section to make it clear that the Chief Judge has the authority to immediately recall a pilot for safety reasons. The radio phraseology "Land, Land, Land" should be added to 4.2.1.8.

"Land, Land, Land" should be transmitted after "Break , Break, Break".

Will be applied in the proper place in Glider regulations as well.

**4.2.1.2. & 4.2.1.6.**

Eliminate requirement to seal radios on Safety Frequency as this is obsolete and does not permit use of radio on two frequencies for ATC and Safety.

## **From Russia**

Enlarge the list of allowed safety figures with:

- a stall turn from inverted to inverted (5.1.2)
- a humpty-bump from inverted to inverted (8.1.2 or 8.3.2)

## **From the Chief Judge**

1.4.4.3 and 4.2.1.6. to be deleted (relating to sealing of radios)

A review of Section 6 to be carried out to expressly forbid any communications to/from the pilot other than with the CJ or ATC is required, on pain of disqualification.

## **World Advanced Glider Aerobatic Championships & European Glider Aerobatic Championships**

### **From the Chief Judge**

#### **Add paragraph 4.2.1.4:**

“Once airborne, and before entering the Performance Zone, the Chief Judge will call the competitor on the safety frequency, saying: “Number x, radio check”. If the pilot does not receive this call, he should call the Chief Judge on the safety frequency and state, “Number x, radio check.” The Chief Judge must respond to this call if he hears it.

Will be applied in the proper place in Glider regulations as well.

#### **Add paragraph 4.2.1.5:**

“The standard phraseology in the event that a break is required for safety reasons will be the Chief Judge saying “Break, Break, Break”. The pilot has to stop his sequence immediately and listen for further instructions on the safety frequency. If the pilot disregards the “Break, Break, Break” announcement by the Chief Judge, he/she will be disqualified for that programme. If the pilot disregards the “Land, Land, Land” announcement by the Chief Judge, he/she will be disqualified for that programme.”

## **World Advanced Aerobatic Championships**

### **From the Chief Judge**

Names of the Flight Directors must be included in all future bids for championships..

Procedures for the entry into the Performance Zone to be approved by CIVA

## Q AND KNOWN PROGRAMMES

### POWER:



<b>PROPOSAL 'B'</b>		<b>2011</b>	<b>FORM B</b>
Pilot ID #	<b>Unlimited Programme Q</b>		Flight #

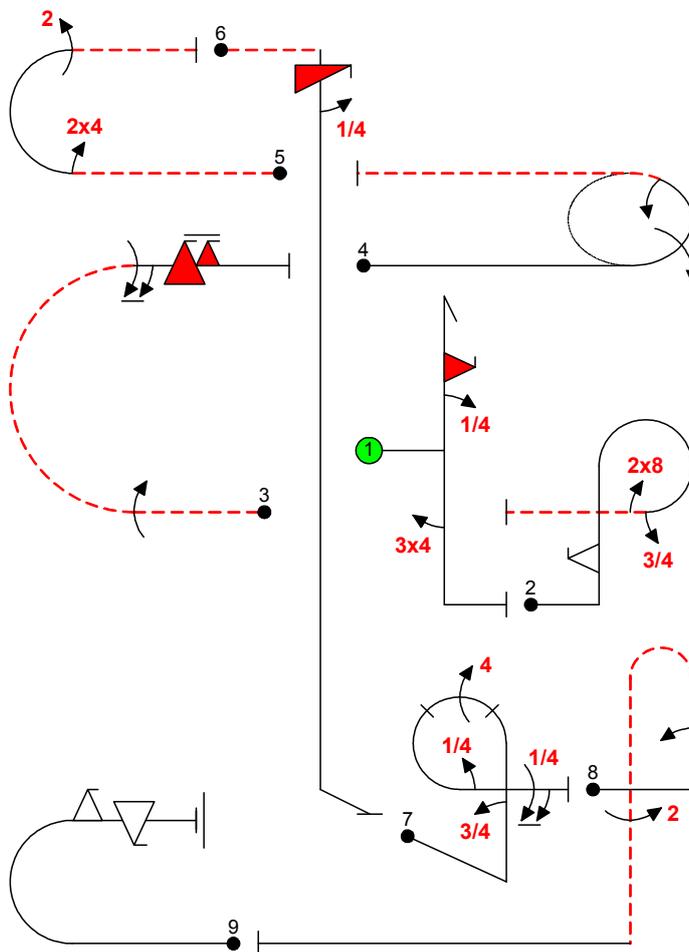
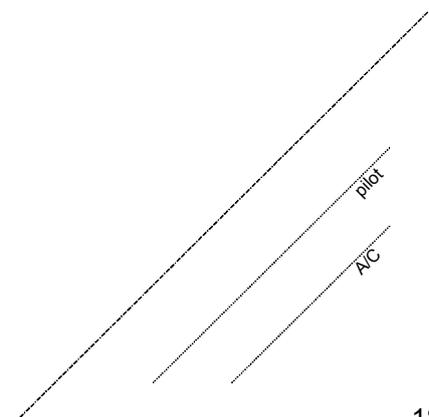


Fig 1	5.1.1	17	48
	9.1.1.1	6	
	9.10.1.2	17	
	9.4.5.3	8	
Fig 2	8.39.1	12	36
	9.9.1.2	15	
	9.1.3.3	6	
	9.8.3.1	3	
Fig 3	7.1.2	8	42
	9.1.3.4	8	
	9.1.3.6	10	
	9.10.3.6	16	
Fig 4	2.19.3	27	27
Fig 5	7.3.2	7	21
	9.4.3.2	5	
	9.2.3.4	9	
Fig 6	1.7.4	9	18
	9.12.1.4	7	
	9.1.5.1	2	
Fig 7	8.33.1	11	43
	9.1.1.3	10	
	9.4.3.4	11	
	9.1.3.1	2	
	9.1.3.5	9	
Fig 8	8.3.1	15	32
	9.1.1.2	8	
	9.2.5.4	9	
Fig 9	7.2.1	6	28
	9.9.3.2	11	
	9.9.3.4	11	
<b>Total K = 295</b>			





<b>PROPOSAL 'D'</b>		<b>2011</b>	<b>FORM B</b>
Pilot ID #	<b>Advanced Programme Q</b>		Flight #

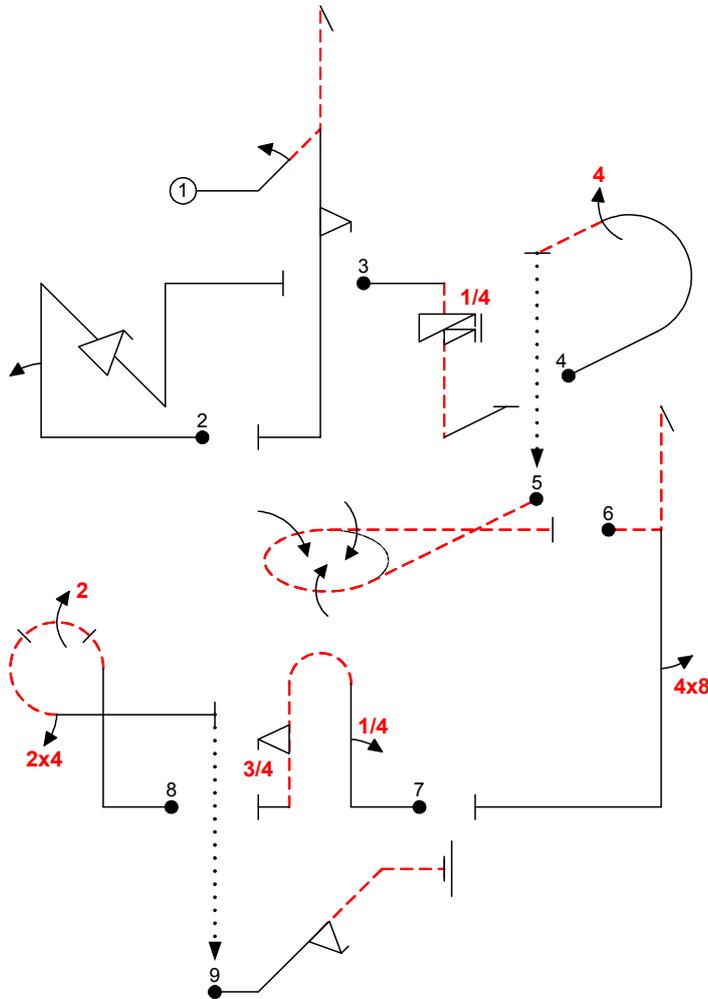
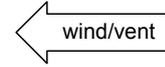


Fig 1	5.3.1 9.1.2.2 9.9.5.2	24 6 11	41
Fig 2	1.40.1 9.1.1.2 9.9.4.4	22 8 11	41
Fig 3	1.6.3 9.11.1.5	10 4	14
Fig 4	7.1.1 9.4.3.4	6 11	17
Fig 5	2.8.2	31	31
Fig 6	5.1.4 9.8.5.2	22 7	29
Fig 7	8.3.1 9.1.1.1 9.9.10.3	15 6 13	34
Fig 8	8.40.1 9.2.3.4 9.4.3.2	14 9 5	28
Fig 9	1.3.1 9.9.2.2	7 13	20
<b>Total K = 255</b>			

\_\_\_\_\_  
pilot

\_\_\_\_\_  
A/C



**Proposal "A"** **2011** **FORM B**

**Unlimited Glider Known**

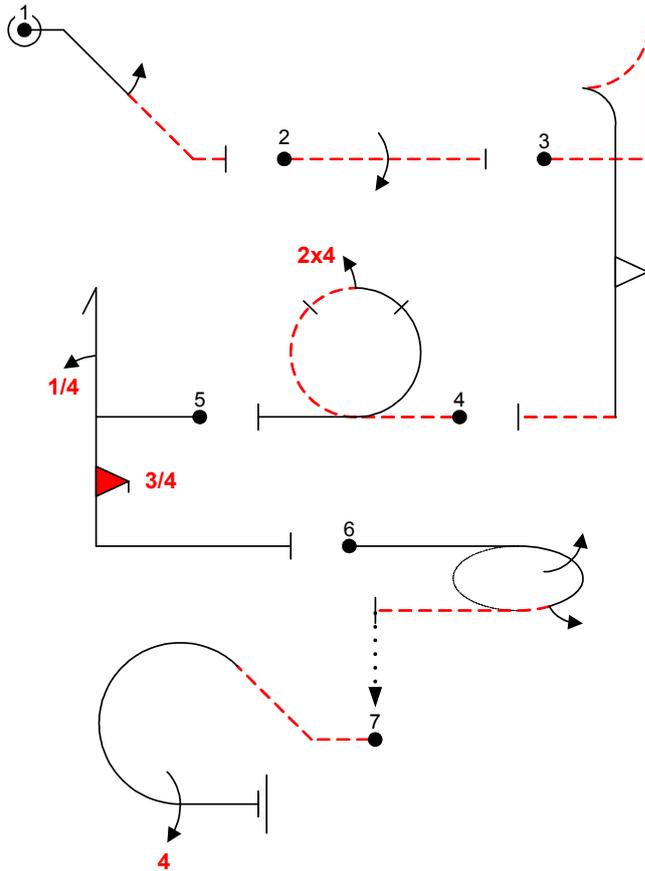
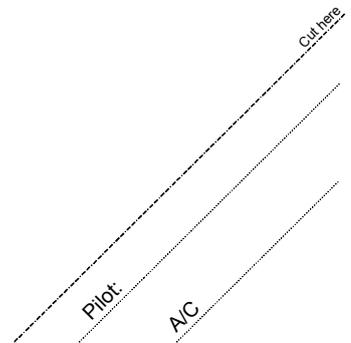


Fig 1	1.3.3 9.1.4.2	8 6	14
Fig 2	1.1.2 9.1.3.4	3 12	15
Fig 3	6.2.2 9.9.5.2	23 12	35
Fig 4	7.6.2 9.4.3.2	12 8	20
Fig 5	5.1.1 9.1.1.1 9.10.10.3	17 9 17	43
Fig 6	2.17.3	35	35
Fig 7	8.31.2 9.4.3.4	10 17	27
<b>Total K = 189</b>			





<b>Proposal "D"</b>		<b>2011</b>	<b>FORM B</b>
Pilot ID #	<b>Advanced Glider Known</b>		Flight #

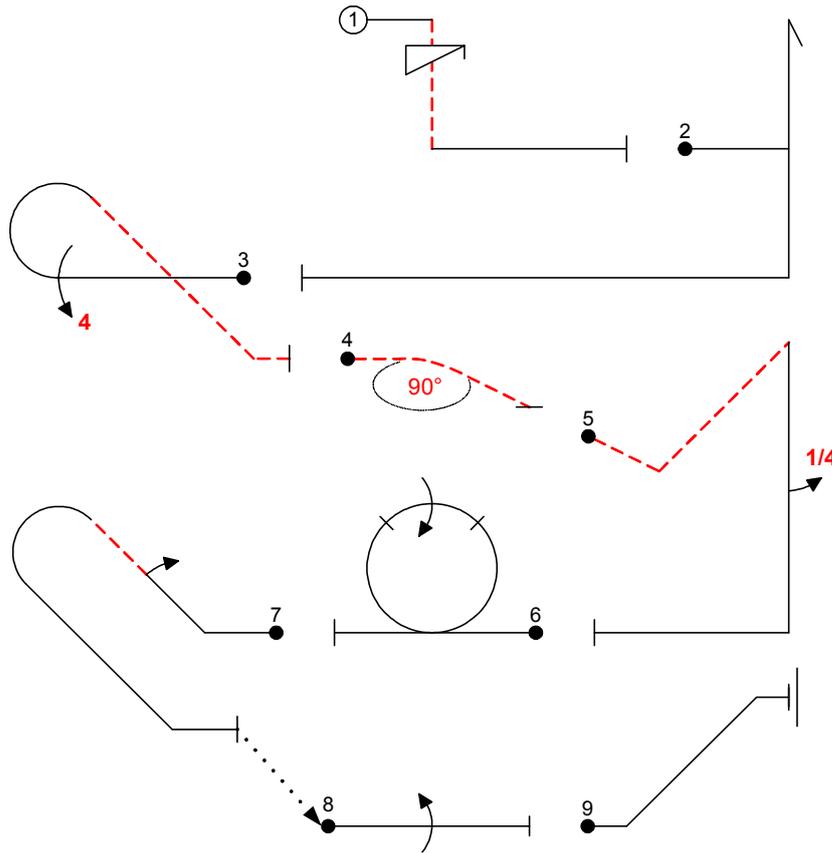
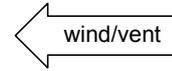


Fig 1	1.6.3 9.11.1.4	10 5	15
Fig 2	5.1.1	17	17
Fig 3	8.41.1 9.4.3.4	10 17	27
Fig 4	2.2.4	4	4
Fig 5	1.13.2 9.1.5.1	13 3	16
Fig 6	7.5.1 9.1.3.4	10 12	22
Fig 7	8.15.1 9.1.2.2	12 9	21
Fig 8	1.1.1 9.1.3.4	2 12	14
Fig 9	1.2.1	7	7
<b>Total K = 143</b>			

\_\_\_\_\_  
pilot

\_\_\_\_\_  
ACC

**YAK 52**



<b>PROPOSAL 'A'</b>		<b>2011</b>	<b>FORM B</b>
Pilot ID #	<b>Yak 52 Programme Q</b>		Flight #

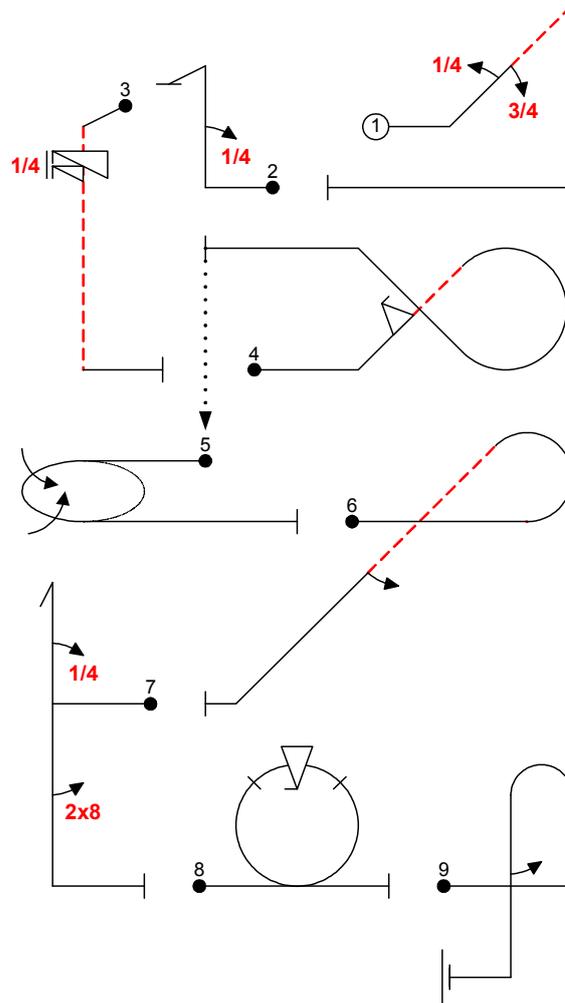


Fig 1	1.14.1 9.1.2.1 9.1.2.3	12 4 8	24
Fig 2	1.6.1 9.1.1.1	10 6	16
Fig 3	1.6.3 9.11.1.5	10 4	14
Fig 4	7.20.1 9.9.2.2	14 13	27
Fig 5	2.6.1	22	22
Fig 6	8.42.1 9.1.4.2	10 4	14
Fig 7	5.1.1 9.1.1.1 9.8.5.1	17 6 3	26
Fig 8	7.5.1 9.9.3.4	10 11	21
Fig 9	8.1.1 9.1.5.2	13 4	17
<b>Total K = 181</b>			

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\_\_\_\_\_  
 \_\_\_\_\_ Pilot  
 \_\_\_\_\_ ACC

## FUTURE CHAMPIONSHIPS REPORTS AND BIDS

The 26<sup>th</sup> World Aerobatic Championships will be held in Ravenna, Italy on 31 August through 11 September 2011.

European Advanced Aerobatic Championships: No proposals were received at the time of the meeting and the Bureau is authorized to consider any bids submitted after the plenary.

The WGAC and the WAGAC will be held in Poland from 26 July to 7 August 2011.

World YAK 52 Aerobatic Championships: No proposals were received at the time of the meeting and the Bureau is authorized to consider any bids submitted after the plenary.

## LIST OF INTERNATIONAL JUDGES

### Deletions

Josef Charvat (CZE)

Jiri Koblirle (CZE)

Petr Poborsky (CZE)

René Oberdorfer (FRA)

Leonas Jonys (LIT)

Nikolai Radostev (RUS)

Castor Fantoba (ESP)

Alejandro Maclean (ESP)

Manuel Ugarte (ESP)

### Additions

Elena Kaftanova (CZE)

David Kaftan (CZE)

Vitautas Armonas (LIT)

Anatoly Belov (RUS)

Filipe Aresti (ESP)

Ramon Alonso (ESP)

Lars-Ake Allerhead (SWE)

Christopher RUDD (USA)

## CIVA PRESIDENT'S PROPOSALS

### CIVA proposals are categorized as follows:

- **Normal Proposals (NPs):** These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines. They are to be considered by Sub-Committees and recommendations made to plenary.
- **Safety Proposals (SPs):** Proposals to be submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting.
- **Expedited Proposals (EPs):** Proposals submitted as a result of experiences at Championships and which merit discussion by plenary at CIVA's next meeting. These would be minor changes which are either

editorial in nature or of limited importance that full Sub-Committee consideration is not required. A simple “rule of thumb” would be that if discussion required a lot of time on the floor of the plenary, it should be an NP.

The President of CIVA has the authority to determine how each proposal is categorized and then route it through CIVA’s system accordingly.

### **CIVA Sanction Fees**

CIVA Sanction Fees are now to be charged as follows effective 1 January 2011:

- 150 Euro per pilot at World Championships.
- 150 Euro per pilot at Continental Championships

### **Proposal #4 – Accommodation at Power Championships**

Section 6, Part 1, paragraph 4.1.2.1 re-worded to permit organizers to offer the option to NACs to arrange their own accommodation. See “CIVA President’s Report” for detailed discussion.

If the organizers wish to continue to include accommodation in the Entry Fees, they would be free to do so.

## **THE LEON BIANCOTTO DIPLOMA**

The Léon Biancotto diploma is to be awarded to Claude “Coco” Bessiere at the 2011 FAI General Conference in Belgrade, Serbia.

## **SPECIAL EVENTS FOR 2011**

CIVA agrees that Alan Cassidy works with Jurgis Kairys and LG Arvidsson with the Chinese as liaison officers for Special Events.

## **ELECTIONS AND APPOINTMENT OF OFFICIALS**

See attached document

CIVA empowered the Bureau to accept the Flight Directors and Technical Commission Chairmen

## **DATE AND PLACE OF NEXT MEETING**

Krakow, Poland: 5-6 November 2011

Madelyne Delcroix, CIVA Secretary  
12 November 2010

Approved by Michael R. Heuer, CIVA President, 22 November 2010



## CIVA ELECTION RESULTS 2010

<b>Officers of CIVA</b>			
<b>President</b>	HEUER, Michael	USA	24
<b>Vice Presidents</b>	GAILLARD, John	RSA	16
	CHOMONO, Bob	FRA	13
	KLIMOVICH, Elena	RUS	11
	MECKLIN, Matti	FIN	12
	ARVIDSSON, L-G.	SWE	23
	CASSIDY, Alan	GBR	18
<b>Secretary</b>	DELCROIX, Madelyne	FRA	14
	HOLYK, Carole	CAN	8
	BUCKENHAM, Nick	GBR	7

<b>CIVA Rules Sub-Committee</b>			
<b>Chairman</b>	HEUER, Michael	USA	24
<b>Members</b>	ROULET, Matthieu	FRA	20
	CASSIDY, Alan	GBR	21
	KLIMOVICH, Elena	RUS	13
	THORESEN, Thore	NOR	14
	RIHN-HARVEY, Debby	USA	21
	ECHTER, Manfred	GER	22

<b>CIVA Judging Sub-Committee</b>			
<b>Chairman</b>	GAILLARD, John	RSA	18
<b>Members</b>	MECKLIN, Matti	FIN	14
	BUCKENHAM, Nick	GBR	19
	CHOMONO, Bob	FRA	15
	HILL, Graham	GBR	11/7*
	MAMISTOV, Mikhail	RUS	11/17*
	ARVIDSSON, L-G.	SWE	21

**Summary of Conclusions – FAI Aerobatics Commission (CIVA) Annual Meeting – November 2010**

<b>CIVA Catalogue Sub-Committee</b>			
<b>Chairman</b>	CASSIDY, Alan	GBR	22
<b>Members</b>	HOWARD, Brian	USA	16
	DELCROIX, Madelyne	FRA	17
	ECHTER, Manfred	GER	23
	GOLAN, Michael	ISR	7
	BELOV, Anatoly	RUS	13
	ROULET, Matthieu	FRA	18

<b>CIVA Glider Aerobatics Sub-Committee (GASC)</b>			
<b>Chairman</b>	MAKULA, Jerzy	POL	22
<b>Members</b>	GILHOUSEN, Klein	USA	16
	DELCROIX, Madelyne	FRA	21
	ECHTER, Manfred	GER	23
	KAMINSKIY, Georgiy	RUS	16
	HAVBRANDT, Pekka	SWE	15
	VAVRA, Premysl	CZE	18
	BERGER, Karl	AUT	16
	VIITASAARI, Jyrki	FIN	16
	HOUTMAN, Erik	NED	15
	HAPPS, Dick	GBR	17
	KÜCHLER, Philippe	SUI	20

**Contest Officials**

<b>World Aerobatic Championships</b>			
<b>President, International Jury</b>	HEUER, Michael	USA	23
<b>Members, International Jury</b>	CHOMONO, Bob	FRA	18
	MECKLIN, Matti	FIN	11
	ARVIDSSON, L-G.	SWE	19
<b>Chief Judge</b>	HILL, Graham	GBR	10
	GAILLARD, John	RSA	9
	BUCKENHAM, Nick	GBR	5

Summary of Conclusions - FAI Aerobatics Commission (CIVA) Annual Meeting - November 2010

<b>World &amp; European Advanced Glider Aerobatic Championships</b>			
<b>President, International Jury</b>	HEUER, Michael	USA	23
<b>Members, International Jury</b>	DELCROIX, Madelyne	FRA	15
	ECHTER, Manfred	GER	16
	MECKLIN, Matti	FIN	12
	GILHOUSEN, Klein	USA	4
<b>Chief Judge</b>	KÜCHLER, Philippe	SUI	16

<b>European Advanced Aerobatic Championships</b>			
<b>President, International Jury</b>	ARVIDSSON, L-G.	SWE	25
<b>Members, International Jury</b>	CHOMONO, Bob	FRA	24
	HOLYK, Carole	CAN	17
<b>Chief Judge</b>	BUCKENHAM, Nick	GBR	21

<b>World YAK-52 Aerobatic Championships</b>			
<b>President, International Jury</b>	ARVIDSSON, L-G.	SWE	24
<b>Members, International Jury</b>	BELOV, Anatoly	RUS	21
<b>Chief Judge</b>	BUCKENHAM, Nick	GBR	21

Winners highlighted in yellow.

\* Second round of voting required due to tie vote.

Results certified by James Black, CIVA President of Honour and Elections Official.