

CIVA mid-year Delegate Free Discussion #1

Notes from Zoom session of 29 May 2022

Present: Nick Buckenham (President), Eduardo Bolster (ARG), Madelyne Delcroix (FRA), John Gaillard (RSA), Mike Gallaway (USA), Michal Grazyk (POL), Pekka Havbrandt (SWE), Carole Holyk (CAN), Miyako Kanao (JPN), Jurgen Leukefeld (GER), Vladimir Machula (CZE), Jyri Mattila (FIN), Alejandra Moore (ESP), Steinar Ostby (NOR), Hanspeter Rohner (SUI), Matthieu Roulet (FRA), Honza Sobotka (CZE), Steve Todd (GBR), Pierre Varloteaux (FRA), Hanna Rähä (FIN), Zuzana Danihelova (CZE).

1. The Draft Governance document:

Matthieu Roulet introduced the Draft Governance Document version 03, which had been circulated immediately prior to the meeting and updated on the CIVA News website. The material in black represents how CIVA operates at present; texts in purple are new items not yet in common practice and not to be put into force until CIVA Plenary approval. Comments are welcomed and a final pre-plenary draft will be published at the beginning of September.

2. Safety Working Group

The forthcoming CIVA Safety Working Group was discussed. Hanspeter Rohner cited a range of sections to be included, some being organiser matters while others are Jury responsibilities. Championship entries should per Section 6 be submitted by NACs, though it can be difficult for organisers to tell if they come directly from the competitor. The validation of competitor capability is viewed as a NAC responsibility, though clearly a small NAC could bypass this important requirement. During an event the Chief Judge is able to issue instructions to a pilot to land due to dangerous flying, but instances where the Jury has not supported a CJ's subsequent wishes for disqualification were recalled. Clarification of these aspects in the rules should be made.

It was noted that assessments of a pilots technical capability and thus approval by their NAC to fly in each category are not consistent between countries, many requiring validation from an appointed assessor, others that the pilot must be observed to fly at a satisfactory level in their national competition before being entitled to enter a World Championship in that category.

Steve Todd questioned those present about low flying limits and related criteria, asking if other countries follow the SERA 500 ft rule in competition aerobatics. It was noted that in some European countries permission for competition aerobatics below this level is allowed, others entitle organisers to set their own low limits.

3. Information regarding WCAR

Nick Buckenham updated the meeting on the World Championship Air Race series. There is now a parallel activity run by former RBAR Race Director Willie Cruickshank through new company Air Race Ltd, this being separate from the Hong Kong based Adventure Air Race Ltd (rights holders of WCAR) who established the existing contract with FAI. Willie has use of the RB pylons and other associated equipment. The FAI linkage with CIVA to regulate sporting aspects of WCAR is thus on hold. The Air Race Ltd event planned for Goodwood in the UK is apparently now cancelled. The

original FAI contract with Adventure Air Race Ltd is still secure, the next sanction fee due in July. It is hoped by FAI that there will be a merger of all involved air race activities before long, when FAI and thus CIVA should expect to become directly involved again.

4. Aerobatic glider developments

Pekka Havbrandt explained the dilemma regarding development of the Swift glider and possible further manufacture, currently hindered by lack of agreement between rights holder Roland K ng, manufacturers Margański and also an evident lack of funds; the ongoing funding requirement is estimated as 1m USD. Alex Moore suggested approaching those driving the air race process for funding as glider aerobatics are especially 'Green' by nature, there also now being electric winch equipment available that can launch a Swift to over 1,200m.

The Fox is still in production, but is relatively heavy and only suited to Intermediate and Advanced. The single seat Swift has clear advantage in Advanced and Unlimited. The possibility of prolonging the life of the Swift by developing new wings is an ongoing area of discussion.

5. Submission of Free Known master figure sets for 2023

Nick explained the situation with the KAWG for power and the GAC for glider figure master sets. Submissions from NACs for 2023 will open soon, an explanation to be circulated to delegates supported by a dedicated CIVA news web page. Submissions from NACs should be emailed to dedicated power and glider addresses. Approved submissions will be published on the website for review by all.

6. The 2022 Plenary Conference

The target venue for the 2022 Plenary Conference was discussed, though no NAC has so far responded to the request for bids that was made some weeks ago. Those present agreed with the bureau view that CIVA should aim to run physical gatherings where only those present would be entitled to debate and vote on presented topics. Streaming of the meeting was appreciated, but absent NACs wishing to participate should use the proxy vote system and communicate with the proxy holder to guide their vote either before or during the meeting by following the discussion online.

USA delegate Mike Gallaway was asked if the 2022 conference could be sited in the US as originally proposed, however he indicated that the time now may be too short for sensible preparation. Nick will contact Mike to see if this is still a viable option. The default alternative location must however be local to Lausanne, per FAI guide-lines.

The need for agenda items to be published 30 days before plenary was cited by Matthieu Roulet, his view being that allowing ad-hoc items at the plenary is not acceptable as delegates do not have sufficient notice to prepare. Nick will investigate the FAI view of this practice.

7. Timescales for submission of championship bids

Regarding forward bids for championships, the meeting agreed with Matthieu that one year ahead is too little but up to a maximum of three years was acceptable. It was suggested that CIVA should

actively promote organisers to submit bids and encourage NACs to actively search for new venues. The FAI Organiser Agreement is being revised, due for approval and release later this year.

8. Privacy of CIVA Bureau meeting minutes

The need for privacy of bureau meeting minutes was discussed, the bureau view being that, as these regularly contain confidential or potentially contentious material, openly circulating them would, in accordance with normal business practice, be unwise. An alternative approach is adopted by the FAI Executive Board, a sanitised version of their minutes being created for publication to members while the primary minutes are reserved for EB members and senior FAI staff. CIVA should perhaps consider a similar policy, though it was noted that approval of key bureau matters is normally followed by an appropriate release of relevant information or instructions to delegates.

It was noted that the reasons for rejections of rule proposals by the joint Judging and Rules Committees are now given, clearly a good example of such a step. This encourages NACs to reformulate such proposals to promote development of our sport. It was generally agreed however there should normally be no need to extensively change our rules every year, the stability of the existing rule structure and making the right changes when appropriate being crucial.

9. The CIVA Open Tour Series competition format

Nick encouraged all NACs to check through the COTS process developed by the bureau under Pierre Varloteaux's guidance. The initial COTS event run by Klaus Schrödt in Germany was strongly appreciated by participants; to establish the format we now need a series of repeats in different countries. Some doubt was expressed however regarding the potential to operate this format for perhaps 1 to 2 years, as organiser must now manage effects from Covid and the Ukraine situation. Other examples of supportive formats include the Sky Grand Prix run by John Gaillard, which has still some interest especially in the Middle East. These alternative events are important to underpin CIVAs need for supplementary formats to broaden the scope of its activities and maintain interest in and development of the sport.

10. Other topics

The meeting was asked if CIVA had made contact with pilots from Ukraine. Nick confirmed there were exchanges in February, when we learned that some UKR judges have adopted the Russian view while others remain true to their Ukraine origins. Vladimir Machula said that the UKR Extra had been successfully extracted to another country, and there were several known operations successfully taking UKR nationals into local countries and others more distant such as Spain. Vladimir and Nick were asked to assemble and forward contact details of known UKR pilots to Alex Moore to see if there is anything we can do to help.

The matter of aircraft insurance for US Team members at WAC has received attention from Vladimir and Pierre Varloteaux; Mike Gallaway confirmed that 6 pilots are going to WAC. Vladimir will discuss with US Team Manager Alice Johnson and organiser Jurek Makula regarding the need

for temporary Certificates for flying and competing in Poland using French and Romanian planes.
Some validations are needed.

Ends.