CIVA and International Competition Aerobatics

Event Situation Review and Forward Strategy

Version 1.2 June 2025

The current situation

Viewed in the context of the CIVA 2025 championship calendar, with just one event combining power Intermediate and Advanced but no event for power Unlimited or the two glider categories, it is clear that the level of interest from potential organisers has reached an uncomfortably low point.

Aerobatic championships provide an outstanding blend of precision flying, extreme piloting skills and artistry within a peer judged environment, with spectacular and passionate solo performances at the very peak of sport aviation. Why are there now fewer bids from organisers than in former years?

Many investigations around the aerobatic community show that –

- Formal aerobatic training schools are operating with good levels of well-motivated pilots
- Suitable modern carbon-wing aerobatic machines are available and widely operated
- A detailed review of championship entries since 2001 indicates power numbers generally maintained, while for gliders UNL is declining though interest in ADV remains more level

Power: A good number of experienced competitors with fully capable aircraft are potentially ready to participate in top-class international aerobatic contests at all levels.

Glider: For Unlimited competitors the pool of ageing Swift S-1 gliders presents equipment availability problems, while for Advanced pilots the range of suitable equipment is somewhat broader.

Therefore: Passion and commitment in all categories remain consistently high, so why is CIVA struggling to receive a full complement of championship bids each year from capable organisers?

For potential organisers: The primary aspects that need to be resolved are –

a) Build a motivated management team with the necessary practical and technical experience
b) Secure agreement with an appropriate airfield/location and local state controls
c) Establish an adequate and reliable level of financial support to avoid risk of financial loss

Planning the way forward

This paper and the attached numeric appraisal of entries at CIVA 200 to 2025 championships aims to review and evaluate key aspects of the sport of competition aerobatics from an international viewpoint. It is separated into two fundamental areas –

1. A **SWOT Review** – CIVA's **S**trengths, **W**eaknesses, **O**pportunities, **T**hreats
   The objective is to identify the most relevant elements of sport aerobatics as currently operated. FAI's aerobatic commission CIVA exists to control and develop the core regulatory and practical aspects of international championships at World and Continental (mostly European) level. A majority of national aerobatic clubs embrace this basic template.
2. A **Forward Plan**
   Here the attention of CIVA Delegates and Officers is drawn to key elements within the sport that demand critical attention in order to deliver a practical development path for the foreseeable future.

The intention of this review is to clarify the key aims and objectives for everyone involved.

Who is the target of this review?

A historically well-established commission of FAI, CIVA brings together three key groups of people –

a) **NAC Delegates** and Alternates who attend the annual plenary conference, to develop and refine the regulatory basis for the sport and reflect the evolving world of aerobatics
b) **Elected Officers** who are NAC attendees nominated by Delegates to manage the commission structure and regulations, and execute the voted decisions and intentions of the NACs
c) **Organisers** who are either plenary attendees or respected national colleagues that have expressed a formal commitment to bid for and run a CIVA championship

It is vital we all recognise it is the NAC Delegates, CIVA's key proposal generators and voters, who are the drivers and developers of the sport, while good leadership, guidance and creative assistance must come from the elected officers. We ignore this basic truth at our peril.

The final outcome of everything we do in CIVA must generate the inspiration and desire for NACs and experienced or fresh potential organisers to create and submit valid championship bids for competitors, judges and jury members to participate in.

No-one should ever imagine it is "someone else's job" to make things happen. All of us are fully involved and responsible, the success and future stability of our sport can only come from positive collaboration.

A SWOT Review

Strengths *Established / proven features of significant value*	**Weaknesses** *Hard-to-achieve but critical aspects*
FOR COMPETITORS	
○ A good range of reliable high performance power aerobatic aeroplanes is commercially available ○ A limited range of specialist aerobatic gliders is accessible, though this resource is generally historic and decreasing and new designs are not expected ○ Joint ownership of valuable competition aircraft often provides an accessible solution to small groups of dedicated pilots, providing clear personal benefits ○ Competitive / community spirit and sporting passion for aerobatics are consistently high in every country ○ A common aerobatic regulatory competition structure is well established around the world ○ Excellent national / international aerobatic training sessions with experienced instructors can be sourced at moderate cost ○ The in-competition safety record is very high, by comparison for example with commercial Display Flying which in many countries has a poor history	○ Extensive pilot training and critiqued practice are vital to build a good likelihood of success, otherwise triumph is unlikely ○ There are effectively no financial rewards in the sport, and sponsorship is very hard to establish ○ Aerobatics is generally viewed as a niche sport for wealthy participants and therefore normally generates limited public credibility ○ Even top-level national and / or international success generates limited publicity or personal reward without careful management ○ Uncontrollable weather effects can seriously curtail competition programmes and potentially lead to shortened or uncompleted events ○ Judging demands rapid and accurate assessment of dynamic and subtle figure execution and presentation in a confined 'virtual' air-space ○ The judging process is subjective and open to errors and bias that in CIVA are resolved by

	statistical review during results calculations. ○ Variations in successive pilot rankings can cause distrust of judges perception and ability

FOR NACs AND ORGANISERS

○ Aerobatic championships and competitions provide highly visible, dynamic and exciting performances with natural public appeal ○ Aviation sporting displays of aerobatic excellence by vividly painted small single-seat aeroplanes provides highly attractive viewing ○ Most countries have a well-established aerobatic membership club and comprehensive online administrative, imaging and social media systems ○ Dedicated national aerobatic clubs normally run multiple competitions every year for pilots at many skill / capability levels ○ Comprehensive results reports can be easily generated and quickly published online using freely available dedicated software ○ Extremely attractive photographic and video output is common throughout the sport, and easily uploaded for publicity etc.	○ Organising major international and domestic events demands significant finance, risk management, local knowledge and expertise ○ Hotel reservations / accommodation for competitors and staff can be a demanding task for organisers, with heavy cost implications ○ Every contest management team member must freely commit the time, skills and personal effort to ensure success ○ Creating the judging paperwork and entering judges data, or operating cutting-edge electronic data capture and transmission equipment, then publishing accurate / timely results is a demanding high-responsibility technical task ○ Aerobatic competitions require dedicated airspace controlled by experienced ATC staff, disruptive to normal aerodrome practices ○ Box incursions by other aircraft or birds require an urgent response and can be very disruptive ○ The potential for negative media headlines in the event of an airborne or ground incident is unavoidably high and generally beyond our ability to control

FOR CIVA

○ Annual plenary meetings enable delegates to submit proposals to review, evolve and adjust every aspect of the sporting structure in order to maintain and develop high standards ○ A limited pool of experienced international judges is available and willing to commit their time and skills at most championships ○ Commission finances are strong and stable, thus approved development projects can be funded to provide long term benefits ○ Status of the sport within FAI is excellent	○ Mandatory use of the CIVA “FairPlay” results calculation system to eliminate judging bias via statistical adjustments can make stable interim programme results problematic ○ The technical design and structure of aerobatic programmes is extremely complex, generally unintelligible to outsiders and media streams ○ Proposals and debates at annual plenary meetings often focus on minor improvements rather than blue-sky constructive thinking ○ Unfortunately Delegates and officers are sometimes appointed primarily through friendship and seniority rather than true ability and available personal time commitment ○ The availability of appropriately experienced judges and assistants is often insufficient

Opportunities *Rewarding, demanding of dedicated effort*	**Threats** *Problems / requirements that are tough to meet*

FOR COMPETITORS

○ International aerobatic championship can be very prestigious for competitors, teams and nations, and offer significant personal enjoyment ○ Successful competitors and national teams can acquire 'hero' status with high publicity value and national esteem ○ Domestic aerobatic competitions can be organised and managed by small low-budget organisations provided local skills and ability are available ○ Judges can easily get together for training and skill building, and enjoy the complex judging process at contests in a small-team environment	○ Good aerobatic power aeroplanes are expensive to purchase and operate. The design and production market is limited but generally stable ○ The availability of UNL aerobatic gliders is very restricted, most already have high airframe hours and numbers are historically declining ○ Power figure complexity and pilot stresses are highly demanding of physical and mental ability ○ Championship length (days) demands significant time commitment, especially when transit flights and pre-event training are considered

FOR NACs AND ORGANISERS

○ National / local government may offer significant funding if relevant criteria are met, often however with tough / restrictive criteria ○ Opening and Closing championship ceremonies can be well supported by local government / councils to enhance the event status ○ Modern real-time big-screens and other panels could be used to put watchers 'in the cockpit' to intimately associate with and enjoy the action ○ An experienced commentator should explain what is happening and interpret technical aspects to spread public / bystander understanding ○ Dedicated areas to "Meet and Greet the pilots" and enable sponsor involvement should always be established to encourage face-to-face interaction with media and the public	○ 'Green' and 'Sustainability' in air sports are important, but Avgas 100LL and 580 cubic inch (9.5 litre) piston engines make these increasingly relevant topics hard to justify for aerobatics ○ Judging is a highly subjective process, open to personal bias and occasional major errors ○ Overall championship cost implications can be formidable and the financial risk carried by organisers / management teams is significant ○ Noise levels during power championships can be intrusive for local public / inhabitants ○ Organisers and competitors must meet all national aviation regulations, 3rd party insurance etc. requirements in addition to established aerobatic competition regulations ○ Most national aviation regulatory bodies classify aerobatic competitions with public attendance as "Displays", at which strict regulations apply

FOR CIVA

○ Historic paper-based contest admin and judge data systems could be replaced by cutting-edge electronic tools, but available systems are at an early stage in development not easily adapted to CIVA protocols ○ Real-time streaming of flights from on-board and ground-based video cameras with technical commentary should be implemented	○ The flight programme format is little changed since 1960, is now inappropriate in the modern sporting and public media environment ○ The figure complexity gap from power ADV to UNL makes early UNL performances highly demanding and potentially risky / unsafe ○ The power INT category is dominated by

- Remote / online aerobatic competitions using personal computers could encourage a far wider fan-base and build public attraction to the sport
- Review of options and adoption of a video streaming and performance library service would enhance public awareness and competitor skills

expensive UNL aircraft, often flown by national champions from domestic ADV and UNL classes
- Maintenance / assurance of suitably high judging standards is difficult to achieve, and credibility of results can be directly affected

Assessment and Forward Strategy

It is vital that we all regularly check and re-evaluate how the sport of competition aerobatics can realistically develop. Our aim in CIVA must be to build competitor satisfaction and accessibility through solid organiser interest, commercial support, and public and media respect.

The democratic structure of CIVA demands that National Air-Sport Delegates, on behalf of their competitors, managers and officers, take every opportunity to assess and review the current status of every aspect of the sport and use the annual plenary meetings to propose enhancements and/or changes for the benefit of all.

Only through submission of such proposals, with open debate and approvals or rejections, can significant changes be evaluated and adopted for the appointed committees and expert working groups to apply. It is vital to acknowledge that that rejections provide a key part of the overall development process, and should not be construed as wasteful.

Understanding this historically established process is a fundamental aspect of participation in the FAI system. Of course the CIVA management team can also guide and trigger change, but it is clearly presented NAC proposals at plenary that provide the effective route to advancement of our sport.

Summary of key practical aspects in our sport

Overall
International and domestic powered and glider sport aerobatics have survived and developed well through many years of enormous technical, political and sporting change since formal international championships became established over 60 years ago. Safety, competitor satisfaction and accessibility remain extremely high against a world-wide background of dramatically improving media involvement and commercial support in many sports, though this has not yet significantly embraced our sector. Classical aerobatic competitions undoubtedly have the potential to develop strong public appeal, though our somewhat obscure figure-element based technical rules structure unfortunately limits immediate appreciation by outsiders and other public viewers.

Competitors
Through the last 25 years the numbers of competitors in each of CIVA's categories has remained fairly constant, though the glider Unlimited class has become constrained by lack of aircraft development. Increasing the range of categories within the sport has significantly improved its appeal to a wider range of pilots with aerobatic interests, providing an excellent basis within the worldwide FAI championship system.

Aircraft
In powered aircraft, major engineering changes from earlier steel, wood and fabric covered structures to the predominant use of high-strength carbon reinforced plastics has led to remarkable improvements in strength and performance. Rising purchase and operating costs appear to have had

little negative effect. Clearly there are now good numbers of agile and strong aerobatic aircraft available, operated by pilots with a direct interest in either competitions or display work.

By comparison, development of aerobatic gliders is less certain. In the Unlimited category availability of the dominant Swift-S1 has diminished to the point that international competitions struggle to be viable, while for Advanced pilots a number of other types is fortunately accessible. The need for a reliable HMD monitoring and feedback system will hopefully be addressed this year.

Pilot aerobatic coaching / training
All the signs are that this sector is thriving, perhaps due to the rewarding and affordable nature of the shorter training camp sessions by comparison with lengthier championship schedules.

Judging standards
Apart from the mandatory review and test of Judge and Assistant knowledge by the appointed Chief Judge at the start of each championship, CIVA plays no direct part in judge training. Inevitably the quality of input from each judge relies entirely upon their national / domestic experience and personal suitability for this extremely demanding task. CIVA's experience is that a panel of at least 7 judges managed by a competent CJ provides a solid basis for reliable results generation. The open publication of individual judge evaluations based on analysis of each judge's submitted marks throughout every event has been a key part of the CIVA FairPlay System (FPS) for 20 years, the derived JRP (the Judge Rank Position of each member in the panel) from each event being used as an important indicator during the following year's judge selection process.

Championship Results management
Various data collection and results calculation systems have been employed by CIVA over the years, the emphasis being primarily on timely and accurate handling of judge's marks to enable rapid production of the results after each pilot's performance. The "whole-programme" statistical basis of the original TBL / TBLP and now FPS evaluations unavoidably leads to minor ranking adjustments throughout each programme, however the detection and effective resolution of judging bias and occasional errors remains a core CIVA commitment. The concept of "instant results" via direct electronic data collection (for example judges using keyboards / tablets instead of paper) is clearly attractive and can potentially lead to publicly displayed pilot scores, however experience shows that the flexibility and scope of historic paper-based systems remain extremely hard to match. The ease and speed with which paper judging sheets can now be scanned and transmitted from the judging line to the scoring office and rapid use of this data to create comprehensive results and supporting analysis underpins the current "best practice" solution operated at most championships.

Online and administrative resources
CIVA has successfully developed a good range of comprehensive publicly available internet-based information resources in addition to its allocated presence within the FAI server website system. The CIVA News and CIVA Results websites offer the fullest possible range of regularly updated support to competitors and officials, and our linked Facebook and Instagram social media streams fed directly by competitors, team trainers and officials provides excellent video and photographic evidence of a thriving range of sporting activities from championships and also training sessions.

Organisers and Championship Bids
Herein lies almost certainly the area of most concern within CIVA activities. The creative spark in any nation that leads to the lengthy development process and submission of an FAI championship bid requires the successful assembly of many elements, often with vital support from national, state or sporting government sources that are rarely associated with domestic events. Knowledge of

forthcoming bids so that tricky elements receive CIVA and FAI guidance is always helpful, though national pride and a perceived need for privacy appear to work against this connection.

The notable absence during 2025 of top-level championships in both CIVA's power and glider categories is clear evidence of the level of commitment and risk avoidance necessary in an increasingly fractious worldwide environment. The rise in commercial and media influence for other high-profile sporting pursuits may have a polarising effect here, the historic support for example through FAI from Breitling now being concluded and potential alternatives hard to attract.

Safety

The need to carefully manage every aspect of safety at aerobatic championships has more recently become centralised under a formal CIVA Safety Working Group, which acts as a focal point to foster the highest possible level of safety in our activities. All noted incidents affecting safety at CIVA events can now be reported and reviewed in detail, and a dedicated CIVA News website page is available for reference by all.

Regulation and administration of the sport

The strictly democratic format and annual schedule of CIVA governance is virtually unchanged since the commission launched in 1960. In FAI the responsibility for internal development processes is held primarily by NAC delegates rather than the "top-down" hierarchy normal in traditional business management and control. Technical / performance related aspects of the aerobatic flight programmes that have been established over 65 years have encouraged a generally stable result, and relatively few significant changes have occurred in recent years. CIVA's Delegates carry the main responsible for driving this process, subject to current governance and voting procedures, and ultimately everything we do is driven by people who care and make the necessary effort.

Commission finances

CIVA's financial structure is typical within FAI, designed to cover championship expenses for officials (the international jury and panel of judges), admin expenses and occasional hardware / project costs. CIVA's "Reserve" is replenished solely through the Sanction Fee paid by each competitor, and remains relatively stable. A separate reserve wholly owned by CIVA that was provided by historic World Grands Prix of Aviation (WGPA) activities is also available for FAI approved projects.

There is currently an intention by the Federation to collate all 'unused' Air Sport Commission (ASC) finances into a central development fund, thus CIVA's officially stated "Reserves" may change to accommodate this rearrangement of central resources.

Medico-physiological, Environmental and Education aspects

Aerobatic competitions remain substantially clear of influence from typical sport performance enhancing drugs, the strenuous physical and mental demands of our contest environment and unavoidable safety implications placing such enticements beyond interest. Our operations however with old-world internal combustion engines burning oil-based fuels are increasingly at risk of criticism from the environment lobby, and inevitably changes will be hard to avoid. FAI now strongly urges ASC's to support educative connections within their sport to spread and encourage youthful competitive engagement, a move that CIVA has yet to establish.

Future developments – where to now for CIVA?

All of the foregoing supports and illustrates a flourishing and well-managed sport with few notable shortcomings at the competitor level. For prospective organisers and their NAC however the task appears to have become somewhat more challenging with all of the following major areas to be securely covered -

- Agreeing with NAC colleagues to commit to submission of a viable championship bid
- Establishing a robust agreement with a suitable airfield and their management
- Sourcing reliable financial support to ensure that all relevant costs will be covered
- Assembling a team of up to 50 volunteers with the competence to provide all of the necessary technical, organisational and supervisory services

To be confident of achieving the above requires a combination of talent and commitment that appears daunting, though if successful the reward within our community and the resulting national pride are undoubtedly worth the effort. CIVA and FAI can provide a great deal of guidance and help in almost every area, but the spark and commitment to get going and the self-assurance to drive the project must come from NACs and the resources they control.

The CIVA management process and plenary structure should therefore strongly encourage at least the following –

1. The fundamental need to maximise the personal enjoyment and satisfaction of competitors, and to consistently exploit the public recognition of pilots, teams and their nations
2. The fullest possible use of effective media technology, presentation techniques and fast delivery video and data info channels by organisers of CIVA championships to publicise the excellence of competitor performance and promote success inside and outside the sport
3. Acknowledge that competition formats and scope must constantly develop to invigorate sporting excellence. The evaluation of new and different ideas should not be avoided because they appear "strange", things that remain unchanged can eventually become old and stale
4. A continuous and realistic assessment of future technical and environmental developments of aerobatic aircraft and power units is important. We ignore the world of noise / nuisance pressures and also clean and "green" environmental fuel at our peril – the "anti" lobby can comprise powerful and influential people who are very hard to divert
5. A realistic and distinctive CIVA "Vision Statement" and an instantly recognisable logo / brand image would be helpful to identify and capture the essence of our desire for top-quality international aerobatic competitions that can be thoroughly enjoyed by pilots, judges and everyone else captivated by our sport

1. <u>Competitor enjoyment, reward and satisfaction</u>

Competition aerobatic flying is an intensely personal experience that demands exceptional piloting skills in an extremely complex three-dimensional sport-aviation environment. A consistently high level of technical accuracy and excellence in presentation are vital for competitors to secure top marks from a panel of experienced judges.

It is essential that the organiser and the Chief Judge provide a calm and constructive environment within which the competitor can perform to the maximum of their ability, and that top class judging standards are applied to encourage competitors and judges to perform to their utmost ability.

2. <u>Media equipment, accessibility and competitor interaction</u>

- Free public access, clear on-site explanatory material and PA commentary where possible
- A well-established "Meet and Greet" area for pilot and team interviews throughout

- Always designate a reserved area for competitor / sponsor / media interactions
- Develop and integrate video and X-Y-Z / attitude detection and feedback for judges

3. Aerobatic programme formats and ambitions

Delegates must be freely encouraged to –

- Provide clear incentives for all pilots to develop their aerobatic skills and abilities
- Ensure that carefully controlled aerobatic freedoms are preserved and encouraged
- Devise and integrate fresh ideas but maintain historic integrity and homage to Aresti origins
- Be open to development of progressive categories to avoid restrictive top-level elitism

Aerobatic sequence formats must be designed to –

- Make strong demands on the expected competitor skills and aircraft performance limits
- Enable excellence in individual performance dynamics to display measurable supremacy
- Embody scope for artistic presentation and figure positioning to add style and impact
- Avoid emphasis on physically punishing aspects over piloting skills and expertise
- Maintain and preserve the impressively high safety record of events through 60+ years

4. Recognition of aircraft design and power source developments

World progress in engineering design, aerodynamics, materials and energy resources of competition aircraft has dramatically changed the perception of sport aerobatics since the first FAI championships in 1960. CIVA Delegates must -

- Avoid unnecessary restriction through over-zealous physical and structural demands
- Ensure the structure of the sport maximises opportunities for aircraft development
- Encourage and make use of technical improvements to aerobatic aeroplane capabilities
- Monitor and promote acceptance of environmentally positive fuel and noise developments

5. A clear CIVA Vision Statement and a catchy logo / brand identity

"CIVA's motivation is to inspire sporting excellence in world-class aerobatic championships", or something along these lines – open to suggestion ...

It would also be positive and helpful to create and approve a new logo to identify CIVA activities, rather than the somewhat bland FAI aerobatics Air Sport Commission version that is simply designed to promote the FAI message. We should invite everyone to sketch and submit suitable artwork, for example -

to be replaced by ...

?

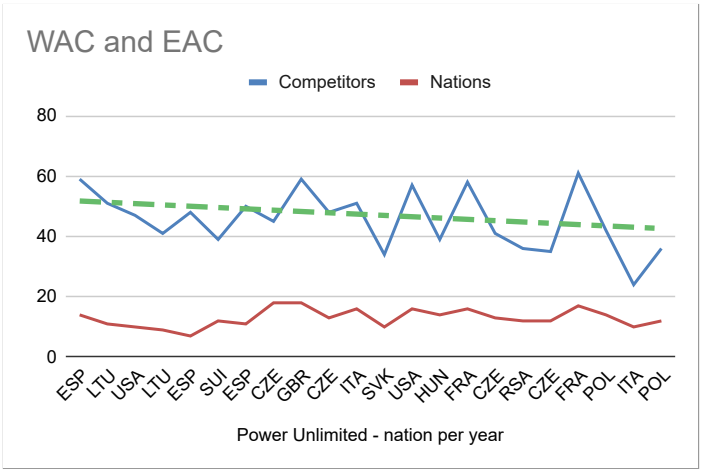
NHB – June 2025.

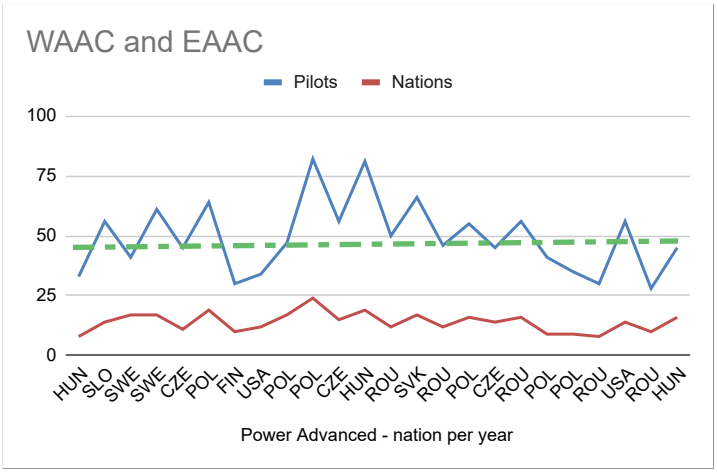
Record of CIVA Championship Competitors and event Nations from 2001 to 2025

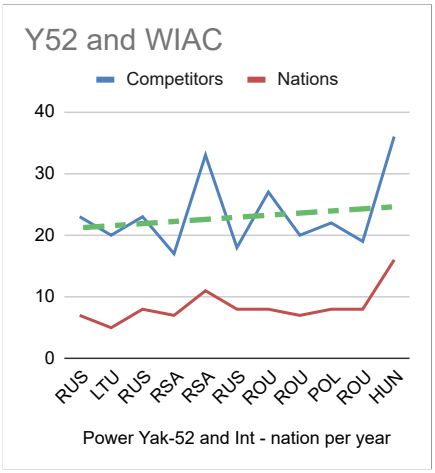
Key: **Competitors**
Nations

	UNL Power				ADV Power				Yak-52 Power				INT Power				UNL Glider				ADV Glider			
2001	WAC	ESP	59	14	EAAC	HUN	33	8									WGAC	ESP	55	11				
2002	EAC	LTU	51	11	WAAC	SLO	56	14																
2003	WAC	USA	47	10	EAAC	SWE	41	17									WGAC	HUN	9	3				
2004	EAC	LTU	41	9	WAAC	SWE	61	17									EGAC	CZE	49	9				
2005	WAC	ESP	48	7	EAAC	CZE	45	11									WGAC	RUS	38	10				
2006	EAC	SUI	39	12	WAAC	POL	64	19									EGAC	POL	37	9				
2007	WAC	ESP	50	11	EAAC	FIN	30	10									WGAC	GER	51	12				
2008	EAC	CZE	45	18	WAAC	USA	34	12	WYAC	RUS	23	7					EGAC	POL	41	12				
2009	WAC	GBR	59	18	EAAC	POL	47	17	WYAC	ROU	20	5					WGAC	CZE	34	10				
2010	EAC	CZE	48	13	WAAC	POL	82	24									EGAC	FIN	28	10	WAGAC	FIN	31	9
2011	WAC	TIA	51	16	EAAC	CZE	56	15									WGAC	POL	23	8	WAGAC	POL	38	10
2012	EAC	SVK	34	10	WAAC	HUN	81	19	WYAC	RUS	23	8					WGAC	SVK	27	10	WAGAC	SVK	38	9
2013	WAC	USA	57	16	EAAC	ROU	50	12									WGAC	FIN	19	7	WAGAC	FIN	40	12
2014	EAC	HUN	39	14	WAAC	SLO	66	17	WYAC	RSA	17	7	WIAC	RSA	33	11	WGAC	POL	32	10	WAGAC	POL	36	11
2015	WAC	FRA	58	16	EAAC	ROU	46	12									WGAC	CZE	32	10	WAGAC	CZE	47	12
2016	EAC	CZE	41	13	WAAC	POL	55	16									WGAC	HUN	20	9	WAGAC	HUN	49	14
2017	WAC	RSA	36	12	EAAC	CZE	45	14	WYAC	RUS	18	8					WGAC	POL	23	10	WAGAC	POL	35	10
2018	EAC	CZE	35	12	WAAC	ROU	56	16									WGAC	CZE	22	9	WAGAC	CZE	35	12
2019	WAC	FRA	61	17	EAAC	POL	41	9					WIAC	ROU	27	8	WGAC	ROU	29	6	WAGAC	ROU	31	13
2020													**COVID**											
2021					WAAC	POL	35	9					EIAC	ROU	20	7	WGAC	POL	21	9	WAGAC	POL	24	7
2022	WAC	POL	42	14	EAAC	ROU	30	8					WIAC	POL	22	8	WGAC	FRA	17	9	WAGAC	FRA	28	10
2023	EAC	ITA	24	10	WAAC	USA	56	14									WGAC	POL	16	6	WAGAC	POL	34	9
2024	WAC	POL	36	12	EAAC	ROU	28	10					WIAC	ROU	19	8	WGAC	GER	21	7	WAGAC	GER	35	10
2025					WAAC	HUN	45	16					WIAC	HUN	36	16								
Totals	WAC		604	163	WAAC		691	193	WYAC		101	35	WIAC		137	51	WGAC		489	156	WAGAC		501	148
	EAC		397	122	EAAC		492	143					EIAC		20	7	EGAC		155	40				
Average / event			44	12			51	15			20	7			26	10			29	9			36	11

(Errors and Omissions excepted ...)







Event Nations

	Power	*Glider*	*Total*
POL	9	7	16
CZE	7	4	11
ROU	7	1	8
HUN	4	2	6
USA	4	0	4
RUS	3	1	4
ESP	3	1	4
SVK	2	1	3
LTU	3	0	3
FRA	2	1	3
FIN	1	2	3
SWE	2	0	2
RSA	2	0	2
ITA	2	0	2
SUI	1	0	1
SLO	1	0	1
GER	0	1	1
GBR	1	0	1