



MINUTES
1994 MEETING OF THE
FAI INTERNATIONAL AEROBATICS COMMISSION

5 & 6 November 1994 - Orlando, Florida, USA

IN THE CHAIR Michael R. Heuer (USA), President of CIVA

President of FAI Eilif Ness (Norway)
1st Vice President Jiri Kobrle (Czech Republic)
3rd Vice President Kasum Nazhmudinov (Russia)
Vice President, Glider Aerobatics Karl Berger (Austria)
Secretary Veva Becker (USA)

Argentina Jorge Marcelo Duca, Alternate
Australia Elizabeth Cook, Delegate
Austria Karl Berger, Delegate
Brazil Rudy Penteado, Alternate
Canada Carole Holyk, Delegate
Czech Republic Jiri Kobrle, Delegate
..... Petr Poborsky, Alternate
..... Stanislav Bajzik, Observer
Finland Pekka Ketonen, Delegate
France Jacques Godbille, Delegate
..... Patrick Paris, Technical Specialist
..... Madelyne Delcroix, Technical Specialist
Germany Ernst Paukner, Delegate
..... Hermann Liese, Chairman, Judging Sub-Committee
Hungary Zoltan Veres, Alternate
Ireland David Gordon, Alternate
Italy Giorgio Marangoni, Delegate
..... Carlo Marchetti, Observer
Japan Kazuhito Shimada, Observer
Netherlands Frank Versteegh, Delegate
Norway Tor Andre Fusdahl, Delegate
Poland Jerzy Makula, Delegate
..... Helmut Stas, Alternate
Russia Kasum Nazhmudinov, Delegate
..... Victor Smolin, Alternate
..... Evgeny Nazarjuk, Interpreter
South Africa John Gaillard, Alternate
Sweden Orvar Bergvall, Delegate
..... John Tuvefalk, Observer
Switzerland Michel Laurent, Delegate
..... Jean-Louis Monnet, Observer

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..... Christian Schweizer, Observer
United Kingdom Nigel Lamb, Delegate
..... James Black, President of Honour
..... Diana Britten, Observer
USA Bob Davis, Alternate
..... Veva Becker, Secretary
..... Linda Hamer, Observer
..... Howard Stock, Observer
..... Rich Stowell, Observer
..... Brian D. Becker, Observer
..... John D. Gardner, Observer
..... Jerry Gerdes, Observer
..... Bill Larson, Observer
..... Clisten Murray, Observer
..... Malvern Gross, President of NAA, Observer
..... Tom Myers, Observer
..... Lois Rose, Observer
..... C. R. O'Dell, Observer
..... James D. Clark, Observer
..... W. C. "Buck" Weaver, Observer

OPENING REMARKS AND INTRODUCTIONS

President Michael Heuer called the 1994 Meeting of CIVA to order at 09.15 on Saturday, 5 November. All officers were present.

President of FAI, Eilif Ness, was introduced. His election to the office of President occurred in October 1994. He expressed the gratitude of FAI for the work of CIVA. Just two weeks prior to this meeting he attended the General Aviation Commission meeting held in Vienna. He indicated his intent to attend many commission meetings as he feels this is the "cutting edge" of FAI. It is in the commissions where the work occurs.

Mel Gross, President of the National Aeronautic Association of the USA was introduced. He stated that he represents 300,000 air sportsmen in the United States who welcome the Delegation of CIVA. It is also his belief that the commissions are the "cutting edge" of FAI. He expressed support of President Ness who is committed to strengthening FAI.

Linda Hamer, President of the International Aerobatic Club (IAC), was introduced. She welcomed the Delegations to Florida and introduced the IAC Directors, Officers and observers present who

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were representing IAC at this meeting.

President Heuer expressed his thanks to IAC for assisting him in the organizational details for the meeting and for hosting the reception held the previous evening.

No proxies were held by any delegates.

Changes in the agenda and paperwork were reviewed. President Heuer specifically drew attention to the three Unlimited Known compulsory sequences submitted and asked that all delegates study them for selection by vote later in the meeting.

President Heuer then recognized the work of Istvan Matuz, Director of the World Aerobic Championships held in Hungary by presenting him with the FAI Air Sports Medal. The award was accepted by Mr. Zoltan Veres on Mr. Matuz' behalf. He also presented the new CIVA crests to all delegates.

1. MINUTES OF THE LAST MEETING (6, 7 NOVEMBER, 1993)

Two corrections were noted and approved: Page 2, paragraph 2 should read 'The Secretary General of FAI'; Page 2 in 2.1, paragraph 4 should be 'San Marino'.

2. FAI REPORT - President Eilif Ness

2.1. FAI General Conference, Turkey

The General Conference had been held in Turkey just two weeks prior to this meeting of CIVA. The next conference is to be held in South Africa. Changes proposed at the conference in Turkey regarding structure of FAI were not accepted. With present FAI membership, there are 43 Vice-Presidents representing national aero clubs and commissions with a smaller executive council of 9. The FAI 1st Vice-President had been replaced by 3 Vice-Presidents which was done to strengthen the Bureau of FAI to assist in work on the World Air Games. In his work on the World Air Games, President Ness realized it was necessary to strengthen the Bureau of FAI.

A second important affiliation for FAI is with Europe Air Sports (EAS). From the Wright brothers through the current U. S. Federal Aviation Administration, the United States had set the precedent. However, there is an effort currently being made for Europe to make decisions for which FAI had not been prepared. Europe Air Sports started working with regulatory bodies resulting in FAI working more closely with EAS. FAI feels this is very important or they will be regulated out of existence.

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In his review of the World Air Games, President Ness stated that the concept is now eight years old. France was the first country to propose hosting World Air Games. However, due to internal strife the effort resulted in failure of plans for the WAG to be held in Toulouse in 1991. Turkey then made an effort to organize the games, but political difficulties resulted in failure. Greece was next to try to organize World Air Games (FAI had essentially "borrowed" the country to host the Games) but they had little background in an undertaking involving 22 different competitions. In the process, a change in government resulted in the new administration not accepting the ideas of the previous one regarding the Games. Again, failure.

New bids from South Africa, Turkey and Australia were accepted. Since the bids were made, Australia felt it necessary to withdraw. At the General Conference to be held in Canada in June, 1995, a decision will be made.

FAI in general suffers from a lack of attention from the media which is necessary for it to expand and develop. It is the opinion of President Ness that "we are our own worst enemy" due to "introspective perfectionism". This is a media world. Exposure must be appealing, videogenic. How do we present this? We must adapt to the media world without compromising integrity. FAI commissions are sports of the future. We must adapt.

2.2. Sanction Fees (to be addressed later in the meeting)

3. REPORTS ON THE 17TH WORLD AEROBATIC CHAMPIONSHIPS

3.1. Report of the President of the International Jury

The Report of the International Jury as presented by President Michael Heuer was accepted. There were no questions or comments.

3.2. Report of the Contest Director

The Report of the Contest Director (Istvan Matuz) was presented. Mr. Veres of Hungary related the old political system caused problems for them but they are hopeful that future results will be much better and Hungary is willing to host WACs in the future. The report was accepted as presented.

3.3. Report from the Chief Judge

This report, submitted by Chief Judge Helmut Stas, was accepted as presented.

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4. REPORTS ON THE EUROPEAN GLIDER AEROBATIC CHAMPIONSHIPS

4.1. Report of the International Jury

This report was presented by Jury President Karl Berger. He stated that while enthusiastic, the host country was inexperienced, and some problems arose as a result. As with the contest held in Venlo, problems which occurred were resolved and they do not anticipate these types of problems in the future. He expressed sincere thanks to the Italian Aeroclub for their good efforts.

4.2. Report of the Contest Director

Contest Director Carlo Marchetti presented and reviewed the report of the EGAC . He stated that hosting this event had been a learning experience, a positive one, and that other proposals to host contests may be presented in 1995 from Italy by their CIVA delegate.

4.3. Report of the Chief Judge

Chief Judge Helmut Stas presented and reviewed his report. He stated he is happy to see glider aerobatics is headed toward 4 or less types of gliders in competition at the world level. It is his opinion that this will make it much easier from a judging point of view. He acknowledged the new system used worked very well for boundary infringements. He concluded by stating he would like to see rules for glider aerobatics be more specific.

5. REPORTS FROM SUB-COMMITTEES

5.1. GLIDER AEROBATICS - Karl Berger

Vice-President Berger reviewed the improvements being made in glider aerobatics. For Unlimited competitions there are now three major aircraft - Celstar, Swift and Fox. The Pilatus, Lo 100 and Salto are still used for beginners. Regarding the rules, he stated that only ten years ago CIVA held its first glider aerobatics competition at the world level. They had just started compiling the rules which have developed over this period of time and now require only minor amendments or changes. What is needed now is more pilots and availability of more judges. As CIVA rules currently state, seven judges are required for world championships. He asks that CIVA please send pilots and judges.

Mr. Berger then asked CIVA to approve the rules changes as presented by the Glider Aerobatics Subcommittee. President Heuer called for a vote.

Ms. Holyk asked that they first report on the altitude measuring device.

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Mr. Berger reported that the device is working extremely well and is not too expensive. He reminded CIVA they requested to use the device at the World Championships in 1995 and referred the delegation to his written report. It is proposed that the device be further tested at a glider competition to be held in France in June. If it has 100% success, it will be used at the World Glider Aerobatic Championships in September; if the device is only 90% successful, it will not be used. A review of the device was presented and how it works. Information regarding the altitude of the glider goes only to the judges.

President Heuer asked if there is a written record (for documentation) from the device. The answer was yes.

The weight of the device is less than 1 kilo with potential for improvement.

Mr. Versteegh suggested that the device be used next year as a trial period for testing only to obtain more data. Madeylne Delcroix stated she was in favor of use of the device at the World Championships if tests in local European contests are favorable per Mr. Berger's suggestion. Mr. Black stated they must be clear on criteria of testing. There must be no complaints from pilots on results of tests, and there must be a comparison of altimeter versus the readout of the measuring device.

Mr. Berger suggested the device be used and evaluated at the German Glider Championships and the results reviewed prior to the World Glider Aerobatic Championships to be held in France in September.

Mr. FUSDahl stated he wanted to second Mr. Black's request for clear criteria on the device as it is mechanical and "as we all know, mechanical devices fail." He asked if there is a procedure to follow in the event of failure.

Mr. Marangoni asked for a description of the system.

Ms. Katona suggested that CIVA establish protocol for testing and reporting on the equipment.

President Heuer suggested to the delegations they approve the altitude measuring device pending acceptable testing and reporting at the German Championships with the Bureau of CIVA to approve the results prior to the World Championships.

Mr. FUSDahl proposed that judges continue to evaluate the altitude measuring device at glider contests and report their findings to CIVA.

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CIVA AGREED.

President Heuer then called for a vote to approve the Report on Glider Aerobatics and the proposal by Mr. Berger the rules changes as presented in writing by the Glider Subcommittee be accepted.

CIVA AGREED. (Please see Exhibits attached)

5.2/5.3.JUDGING/RULES SUBCOMMITTEE PROPOSALS

President Heuer explained to the delegations how proposals presented to CIVA from national aero clubs are allocated to Judging or Rules Subcommittees. After discussions, deliberations and decisions by the individual subcommittees, the two subcommittees convene, review the results, and as a combined body vote on proposals to be presented to the Delegates at the plenary meeting. He further explained that proposals received from national aero clubs which are not accepted or approved by the subcommittees for action by CIVA can be discussed under PROPOSALS FROM NATIONAL AEROCLUBS later in the meeting.

The following proposals were approved for presentation by the Judging/Rules Subcommittees (by country).

Proposal #1: Russia proposed the addition of Figures to Family 2.

CIVA AGREED. (Please see Exhibits)

Proposal #2: Russia proposed that CIVA Regulations (Part 1) 1.2.3.3. be amended: The number of rolls from Family 9.1. may be up to three complete turns (Programme 2 only). K factors per quarter are of the same increment as between 1 and 2 rolls.

DISCUSSION: Michel Laurent suggested there may be a disadvantage for lower-powered aircraft. Mr. Versteegh stated there would be higher G figures. Mr. Liese stated there is a change in performance of today's aerobatic aircraft. The recommendation for these added rolls is for the Free Programme only and completely optional; no one is forced to fly these added rolls. Mr. Lamb asked, why the addition? It seems to give an advantage to higher performance aircraft, but is there a benefit to add the rolls? Mr. Liese stated he sees no improvement. If a country proposes it, there is nothing against high performance. There is no benefit in his mind, but it is not CIVA's intent to limit or suppress aircraft development or performance. Mr. Nigel stated that high G figures give an advantage to high performance aircraft and may additionally cause more errors in judgment. Mr. Versteegh stated he feels this change would have more disadvantages than advantages. Mr. Liese said that the subcommittee voted with a clear majority to accept this proposed change.

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President Heuer called on Mr. Nazhmudinov for an explanation of the rationale for this proposal. Mr. Nazhmudinov stated that adding these rolls will show high level of performance and ability of pilots. The judges can handle the added challenge. As stated, the rolls are optional and he does not feel there is a G factor problem. The pilot can add the rolls or not as they are not necessary or a requirement.

Mr. FUSDahl stated he feels this gives an advantage to high performance aircraft and while it makes drawing sequences easier, he feels it gives too much advantage. Mr. Nazhmudinov responded it should be noted that these rolls are only being suggested for use in the Free Programme. President Heuer called for a vote.

CIVA DID NOT AGREE to the addition of rolls (11 opposed, 4 in favor).

Mr. Black suggested that perhaps future consideration could be given to timed rotation of rolls such as the previous super slow roll. Mr. Versteegh wanted to know "how slow" to which Mr. Black stated 6-7 seconds.

Proposal # 3: Russia proposed CIVA Regulations (Part 1) 1.4.7.8. be amended as follows: *A competitor making a repetition flight must re-fly the entire programme. Judging and scoring will be continued from the figure during which the technical problem occurred in the interrupted programme.*

CIVA AGREED.

Proposal #4: Russia proposed Appendix 3, CIVA Regulations (Part 1) be amended to add figure 9.10.6.3. to Allowable List of Figures (Unknown).

CIVA AGREED.

Proposal #5: South Africa proposed CIVA Regulations (Part 3 - Class 2) be amended to bring judging criteria in agreement with Part 1 and the Appendix on TBL to include all changes made to Part 1 in 1994.

CIVA AGREED.

Proposal #6: South Africa proposed FAI Sporting Code, Section 6, 2.1.3.1., first sentence to be amended by adding: "... (exceptions to this must be accepted by CIVA).

CIVA AGREED.

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Proposal #7: South Africa proposed FAI Sporting Code, Section 6, 2.1.4.2. - **Composition of the Board of Judges** - be deleted and the following substituted:

Should there be more than 10 suitably qualified international judges nominated by the National Aero Clubs for Championships and approved by CIVA, the following procedure will be used for the selection of the Board of Judges:

Programme 1: *First preference will be given to those aero clubs who have provided both a judge and qualified assistant and who have a full team(s) of participating pilots. Second preference will be given to those aero clubs who have provided both a judge and qualified assistant. Third preference will be given to aero clubs who have provided a judge with a known JPF rating from previous FAI championships. In the event of there still being more than the maximum number of judges allowed, those judges with superior JPF ratings would be given preference, and thereafter by means of a secret ballot.*

Programme 2: *All judges omitted from Programme 1 shall be automatically eligible for Programme 2 providing they have the services of a fully qualified assistant. The procedure for the composition of the Board of Judges for this programme will be as follows: The JPF ratings for Programme 1 will be considered prior to the dropping of judges. Those judges with a superior JPF rating will be retained, with the required number of judges being deleted in reverse order of merit.*

Programme 3: *Any judge omitted from Programme 2 will automatically be included in this programme (provided the judge has performed to the satisfaction of CIVA in either of the first two programmes). The JPF ratings for Programme 2 will be considered prior to the dropping of judges, with the required number of judges deleted in reverse order of merit.*

Programme 4: *Any judges omitted from Programme 1, 2, or 3 by reason of having no qualified assistant will automatically be included in this programme as well as any judge omitted from Programme 3. The JPF ratings for Programme 3 will be considered prior to the dropping of judges, with the required number of judges deleted in reverse order of merit.*

The last sentence in 2.1.4.2. to be retained.

CIVA Regulations (Part 1), Appendix 4, "Judges", Point #1 amended: "...recommended..." changed to "...required..."

The following sentence added: *Judges who comply with the above requirement will be given preference (as set out in Section 6 of the Sporting Code, 2.1.4.2.) over those judges with no assistant provided by their aero clubs.*

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CIVA AGREED. (Voting - 18 in favor / 0 opposed)

Proposal # 8: South Africa proposed CIVA Regulations (Part 1) 2.4.8. be changed: "...will call..." changed to "...must call...". Add the following: *Such discussions shall not interfere with the subsequent flights. Form A shall be retained until the final decision is made at the next possible break. Discussions are to include the possible use of the video recordings.*

Appendix 4, Point #9: Same change as above.

DISCUSSION: Mr. Black stated there may be some question of interpretation when difficulties arise, i.e. would it be 6 out of 10 vs. 8 out of 10. Mr. FUSDahl proposed that any judge be allowed to call for conferences. Mr. Liese stated that each judge is given the power to call conferences on the line and changing 0s to .5s. Ms. Holyk drew attention to Appendix 4, Item #8. President Heuer suggested to the delegation that this rule is sufficient, and that the vagueness of the rule gives it necessary strength. Mr. FUSDahl asked how the delegates would think about amending the proposal to include all judges not just the Chief Judge. Mr. Gaillard confirmed that the intent is for all judges to be able to call for conferences. Mr. Liese stated that this issue is not complicated and requires only a simple word change. He did want to know how to handle these requests for conferences so there would be no delay of the contest. President Heuer asked for clarification of who can call for conferences. Mr. Black stated that the Chief Judge is responsible, and it should not be wide open. However, he suggested that judges be able to suggest a conference with the Chief Judge ultimately responsible for the decision. Mr. Liese stated his view that the Chief Judge alone should have the responsibility for calling conferences otherwise it would be necessary to have a lawyer in subcommittees. Mr. FUSDahl withdrew his proposal that the wording be all/any judge.

CIVA AGREED.

Proposal #9: South Africa proposed CIVA Regulations (Part 1) 2.1.6. be changed as follows. Add: *The official recording shall also be available to the Chief Judge and the Board of Judges to assist their decision upon request.*

Appendix 4, Point #9, add: *The official video shall be available to assist in these discussions.*

CIVA AGREED.

Proposal #10: South Africa proposed CIVA Regulations, Appendix 1, page 45, "Flick Rolls" be amended. First sentence, second paragraph to be changed as follows: "... which means that the tail must first move down in order ..." and delete "...at the same time..." in the second sentence.

Mr. Liese provided background information regarding judging of flick rolls. He stated this is a matter

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of judging criteria being upgraded. He emphasized there is very rapid execution of flick rolls and it is impossible to see the angle of attack at such speeds. He concluded this is a small change for now and wished to remind the Delegates the revision of judging criteria is being developed.

CIVA AGREED.

Proposal #11: The United States proposed CIVA Regulations 2.3.2.1. be changed as follows: "*... be given 250 penalty points; an additional 250 penalty points will be given for each figure flown completely below the lower height limit; for an infringement ...*"

Mr. Liese presented the background and rationale from the Judging Subcommittee regarding this proposal. If a pilot is judged to be low during execution of a figure but gains sufficient altitude during the subsequent figure, he would be given only one penalty. However, should the pilot remain low during the entire subsequent figure(s), he would receive penalties for each figure judged to be completely below the lower height limit.

CIVA AGREED.

Proposal #12: France proposed CIVA Regulations, 2.3.1.3. be changed: "*... instead of any time penalties (signaling start or finish) ... penalty of 150 points.*"

DISCUSSION: Mr. Liese explained Programmes 1, 2, 3 are not a wing dipping contest. In Programme 4, however, if there is no wing dip time cannot be accurately measured; with no time - a time penalty cannot be calculated. Therefore, the 150 penalty will be assessed. Mr. Versteegh pointed out there are extreme differences of when and where pilots do the wing dip and that problems arise because of this. Mr. Liese stated that pilots MUST give a good opportunity for judges to know when the programme begins. Mr. Versteegh stated the pilots wish to make the beginning of their programme interesting. Mr. Liese said they also must not disorient the judges and must make it clear when they begin their programme. He also pointed out this is a very expensive penalty. Ms. Holyk stated she would prefer to have the time penalties even if there is no wing dip. It was pointed out that if there is no wing dipping, timing of the programme is not possible. President Heuer reinforced Mr. Liese's point that this is a severe penalty and would definitely prevent the pilot who fails to wing dip from winning the programme. Mr. Black pointed out this would be a less severe penalty in the event of a pilot going 25 seconds or more over the time for the programme and that the pilot who does so should not wing dip at that point. Mr. Marangoni stated it is indeed a severe penalty and since precise timing is very difficult to do, he thinks this is a very good proposal. Mr. Veres agreed this is a good proposal but it would be the recommendation of Hungary that pilots who do not wing dip be disqualified.

CIVA AGREED.

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Proposal #13: Switzerland proposed CIVA Regulations 1.5.1.5. be amended to read: *The World Champion in the Unknown Programme will be awarded the Eric Müller Trophy donated by Switzerland.*

CIVA AGREED.

Proposal #14: Australia proposed CIVA Regulations 1.4.2.2. be changed to add the following to the first paragraph: *Maximum tailwind components in relation to the main axis, are 3 m/sec at the surface and 3 m/sec at 500 m.* Delete second sentence.

DISCUSSION: In response to this proposal, Mr. Kobrle made an extensive presentation of the technical considerations. He is strongly opposed to this suggestion. Mr. Laurent stated it would cause far too many problems for completing a contest as the proposal is far too restrictive. President Heuer stated that a 5 m tailwind would be considered excessive. Mr. Versteegh said he did not feel this change would create much delay. Mr. FUSDahl stated he felt this would make the wind factors much more complicated, could cause havoc, is not sensible and is against such a proposal. Mr. Lamb suggested that CIVA leave things as they are now and have Australia come up with more specific wording. Ms. Cook pointed out that other regulations are not more specific regarding wind. President Heuer further pointed out that wind is not measured in gusts. Mr. Kobrle again stated how such a proposal would only cause complications.

CIVA DID NOT AGREE. (Voting 6 in favor / 10 opposed)

Proposal #15: Australia proposed CIVA Regulations 1.2.3.10. be changed to add at the end: *One set of copies of Programme 2 (Form B only) be provided to each team prior to the start of this programme.*

CIVA AGREED.

Following a scheduled lunch break, the meeting resumed at 13.00.

President Heuer informed the delegation that due to the fact the meeting was progressing so quickly that voting may take place later in the day.

Proposal #16: The President of the International Jury at WAC 94, Michael Heuer, proposed that music be allowed in Programme 4 at the pilot's option, as is smoke. However, a new judging criteria would be used to replace "Harmony & Rhythm" and be titled "Choreography". It would be how well the rhythm and harmony of the flight accompany the music. K would equal 100. An additional judging criteria would be added titled "Positioning" with a value of 60 K. Total K for the flight would

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equal 340. Positioning would be graded on how well the flight is flown in relation to a central point.

DISCUSSION: President Heuer reviewed the problems - should music be optional; should the judges hear the music; judging criteria. Mr. Liese presented an optional proposal - to follow how music is used for Breitling contests but as an interim rule leave out the 100 K with the music being an option. He has no objection to music being heard by the judges. Mr. Penteado agreed. Mr. Laurent said he felt almost the same as he feels music is a plus but he could foresee this possibly being a problem for the organizers. Mr. Penteado pointed out that it would be an optional feature. Mr. Versteegh said music in Programme 4 adds interest to our sport and therefore is desirable. He thinks there would only be minor problems for the organizers. He has experience with and without music and that with music is more desirable. Mr. Gaillard suggested there not be two different formats. Mr. Monnet stated a technical point must be considered. If there are 85 pilots, there will be 85 different selections of music which would require an increase in personnel handling tapes. What if the music does not stop or does not work? These points require evaluation due to the complications. He suggested testing the proposal during 1995 prior to making a decision.

President Heuer suggested his proposal be withdrawn at this time.

Mr. Marangoni stated there needs to be more emphasis placed on this matter to promote interest in aerobatics. There is a financial consideration and we need to have the music to increase the public interest and enjoyment. We may not need to make it compulsory. Mr. FUSDahl said he could see how this proposal might introduce difficulties, i.e. someone could possibly play the wrong music. It might be worthwhile to have a working group evaluate this proposal.

President Heuer again stated his intent to withdraw the proposal and have the Rules Subcommittee re-evaluate it next year after the next World Cup experience. The details would be worked out later.

Mr. Liese stated his view that the music should remain optional. Mr. Black said that since Programme 4 is not now a consideration in determining the World Champion that another year of study will not hurt. He suggested that CIVA move forward with making contests more interesting for the public, study this during the winter and think positively.

Mr. Penteado asked that a vote be taken on Mr. Liese's alternate proposal. Mr. Liese reviewed his recommendations - copy the format of how music is used by Breitling in the World Cup; omit the 100 K value to allow the music to be optional; and judges may hear the music.

Mr. Veres stated if it is agreed to use music, then judges must be able to hear the music because flight planning for Programme 4 will be entirely different. Mr. Versteegh said it is CIVA's job to popularize our sport and that future organizers must solve any problems regarding use of music. Mr. FUSDahl suggested if music is optional then a pilot takes chances regarding his choice of not to

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use it, and under those terms be in favor of it. Mr. Black said if the proposal is to make progress then judges must hear the music. If we think music will be beneficial then the judges must hear it. The task of broadcasting music surely would not be a problem. President Heuer stated it would indeed have been a problem at the contest in Hungary.

A vote was then called for on the interim proposal by Mr. Liese regarding 1.2.5.5. (smoke and/or music). There were 8 votes in favor of the proposal.

Voting was interrupted when Mr. Godbille spoke stating that music is important as the flight is significantly different with music. He stated that he believes the judges must hear the music.

Voting on the initial interim proposal by Mr. Liese resulted in 6 in favor. Voting on the second version (if there is music that the judges **must** be able to hear it) carried 16 votes.

Mr. FUSDahl asked what would happen in the event the rule states that judges must be able to hear the music and the judges cannot hear the music. Mr. Pentado stated it could still be an option. Mr. Versteegh stated music is possible and the organizers must play it and no protests would be allowed. Mr. Lamb said he believed most people will favor music being used and being heard by the judges.

The following proposal was formulated: Music will be part of Programme 4; the judges must be able to hear it; all technical details regarding implementation of music will be determined by the Bureau of CIVA.

CIVA AGREED. (Voting 17 in favor / 3 opposed)

Proposal #17: The President of the WAC 94 Jury, Mr. Heuer, proposed CIVA Regulations 1.2.3.7. (a) be changed to read: "... *each competitor must submit three standard CIVA forms ...*".

Mr. Laurent stated organizers and Delegates must have proper forms.

CIVA AGREED.

Proposal #18: The President of the WAC 94 Jury proposed CIVA Regulations 2.3.2.2. have the following added after the first sentence: *In case the required simple majority could not arise from a vote within the Board of Judges, the Chief Judge shall have a casting vote.*

Add the following to Point 12, Appendix 4, page 69: "... *majority vote of the Judges, in case the required simple majority could not rise from a vote within the Board of Judges, the Chief Judge shall have the casting vote, a two-thirds majority ...*".

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CIVA AGREED.

Proposal #19: The President of the WAC 94 Jury proposed CIVA Regulations 1.2.3.8. (a) be changed as follows: "... *with the symbols on Form B and C* ...".

CIVA AGREED.

Proposal #20: The President of the WAC 94 Jury proposed CIVA Regulations 1.4.1.4. have the following addition: *Use of the Safety Frequency may be discontinued at the discretion of the International Jury if problems occur which compromise its security. In that case, radios will be rendered non-operational by the Technical Commission.*

CIVA AGREED.

Proposal #21: The President of the WAC 94 Jury proposed CIVA Regulations 1.4.2.3. be changed as follows: "...meeting place..." to be changed to "...*flight line*...".

CIVA AGREED.

Proposal #22: The President of WAC 94 IJ proposed CIVA Regulations 1.4.2.5. (b) be changed as follows: Add to the end, "... *repeat the flight, except in Programme 3.*"

NOTE OF CLARIFICATION: It was at this point in the meeting voting on Proposal #7 took place. President Heuer deferred voting on this proposal when originally presented to allow all Delegates adequate time to consider all the points of this issue. The following discussion took place regarding Composition of the Board of Judges.

DISCUSSION: Mr. Black asked for clarification of JPF rating. President Heuer explained JPF (Judges Performance Factor) was the rating given to each judge as determined by computer programme evaluation (developed by Hermann Liese). Mr. Liese then gave the background on the preference ratings. Mr. Black further asked where does the JPF rating come from. Mr. Liese explained it is data compiled from previous contests since 1983. Mr. Black stated that he believes this to be a good idea that requires more definition. Mr. Liese said that a time limit is not required to compile this data and that judges' ratings tend not to change; good judges are consistently good and bad judges tend not to improve or do not show up again. Mr. Davis inquired about use of this programme to evaluate judges in the United States. Mr. Liese stated it is not recommended for use at national contests as there has not been a problem with judges there. Mr. Davis stated he is strongly in favor of South Africa's proposal but asked for more information on its use.

Mr. Gaillard explained that Programme 2 retains the top six judges. Mr. Davis asked if this would

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have a diluting effect. Mr. Penteado said it was not clear to him how JPF has been applied. If the information is confidential, it will be hard to know how judges are to be selected. The procedure of using JPF needs to be made clear.

Mr. Liese stated the first eight judges are chosen, then two more. There is a 50/50 chance of not getting the best or most excellent judges. He further stated we must have a way of getting new judges. Currently there is a maximum use of ten judges. Mr. Penteado asked from which contests will data be obtained? Mr. Liese explained there is only one list which has been updated since 1983. Mr. Penteado asked how the evaluation is done and what is the criteria. Mr. Liese explained that if a person has judged an international contest he has been evaluated. Mr. Black asked about the circulation of the data. President Heuer replied that Mr. Liese and he are the only ones with the data. Mr. Black stated he felt it necessary for national aero clubs to have the information for use in selection of their judges. Mr. Penteado said there is a document available on how to evaluate judging and cautioned not to show the results to protect judges. Mr. Black asked how the list is used and/or published be explained. Mr. FUSDahl stated he feels the process is dubious. He said while Hermann is honorable, he feels the present system is too secretive and he does not like it. Also, if there is a fractional difference, how is it applied? Mr. Liese stated this is not his proposal. He was only asked to compile data. Now there is data available, and there is a wish to use it. To date, 95 judges (in total) have been evaluated. There are four ratings: EXCELLENT, GOOD, MARGINAL, BAD. Of the 95 judges evaluated, 4 were ranked as excellent, 68 as good, 18 as marginal and only 5 as bad. Mr. Versteegh said he felt the data is good and should be used. Mr. Black wanted to know if this is a secret process with only Mr. Liese and President Heuer having the data, how are judges selected? Mr. Liese said they would have to ask when judges last judged. Mr. Lamb wanted to know if they are ready to release this information to Delegates. Mr. Liese stated he was surprised to find it proposed for immediate use. Mr. Versteegh said it is known at contests which judges have performed poorly. Mr. Liese was quick to point out that TBL deletion of a judge DOES NOT necessarily imply that a judge did a bad job.

Voting then followed and **CIVA AGREED** to the South African proposal (unanimous).

Mr. Godbille then brought up a technical point on Proposal #16 regarding music in Programme 4. He said it was noted that the music must be heard by the judges, but nothing was stated regarding the music being heard by the pilot. President Heuer acknowledged this to be a very valid point.

6. FUTURE AEROBATIC CHAMPIONSHIPS

President Heuer announced that a proposal by the USA would now be presented regarding the 1996 World Aerobatic Championships. Bob Davis stated it was the proposal of the United States to host WAC '96 at Oklahoma City, Oklahoma. President Heuer asked if there were any other proposals. There were none.

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CIVA AGREED to the United States hosting the 1996 World Aerobatic Championships.

Mr. Davis then introduced Kathy Jones, a representative of the organizing group, the Oklahoma City All Sports Association. Mr. Davis also introduced Carl Whittle who will be Contest Director. Ms. Jones and Mr. Whittle gave a slide presentation of the proposed contest site and preliminary contest planning.

President Heuer called for any questions. Ms. Holyk asked for details of the prevailing wind patterns. Mr. Whittle stated that this site is windy and 15-20 MPH wind is not uncommon. The area is considered to have good flying conditions and it is not expected that there will be unfavorable weather for the contest. Mr. Versteegh asked about transporting aircraft to the United States. Ms. Jones responded that with confirmation of Oklahoma City as the site, they will begin work immediately on all arrangements. Mr. Versteegh followed with a humorous suggestion that entry fees be reduced to \$100.

President Heuer thanked the delegation from Oklahoma for their proposal and called for a response from CIVA as to how many countries could tentatively indicate whether or not they would be able to participate. 17 Delegates indicated their intent to send teams. The dates being considered for this contest are in August. President Heuer explained that the dates would have to be discussed and cannot conflict with EAA events or the Fond du Lac competition. All planning will be coordinated with IAC regarding the exact contest dates. IAC President Linda Hamer stated IAC would be able to determine the dates within 30 days.

7. PROPOSALS FROM NATIONAL AEROCLUBS

Mr. Godbille returned to the earlier discussion regarding music in Programme 4. He stated his view it is imperative judges and pilots hear the music. It was determined the Rules and Judging Subcommittees have been instructed to address all aspects regarding Programme 4 including pilots being able to hear the music. Mr. Versteegh asked that CIVA consider contributing money to purchase equipment for broadcasting music for Programme 4.

Mr. Berger stated he had two requests regarding glider aerobatics:

1. He asked for a decision regarding judging - that judging for gliders be in harmony with power aerobatics.
2. Height measuring device - there seemed to be a positive reaction so could CIVA discuss it since pilots seem to want to use the device. In the event CIVA agrees to continue with the device then the Glider Aerobatics Subcommittee can continue working on this matter. He

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suggested that in the event use of the device is approved perhaps sanction money can be used to purchase adequate equipment for use at contests for gliders.

President Heuer then encouraged Delegates to present any proposals they might have at this time. There were no additional proposals.

Mr. Versteegh stated the need for more judges. He suggested CIVA find a system to get more judges, new judges, younger judges. He said there should be some way to invite and educate judges, to encourage them to come to contests and be trained. Mr. Liese agreed this is a good idea. He said there is now the danger of experienced judges retiring because of the demands of judging. In the past, Unlimited pilots were automatically used as judges and there were no problems with their skill level. Mr. Davis suggested that Unlimited pilots again be automatically classified as judges or nominated by their national aeroclubs. Mr. Versteegh said that Delegates need to take the initiative. Mr. Pentado stated CIVA needed to compile a list, independent of the national aero clubs.

Mr. Koblre spoke to the delegations stating we have made great progress with TBL. Still we see many problems with judging and pilots are dissatisfied. Judges are evaluated from an average, not from the quality of real evaluations of flying. Use of video and having judges evaluated using known examples or prearranged flying would be helpful. He feels it is necessary to have evaluation of judges done by other judges, not a computer programme, then judges could be admonished appropriately when deficiencies are noted.

Mr. Laurent suggested that outside judges be invited by national aero clubs to work with judges and improve their evaluations. Mr. Liese said sometimes the judge marking with a 0 is the only one that is correct. He also stated everyone makes mistakes. He agreed it is a good idea to consider test judging, but it has been his experience that after a test flight, the judges return to their old judging tendencies. He also pointed out that fatigue of judges at contests is a real problem and judging suffers greatly as a result of it. At Le Havre, there was a very flat slope from one of the judges. The TBL system opens the slope and every judge should be aware that this is very dangerous. Because of this judge's marks, all of his own pilots suffered as his scores were deleted by TBL. Any and all attempts to alter scores only hurts. Mr. Koblre stated his view that a judge who gives a mark of 8.5 on a figure that was obviously a 0 must be admonished. Mr. Liese stated it must be up to the Chief Judge and the International Jury to talk to the judge. Mr. Gaillard stated his belief the new rules regarding composition of the board of judges will address these problems and now, on basis of fact, the situation will be sorted out. President Heuer stated he was not quite so sure. He said video was used at Debrecen and he is not certain the rules will address all problems. He added he is pleased with the progress that has been made this year. Mr. Versteegh asked that CIVA give thought to how to get good judges.

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President Heuer asked the Delegates, "What is being done in your country to develop judges?" Mr. Berger stated that Austria has a person who is a very good judge but one who is eliminated by TBL. Therefore, he is discouraged and chooses not to judge. It is necessary to find enthusiastic people. Mr. Nazhmudinov stated he does not know the outcome of all the criticism of judges. This issue is often discussed, and it cannot be decided whether a judge is unprofessional. Judges can pick out of 10-20 pilots who can win. It is usually the less experienced pilots who criticize the judges. He believes judges who make mistakes will be handled by Mr. Gaillard's proposal. He stated he does not believe it proper to try to destroy the current system of judging and he is against the idea that national aero clubs be sidestepped in picking judges. Working with national aero clubs provides invaluable experience at the team training camps for judges. Without such experience the judge is very likely to make mistakes. There is no guarantee that a pilot will do a good job; they need practice as well. Let us see what the new approach produces in judging. We need to improve the national aero clubs' methods of developing judges. It is not fair to change the system in a manner which could damage good judges currently on the list.

Mr. Davis suggested use of Mr. Liese's evaluation programme to develop better judges. Mr. Liese cautioned against going so far as to automatically make Unlimited pilots judges. He is not in favor of bypassing national aero clubs at present. Mr. Versteegh stated there must be some test developed for judges. Mr. Liese said that such tests currently exist.

President Heuer asked for other proposals. There were none.

8. REPORT ON THE 1994 BREITLING WORLD CUP AND PROPOSALS FOR 1995

Jean-Louis Monnet reported during 1994, a World Cup event was held in Japan for the first time. There were six pilots in the event. It proved to be complicated as Japanese regulations required pre-approval of all aircraft. He indicated they would be ready for future contests scheduled for Japan. There had been some problems with a protest for application of incorrect penalties at the event held in Berlin. A result of this was a change in the standings. He presented the results of events for 1994.

Mr. Monnet reviewed Breitling's history of involvement with aerobatics. In 1990 they decided to sponsor aerobatic events and it began with the plan to have one event each year. By 1992 they had decided to sponsor a series of events and have continued to move forward. He stated he believes for the benefit of the sport they must go on. There have been negotiations with FAI regarding events. Current plans are to expand and include Australia then South Africa. Of course there is a need for new sponsors and more financing.

President Heuer suggested CIVA consider creating a working group to deal with this matter.

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Mr. Monnet proposed that CIVA create a team for marketing Breitling World Cup events with pilots and judges to formulate new rules with approval of the rules to be made by the Bureau of CIVA.

CIVA AGREED.

Mr. Penteado said these events are good for the community. He feels some rules have been overridden by Breitling and ask if there will be loyalty to CIVA. Mr. Monnet replied this is why he is asking CIVA for rules. Mr. Marangoni suggested that the World Cup event be a 4-minute programme with music. Mr. Monnet said the event would be a 4-minute programme with music, competition is still to be a necessary part, but it must be an air show.

Mr. Black asked if clarification regarding Breitling events was requested by FAI. Mr. Monnet said yes. Was there approval by CIVA. Mr. Monnet said no.

Mr. Koblre said we must encourage creation of rules because it affects the future of aerobatics. Good rules and a suggestion of use of different colors (for each nation) would be useful. During the next year there will be time to develop and present rules. It will be a valuable experience.

President Heuer asked Mr. Monnet regarding planned events for 1995. Mr. Monnet said they will select pilots with a limit of 3 from each country. Mr. Marangoni wanted to know if it would always be the same group of pilots. Mr. Monnet responded affirmatively since in order for him to get 12-14 pilots he has to contact 20. After the 20 top pilots, he says skill level is not high enough. As to number of competitors, 9 is felt to be best for the public while 12 competitors is best according to the pilots, so use of 12 pilots is acceptable to Breitling. They do need someone to market the events and there is need of sponsors. The comment was made that there seems to be a need to create a dynasty. Mr. Marangoni asked if any local champions might be included in World Cup events held in that country. Mr. Monnet said they could fly in the event and be ranked but would not be included with the World Cup pilots. It was also stated that flying to music is difficult. Mr. Ketonen asked how many competitions are planned (10 maximum) and how many judges (7 maximum). Breitling has a media plan which is scheduled to be released in November. The tentative Breitling World Cup Schedule for 1995 is: France, June 11-18; Canada, August 9-13; USA, August 25-27; Japan, mid-October; possibly Italy or Spain; Australia (if a sponsor is found); Austria, if there is no conflict with US Nationals the end of September.

Mr. FUSDahl said he has the feeling that they (organizers of the Breitling World Cup Events) are getting fewer pilots and the events are deteriorating to air shows and media publicity for aerobatics. Mr. Monnet explained that in trying to work with the top pilots (for example, they had 14 at the World Cup Event in Orlando) the public starts to become bored with so many. Mr. Berger suggested that they consider having more competitions or events then use only 8 pilots for the final results. Mr. Monnet said they have to have enough pilots and all pilots need money to fly these events. Mr.

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Penteado said he feels Breitling events are stimulating and good for the sport. He wants CIVA to be involved to avoid losing pilots to money-raising events. He stated it is his view that CIVA can control the sport of aerobatics and has been doing a good job. He wanted to know why Breitling wants to involve CIVA - "What is it that Breitling wants from CIVA Delegates?" Mr. Veres said he thinks Breitling wants CIVA to help from a professional basis. Mr. Monnet said it is his impression Breitling would prefer to be on its own and that he is an independent (in the middle) working as a liaison. Mr. Penteado again asked, "Why is CIVA being involved?"

President Heuer explained the background of the Breitling World Cup events stating that these are First Category FAI events. FAI and CIVA control development and sanctioning for all of these events. There is a business arrangement between FAI and Breitling. The role of CIVA is to develop regulations and to provide judges for these events.

Mr. Versteegh said that for Breitling World Series of Aerobatics invitations should be extended to all Delegates so they can witness the development of this sport.

Mr. Monnet asked, "Why do we pay sanction fees?", and continued by saying they feel they are paying sanction fees to develop the sport of aerobatics. He asked, "How are you using the money from sanction fees to promote aerobatics?" President Heuer responded by saying that some of these questions will be answered when the issue of the CIVA budget is addressed. He continued by saying that CIVA offers Breitling the BEST pilots in the world. It is a pleasure to watch them fly and see their skills.

Mr. FUSDahl asked about the use of the World Cup series, would they have control of the name of the event. President Heuer said there is no FAI control of the Breitling World Cup title. Developing the events into an FAI World Cup series would be to ensure its future.

Mr. Monnet said that Sportel (the corporation) has approached him to buy the aerobatic video rights. Mr. Berger inquired about sanction fees - do the fees go to CIVA or FAI? President Heuer stated this would be addressed in the budget proposal. Mr. Nazhmudinov said Breitling has done a very good job in the promotion of these events as evidenced by the fact there are many more spectators at Breitling events than at world championships. The mechanism for Breitling events must be improved. He had one question - what if sportsmen are not allowed to participate in the three events?

President Heuer then announced presentation of the Leon Biancotto Award to Jean-Louis Monnet in honor of the Breitling Corporation's work in aerobatics.

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9. KNOWN COMPULSORY SEQUENCES FOR 1995

Copies of the Known compulsory sequences submitted by national aero clubs were distributed with voting to be conducted later in the meeting.

10. ADDITIONAL FUTURE AEROBATIC CHAMPIONSHIPS

10.1. AWAC 1995

John Gaillard announced the dates for AWAC will be February 11-25, 1995. He reviewed the fact the Bureau of CIVA has been delegated the authority to decide on matters arising. He said it was the desire of South Africa the issue of anonymity remain in line with current CIVA regulations. Mr. Gordon indicated he thought having anonymity for Class 2 was still a possibility. Mr. Gaillard said they believed it presents too many organizational problems. President Heuer asked if they have had a good response from judges and indicated that a judge from the US had volunteered for AWAC.

Mr. Versteegh said it was his understanding that Class 2 had developed to encourage flying at another level other than Unlimited. Now, AWAC has been opened to Unlimited pilots as well. He personally doubts this was the intent, feels it does not encourage other pilots and actually may discourage other pilots from competing in Class 2. John Gaillard said with less than four months remaining until the contest, any changes now might create a disaster. If it was the intention from the beginning to eliminate Unlimited pilots, that should have been in the rules and, perhaps, this should be changed for subsequent AWACs. Mr. Versteegh said we should brief our pilots on intent and maybe consider a handicap for Unlimited pilots. He wanted to know what the future direction CIVA wants to go in this matter. Mr. Gaillard said they are happy with the field of competitors and does not want to discourage the pilots who have registered. Mr. Liese said that CIVA cannot change rules now. He also stated his view that if Unlimited pilots participate it will destroy Class 2 as an event. Mr. Lamb stated his intent to go but questions the spirit of it. Mr. Godbille said he feels it is a good idea to avoid participation of Unlimited pilots in Class 2 which would mean the same pilots are participating in WAC and AWAC. However, he said it would be too difficult to change the rules now but it is a good idea to think and plan now to avoid this in the future. A French judge will be available.

Mr. Davis said he thought it was the intent and assumed Unlimited pilots were not to compete in Class 2. He also said he feels the current situation needs to be changed. Mr. Nazhmudinov agreed that the original intent was to have Class 2 pilots as was discussed at the CIVA meeting in England. He said that now, however, we must support this AWAC. He indicated that he would support the views of France and the United States that proposals for the future be made that protect the entries for Class 2 pilots. Mr. Gordon said that originally the top 20 Unlimited pilots were to be excluded

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from Class 2 competitions and there was to be aircraft limitations as well. Mr. Lamb said the talk seems to be about Unlimited as a group, and he feels it should be an aircraft competition not whether or not it is Unlimited or Class 2 pilots. Mr. Versteegh indicated that he totally disagrees with Mr. Lamb on this issue. Mr. Fudahl said he thought the idea was to limit aircraft not pilots. The Zlin 50 was properly approved to be on the list of aircraft for Class 2. Mr. Versteegh said it was not the intent for Unlimited pilots to compete in AWAC but that rules cannot be changed now. He said CIVA must support this event.

President Heuer recommended that there be no proposals for rule changes regarding AWAC at this late date. Mr. Liese said this situation could be repaired by organizers giving the biggest award to pilots who have never flown Unlimited aerobatics prior to first flying in this AWAC.

At this point (17.10) the meeting was adjourned for the day.

President Heuer reconvened the meeting Sunday, 6 November at 09.05 and reviewed the agenda for the day.

10.2. 1995 European Aerobatic Championships

Mr. Koblre explained that Spain will be unable to host the 1995 EAC and the Czech Republic is currently trying to organize this event. The proposed entry fee will be \$1,000 US with the location yet to be determined, probably just east of Prague, and the date in July. He asked CIVA if it would be possible for the Czech Republic to announce their intention the early part of December when more details would be available and they would do their best to organize the contest. He feels they must maintain the continuity of European Championships.

President Heuer asked for other proposals to host this event. There were none. He then proposed CIVA accept the proposal of the Czech Republic to host the 1995 EAC with the Bureau of CIVA to be authorized to work with the organizers to develop the details of this event.

CIVA AGREED.

10.3. AWAC 1995 - Excluded aircraft

Mr. Gaillard asked CIVA to re-examine the list of excluded aircraft. Mr. Nazhmudinov stated it is the desire of pilots from Russia to be able to fly the Yak 54. Discussion followed on exclusionary wording. Mr. Nazhmudinov gave the Yak 54 specifications including information that it had 360 HP. Mr. Fudahl agreed that the wording is dubious regarding new aircraft in excess of 250 HP. He said it sounds like the Yak 54 and Yak 55 are Unlimited aircraft. Mr. Gaillard stated if the Yak 55 is excluded, 10 pilots who have already registered would be eliminated from the competition. It was

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suggested the discussion regarding exclusion of aircraft be limited to the Yak 54 (new type). Mr. Lamb said he has seen an ad comparing the aircraft to the Sukhoi 29. Mr. Nazhmudinov said that advertising is just that, advertising. The Yak 54 has a lower performance than the Sukhoi 29. The main point is who will be the pilot, and who will design the programme to be flown?

Mr. Versteegh said it was the intent of Class 2 regulations to allow younger pilots and lower performance aircraft to have their own competition. The current wording of the rules governing AWAC need clarification, particularly regarding excluded aircraft. Mr. Godbille said it is supposed to allow for older aircraft but it is difficult to approve new aircraft no one knows anything about. He supported the views of Mr. Versteegh and said CIVA must make sure we have two completely different performance levels at these contests.

Mr. Nazhmudinov proposed use of the Yak 54 for AWAC 1995. Voting was 3 in favor, 13 opposed. Mr. Gaillard said that exclusion of the Yak 55 would be detrimental at this point. Mr. FUSDahl asked for clarification of the Yak 55 specifications. Mr. Nazhmudinov said that most changes were technological in nature with no changes in weight. He said he would not propose to remove this aircraft from the list, but he added he feels the excluded list of aircraft must be addressed.

President Heuer then invited Delegates to submit additional information and proposals regarding this issue. He also stated that Appendix 6 wording would need to be changed regarding this matter. Mr. Versteegh said he was sorry that the position of South Africa was to choose to use the higher performance aircraft. Mr. Gaillard responded that what Mr. Versteegh had just said was not in a good spirit. He repeated the issue is that South Africa does not want to prevent countries from participating in AWAC.

Mr. Marangoni said it is obvious we need to define Class 2. He also stated it is impossible to define all aspects of a category. If they (pilots) cannot afford to fly such aircraft on their own but have the opportunity to fly them at AWAC, it does not matter if they are young or old, but that CIVA is encouraging skill level of all pilots. He suggested they have the championships now using the Yak 55 then next year redefine Class 2.

President Heuer said it is much easier to compile an exclusionary list. He explained there might be the possibility of the International Jury excluding other aircraft. There would have to be an update of the exclusionary list. Mr. FUSDahl said they had tried to use a thrust to weight ratio in determining which aircraft would be excluded. President Heuer pointed out that the Extra 230 was not excluded. Mr. Schweizer spoke to the delegation saying he had flown a 200 HP aircraft for 23 years. He said it would not be fair at this point to change the rules. He suggested pilots go to the contest and have an open mind then in the future somehow limit the aircraft (perhaps like Formula 1 cars), probably by engine limitations. While he feels this probably is not a solution, he recommends no changes now. Fly the contest with an open mind, then make appropriate suggestions for improvements in

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the Class 2 rules and restrictions. Mr. Davis said it was his opinion that the discussion indicates a need to clarify rules but that CIVA should not change any rules now. He suggested that President Heuer's solution be followed.

Mr. Nazhmudinov said the Russian Team flies the Sukhoi. The Yak 55 is flown by the majority of Russian pilots. In the future they will be flying other aircraft. The younger pilots in Russia who are preparing to compete in Class 2 must fly the Yak 55. At the meeting in England there was a consensus regarding these pilots and the aircraft they have experience in. The capacity of the engine is not the deciding factor. Overall aerodynamics and other influences determine the aircraft performance. Pilots in Russia currently only have the opportunity to fly and train in the existing aircraft.

10.4. 1995 WGAC

Madelyne Delcroix gave the presentation regarding the 1995 World Glider Aerobatic Championships. They have scheduled reserve days for possible weather delays. During these days they would like permission to do some cross-country flying and soaring. This flying would only be done in 2-seat, non-aerobatic gliders for Alps flying. She proposed CIVA guide them in regulations to provide for this activity. Mr. FUSDahl and Mr. Berger voiced support of this proposal.

CIVA AGREED.

Dates for the contest are September 11-23. Entry fees (2 levels) will be \$2400 FF (approximately \$400-420 US) and \$800 FF (approximately \$130 US).

President Heuer proposed CIVA approve the entry fees and local regulations with the Bureau of CIVA being authorized to approve additional details prior to the contest.

CIVA AGREED.

The Glider Aerobatics Subcommittee proposals included Albert Hage of Belgium to be Chief Judge, the International Jury Members as recommended by the subcommittee, Technical Commission Chairman, J. M. Roy with additional members to be nominated.

CIVA AGREED.

10.5. WGAC 1997

Mr. Davis of the United States indicated he was not prepared to give any specific details as plans depend on organization of the World Air Games. The United States is considering three different

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sites, but details will have to be presented at a later date. Mr. Versteegh requested that decisions regarding this contest not be prolonged.

President Heuer asked if there were any other proposals. There were none.

10.6. PROPOSED KNOWN COMPULSORY SEQUENCES FOR 1995.

President Heuer noted that CIVA has already approved compulsory sequences for the AWAC and WGAC. He asked if discussion was necessary regarding the proposals from France, Russia and Spain for the Unlimited known compulsory sequences. No discussion occurred.

CIVA AGREED to accept the proposal of Russia for the 1995 Known compulsory. (voting on the proposals - Russia 12, France 7, Spain 0.)

11. LIST OF INTERNATIONAL JUDGES - Additions and Deletions

Additions and deletions to the List of International Judges were presented by the national aero clubs. Please see attached list.

CIVA AGREED.

12. ANY OTHER BUSINESS

12.1. 1996 EGAC - Poland will present a full proposal at the 1995 meeting

12.2. CIVA Budget - Proposal for 1995

President Heuer stated the proposed budget for 1995 is not complete. Funds for CIVA are currently retained in an FAI account in Zurich. There is \$60,000 in the FAI account from Breitling sanction fees, and CIVA is to agree on the split of these fees. The first thing required is that CIVA approve use of funds for the suggested expenditures.

Mr. Black asked if there are any plans to sell CIVA stickers and emblems. President Heuer said he personally would like to see these items used for promotion and distributed for that purpose.

President Heuer said it would be appropriate now that CIVA has funds for his expenses to be paid. James Black and John Gaillard voiced support. President Heuer assured the delegation that the Bureau would be kept informed of expenses, and the expenses will be published and provided to all Delegates.

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CIVA AGREED to proposed expenditures of \$8,240 (US) and expenses incurred by the President in his duties on behalf of CIVA.

The second issue requiring approval from CIVA is the split with FAI of the Breitling sanction fees. The current suggestion is that the fees be an equal 50:50 split (less expenses) between CIVA and FAI. President Heuer stated that it has been a privilege for him to work with the FAI staff in Paris during the past eight years. He has experienced good and immediate cooperation. He said CIVA would not survive without FAI and in this spirit of cooperation and support he recommends acceptance of the 50:50 split of sanction fees from Breitling. He stated his belief that there would be substantial income in the future.

Mr. Versteegh asked if FAI had sponsorship. President Ness said this was rare, that sponsorship usually was in connection with championship events. He also stated that it was rare to have just one company be a sponsor. Mr. Versteegh said he objected to the 50:50 split of funds as he feels the money should be used to promote aerobatics and funds are needed for marketing. President Heuer said CIVA has no structure for marketing and that aspect has to lie with FAI. FAI has hired personnel with a Vice-President of Marketing to handle that. CIVA only meets once a year which would create difficulty in marketing decisions.

President Ness stated there can be no question of "them vs. us". We are one organization. The question here regarding the split of funds is who does what with the money. It is to be used to develop air sports. Also, the funds to be split are the \$60,000 less expenses. The intention is to market aerobatics and FAI. FAI is a prestigious organization with worldwide recognition. Using the name is of value. Who in CIVA, currently, could do something with these funds? FAI has the personnel to handle this promotion. Mr. Versteegh said that if we are one organization then CIVA should keep all but a fee and promote ourselves. He feels that FAI should not market aerobatics and if they do so it would be the end of aerobatics. Mr. Lamb said that taking the point from President Ness regarding marketing, he feels we can sell ourselves. Mr. FUSDahl stated while some agree with the views of the Netherlands and the United Kingdom, the practical matters require acceptance of the 50:50 split. Mr. Davis said we are not set up to market and suggested acceptance of the split and come back to it later. Mr. Ketonen said he sees the 50:50 split as a diplomatic one and it could be that FAI could earmark the money for aerobatics.

President Ness said that Sportel is aimed at marketing via television. There is great interest in aerobatics and other FAI sports. There must be some priming for videos to sell these products to Sportel. The FAI 50% of the funds will not be used for operating expenses, only marketing.

Mr. Black said that Breitling had already addressed this issue. How the funds are to be spent by FAI should be clarified. Also they should encourage sponsors.

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The proposal was presented to accept the 50:50 split of Breitling sanction fee funds (\$60,000 less expenses).

Mr. Lamb asked what is to happen concerning future monies coming in. President Ness said we will need to discuss the next split when those monies come in. Mr. Lamb asked if they would be setting a precedent if they accept the 50:50 split now. President Heuer said that we could not decide on future issues, that we can only decide regarding the current \$60,000. He said that this is a one year deal while monies coming in the future is not assured. Mr. Godbille said he felt this was a good starting basis for a 50:50 split then we can see what the results are of how the monies are used to support aerobatics. If FAI does a good job with the monies, there will be no problem with decisions regarding further splits. On that basis, he is in favor of accepting the 50:50 split of funds.

President Heuer said he would add to the proposal that FAI inform CIVA of how the money is spent.

CIVA AGREED (Voting 16 in favor / 3 opposed)

Mr. Lamb proposed that no percentage be set regarding future funds prior to a meeting of CIVA. Mr. Fudahl said CIVA should not limit the actions of the President or Bureau of CIVA. Principles are being discussed.

President Heuer assured the delegations that the Bureau of CIVA has been delegated authority to deal with issues that arise concerning Breitling. They have a good working relationship with Breitling and deal with them on a year-round basis. He suggested that if Delegates do not approve of actions of the Bureau they limit their responsibilities and/or elect different officers. The FAI meeting was in October 1994 and it was desirable to have a proposal.

Mr. Gaillard asked who initiated actions with Breitling. President Ness said Breitling initiated discussions with FAI. Secretary General Max Bishop performed the initial duties in conjunction with the President of FAI and then Vice President Ness. President Ness said no one gets something for nothing, and business has risks. Someone has to have authority to make decisions.

Mr. Lamb stated his wish to withdraw his proposal. He added he has earned his entire income from sponsorships and he just wanted to say that he felt this negotiation had not been handled in the best possible way.

12.3. Championships Handbook Working Group

Mr. Laurent reported that work on the Handbook revealed that 50% is considered a standard, 20% is good and 30% is found to be insufficient. He said it is important to establish a standard. He suggested CIVA use the current handbook suggestions in developing adequate criteria for

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standards. Mr. Laurent concluded by saying he cannot continue working on the Site Survey Team and asked that a replacement be named for him. President Heuer expressed thanks on behalf of the members of CIVA for his work on the committee.

President Heuer asked if the Oklahoma site for WAC 96 would require investigation. He also asked James Black if he would be willing to be Chairman of the Site Survey Team. Mr. Black accepted. Hans Vogtmann was recognized by CIVA as being a very good person to serve on this committee but he has not been active.

Mr. FUSDahl asked if the IAC Chapter President in Oklahoma City could do some of this work, or if perhaps it might not be required. Mr. Black stated that he did not think it a good idea to start making exceptions to the site survey work and that these surveys should continue. President Heuer voiced agreement with Mr. Black and further stated he did not think it a particularly good idea for the host country to inspect the site.

Ms. Holyk nominated John Tuvefalk; Mr. Godbille nominated Madelyne Delcroix and Mr. FUSDahl nominated Bob Davis to serve on the Site-Survey Committee for WAC 96. Bob Davis said he would be happy to assist but that he would also be working closely with IAC on this contest.

CIVA AGREED to accept these nominations to the Site Survey Team.

12.4. Technical/Medical Group

Mr. Lamb reported no new or current information from this Committee. He agreed to be Chairperson.

President Heuer proposed that the current group be kept intact.

CIVA AGREED

It was noted that the Championships Handbook draft, as discussed in the subcommittee meetings, will be made available to James Black. Delegates are encouraged to submit suggestions to James Black as well.

13. ELECTIONS

13.1. Officers

PRESIDENT - Michael Heuer was the only nomination and accepted.

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FAI VICE-PRESIDENT - President Heuer was the only nomination and accepted.

1st VICE-PRESIDENT - Jiri Koblre, Czech Republic

Nominations included Mr. Godbille of France (declined), Jiri Koblre (13 votes), Kasum Nazhmudinov (declined), Frank Versteegh of the Netherlands (3 votes).

2nd VICE-PRESIDENT - Jacque Godbille, France

Nominations included Tor Andre FUSDahl, Norway (6 votes), Nigel Lamb, United Kingdom (declined), Kasum Nazhmudinov (declined). Mr. Godbille expressed his thanks for the vote of confidence and told the Delegates he will do his best in serving as a Vice President of CIVA.

3rd VICE-PRESIDENT - Kasum Nazhmudinov, Russia

Nominations included John Gaillard, South Africa, Nigel Lamb, United Kingdom, Michelle Laurent, Switzerland, Georgio Marangoni, Italy, Frank Versteegh, the Netherlands, all of whom declined.

VICE-PRESIDENT, GLIDERS - Karl Berger, Austria

SECRETARIES - Veva Becker, United States; Liz Cook, Australia

Nominations included both Ms. Becker and Ms. Cook who agreed to jointly share responsibilities of the office of Secretary.

13.2. Committees

RULES - Jiri Koblre, Chairman

Members: Diana Britten, Liz Cook, Kasum Nazhmudinov, John Tuvefalk, Rudy Penteadó, Jacques Godbille.

JUDGING - Hermann Liese, Chairman

Members: Patrick Paris, Victor Smolin, John Gaillard, Helmut Stas, Bob Davis, Madelyne Delcroix, Hans Bauer, Carole Holyk

Nominations included Hans Bauer, Bob Davis, Carole Holyk, Paul VanLonkhuyzen, Patrick Paris, Victor Smolin, Helmut Stas, John Gaillard, Madelyne Delcroix, Zoltan Veres.

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President Heuer stated the size of committees should be kept smaller than ten and asked for suggestions from the Delegates. Mr. Godbille proposed that the subcommittee consist of five members.

CIVA DID NOT AGREE (Voting 5 in favor / 15 against)

Mr. FUSDahl and Ms Holyk proposed the committee consist of seven members.

CIVA AGREED.

Nominations and voting for members of the Judging Subcommittee resulted in repeated tie votes between Hans Bauer and Carole Holyk. Mr. FUSDahl proposed that CIVA accept a total of eight members to this committee.

CIVA AGREED

CATALOGUE - Karl Berger, Patrick Paris, Victor Smolin, Carole Holyk

GLIDER SUBCOMMITTEE - Current members to be retained

14. APPOINTMENT OF OFFICIALS

14.1. European Championships

President of the International Jury, Michael Heuer.

Members: Jacque Godbille, Carole Holyk, Kasum Nazhmudinov, Istvan Matuz.

14.2. Advanced World Aerobatic Championships

President of the International Jury, Frank Versteegh.

Members: Jiri Koblre, Kasum Nazhmudinov, Carole Holyk, Paul VanLonkhuyzen with Helmut Stas as reserve.

15. DATE AND PLACE OF NEXT MEETING

Initial discussion revealed that if no location is selected, we would hold the meeting in Paris. While some Delegates indicated interest in Switzerland, it was felt that location would prove to be too expensive. Mr. Versteegh asked if it would be possible to hold the meeting in the United States

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again since this had been so successful.

Madelyne Delcroix said she would be willing to organize and host the meeting and made the proposal the meeting be held in Colmar, France.

CIVA AGREED.

Dates: Subcommittee meeting will be held November 2, 3, with the plenary meeting to be conducted November 4-5, 1995.

President Ness informed the members of CIVA it is their responsibility to pay fees for the Secretary General when he attends the CIVA meeting. Travel arrangements will be organized by Ms. Delcroix.

16. MISCELLANEOUS

President Heuer made a presentation to South Africa, hosts for the AWAC, of the FAI flag to be displayed during the event. He presented pennants to France for the glider championships and to the Czech Republic for the European Championships stating the FAI flag would be forwarded.

Mr. FUSDahl asked if there was information from the Medical/Technical Committee, specifically the G meter trials. Mr. Lamb reported there was need for clarification of G meter trials. The French Team did not test the device as they had too many difficulties. While they could have G meter readings from every aircraft for every pilot, there is no software available to evaluate the data collected. Future accuracy of the readings will be checked. The Chief Judge resisted the idea of trial evaluation of estimates of G readings from the board of judges. Evaluation from the judging line will not be attempted in the future. There are no plans to use the G meter devices at AWAC.

President Heuer adjourned the meeting at 14.30.

Submitted by Veva Becker,
Secretary of CIVA.

Approved by:

Michael R. Heuer
President of CIVA

vb/18 March 1995