



*Fédération  
Aéronautique  
Internationale*

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# Minutes

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

held in Salzburg, Austria  
**on 25 and 26 October 2008**  
at the Hotel Heffterhof

Ver. 1.2 / 29 July 2009

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## 1. President's Introduction

CIVA President Michael Heuer opened the Plenary Meeting at 09.15 on Saturday, 25 October.

He welcomed the Delegates to Austria and thanked the Aero Club of Austria for hosting the meeting, under the direction of Mr. Alfred Schmitzberger.

The following proxies were tabled:

- Hungary to Austria
- Georgia to Sweden
- Belarus to Russia
- Ukraine to Lithuania
- Ireland to Finland

It was established that with 21 voting delegates/alternates present and 5 proxies, to achieve absolute majority, the vote must be at least 14.

## 2. Roll-Call

The President welcomed the FAI Secretary General, Mr. Max Bishop to the meeting.

*(In brackets are the abbreviations used throughout the minutes whenever referring to a specific person)*

President :

- Michael R. HEUER                  CIVA President                                  (MH)

CIVA Officers :

- John GAILLARD                      1<sup>st</sup> Vice President                              (JG)
- Jiri KOBRLE                          2<sup>nd</sup> Vice President                              (JK)
- Osmo JALOVAARA...                3<sup>rd</sup> Vice President                              (OJ)
- Jerzy MAKULA                      Vice President, Gliders                        (JM)
- Carole HOLYK                        Secretary                                        (CH)
- Madelyne DELCROIX                Secretary                                        (MD)
- James BLACK                        President of Honour                            (JB)
- Karl BERGER                         Vice President of Honour                        (KB)  
(Attended 2<sup>nd</sup> day of Plenary)
- LG ARVIDSSON                      Vice President-Finance (sent regrets,could not attend)

A moment of silence was observed to remember our colleagues and friends, Mr. Antonio Quintana of Spain and Mr. Vitas Lapenas of Lithuania, who passed away this year.

## 3. Minutes of the Meeting held on 27 and 28 of October, 2007

### 3.1. Approval of Minutes

There were no objections to the Minutes.

**Decisions** : The Delegates approved the Minutes of the Meeting

#### **4. Declaration of Conflicts of Interest**

Alan Cassidy stated that he is Chairman of the Catalogue Sub-Committee and the producer of a commercial software product.

#### **5. FAI Report**

Mr. Pierre Portmann was elected to his final 2 year term.

Max Bishop reported that several new members were added to the FAI, they are from Morocco (Active), Egypt (Associate), and Bahrain, Oman, and Vietnam (Temporary). In Brazil, sporting powers have been provisionally transferred to the CAB. The General Conference also decided to allow up to two "Associate Members" per nation alongside an Active member in certain defined circumstances. This would allow air sport disciplines, not governed by the NAC, to belong to the FAI.

The Red Bull Air Races have been sanctioned by the FAI General Conference as having World Championship status. The races are run under Red Bull rules, but these rules are checked and the events supervised by an FAI Safety Delegate.

FAI and the Air Sports Commissions welcome the financial support from the Red Bull series but, with the economy the way it is, there is no guarantee of continued income.

#### **6. Report from the President of CIVA – (Agenda Item 4) – Michael R. Heuer**

MH read and highlighted some items from his report to CIVA, announcing another safe and successful year of FAI Aerobatic Championships.:

##### **6.1 Championships – Four "classical" events were held in 2008:**

- 8<sup>th</sup> World Advanced Aerobatic Championships: Pendleton, Oregon, USA
- 16<sup>th</sup> European Aerobatic Championships: Hradec Kralove, Czech Republic
- 9<sup>th</sup> European Glider Aerobatic Championships: Radom, Poland
- 1<sup>st</sup> World YAK 52 Aerobatic Championships: Novosibirsk, Russia

A total of 154 competitors flew in these Championships. This is up from 131 in 2007 thanks to the addition of the World YAK 52 Aerobatic Championships.

##### **6.2 Contest Software and Judging Analysis**

This year, two contest scoring programmes were in use:

- ACMS – Developed by Michel Dupont (France)
- ACRO – Developed by Nick Buckenham (United Kingdom)

CIVA now has excellent scoring programmes in place and the best judging analysis tools it has ever had. This will be of enormous help in two areas:

- Selection of Judges for Championships.
- Judging training, education, and feedback.

##### **6.3. Contest Results**

Contest results can now be found at [www.civa-results.com](http://www.civa-results.com).

#### 6.4. World Air Games: Pilot Selection

##### Power:

Gerald Cooper - United Kingdom  
Svetlana Kapanina – Russia  
Mikhail Mamistov - Russia  
Pierre Marmy – Switzerland  
Renaud Ecalte – France  
Martin Sonka – Czech Republic  
Ramon Alonso – Spain  
Michael Racy – USA  
Debby Rihn-Harvey – USA  
Marco Bosoni – Italy

##### Glider:

Premysl Vavra – Czech Republic  
Ferenc Toth - Hungary  
Markus Feyerabend - Germany  
Erik Piriou - France  
Jerzy Makula - Poland  
Dietmar Poll - Austria  
Jason Stephens - USA  
Pietro Filippini - Italy  
Georgy Kaminskiy -Russia  
Christian Schmid - Switzerland

#### 7. Report from the Vice President of Finance (Agenda Item 5) – L.G. Arvidsson

MH presented the Financial Report on behalf of L.G. Arvidsson.

##### Discussion:

Jurgen Leukefeld (JL) asked about point 4 (“Organizers should be obliged to include the Sanction Fee within the entry fee.”). He stated that pilots don’t know that the sanction fee is included in the entry fee.

MH: It is up to the Delegates to inform their pilots of this.

##### Sanction Fees:

World events (Power, Glider, Yak 52, Advanced) - US\$ 200 per pilot  
Continental (Power, Glider, Yak 52, Advanced) - US\$ 150 per pilot

Stipends for Judges and Jury (500 US\$ per person) will be paid for the 2009 World Championships (WAC and WGAC only).

FAI donation of \$10,000 for Judges’ training is not shown as expenditure until the actual amount is known.

Alan Cassidy (AC): Is CIVA is expecting a sanction fee from the World Aerobatic Cup in the Czech Republic?

MH. Sanction fee is expected, but since Jan Zival (Contest Director/Organizer) was in a serious road accident, no information is available at this time.

##### Decisions:

- a) Points 1 and 2 of the report to change CIVA’s account from the US \$ to the Euro and to empower the Bureau to decide on the optimal moment to convert the currency was **agreed by CIVA**.
- b) Point 3 “All Sanction fees should consequently be paid in Euro from 2009” not recommended by the Bureau, until actually convert to the Euro. **CIVA Agreed**
- c) Point 4 “...sanction fee is included in the entry fee”. **CIVA Agreed**
- d) The Bureau of CIVA is authorized to finalize the budget for 2009 and to publish the spreadsheet to the Delegates in an e-mail communiqué. **CIVA Agreed**

## 8. Reports on the 2008 World Advanced Aerobatic Championships (Agenda Item 6)

### 8.1 President of the International Jury – Michael R. Heuer

No discussions or objections to the report

### 8.2 Contest Director – Robert Higbee

Discussion: Mr. Higbee stated in his report “The nature of world championships is that the organizers seldom have experience in producing a world contest. CIVA officials gain experience over the years as do many teams and pilots. But the organizers are doing it for the first time. I am aware that work has started on a manual for future organizers. The current draft which documents requirements for judges’ accommodations is an excellent guide and was very helpful. A lot of potential pitfalls could be avoided if similar documentation for the entire contest is available to future organizers. I suggest that completion of the manual be given higher priority.”

Elena Klimovich (EK): All who have organized contests should be involved with the composition of this manual.

MH: Agreed. Welcomes all organizers to contribute.

**Decision:** CIVA Agreed

### 8.3 Chief Judge – John Gaillard

**Decisions:** The report was accepted by CIVA. Proposals to be discussed later.

## 9. Reports on the 2008 European Glider Aerobatic Championships (Agenda Item 7)

### 9.1 President of the International Jury – Madelyne Delcroix

No discussion. Proposals to be discussed later. Report accepted by CIVA

### 9.2 Contest Director – Helmut Stas

Ewald Roithner (ER) / MD / MH: All noted that there were problems with certain members of the Hungarian team. A letter from the Hungarian NAC, was expected at this meeting and would be read by MH when it arrives.

Report accepted by CIVA

### 9.3 Chief Judge – Pavol Kavka

Discussion: To paraphrase: Pavol Kavka feels that only CIVA approved Judges should be used at all contests, his contention is that the non approved judges are influencing the results in an unacceptable way.

AC: FPS handles “wrong marks”, therefore, judges with a poor Ranking Index do not influence the ranking of pilots. The RI is factored in before the FPS is applied.

**Decisions:** All reports were accepted by CIVA

## 10. Reports on the 2008 European Aerobatic Championships (Agenda Item 8)

### 10.1 President of the International Jury – Michael R. Heuer

No discussion. Report accepted by CIVA.

### 10.2 Contest Director – Tomas Korinek

No discussion. Report accepted by CIVA.

### 10.3 Chief Judge – Graham Hill

GH's 4.4 Proposal "Use the Free programme as the driver for RI analysis" was not recommended by the Rules and Judging Sub-Committee. He however feels this is still a valid proposal.

Discussion arising from the EAC:

EK, Martin Vecko (MV): Why was the report from the "Pilots Organization" (Nick Onn, Spokesperson) not discussed?

MH: – The report was informal in nature and did not contain detailed and concrete proposals but rather a discussion of various ideas. Any proposal must be forwarded to CIVA through a delegate of CIVA

MH – Stated he was honoured to have officials at the EAC and WAAC with such good working relationships, not only at the contest itself, but also months before the events.

**Decisions:** All reports were accepted by CIVA.

## 11. Report on the 2008 World YAK52 Aerobatic Championships (Agenda Item 9)

### 11.1 President of the International Jury – Elena Klimovich

Discussion: Results of the Championship still to be added to the CIVA website.

**Decision:** Report accepted by CIVA

### 11.2 Contest Director – Sergey Osiniy

Report late arriving and done by e-mail @ 0200 hrs., 25 October 2008.

Discussion:

EK – Organizer asked for nominations for Jury/Judges, but no announcement was made by the Bureau. Therefore, time was too short to properly select these officials. The organizers offered to pay for travel expenses but no response from delegates was received. CIVA seemed to ignore the decisions that were made to support the YAK 52 event.

MH: E-mails were sent out to all judges, for applications, but, only two (Aldo Marengo and Jean-Claude Leboulanger) were able to attend. Leboulanger later had to decline.

Judges and Jury were selected according to the FAI General Rules.

Everyone needs to be aware that for 2009, with the number of Championships scheduled, CIVA could have a problem covering all the necessary positions for Judges and Jury. We need new blood!

**Decision:** Accepted by CIVA

### 11.3 Chief Judge – Yuri Tarasov

**Decision:** Accepted by CIVA

## 12. 2009 World Air Games (Agenda Item 12.4)

This Item was discussed at this time to accommodate Luca Salvadori's (LS) need for an early departure from the meeting. Mr. Salvadori, past Italian Aerobatic Team Manager, was appointed the LOC's Air Sports Director for Aerobatics. A movie presentation was given. The rules for this event will be discussed later in this session.

Discussion:

LS: At first he thought the Aerobatic event would be the most difficult to coordinate, but it has turned out to be the Ballooning event that has been the top problem.

The venue is a small airport, within city limits, accessible by public transit (Metro). It is also close to the Torino International Airport, therefore, aerobatic pilots must respect all the Air Rules in force. Currently, WAG is discussing co-ordinating the procedures for Airline and Aerobatic Box approaches. Schedule: 1 ½ hrs. for Power – 1 hr. for Gliders

AC: How many pilots for 1 hr. of Gliders?

LS: 5 pilots. Also, asking for a relaxation of the 1 kilometre needed for launching of aircraft. Tow pilots are to have a number of training sessions.

JL: Where will the Judges be sitting? What is the weather history?

LS: The judges will be south of the Box. Weather history – Spring is over, and therefore the thunderstorm activity. Should be clear with good visibility.

JM: How many tow pilots?

LS: Five. Plans are to have one AC in the box, one in a holding pattern, and one taking off.

EK: How many aircraft (power) will be made available to fly, and when will we know what licenses are needed and what help will be available to pilots. Who is going to pay for the hire of aircraft?

LS: Pilots should ideally come with their own aircraft or if they require hiring an aircraft, they will be responsible for the cost. The organizers will analyse each individual request and do everything possible to help with coordinate obtaining licenses, matching pilot and aircraft, etc. Some gliders might be available for hire.

Max Bishop (MB): These WAG are not like in Turkey and the key to success is the integrating of all disciplines. WAG is a serious competition and all will compete at the top possible level.

WAG has hired a top management team with experience in management, liaising with media. Mr. Brian Spreckley is advising FAI on media matters, re: scoring, presentation, in order to make the events more understandable to the public.

Most funding is hoped to come from the private sector, but in these times of economic difficulties, this can not be depended on.

The WAG Contract states that once in Italy, all local transport, accommodation, and food expenses will be covered. Also noted, since some Commissions' officials are used to having expenses paid for travel to Championships, the FAI is trying to arrange some subsidy for officials travel to Turin. Again, depending on how the world economy fares.

### **13. Recommendations for Rules Changes for the Year 2009 (Agenda Item 10)**

#### **13.1 Report of the CIVA Rules and Judging Sub-Committees (Agenda Items 10.1)**

##### **France Proposal #2 and Russian Urgent Proposal #4 (2)**

Permit the selection of Unlimited Unknown figures: 9.1.3.5., 9.1.3.7., and 9.1.3.8.

**Decision: CIVA AGREED**

##### **French Proposal #3**

"The World Champions, second, and third placings in the various programmes (Q, Free, Unknown 1, Unknown 2) will be awarded Gold, Silver and Bronze Medals, as well as Diplomas, by the FAI"

Discussion:

MH: Bureau recommends that CIVA medals be introduced for these Awards. Also, the Q programme be awarded these medals, whether the Q programme is included in the final standings or not.

EK: To further decrease the cost to CIVA, do not engrave the medals with the year of the championship. It would be the responsibility of the Jury President to return the unused medals to the FAI.

MH: These CIVA medals will relieve organizers of the costs for medals. In the past, organizers have had to produce medals locally for some flight programmes. Now, organizers will be provided the new CIVA medals free of charge and this is made possible by the Sanction Fees. It also maintains the high quality we desire.

**Decision: CIVA AGREED to introduce new CIVA Medals for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> placed pilots in the various flight programmes at our events.**

##### **Great Britain Proposal #1**

Change the Total Difficulty coefficients for the Free Programmes.

Rationale: Changing the Total Difficulty coefficient for the Unlimited and Advanced Free Programmes will require pilots to fly revised sequences in 2009.

Discussion:

MV: His pilots will feel that these rule changes are just to make things more difficult for them.

Debby Rihn-Harvey (DRH): Agrees with MV, why change every year?

AC: This would be a test for the pilots to design an active and fresh Free Programme each year.

EK: It gets boring to see the same free programme year after year.

Vote: For – 10 Against – 14 Abstain - 2



**Decision: CIVA did not adopt the proposal**

**Great Britain Proposal #2**

“In Programmes Q, 1, 2, and 3 a penalty of 30 points (all categories) will be given for any violation of regulation 4.2.6.2.”

Rationale: States penalty for failing to wing rock correctly in Aresti sequences. A different penalty is already stated for Programme 4.

Discussion:

JK: History shows this would become a “Wing Dipping Contest”. There would be more protests for incorrect wing dips, putting great demands on the Chief Judge.

EK: Why has this proposal arisen?

AC: Because, rules state “must” perform wing dips, but no penalties except for programme Four.

Vote: For – 7 Against - 17 Abstain - 2

**Decision: CIVA did not adopt the proposal**

**Great Britain Proposal #3 and #4**

Add new Unknown Figures from Family 5. Stall Turns.

5.2.1./2/3/4/

5.3.1./2/3/4/

9.8.1.1. All categories: Flick rolls are not permitted on ascending lines except in Family 5.1.

9.8.1.2. Advanced: Maximum of 9.4.2.2. allowed on 45 degree lines. Maximum of 9.1.1.1. allowed on vertical up lines in Families 5.2. and 5.3.

9.8.1.3. Unlimited. Combinations of climbing roll elements (45 degrees plus vertical) in Families 5.2. and 5.3. must not exceed the maxima specified in 9.2.2.1 a).

Vote: For – 23 Abstain- 3

**Decision: CIVA AGREED**

**Great Britain Proposal #5**

Family 6. Tail Slides

Delete: 9.9.1.1. Renumber 9.9.1.2. as 9.9.1.1.

Rationale: This sentence adds nothing that is not apparent from the drawings.

Vote: For - 23 Abstain – 3

**Decision: CIVA AGREED**

### **Great Britain Proposal #7**

Changes to Form A: Small detailed changes are proposed to the layout of Form A to clarify the written grade entries, and to standardise the listing of Penalties in accordance with the Chief Judge penalty sheet.

Rationale: These changes will make the task of manual grade entry easier in the event that an automatic reading system is not available.

**Decision: CIVA AGREED**

### **Lithuanian Proposal #1**

To include Q programme in to the 2<sup>nd</sup> World YAK 52 Aerobatic Championship results.

Discussion:

MV: Unlimited and Advanced would still have the Q programme.

JG: Would then need extra time for training (pilots and judges), therefore increasing the length of the contest.

EK: Schedule a seminar for the judges before the Championship.

Vote: For – 16 Against – 4 Abstain – 6

**Decision: CIVA AGREED**

### **Lithuanian Proposal #2**

To rename Q programme the “Known” Programme.

Vote: For – 16 Against – 2 Abstain - 8

**Decision: CIVA AGREED**

### **Russian Proposal #3**

Increase a minimum K factor limit for figures submitted for the Unknown Programmes in Unlimited to 22.

Rationale:

1. Differentiate Unlimited and Advanced categories.
2. The K factors for Family 2 were increased and it will still allow rolling turns to be selected for the Unknowns.

**Decision: CIVA AGREED**

### **Russian Proposal #4**

Make Second Unknown the Free Unknown.

Rationale:

1. Glider aerobatics competitions already include such a Programme.
2. The procedure will show not only the pilot's flying skill but their tactical abilities.
3. No protests on safety of somebody else's sequence.

4. Different programmes flown are more entertaining for spectators, judges and pilots.
5. One sequence per team will not make the organizers work too difficult.

Discussion:

MV: In Point 4, 2nd sentence - "A *team* is allowed to choose to fly another team's sequence." Change "team" to "pilot".

Vote: For – 20 Against – 5 Abstain - 1

### **Decision: CIVA AGREED**

### **Spanish Proposal**

Mr Jose Luis Olias Sanchez, thanked CIVA for postponing discussing this proposal until he could be in attendance.

4- Minute Programme: See original proposal.

1. Each country will be able to nominate 2-3 pilots to fly only Programme 4.
2. Pilots participating in Programme 4 do not need to be part of the national team competing.

Discussion:

MV: Doesn't understand point #2 of proposal. Do these pilots have to be part of the NAC team or can they be an extra pilot nominated by the NAC?

AC: Need to spend some more time to codify the rules for this proposal.

MH: It would make this a more spectacular event.

EK: Supports this idea. Number of pilots shouldn't be limited, whoever wants to enter should be allowed to do so. Extra pilots should have some specific qualifications to enter this programme. Training should only be allowed off site. Must be at the end of the Championship, not in the middle, and if necessary, omit the Free Style, or even give it priority over the 2<sup>nd</sup> Unknown.

Jurgis Kairys: Would increase the interest of the public and pilots. At the moment, not many pilots are interested in competing in the 4-Minute Free.

JL: Agrees with EK, need to establish qualifications for entry. The NACs must list the pilot's qualifications on the application. Should keep it separate from classic aerobatics, and some control is needed to keep it a safe event for all those attending.

MH: Supports the proposal with some changes. Change the number of pilots per NAC from 2-3, to 1-2, and limit the total to be no less than 10, and no more than 20. The entries should be open to many countries, and not be dominated by one or two countries.

JK: There are some countries, e.g., France and Russia, that are strong in this programme, and others that not interested and therefore do not have the training. Also, there may be the potential that safety might be compromised, after 7-10 days of participating in the classic event.

OJ: After 15 – 20 pilots have flown, even the 4 Minute can become boring. Must trust the NAC if they nominate a pilot with abilities unknown to CIVA.

MH: Modify the proposal: 1-2 additional pilots per NAC; 10-20 Limit; entries to come from the NAC; International Jury to review additional qualifications.

AC: Organizers need to know before the competition, at the same time as the classic event competitors, who will be taking part in Programme 4.

Hanpeter.Rohner (HR): Does not agree with point #5 of proposal – training to be allowed during breaks in the classic programmes.

Point #5 of proposal: Withdrawn

Vote on Proposal with modifications: For – 21 Abstain – 5

**Decision: CIVA AGREED**

**Russian modification to the Spanish Proposal:** 4 – Minute Free must be at the last programme of the Competition.

**Decision: CIVA AGREED**

**USA Proposal #3**

Changes to List of Unlimited Unknown Figures:

9.15. Family 8.31 to 8.40

Add note:

Unlimited. Flick rolls are not permitted on the top of figures in columns 1 and 2 of figures 8.33, 8.39, or 8.40 when preceded by a vertical roll exceeding 3 stops or more than 360 degrees of rotation.

Vote: For 23, Against 2, Abstain 2

**Decision: CIVA AGREED**

**Sweden Proposal #1**

4.6.2. Advanced Contest Approved Aircraft:

4.6.2.4. Proposed to state:

*“ ... the pilot must produce a current bench test certificate ... ”*

Note: The sub-Committees modified the original Swedish proposal and the only change recommended to the rules would be to remove the word “year” from the rule.

Discussion:

RC: Need to interpret what “current” means

MH: The Jury will decide by reviewing the aircraft’s log books for modifications made since the last bench test. If the engine is unaltered, the bench test would be considered “current”.

Vote: For – 17 Abstain - 9

**Decision: CIVA AGREED**

**USA Proposal #3**

Change of Programme End Signaling.

4.2.6.2. Signaling

a) “ ... For timing purposes, the programme is deemed to start on the return of the wings to level after the third wing dip; and is deemed to finish on their return to level *on the third* of the final wing dips.”

Rationale:

It is not an uncommon experience during Programme 4 for the Chief Judge/Timers to stop their watches on what is perceived as the first of three wing dips, only to find the

competitor continuing the programme. The Chief Judge/Timers must then restart their watches, but the accuracy of the timing has already suffered.”

**Decision: CIVA AGREED**

**USA Proposal #4**

Notation for Hesitation Rolls.

The standard notation of “2/4 and “4/4” are obviously point rolls, “3/4” could refer to a continuous three-quarter roll or a three-of-four hesitation roll if a second “4” appears on the other side of the roll arrow. The notation also causes clarity problems in complex figures (notably 8s). Because drawing space is limited, it is often difficult (and occasionally impossible) to determine the roll element to which the numbers apply.

CIVA to require pilots to depict point rolls as follows: AxB, where A is the number of stops and B is the roll fraction denominator. A three-of-four roll would be 3x4, a six-of eight roll would be 6x8, etc.

Rationale:

This notation is visually distinct, and takes less space since the additional “2”, “4” or “8” is not needed.

Discussion:

Sub-Committees proposed that CIVA require pilots to depict point rolls in this way so there is not more than one method of drawing so as to reduce confusion.

EK: Is there any need to consult with the Aresti organization?

AC: No problem with the new notation. Catalogue doesn't need to be changed.

OJ: Do have to let them know of the proposed notation changes.

Vote: For – 19 Against – 1 Abstain – 6

**Decision: CIVA AGREED**

**13.2. Selection of Judges (Judges Sub-Committee Item 10.1a)**

a) The JSC approach all judges on the attached Judges Ranking List with an average ranking of five and above, to establish their availability for all contests (2009). This invitation would go out to nineteen judges. All these Judges would be considered to be part of selected CIVA Judges (seven per contest, WAG not included). For the purpose of selecting Judging panels, those judges having served in the past five years as Chief Judges at International contests, but currently not listed in the Judges Data, to be included for selection as CIVA Judges. This adds a further two persons.

b) The JSC issue an open invitation to all those judges currently on the International List but not included in a) above, to apply for possible inclusion in the contests, thus be given the opportunity to improve their judging ranking data or gain some data in the first instance.

c) That if resulting from a) above, there are less than seven CIVA Judges available for EAAC, WAC, or Yak WAC, that the number of judges be supplemented by the JSC from the applications resulting from b) above, to bring the minimum number of CIVA appointed judges to seven, on the basis of the merits of the applicants.

d) That more than one judge per Aero Club be considered for a contest from category a) above.

It is considered essential that new judges are brought into reckoning and used for CIVA championships, as well as a full complement of ten judges being present at each contest, whilst maintaining a core of proven competent judges at each contest as indicated by the CIVA ranking system.

Discussion:

EK: NAC need to nominate and JSC to approve

Manfred Echter (ME): Should go thru NAC when nominating judge since the NAC may want another judge to gain RI. Possible that a NAC would tell their judge not to accept CIVA's invitation, because the NAC prefers to have another judge to be on the line, to gain experience.

JG: Will have problem with #s for 2009 so will have to include judges without RIs.

MH: Need to relax Rule for only one judge per NAC per contest. The JSC needs to establish a Corps of 7 Judges. "New" Judges, even from the same NAC as one of the selected Judges, could participate in the group of 3.

Philippe Kuechler: The GSC lists the need for a Corps of 5 Judges, must change this to 7.

Vote: For – 22 Abstain – 4

**Decision: CIVA AGREED**

**13.3 Report of the CIVA Glider Aerobatics Sub-Committee (Item 10.2)**

**Finnish Proposals:**

Establish an Advanced Glider category and compile the necessary Rules, based on those used at the Advanced competition in Germany in 2008.

**Decision: CIVA AGREED**

**Hard Zeros and Soft Zeros: Proposal withdrawn**

**Proposal from Plenary**, that the Glider Sub-Committee have a permanent seat on the Judging Sub-Committee

**Decision: CIVA AGREED**

**13.4 Draft Rules for Advanced Category Glider Aerobatics (Item 10.2a)**

3. Participants

"Also excluded are ... higher level than Intermediate in the last four years."

Reward: Not in Advanced or Unlimited power, internationally.

4. Gliders

Swift and Solo Fox are not permitted in Advanced Category. **Withdrawn**

**Decision: CIVA AGREED**

**13.5 Positioning System Presentation**

Presentation by Mr. Gerd Meierhofer (GM). The PS would be used in place of line/corner judges. It will have four corner points with GPS and receiver in the aircraft. It can broadcast to the Chief Judge in a millisecond. Looking to cover the cost of developing the system, however, who within CIVA, will be able to do this.

Discussion:

AC: What is the mass of the equipment in the aircraft? When will the equipment be available, and what are the costs?

GM: Available in 2 years. Estimate the cost to be 70 – 90 thousand Euros for the whole system.

Size: 120mm x 40mm

Up to 15 G tolerance

½ kilo in weight

Stand alone system

4.3.4 megahertz transmission

**Decision: None Taken**

**13.5 Urgent Proposals from Championships (Agenda Item 10.4)**

**Proposal of AWAC 2008 Chief Judge – John Gaillard**

7.2.5. Hard Zeroes – On matters referred to or determined by the International Jury

The Chief Judge may on occasions, where there is a mixture of scores and Hard Zeroes for a figure, not be able to determine the validity of the HZ score, due to uncertainty in the Regulations (e.g. paperwork errors). In such instances the Chief Judge shall tick the CHZ box and then refer the matter to the International Jury for clarification and a decision.

7.2.5.1. Where the International Jury determine the HZ score is correct, those Judges who had given scores, will have their scores brought to HA by the President of the International Jury, without prejudice to their RI Rating.

7.2.5.2. Where the International Jury determine the HZ score is incorrect, those judges who have given HZ will have their scores changed to an average by the President of the International Jury, without prejudice to their RI Rating.

Discussion:

EK: Wonders whether this situation should go to the pilots to file a protest.

ME: We should not be changing the scoring system

JG: This occurs only when the Jury makes the change, decision is not made on the judges' line.

**Decision: CIVA AGREED**

4.3.3.12. Notwithstanding what is stated in paragraph 4.3.3.9.b) the judges shall only take into account what is actually shown on forms B or C, dependant on wind direction, the figures drawn, orientation as applicable with reference to wind and the box axis, shall be definitive. Corrections may be made to forms B & C via the Contest Organization to the Chief Judge at any time prior to the flight commencing.

**Decision: CIVA AGREED**

**EAC Chief Judge Graham Hill**

**Proposal #1 – Point Deductions in Rolling Circles**

6.8.3.6. Correct the anomaly of the missing statement, “not more than 2 points will be deducted if the turn is stopped” by adding it to the rule.

**Decision: CIVA AGREED**

**Proposal #2 – Judges Nationality – Voting**

Since all judges are now not “National” that the rule concerning votes on HZs and the nationality of the judge be removed.

**Decision: CIVA AGREED**

**EAC Jury President – Mike Heuer**

**Proposal #1 – Judging Analysis**

7.4.1.1. Change to: Judging analysis will be provided to the Chief Judge after each flight programme. Teams will not receive the analysis until after the completion of the competition.

Discussion:

Bureau: Recommends that each individual Judge receive their own analysis after each programme.

Pavol Kavka (PK): Does not agree, will cause judge to change style.

JG: Better to learn about any problems at the contest, not after, when it would be too late to improve. The judge can make their own evaluation of their performance. There is no problem with changing a judge’s method if this makes an improvement

MH: The quality and accuracy of the Judge’s Analysis that we have in place is the best in all air sports. Not to distribute it after each programme would be a waste and not be useful. After all, the competitors don’t stop listening to their trainers for improvement after Programme Q.

EK:Agrees, to the distribution of the analysis after each programme, but it must be given out before the start of the next programme. If unable, it must wait until that programme is finished.

Vote: For – 26 Unanimous

**Decision: CIVA AGREED to the proposal, with the Bureau’s recommendation.**

**Proposal #2 – Free Programme Paperwork**

“Require that all Free Programmes be drawn using CIVA – approved software.”

“Require that a Form B be submitted that includes a table of Catalogue numbers and K-factors.”

“Olan be accepted by CIVA as sequence drawing software.”



Discussion:

MH: The separate Form B, that is distributed to the Teams for inspection, need the Catalogue numbers and K factors, in order to check for errors.

AC: Amend the Rule to read: "Require that all Free Programmes, using an electronic method, must be submitted to the organizers."

Vote: For – 26 (Unanimous)

**Decision: CIVA AGREED Hand Drawn Sequences no longer accepted (Power, Glider, All Categories)**

### **Proposal #3 a) – Order of flight**

4.1.7.2. – Change the wording to reflect the adoption by CIVA of the 2005 Italian Proposal #1.

Discussion:

EK: Recalls that in 2005 Russia requested that the Proposal be amended to its current wording, and this is what CIVA agreed to.

**Decision: Proposal WITHDRAWN**

### **Proposal #3 b) – Time between Programmes**

4.3.4.1. – Change the rules to require a minimum 6 hour break between all programmes (not just Unknowns as is currently written) for pilots.

**Decision: CIVA AGREED**

### **Proposal #4 – "Hors Concours" Pilots**

Competitors not representing their NAC at an FAI World or Continental Championships be designated as "Hors Concours (H/C)" pilots with the exception of FAI applicants. They will pay normal entry fees and be treated as other competitors. In the event of time constraints, however, they can expect to be shifted in the order of flight or deleted from flight programmes altogether at the discretion of the International Jury. H/C pilots will appear in the final results but will not be ranked or eligible for any awards or medals.

Vote: For – 25 Abstain – 1

**Decision: CIVA AGREED**

### **Proposal #5 – Medals and Diplomas**

CIVA seek to change the requirements of General Section 3.5.3.1. and reduce it to 3 countries. Further, that 1.3.1.6.(c) be reduced to 5 pilots for an Overall Champion to be named in the female class.

Rule 4.5.1.2.(c) be changed to make it identical to the rules for World Championships. The top 3 pilots of the winning Teams (first, second, and third) be awarded FAI Medals and Diplomas in addition to the Team Manager.

Discussion:

MH: Pointed out that General Section 3.5.3.1. already gives authority to Commissions, to change requirements for a valid Championship, so there was no need for General Section changes.

**Decision: CIVA AGREED**

**Canadian Proposals**

**#1 – Eligibility “A”**

1.2.4.3.a) Pilots who have flown in any Unlimited Championship/Contes for powered aircraft, in the 18 months preceding a World Advanced Aerobatic Championship will only be allowed to fly in the Advanced Championship as an “hors concours” pilot.

Rationale: Control “category creep”.

Discussion:

MV: How can it be controlled.

OJ: We can't limit pilots from improving their skills.

DRH: Can't be controlled – silly proposal

Vote: For – 2 Against – 23 Abstain – 1

**Decision: CIVA did not adopt the proposal**

**#2 – Rule 1.4.1.6.** “The International Jury may temporarily vary any rules approved by CIVA during a contest under the following circumstances:

a) There is an absolute majority agreement within the International Jury, when conducting a vote to introduce a temporary variation to the regulations, and

b) There is an absolute majority agreement amongst the participating teams' Chief Delegates, when conducting a vote to introduce a temporary variation to the regulations.

Rationale:

With a 100% agreement requirement, just one dissenting vote, no longer makes a decision a majority rule but a minority control.

Discussion:

Amend “absolute majority” to read – 2/3 (two-thirds) majority.

CJ: Agrees with the amendment

Vote: For – 20 Against – 2 Abstain – 4

**Decision: CIVA AGREED**

**#3 – Density Altitude**

4.2.2.2.a) – Add: “A” and Y52 Density Altitude maximum 2500 (762m) – 3000 feet (914 meters)

4.2.2.6.a) – “The International Jury may allow flights to be made in two parts ..... or if the density altitude is above maximum value”

Discussion:

Amend – Delete: “2500 (762m)”

**Decision: CIVA AGREED**

**#4 – Reduce Maximum K, Advanced – Programmes 2 and 3**

4.3.4.1 –	Programme 2	Max. K 30
	Programme 3	Max. K 35

Rationale:

The controversy over allowable aircraft versus control of figure selection and composition of sequences continues. Perhaps introducing a reduction to Unknown figure maximum K, along with other controls, may maintain the founding intentions of the Advanced category.

Discussion:

Thore Thoresen (TT): Not the optimum solution, but it is a start. Norway, is trying to come up with new requirements for the Unknown Programmes.

EK: Need time to discuss the matter with pilots.

MH: This is a safety issue.

AC: Lowering the K by 5, doesn't limit the complexity or performance of the programme.

TT: Still a good starting point, can make improvements later.

Vote: For – 11 Against – 13 Abstain – 2

**Decision: Simple majority was not achieved. Proposal failed.**

**YAK 52 Championships 2008**

**Mr. Heuer presented Eltonas Meleckis of Lithuania, with the Silver Medal, for placing second at the YAK 52 Championships.**

**Russia**

**Proposal #1**

In case there are less than 10 teams (countries) present at the competitions the International Jury submits the figures to the total of 10. The figures must be of the average difficulty of the figures submitted by pilots and cover the families not presented by them. Repetition of Catalogue numbers is not allowed.

**Decision: CIVA AGREED**

**Proposal #2**

Change the weather minima and flying heights for the Yak-52 competitions:

- Cloud base 1250/950m for the flights without/with interruption
- Maximum height – 1200m
- Minimum height – 200m
- Penalized height – 100 – 200m
- Disqualification height – 100m

**Decision: CIVA AGREED**

**Proposal #3 (Unlimited Power)**

Make the maximum figures number for Free Programme in Unlimited 8 with total K 420.

Discussion:

DRH: No need to change, just for the sake of change.

Vote: For – 4 Against – 14 Abstain – 8

**Decision: CIVA did not adopt the proposal**

**Proposal #4 (Unlimited Power)**

Enlarge the list of Unknown figures. Combined with French Proposal

**EGAC Jury President – Madelyne Delcroix**

**Proposal #1**

Present rule:

4.1.8.2. a)

The order of flight for the groups will be:

Prog. 4: I III II

Prog. 5: II I III

Prog. 6: III II I

It is not fair for those pilots to give them so little time to concentrate on the next unknown when pilots of group I always had 3 groups flying in between.

Discussion:

Several solutions were suggested. The final proposal:

Prog. 4: I III II

Prog. 5: III I II

Prog 6: III II I

**Decision: CIVA AGREED**

**Proposal #2**

There is no provision if meteorological situation deteriorates DURING a programme which was not “expected” to be the last.

Add 4.1.8.2. c)

In case of deterioration of the meteorological conditions, the IJ in conjunction with the CD and the CJ can decide to cut the 3<sup>rd</sup> or even the 2<sup>nd</sup> group in order to validate the sequence already begun. To be validated all the pilots of the 1<sup>st</sup> or the 1<sup>st</sup> and the 2<sup>nd</sup> group should have flown.

Discussion:

Amend the wording: “ ... the IJ will authorize the CD to cut the 3<sup>rd</sup> ...”

**Decision: CIVA AGREED**

**Proposal #3 – Withdrawn (for further discussion in Glider Sub-Committee)**

**From Hungary (EGAC 2008)**

**All Proposals Withdrawn: To be considered by the Glider Sub-Committee next year**

## 14. CIVA Known Compulsory Programmes for the Year 2009 (Agenda Item 11)

MH thanked the 'Q' Programme Analysis Working Groups for their comments.

### 14.1 WAG 'Q' Programme

Proposal	Vote
A	5
B	15
C	5

**Decision: Proposal B from the UK adopted**

### 14.2 Advanced 'Q' Programme

Proposal	Vote	2 <sup>nd</sup> Vote
A	0	
B	3	
C	13	17
D	9	9
E	0	
F	1	

**Decision: Proposal C from Norway adopted**

### 14.3 Unlimited 'Q' Programme

Proposal	Vote	2 <sup>nd</sup> Vote
A	2	
B	4	
C	10	17
D	6	7
E	0	
F	3	

**Decision: Proposal C from Russia adopted**

### 14.4 Glider 'Q' Programme

As submitted by the Glider Sub-Committee

### 14.5 Yak 52 Known Programme

Proposal	Vote	2 <sup>nd</sup> Vote
A	9	16
B	7	7
C	6	

**Decision: Proposal A from Russia adopted**

## 15. Future Aerobatic Championships – Reports and Proposals (Agenda Item 12)

### 15.1 2009 World Aerobatic Championships (Report from Great Britain) – Item 12.1

Video shown.

Note that the base height is raised to 120m, to accommodate a bridge in the centre of the box.

Positioning/Lows: Work is in progress with electronic/radar/GPS devices. However, if an electronic system cannot be used, 200 Pounds Sterling will be added to each competitor's entry fee.

Fees: At present they are 35% less than 2007 WAC, hope for 25% less. Entry Fee covers, as in Bulletin #1.

	1 <sup>st</sup> 3 male & 1 <sup>st</sup> 3 female pilots	Each additional	Observers
Before Apr. 30	£1100	£1525	£1325
May 1 – 29	£1525	£ 2000	£1700
May 30 – June 30	£2000	£2500	£2200
July 1 – 31	£2500	£3000	£2700
Aug. 1 – Aug. 10	Past entry deadline	Past entry deadline	£3000

- Site: - Silverstone, United Kingdom
- Dates: - 19-29 August 2009
- Contest Director: - Steve Green
- Technical Commission Chairman – To be announced

Discussion:

EK: Fees must not increase after CIVA gives it's approval. Does not agree that they are 25% less than 2007.

AC: There is a plan in place to reduce the fees for pilots willing to install cameras in their aircraft.

OJ: Sanction fees are included in the entry fee. Proposes, that in order to encourage new Judges, that for now, the 3 extra judges pay only one-third of the entry fee.

AC: The 3 "non CIVA" judges, will pay the "observers/non-competitor's fee. Also note, that temporary hangars will be provided, but suggest that pilots bring tie-down equipment.

Steve.Green (SG): Fees are based on today's costs and won't be higher then published.

AC: The airfield at Silverstone will be open for training only two days before the event. Suggests, that those from the northwestern region of Europe train in their own countries. Others should make arrangements with the organizers and priority will be given first to those who live the furthest away.

Vote on Entry Fee

For – 21 Against – 2

**Decision: CIVA AGREED to WAC 2009 Entry Fees**

**15.2 2009 European Advanced Aerobatic Championships (Report from Poland) – Item 12.2**

Proposal presented by Mr. Stanislaw Szczepanowski, Director of the Aero Club of Radom, Poland.

Video shown.

- Site: Radom-Piastow, Poland
- Dates: August 6 – 16, 2009
- Contest Director – Stanislaw Szczepanowski
- Technical Commission Chairman – to be announced
- Entry Fee – 1550 Euros – pilots / 1300 Euros – other team members

Vote: Entry Fees – Unanimous

**Decision: CIVA AGREED to the EAAC 2009 Entry Fees**

**15.3 2009 World Glider Aerobatic Championships (Report from France) – Item 12.3**

- Site: Chambley, France
- Date: July 25 – August 1, 2009
- Contest Director: Daniel Perciaux
- Technical Commission Chairman: to be announced
- Entry Fees: 550 - 600 euros (depending on the value of the US\$)
- Towing Fees:
  - a) up to 1250m QFE: 50 euros
  - b) up to 850m QFE: 40 euros

Ballooning activity at the airfield, early in the AM, should be finished by 0900hrs.  
Training at the airfield from July 21-23.

Vote: Entry Fees – Unanimous

**Decision: CIVA AGREED to the Proposed Entry Fees**

**15.4 2009 World YAK 52 Aerobatic Championships (Report from Lithuania) – Item 12.5**

- Site: Rojunai, Lithuania
- Date: June 25 – July 5, 2009
- Contest Director: Arminas Murauskas
- Technical Commission Chairman: to be announced
- Entry Fees: Competitors - 1300 euros

Discussion:

JG: Will there be aircraft available for hire? The organizers will assist with the leasing of aircraft. Cost however is unknown, but expect it to be about 1000 euros.

Vote: Entry Fees – Unanimous

**Decision: CIVA AGREED to the YAKWAC 2009 Entry Fees**

**15.5 2009 World Air Games – (continued) - Item 12.4**

Discussion:

EK: The draft rules need some changes, e.g., team composition, training time allotments.

MB: The number of slots are assigned for individuals and teams and it is up to the managers/trainers how they use these slots.

MH: Delegates are asked to send suggestions for changes to the WAG rules to Alan Cassidy, as soon as possible. The completed Draft is to be submitted by November 1, 2008, for the Bureau's approval.

**Decision: Approval of the WAG Rules was referred to the Bureau**

## 15.6 2010 Future Aerobatic Championships

No Proposals were submitted.

## 16. Reports on 2008 Special Events and Proposals for 2009

### 16.1 JK Formula Chief Judge Quintin Hawthorne – Al Ain Aerobatic Show 2008 – Item 13.1

CIVA accepted the report

Discussion - Future JK Formula Events:

JK – Pilots must be ready to compete and capable to handle this event. In 2009, there are no plans yet for a formal event since it is necessary to arrange for another organizer. There is a possibility of one in Romania in June and a demonstration event in Japan, with a date to be determined.

The Organizers from Al Ain cancelled their presentation at this Meeting. One of their concerns was the fact that the sanction fees were much higher than for other such events. They also feel they should have exclusive rights to the JK Formula Event.

**Decision: CIVA empowers the Bureau to continue working with Jurgis Kairys in implementing these events and negotiating with Organizers.**

### 16.2 Air GP (John Gaillard) – Item 13.2

Discussion:

JG: During the trial run of the event, the organizers will remove all references to the FAI. The trial is expected to take place sometime before Easter 2009. Rules are being formulated, and CIVA will lend its support with officials, Jury, and Judges.

**Decision: CIVA empowered the Bureau to continue negotiating with the Air GP organizers to formulate the Rules for the event.**

### 16.3 1<sup>st</sup> World Aerobatic Cup – Czech Republic Contest Director, Jan Zival – Item 13.3

CIVA accepted the report

Discussion:

MH – Since the report, Jan Zival was in a serious motor vehicle accident. Therefore, information on the financial status of the Contest is not available.

**Decision: The CIVA Bureau will follow up in an appropriate manner, on the progress of Sanction Fees, Contest Rules, and dates for future events.**

### 16.4 World Grand Prix of Aerobatics (Jean-Louis Monnet) – Item 13.4

Discussion:

MH: No report submitted. Next weekend's event in Motegi, Japan, will be the last at that venue. No other details are available.

**Decision: None taken at this time.**



## 17. List of International Judges (Agenda Item 14)

Delete: James Black (GBR) and added to the Judges of Honour  
Vytautas Lapenas (LIT)  
Gabiella Lukacova (SK)  
Antonio Quintana (ESP)  
Manuel Valle (ESP)

Delegates should refer to the CIVA web site for an updated and complete list.

## 18. Other Business (Agenda Item 15)

### 18.1 Proposals of the President of CIVA (Michael R. Heuer) - Item 15.1

The President supports the British proposal for Election of CIVA Vice Presidents.

Candidates will stand for election as Vice President with no condition as to a particular post. Delegates shall then be allowed to vote for three candidates from the list of nominees. The candidate who receives the most votes is elected as First VP, the candidate with 2<sup>nd</sup> most votes is elected as Second VP and the candidate with 3<sup>rd</sup> most votes is elected as Third VP. In the event of a tied vote for 3<sup>rd</sup> place a second round of voting will be used to select between the two tied candidates.

The following is proposed in addition to the above:

- That four (4) Vice Presidents be elected instead of three.
- That the positions of Vice President – Glider Aerobatics and Treasurer be eliminated.

Instead, CIVA would adopt the "FAI Executive Board" method of assigning portfolios to each Vice President. As it stands today, Vice Presidents take on specific responsibilities on the Bureau. This should extend to Glider Aerobatics and Finance as well.

After the election, the President of CIVA would review the skill sets of the elected Vice Presidents and assign their duties subject to the Vice Presidents' agreement. These would include Glider Aerobatics, Finance, and any other special projects or events that may be required from time to time.

**Decision: CIVA AGREED**

### 18.2 Contest Scoring Programmes (report from Michel Dupont - Item 15.2a and Nick Buckenham – Item 15.2b)

**Decision: CIVA accepted both Reports as published.**

### 18.3 FPS Development Group Report – Agenda Item 15.3 (Alan Cassidy)

This year no problems were encountered with the system, all seems to be working well. No changes are proposed for 2009.

**Decision: CIVA accepted the report.**

#### 18.4 Leon Biancotto Diploma – Item 15.4

The Bureau nominated Hans Vogtmann for the Biancotto Diploma.

Vote: No secret ballot requested and no proxies allowed.

Vote – 21 unanimous

**Decision: Hans Vogtmann will receive the Leon Biancotto Diploma at the 2009 FAI General Conference in Incheon, South Korea.**

#### 18.5 Unsportsmanlike Behaviour as Reported by the Jury President and Contest Director - EGAC

Discussion:

The behaviour of two members of the Hungarian Team was considered totally unacceptable. Abuse of officials could not be tolerated. The NAC had to be invited to take firm measures against those concerned. If the NAC did not take appropriate action, then FAI would have to act.

**Decision: The Bureau will send a letter to the NAC and is authorized to apply penalties including suspension of the FAI Sporting Licenses of the offenders.**

#### 18.6 WAAC Allowable Aircraft – Item 15.6

Discussion:

Wolfgang Schweiker (WS): Germany requests that the Standard 300L (315 HP), 580-series Lycoming Engine be added to the allowable aircraft for the Advanced Category.

AC: Contravenes rules.

Algimantas Zentelis (AZ): Allow all standard 2-seaters and all Standard Engines.

MV: Really would like to limit 'K' Factors. When wanting to add allowable aircraft, should not be submitted at the last minute (at the CIVA meeting), but should be proposed at the Proposal deadline date.

Vote: For – 2 Against – 13 Abstain – 11

**Decision: The proposal was rejected**

### 19. Elections and Appointment of Officials

James Black advised that 26 ballots had been received.

#### 19.1 Officers of CIVA

Position	Nominee	Votes
President	Michael R. Heuer (USA)	Elected unopposed
First Vice President	John Gaillard (RSA)	Elected unopposed
Second Vice President	Bob Chomono (FRA) Elena Klimovich (RUS)	17 8

Bob Chomono elected Second Vice President

Third Vice President	Osmo Jalovaara (FIN)	17
	Pavol Kavka (SVK)	9

Osmo Jalovaara elected Third Vice President

Vice President, Gliders	Jerzy Makula (POL)	Elected unopposed
Secretary	Carole Holyk (CAN)	Elected unopposed
Secretary	Madelyne Delcroix (FRA)	Elected unopposed

**Rules Sub-Committee Chair.** Mike Heuer Elected unopposed

Rules Sub-Committee Members

Matthieu Roulet (FRA)	19
Alan Cassidy (GBR)	24
Jiri Koblle (CZE)	19
Thore Thoresen (NOR)	15
Debby Rihn-Harvey (USA)	21
Mikhail Mamistov (RUS)	18

Elected: Roulet, Cassidy, Koblle, Mamistov, Rihn-Harvey

**Judging Sub-Committee Chair.**

John Gaillard (RSA)	Elected unopposed
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Judging Sub-Committee Members

Robert Chomono (FRA)	16
Greg Dungan (USA)	13
Osmo Jalovaara (FIN)	15
LG Arvidsson (SWE)	15
Steve Green (GBR)	15
Anatoly Belov (RUS)	13
Graham Hill (GBR)	19
Philippe Kuechler (SUI)	Glider Seat on JSC

Elected: Chomono, Jalovaara, Hill, Arvidsson, Green, Kuechler (Glider Seat)

**Catalogue Sub-Committee Chairman**

Alan Cassidy (GBR)	Elected unopposed
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Catalogue Sub-Committee Members

Madelyne Delcroix (FRA)	18
Manfred Echter (GER)	20
Brian Howard (USA)	14
Anatoly Belov (RUS)	19
Jerzy Makula (POL)	14
Greg Dungan (USA)	7
Alexander Grevtsev	5

Elected: Delcroix, Echter, Howard, Belov, Makula

## **Glider Aerobatics Sub-Committee Chairman**

Jerzy Makula (POL) Vice President – Gliders

### **Glider Aerobatics Sub-Committee Members**

Madelyne Delcroix (FRA)	
Karl Berger (AUT)	
Erik Houtman (NED)	
Bela Guraly (HUN)	
Matti Peura (FIN)	
Manfred Echter (GER)	20
Dick Happs ((GBR)	
Pekka Havbrandt (SWE)	
Ludwig Fuss (GER)	4
Philippe Kuechler (SUI)	
Carlo Marchetti (ITA)	
Helmut Stas (POL)	
Premysl Vavra (CZE)	
Nikolai Nikitiuk (RUS)	
Klein Gilhousen (USA)	

In line with the agreement that a country may only have one representative on the Sub-Committee the member for Germany is Manfred Echter.

All other nominees received votes and are elected to the Glider Sub-Committee.

## **19.2 Working Groups – No Change for 2009**

### **Contest Organisation Group:**

Mike Heuer, Chairman (USA), John Gaillard (SA), Jerzy Makula (POL), Jurgen Leukefeld (GER), LG Arvidsson (SWE), Graham Hill (GBR)

### **FPS Development Group:**

Alan Cassidy, Chairman (GB); Steve Green (GB), Mikhail Mamistov (RUS)

### **Strategic Planning Group:**

John Gaillard, Chairman (SA), Manfred Echter (GER), Osmo Jalovaara (FIN), LG Arvidsson (SWE), Don Peterson (USA), Mikhail Mamistov (RUS).

### **Q Programme Analysis (Advanced)**

Claude Bessiere (FRA), John Morrissey (USA), Gerard Bichet (FRA), Martin Vecko (CZE), Mikhail Mamistov (RUS), Anatoly Belov (RUS), Sami Kontio (FIN).

### **Q Programme Analysis (Unlimited)**

Claude Bessiere (FRA), John Morrissey (USA), Matthieu Roulet (FRA), Stanislav Bajzik (CZE), Mikhail Mamistov (RUS), Anatoly Belov (RUS).

### **Q Programme Analysis (YAK 52)**

No members at this time

## **19.3 Appointment of Officials (International Jury and Chief Judges)**

### **2009 World Aerobatic Championships – Silverstone, UK**

Position	Nominee	Votes	1 <sup>st</sup>	2 <sup>nd</sup>
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President, International Jury

Michael R. Heuer (USA) Elected unopposed

Members, International Jury

Robert Chomono (FRA)	18
Osmo Jalovaara (FIN)	15
LG Arvidsson (SWE)	10
Carole Holyk (CAN)	2

Elected: Chomono, Jalovaara, 1<sup>st</sup> reserve – Arvidsson, 2<sup>nd</sup> reserve - Holyk

Chief Judge

Graham Hill (GBR)

Elected unopposed

**2009 World Glider Aerobatic Championships – Chambley, France**

President, International Jury	Michael R. Heuer (USA)	9
	Jerzy Makula (POL)	17

Jerzy Makula was elected President of the International Jury

Members, International Jury

Stanislav Bajzik (CZE)	7
Manfred Echter (GER)	9
Bela Guraly (HUN)	3
Madelyne Delcroix (FRA)	16
Matti Mecklin (FIN)	8
Karl Berger (AUT)	3

Elected: Delcroix, Echter, 1<sup>st</sup> reserve Mecklin, 2<sup>nd</sup> reserve Bajzik

Chief Judge

Philippe Kuechler (SUI)

9

Pavol Kavka (SVK)

8

Dick Happs (GBR)

4

Stephan Hau (GER)

0

Philippe Kuechler was elected Chief Judge

**2009 World Air Games – Turin, Italy**

President, International Jury	Osmo Jalovaara (FIN)	Elected unopposed
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Members, International Jury

Alan Cassidy (GBR)	12
Bela Guraly (HUN)	3
Bob Chomono (FRA)	9
Victor Smolin (RUS)	6
Jiri Kobrle (CZE)	8
Carole Holyk (CAN)	1
Manfred Echter (GER)	10

Elected: Cassidy, Echter, 1<sup>st</sup> reserve – Chomono, 2<sup>nd</sup> reserve - Kobrle



**USA:**

- Location: Oshkosh, Wisconsin, EAA Aviation Center
- Dates: October 31-November 1 or November 7-8, 2009
- Fees - TBA, would include tours of the EAA AirVenture Museum and Aviation Center
- Hotel - \$72 - \$99 (single or double)

First step of voting was to select by absolute majority the preferred option amongst those available. The vote was as follows:

USA - 15  
Germany – 8

Since an absolute majority was achieved, delegates then voted whether to accept this bid. A two-thirds majority was required. 16 voted in favour.

**Decision: CIVA agreed the 2009 Plenary Meeting would be held in Oshkosh, USA**

**Dates: October 31-November 1 or November 7-8, 2009. Will be finalized early next year depending on other meetings coinciding with the CIVA plenary.**

**Note: It was subsequently decided to meet on October 17-18, 2009 with no objections.**

**The meeting was adjourned at 1315 hrs. on Sunday, October 26, 2008**

Submitted by:  
Carole J. Holyk  
Secretary of CIVA  
May 19, 2009

Approved by:  
Michael R. Heuer  
President of CIVA  
July 15, 2009

Further editing by Mike Heuer & Max Bishop  
July 19, 2009

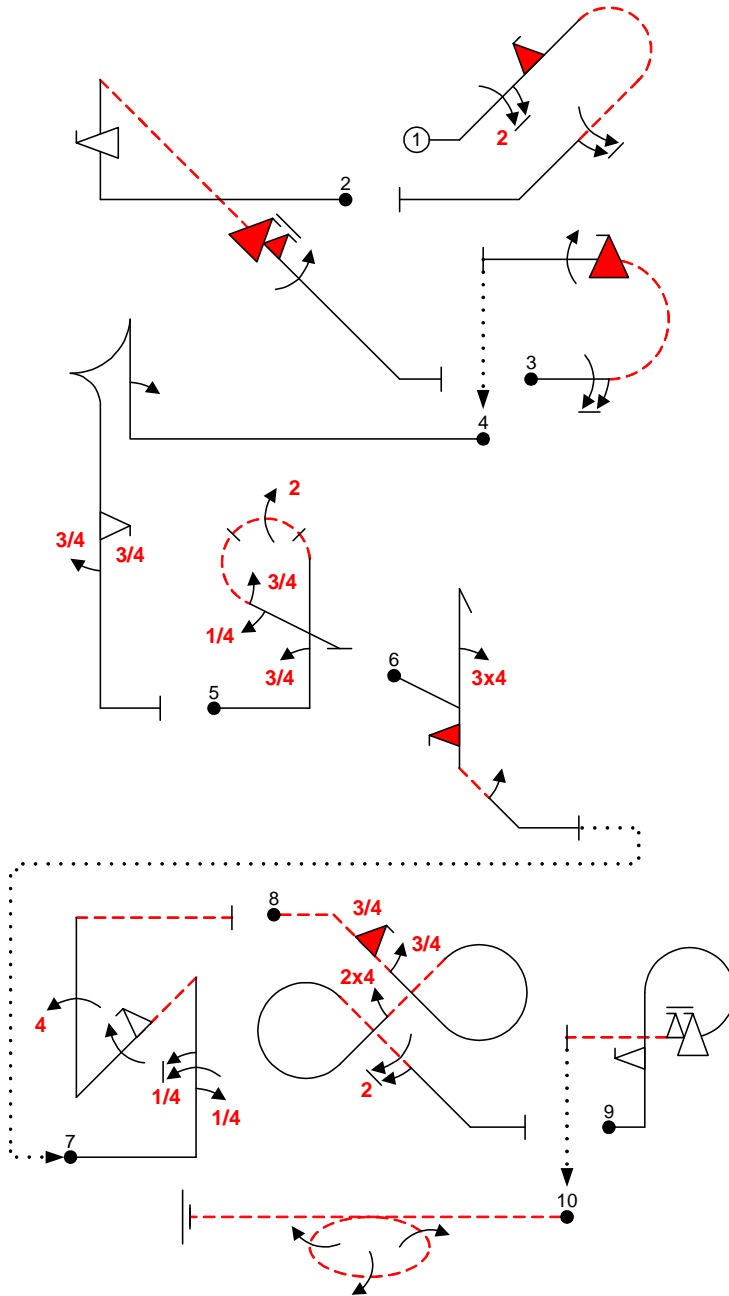
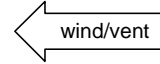
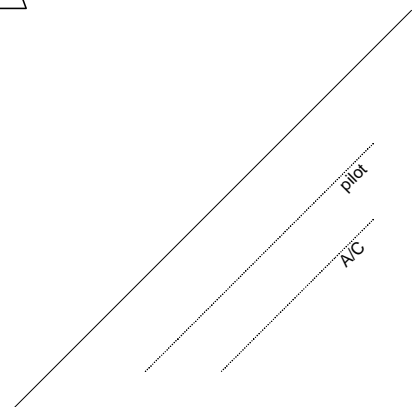


Fig 1	8.18.1	14	53
	9.2.2.6	14	
	9.10.2.2	15	
	9.1.4.6	10	
Fig 2	1.18.1	13	52
	9.9.1.4	15	
	9.10.4.6	16	
	9.1.4.4	8	
Fig 3	7.3.1	8	39
	9.1.3.6	10	
	9.10.3.4	13	
	9.1.3.4	8	
Fig 4	6.1.1	15	40
	9.1.1.2	8	
	9.9.5.3	11	
	9.1.5.3	6	
Fig 5	8.40.1	14	41
	9.1.1.3	10	
	9.2.3.4	9	
	9.1.3.3	6	
	9.1.3.1	2	
Fig 6	5.5.1	20	49
	9.4.1.3	12	
	9.10.5.2	13	
	9.1.4.2	4	
Fig 7	1.38.1	20	76
	9.1.1.1	6	
	9.1.1.5	14	
	9.9.9.2	13	
	9.1.4.4	8	
	9.4.1.4	15	
Fig 8	7.38.4	24	60
	9.10.4.3	13	
	9.1.4.3	6	
	9.4.4.2	5	
	9.2.4.6	12	
Fig 9	8.39.1	12	41
	9.9.1.2	15	
	9.9.3.6	14	
Fig 10	2.9.4	44	44
<b>Total K = 495</b>			

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<b>2009</b>		<b>FORM B</b>
Pilot ID #	<b>YAK 52 Known</b>	Flight #

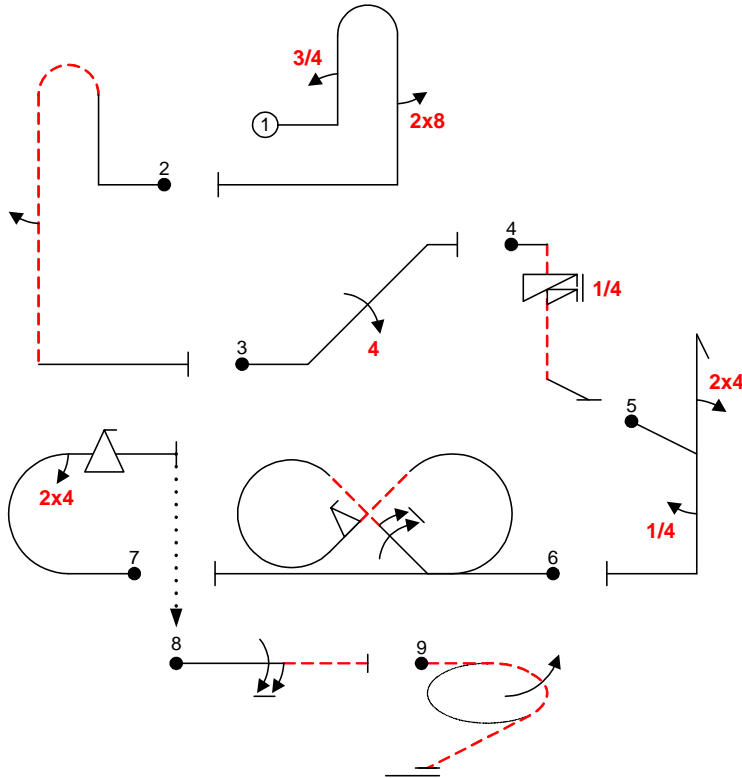
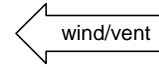
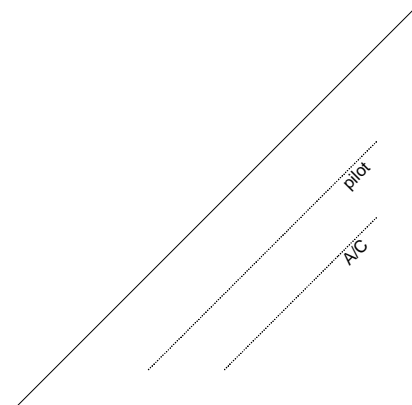


Fig 1	8.1.1 9.1.1.3 9.8.5.1	13 10 3	26
Fig 2	8.3.1 9.1.5.2	15 4	19
Fig 3	1.2.1 9.4.2.4	7 13	20
Fig 4	1.6.3 9.11.1.5	10 4	14
Fig 5	5.1.1 9.4.1.2 9.1.5.1	17 9 2	28
Fig 6	7.30.1 9.1.2.6 9.9.2.2	19 12 13	44
Fig 7	7.2.1 9.4.3.2 9.9.3.4	6 5 11	22
Fig 8	1.1.3 9.1.3.6	2 10	12
Fig 9	2.3.4	16	16
<b>Total K = 201</b>			

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<b>2009</b>		<b>FORM B</b>
Pilot ID #	<b>Advanced Programme Q</b>	Flight #

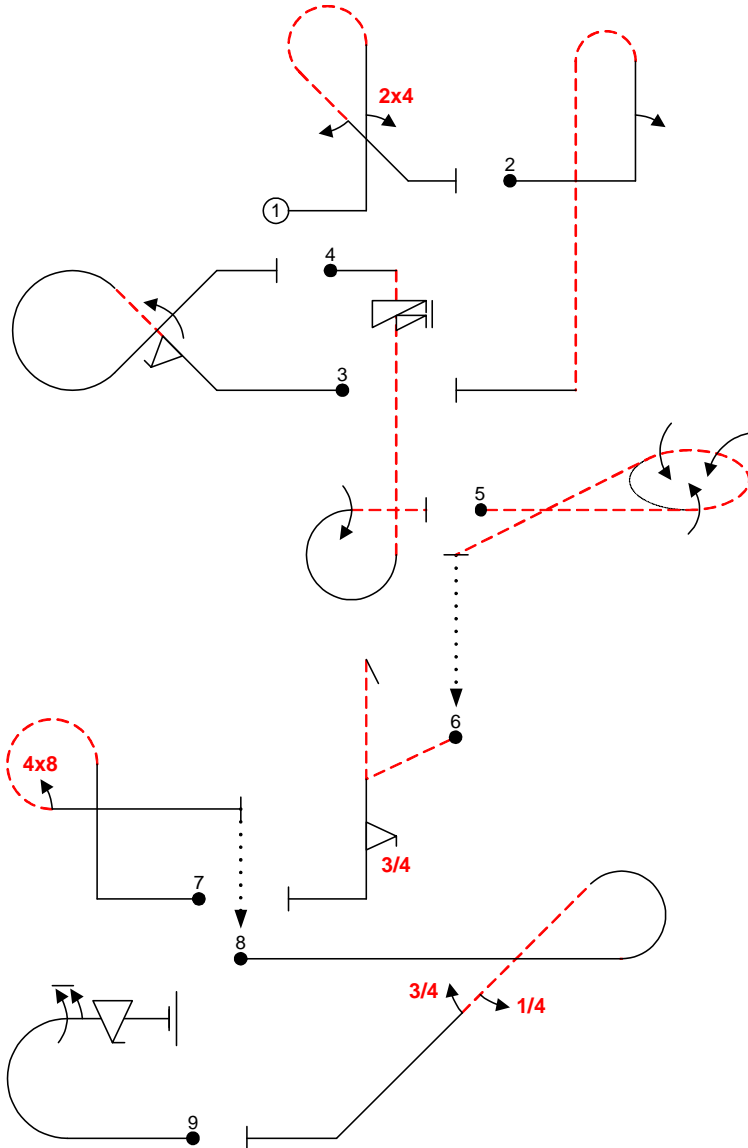
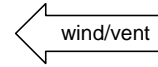
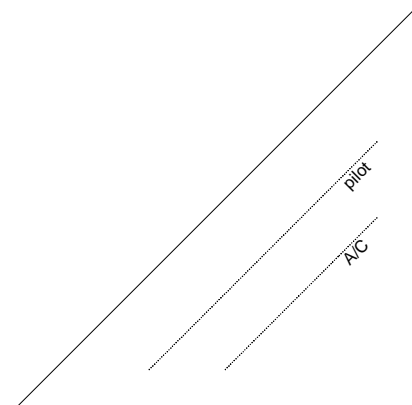


Fig 1	8.68.1 9.4.1.2 9.1.4.2	16 9 4	29
Fig 2	8.3.1 9.1.1.2	15 8	23
Fig 3	7.20.1 9.9.2.2 9.1.2.4	14 13 10	37
Fig 4	8.34.3 9.11.1.6 9.1.3.4	13 3 8	24
Fig 5	2.8.2	31	31
Fig 6	5.1.4 9.9.5.3	22 11	33
Fig 7	8.40.1 9.8.3.2	14 7	21
Fig 8	8.42.1 9.1.4.1 9.1.4.3	10 2 6	18
Fig 9	7.2.1 9.1.3.6 9.9.3.4	6 10 11	27
<b>Total K = 243</b>			

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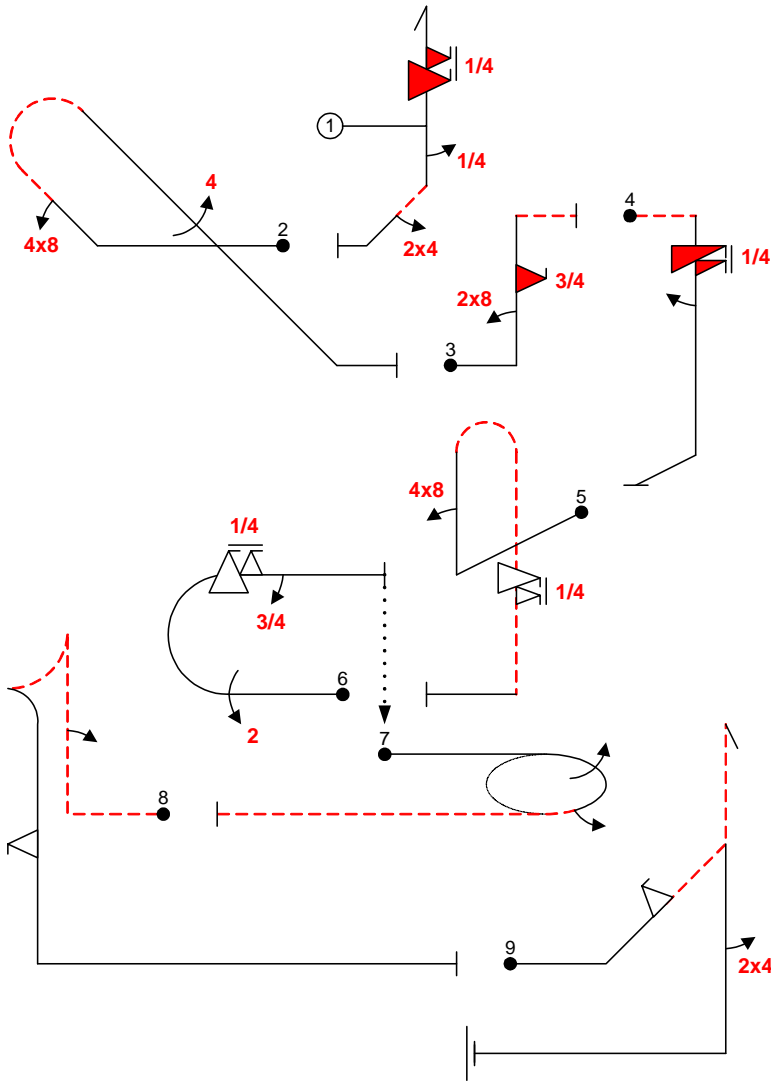
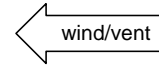
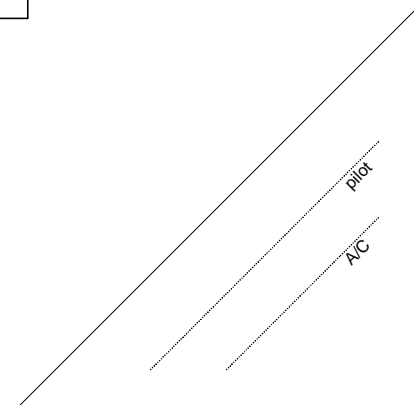


Fig 1	5.5.1	20	49
	9.10.6.5	22	
	9.1.5.1	2	
Fig 2	9.4.4.2	5	34
	8.19.1	14	
	9.8.2.2	9	
Fig 3	9.4.4.4	11	33
	1.7.1	9	
	9.8.1.1	7	
Fig 4	9.10.1.3	17	19
	1.7.4	9	
	9.12.1.5	6	
Fig 5	9.1.5.2	4	41
	8.3.1	15	
	9.8.1.2	11	
Fig 6	9.9.10.5	15	34
	7.2.1	6	
	9.2.3.4	9	
Fig 7	9.9.3.5	13	26
	9.1.3.3	6	
	2.17.3	26	
Fig 8	6.2.4	17	36
	9.1.1.2	8	
	9.9.5.2	11	
Fig 9	5.3.1	24	42
	9.9.2.2	13	
	9.4.5.2	5	
Total K = 314			

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<b>2009</b>		<b>FORM B</b>
Pilot ID #	<b>Glider Unlimited Known</b>	
		Flight #

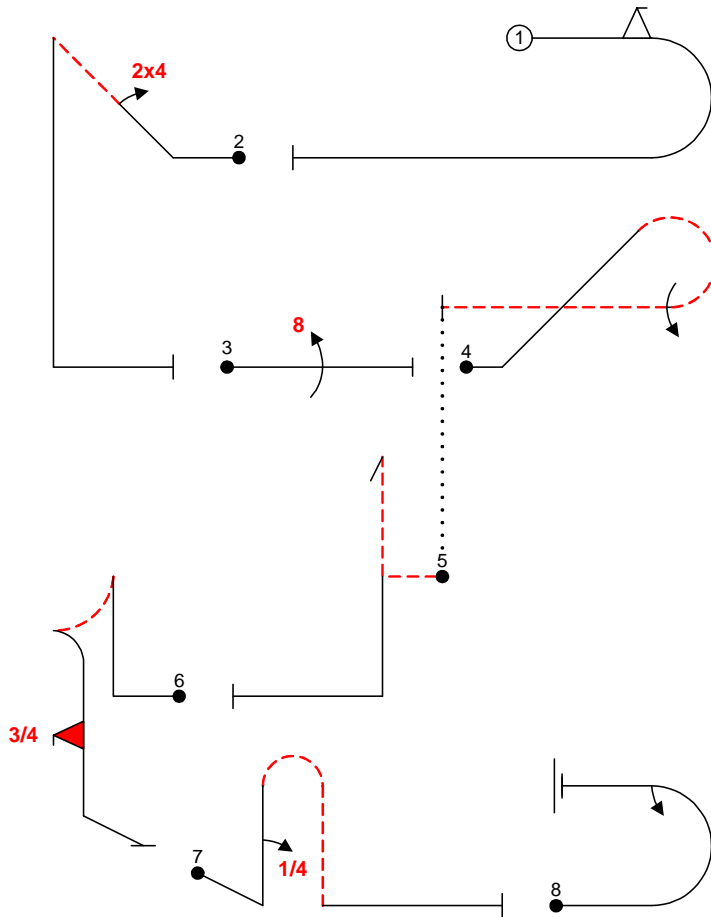
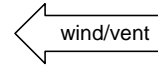


Fig 1	7.3.3 9.9.3.2	6 12	18
Fig 2	1.14.1 9.4.2.2	12 11	23
Fig 3	1.1.1 9.8.3.4	2 23	25
Fig 4	8.31.1 9.1.3.4	12 12	24
Fig 5	5.1.4	22	22
Fig 6	6.2.1 9.10.5.3	17 17	34
Fig 7	8.3.1 9.1.1.1	15 9	24
Fig 8	7.2.1 9.1.3.2	6 6	12
<b>Total K = 182</b>			

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