

AGENDA ITEM 4

REPORT OF THE PRESIDENT OF CIVA

Mike Heuer

The 2007 Contest Year

As we finish the 2007 contest year - with the final WPGA event in Motegi, Japan yet to be held in November - I can report to you another safe and successful year of FAI Aerobatic Championships. This has only been possible due to the hard and dedicated work of our corps of volunteers. This includes not only the local people who help organize and run our contests, but the cadre of volunteers who work for CIVA year after year. They can be found on the Jury, the scoring office, on the Boards of Judges, on technical commissions, and throughout the contest site. Many of us have become close friends as our work has brought us together every year. This has been one of the most enriching aspects of the sport for me.

FAI Aerobatic Championships (Classical)

In 2007, three FAI Aerobatic Championships were held:

- ▶ 24th World Aerobatic Championships; Granada, Spain
- ▶ 5th European Advanced Aerobatic Championships; Joensuu, Finland
- ▶ 12th World Glider Aerobatic Championships; Niederöblarn, Austria

A total of **131** competitors flew in these Championships. This is down from 141 in 2006 but this is because of the large WAAC was held last year in Poland. With the possible addition of a YAK 52 World Championships in 2008, we will be seeing an expansion in our competitor ranks which is very encouraging and bodes well for our future.

My congratulations to our new World and European Champions.

The new World Aerobatic Champion is **Ramon Alonso** of Spain. Ramon has been competing at international level since 1987 when he entered the 6th European Aerobatic Championships in Speichersdorf, Germany. In 2002, he captured the European Champion title in Lithuania. He has also served as Delegate of Spain to CIVA.

Ramon is shown to the right with the Aresti Cup and Antonio Quintana, Contest Director of the World Aerobatic Championships.



All flight programmes were completed in Granada.



FAI's new World Glider Aerobatic Champion is **Georgiy Kaminskiy** of Russia (shown left). This is Georgiy's second consecutive win of the World Champion title. First having entered the international aerobatic competition scene in 1993, he has also competed at the World Advanced Aerobatic Championships as well. Georgiy serves on the CIVA Glider Aerobatics Sub-Committee.

All of the flight programmes were completed in Austria with exception of the last one, the Free Unknown.

Finally, the European Advanced Aerobatic Champion is **Alexandre Leboulanger** of France. This was Alexandre's second Advanced Championships and it was a stunning accomplishment. With only 30 hours in single-seat aircraft. Alexandre is an aeronautical engineer for Airbus in Toulouse.



All flight programmes were completed in Finland.

These events will be fully reported on during our plenary meeting in Vilnius.

FAI World Grand Prix



Also FAI first category events, the World Grand Prix continues in 2007 with one event already held in Moscow, Russia. The second and last Grand Prix will be in Motegi, Japan in November.

The WGPA in Russia marked a milestone in aerobatics. It was the first victory of a woman in an FAI first category international event. Our special congratulations to **Svetlana Kapanina** who previously captured the Women's World Aerobatic Champion title in Granada for the sixth time.

Safety at our Championships

All FAI Aerobatic Championships have been completed without accident and a clean safety record once again. This is not only a tribute to the Sporting Code but also the many contest officials who are dedicated to safe and efficient operations. Sometimes the environmental conditions are difficult, there is the usual pressure of competition, and sometimes tempers can get rather raw. Despite these usual difficulties and problems, 2007 has been a good year and

I congratulate the competitors and officials who helped make it possible for us to keep our record clean.

Recognition of Judges

When CIVA first came into existence, there was only the World Aerobatic Championships held every two years, just as today. In the intervening years, the European Championships were added and in the early 1980's, CIVA became involved in glider aerobatics with its first WGAC in Mauterndorf, Austria in 1985.

In 1995, the Advanced category took hold with our first Championships in South Africa and in recent years, a European Championship in both Glider and Advanced have been added. The YAK 52 World Championships may become a reality in 2008. Let us also remember the World Grand Prix which has held 24 events since 1990 under the direction of Jean-Louis Monnet.

Aside from the wonderful opportunities that are now accorded pilots who wish to fly in FAI international competition in various categories and the recognition our air sport has gained, it puts an increasing burden on the relatively few people who work for CIVA on the Board of Judges. The 2008 FAI Sporting Calendar will likely include four Championships in addition to the Grand Prix.

With this heavy responsibility and workload falling on the people we depend on to evaluate the flying at these Championships, I think it is more important than ever to give them proper recognition for their work. It has long been my personal goal as your President to always recognize the people who work so hard but we need to do better.



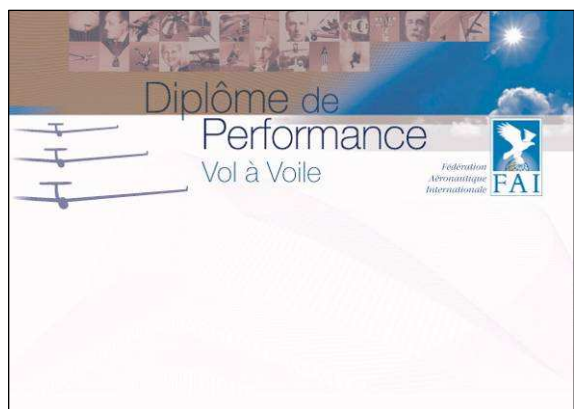
FAI has beautiful Judge's pins currently in stock (see photo) and these are available for sale to Delegates. At past Championships, I have made these available to the Judges. At WGAC this year, many of the Judges purchased them. I have always been astonished at how many do not have them.

My recommendation to the plenary is this: whenever you submit a new Judge's name for inclusion on the FAI International List of Judges at our CIVA plenary, be sure to obtain one of these pins for personal presentation back home. It is an honor to be an FAI

Aerobatic Judge and no Judge should be without one.

I will continue to bring a supply of these to Championships. But no Judge should be required to buy one of these. Therefore, I request that CIVA include an amount in its budget to pay for a small number of these each year. I am sure we will need no more than about \$300 per year to pay for them. We will be sure everyone who deserves one will get a pin.

Judges should also be presented with an FAI Diploma when they are named to the FAI International Judges List. If nomination forms are submitted in advance, Diplomas could be prepared in time for the plenary meeting. A supply could also be taken to Championships until we are sure that all Judges are properly recognized.



Since FAI created its “new look”, newly designed Diplomas are available and are very beautiful and of high quality. An example of another Commission Diploma is shown here.

I propose we create new FAI Diplomas for International Judges. I do not have cost figures yet but would ask you to empower the Bureau to review and approve their creation and printing. We will create Diplomas for all Judges and distribute them as required.

Finally, every Judge should have a logbook and during WGAC I had the opportunity to see one used by Italy. Each contest is recorded and the Judge’s participation is certified by the Chief Judge. Not only it is an official record which can be checked later by CIVA officials at contest sites but it is also a nice remembrance of Championships. I am quite sure we have many Judges who could easily fill up a logbook with past Championships right now. The Italian logbook is shown right.



While sometimes these ideas seem simple and obvious, we all know how hard people will work for just a little recognition. We also know how people will strive to be a part of something they view as prestigious and worthy. Being a member of the International Corps of Judges must be something every aerobatic judge aspires to.

I am reminded of something that Napoleon once said:

“A soldier will fight long and hard for a bit of colored ribbon.”

ACMS, FPS, and JPI

The Aerobatic Contest Managing System (ACMS), developed by Michel Dupont, is in its sixth year of contest use in 2007. The Fair Play System (FPS), originally presented to CIVA at its plenary in 2005, has now been used for two contest seasons. Michel did an enormous



amount of work integrating FPS into ACMS during the winter of 2005-2006 under the direction of our FPS Development Group headed by Alan Cassidy. Steve Green has been integral to this work as well. My thanks to all of these gentlemen for their many hours of work in perfecting our system.

At WAC in Granada, we did uncover some issues with ACMS which were resolved prior to the EAAC in Finland. Just to be sure everyone is fully informed about these issues, I draw your attention to Michel Dupont's report in the Agenda Package. The development of the 2007 version of ACMS as well as how various problems were resolved is well documented in Michel's report. I am confident the program will be even better in 2008, particularly in the judging analysis section which is slated for further revision. We will finally be able to provide JPI information to all concerned and thereby not only evaluate the quality of the judging but provide important feedback to the judges themselves. This is crucial – as no one can improve without such information and it would be wrong not to provide it.

Delegates can be assured that Michel Dupont and our FPS Development Group want the scoring program to be as perfect as possible. Our competitors deserve no less.

More on JPI

As mentioned in Michel Dupont's report, the JPI information produced by earlier versions of ACMS was not accurate. Therefore, at the WAC in Granada, the International Jury took the decision not to release any JPI data to Chief Judges. Judging analysis and its release to the Chief Judges is under the jurisdiction of the International Jury. (Section 6, paragraphs 2.3.6.3, 3.1.2.1).

That said, the intention I have had all along is that JPI information eventually would be available to the Chief Judge and Judges once we had accurate data. This would be possible after the program was corrected and checked.

Judging analysis must be in the public domain. In other words, Teams should have access to it as they are entitled to know how they are being treated by Judges. By being completely open with this information, inaccurate rumors about the judging will be squelched and the Teams and pilots fully aware of the performance of the Board of Judges.

Once the final checks of JPI have been made by Steve Green, in cooperation with Michel Dupont and others, this information will be sent to all Teams competing in WAC and WGAC this year.

Since the EAAC contest database was also entered into the BAeA software (developed by Nick Buckenham in the UK and which utilizes FPS and JPI), we did produce accurate JPI data from that contest and it has already been forwarded to the Board of Judges for that event.



JPI will be released to all Teams at all FAI Aerobatic Championships next year in line with our policy of “open government”.

News and Existing Proposals and Events

On the 23rd of May 2007, I sent a lengthy memorandum to the Bureau of CIVA regarding new proposals we had received on new contest formats and ideas. Let me review the situation as it exists today as I think it is important for all Delegates to be aware of the complexity of CIVA’s business these past few months.

To summarize, we have the following events or new proposals before us. Three of these were presented in the CIVA rules proposals package available on the website:

- ▶ World Grand Prix of Aerobatics (two events – one held in Russia in August and one scheduled in Motegi, Japan in November 2007). The WPGA Managing Director, Jean-Louis Monnet has prepared a report for CIVA on the Moscow event and has proposed rules changes to the Bureau for 2008. These will be included in your Agenda Packages.
- ▶ “World Aerobatics Cup” (one “test” event held in the Czech Republic – these events were held on a national level only with no FAI/CIVA sanction or international status. A second test event planned for 2008). Jiri Kobrle will update us at plenary.
- ▶ Michael Golan’s ideas for a “World Aerobatic Race” (WAC vs. WAR). These ideas were originally sent to the CIVA Strategic Planning Group and also included for discussion in the rules package posted on the CIVA website and presented to CIVA Sub-Committees in June. No action was taken.
- ▶ John Gaillard’s ideas for an “Aerobatic Air Race” (now called the “Air GP”). John has just revised these rules and presented them to the Bureau.
- ▶ Other events in discussion stages and to be announced.
- ▶ World Air Games in 2009 with a new format. WAG will feature air sports at its finest – and at one city, Turin, Italy in June 2009. Delegates will be briefed on plans for the event by FAI officials at plenary.

All of these competitions, proposals, and ideas have one thing in common – to attract interest to our sport, media coverage, and sponsorships and to bring aerobatics (and in the case of the WAG, air sports in general) new visibility and recognition, especially for those great athletes who compete in our various disciplines.

“Classical” aerobatic championships will remain as largely non-spectator events with limited media coverage, though TV programming did result from WAC this year in Spain, thanks to FAI’s negotiations with a production company (Flying Aces) in the United Kingdom. Good



local coverage of various events was noted as well. Due to Antonio Quintana's efforts, a fine crowd was also attracted to the "Final Freestyle" event in Granada – an example of what can be done. WGAC also attracted spectators and the event featured constant narration and information for spectators – the key to spectator involvement. Not only was there narration of the flying but also interviews with pilots and others. The crowd was quite involved and interested in the event and it was a friendly and positive atmosphere on the airfield in Niederöblarn.

We have struggled for many years to come up with a "silver bullet" or a new formula that will fulfill our desire for the media coverage and sponsorships we have always agreed are so important to our future. With it would come the sanction fees that would grow our accounts and to make possible new programs. The sport and its pilot-athletes would get the recognition they deserve for their dedication and skill.

It is up to CIVA to decide how that future will develop.

Red Bull

The Red Bull company came up with its own "silver bullet". A spectacular air race, flown by accomplished aerobatic pilots, combined with limited aerobatics (scaled back in recent races to just an air race with aerobatic turn-arounds for course entry).

Backed by their enormous financial resources and marketing skills, it is now an event that has been hugely successful and has expanded all over the world with the most recent event held in San Diego, California, USA. Pilots we all know are flying in the event and other people who gained experience in CIVA events are helping as stewards (Stano Bajzik and Hans Vogtmann).

What Red Bull showed us is there is great hunger out there for new and spectacular aviation events. Pilots can be made to be heroes in the media and the aviation community – which I have long stressed as important to the marketing and promotion of our sport. What Red Bull also showed us is that simplicity is the key to success.

The FAI signed a contract with Red Bull earlier this year, anxious to establish a formal relationship with Red Bull due to its vast success – but also holding out the possibility of Red Bull involvement in other projects after we all get to know each other. This contract provided a significant boost to FAI finances – which have been under assault for years due to the unpredictability of subscription income from member countries (who frequently pay late) and the need for FAI staff to work on new projects that will benefit all air sports – such as World Air Games.

The Red Bull contract precludes FAI from sanctioning any events that are "Red Bull Air Race-like" in their rules. FAI has also made it clear to us that under the FAI Statutes, "air races" are under the jurisdiction of the FAI General Aviation Commission (GAC).



Our challenge is to come up with new aerobatic events that are not clones of Red Bull and offer their own spectacular appeal – all as a run-up to the World Air Games in 2009. 2008 can be a year of testing and development. These new events offer us the possibility to fine-tune our WAG formula. It may also be possible to build on the World Grand Prix. But it will be up to you.

The Future

We must come up with new events that work in the world we live in today. I believe we can do this.

First of all, let us set aside the “classical” aerobatic competitions for the purposes of this discussion. I think we can agree that there will be no massive changes to rules or format for these events – the obstacles (which are political and institutional) to accomplish this are too much to overcome. This is the reality.

CIVA is a very conservative organization and many special interests that come into play that making large scale rules adjustments in classical competitions are not possible – nor should they be. This is a good thing – because our Championships have been carefully “fine-tuned” over the years to a high degree of sophistication, safety, and standardized operation. For the competitors, our Championships are comfortable and safe and I have no doubt these competitions will continue well into the future depending on external factors over which CIVA has little control: aircraft availability, insurance, price of fuel, and so on.

The fact remains, however, our Championships are slow, cumbersome, complicated, and not appealing to spectators. They are frequently shut down due to complicated weather and wind rules and scheduled breaks.

Naturally, our attention turns to alternatives. It is time for action and not years of more talking. The coming World Air Games in 2009 focuses our attention with its attendant deadlines. We must have a unified, combined, focused set of rules for future events that are outside the realm of our “classical” competitions. New ideas are great – and we have plenty of them – but I believe the aerobatic community (organizations, pilots, officials) is looking to CIVA for leadership and direction.

An important point: we must have rules-based events – not sponsor-dependent ones. We all know that modern, large corporations have short attention spans that may last only a few years. But a rules-based approach – developing the rules for the events and seeking and working with organizers and sponsors – will serve us long term. It has worked for 47 years in classical competitions. But we must be ready to change quickly and have the structure to do that.



Surely, from all of these good ideas, a new series of “Cups” or “Trophies” can emerge - or new events can be added to our existing Grand Prix schedule - with rules approved by CIVA. It is simply a matter of ideas, imagination and execution.

There are other reasons for urgency here other than the impending World Air Games in 2009. Since there is that “hunger” out there for aerobatic events, we can expect further proposals from various sources. Remember that some of the ideas we have before us were developed just this year. How many more will there be? As interest grows, it can only increase – and further complicate our efforts and need to consolidate and control these events. Wherever there is a market, there will be buyers and sellers – in our case, we must be sure FAI and CIVA are involved as this is our responsibility.

2008 is the year we begin.

Making Classical Championships Better – The Contest Handbook

On the subject of classical championships, we must continue to work on making them better for all who participate. There will be no lack of emphasis on CIVA continuing to improve our premiere events – obviously, the ones which involve the most pilots from so many of our FAI member countries.

The CIVA Contest Organization Handbook (COH) remains a work in progress as it has for some years. Due to the complexity of the task, the only section which has been completed is for the Board of Judges. I appreciate Graham Hill’s work on this section which has been provided to recent organizers of FAI Championships.

I will have much more time for this project this coming winter due to my retirement from the airline and promise you it will be finished in early 2008. I only ask that members of the Contest Organization Group and others respond to my requests for help and information. The COH will contain the following chapters:

1. Bidding for Championships

Information needed from prospective organizers
FAI Organiser Agreement

2. FAI Services and Documents

FAI Sporting Code – General Section and Section 6
International Jury Handbook
Aerobatic Contest Management System Handbook
FAI Services and Contacts

3. Ceremonies and Awards



Opening and Closing Ceremonies
CIVA Trophies
FAI Medals and Diplomas
Organiser Medals

4. Bulletins and Local Regulations

Sporting Code Requirements
Sample Bulletins
Sample Local Regulations

5. Airport Layout

The Aerobatic Performance Zone (Box)
Judging Position and Locations
Flight Line and Airfield Facilities
Safety and Security
The “Sterile” Area
Line Judges

6. Scoring

Software and Hardware Requirements
Office Facilities

7. Communications and Public Relations

Internal Communications
Communications with Teams
Public Communications

8. Internet and Websites

FAI and CIVA Websites
Organiser Website
E-mail Communications

9. The Judging Line

Chief Judge Guidelines and Duties
Chief Judge’s Station Equipment
Individual Judge’s Station Equipment
General Requirement for the Line
Video Recording Equipment and Personnel
Other Personnel Requirements



Judges Briefings
Refreshment

10. Office Facilities

Contest Office
Press & Media Center
International Jury Office
Scoresheet Preparation and Assembly
Copy Center
Competitor Scoresheet Review Center

11. Transportation and Hotels

12. FAI and the International Jury

- 12.1 Duties of the International Jury
- 12.1 Jury Liaison with the Organisers
- 12.2 Contest Site Inspection
- 12.3 JPI System and its Use

13. Miscellaneous and Equipment

FAI Anti-Doping Guidelines
FAI Environmental Guidelines
Diagrams and Images of Equipment

14. Sample Contest Forms

15. Glider Competitions – Special Requirements

16. Advanced Competitions – Special Requirements

17. Emergency Procedures

18. Post-Contest Follow Up

I expect the COH to be downloadable from the CIVA website for use by organizers or any other parties considering hosting an FAI Aerobatic Championships. The contents of the COH listed above are subject to change as the COH is developed.



CIVA 2007
Vilnius, Lithuania

World Air Games

The subject of the Games will be a very important part of our discussions in Vilnius and the rules proposals from Great Britain and the GASC will be considered and used as the basis of our talks.



My thanks to Jean-Marc Badan, who is now FAI's Sports and Development Director and the WAG FAI Coordinator, for his excellent cooperation to date on all sorts of details in the planning stages for WAG.

CIVA Liaison Officer (LO) for WAG is Osmo Jalovaara with the President of CIVA as alternate. All CIVA contacts regarding WAG should be initiated through Osmo Jalovaara or the President as it is important to maintain the organizational structure of the Games which are now in place. Luca Salvadori has been named by the WAG Local Organizing Committee as their Air Sports Director for Aerobatics.

At the CIVA plenary in Vilnius, we must decide on the rules for the Games. In addition to the documents you have already received, I will propose the following to CIVA:

1. All rules issues outstanding at the conclusion of our plenary will be decided by the Bureau.
2. The pilots who will compete in WAG (power and glider) will be determined by NACs. All countries which participated in WAC 2007 and WGAC 2007 will be permitted to enter one (1) pilot. Those countries which provided full women's teams (Unlimited power only) will be permitted two pilots (1 male and 1 female).
3. The Bureau will review all pilot entries before submission of the names to the FAI and WAG organizers. This is to be sure we are providing the "best" pilots for this important event.

I will not cover any additional details regarding WAG as those matters will be discussed by the FAI representatives attending our meeting, but would only add that the planning and execution of this event so far by the FAI's officers and staff have been excellent.

Trophies

WAAC

The winner of the World Advanced Aerobatic Championships receives the **Peter Celliers Trophy**. It was not presented to the winner of the Championships last year in Radom because of shipping problems. While it did make it to Warsaw, the shipper ultimately ended

up returning the trophy to South Africa. It had last been in the possession of Glen Dell, the 2005 Advanced Champion.

The Trophy was also badly damaged but the trophy has now been fully restored and will be delivered to the WAAC in the USA next year for presentation to the winner.



WAC

All trophies were presented at WAC this year with the exception of the **FAI Challenge Trophy**. This trophy is presented to the winning Women's Team and has been kept at FAI Headquarters in Lausanne since 2001 because of the lack of woman competitors in the WAC.

From the initial entries this year in Granada, I took the decision not to ship the FAI Challenge Trophy from Lausanne to Granada (as it is very large and quite heavy) because we only had two Women's Teams entered in the competition (USA and Russia).

I could not predict how my proposal to waive the rules which require 3 Teams to have a team championship would be accepted by Team Managers, so I thought it was best to leave the trophy in Lausanne. We can hope that eventually women's participation will increase again in the WAC and we can present this trophy or CIVA can agree to a reduction in number of women's teams required to present it.

WGAC

There is no special trophy for the World Glider Aerobatic Champion. The overall winner receives an FAI Gold Medal (shown right).

The Charles Kalko Trophy is presented to the winner of the Unknown programmes and is donated each year by Marti Kalko of the USA.



In the long term, we do face the problem of deterioration in the condition of our beautiful trophies and as we have seen on many occasions, they sometimes do not make it to their destinations, get temporarily lost, or are damaged and in need of repair and maintenance.

My own view is these expensive and prestigious emblems of accomplishment in our sport should eventually be housed in permanent displays in an aviation museum. My suggestion is



the Musée de l'Air at Le Bourget in Paris, France but I have no proposals at this time. If we retire them to a museum, they could probably not be presented any longer to the recipients. In this case, a small replica of the trophy should be substituted. But how this would be funded is another question given our limited budget.

Naming Protocol for FAI Championships

CIVA is now at variance with the official FAI policy regarding the naming of Championships. The naming of Championships has been standardized and the official FAI document can be found at http://www.fai.org/documents/naming_competitions.

From this point on, we will now officially refer to our Championships as follows in all documents:

World Advanced Aerobatic Championships (WAAC)
European Advanced Aerobatic Championships (EAAC)
World YAK 52 Aerobatic Championships (WYAKAC?)

Other Championships' names (WAC and WGAC) meet the requirements of the FAI.

Moving Ahead in the Future

I have talked about the need for strategic planning with the Bureau and plenary on many occasions. The SWOT analysis, an essential part of strategic planning (Strengths, Weaknesses, Opportunities, Threats), is very useful when planning for the future. If I may borrow from the FAI Secretary General's letter to the Bureau some months ago, let me list some of those factors as regards to CIVA:

STRENGTHS: Network of volunteers prepared to give their time and expertise. A relatively small number of highly proficient pilots capable of aerobatic performances that are potentially of interest to the general public. An existing, long-established (if rather cumbersome) international institutional framework for decision-making.

WEAKNESSES: Participation in aerobatics at best stable, more likely declining. Manufacturers no longer interested in building aerobatic aircraft. Traditional World Championship contest structure very boring for general public – therefore no prospect of regular TV/media coverage for these types of events. Increasing difficulty in finding good event organisers for Championships and World Grand Prix events.

OPPORTUNITIES: TV and media are looking for a regular supply of exciting content. Adrenalin sports are fashionable. Sponsors are available to back the right products. There is now a general recognition in the aerobatic community that “something needs to be done” to stop the decline and modernize the contest structure.

THREATS: The injection of prize money and paid officials into the sport could destroy the volunteer ethic and any prospect of part-time amateurs winning contests. Decision-making bodies at all levels could face increasingly serious “conflict of interest” problems. There is a danger of fragmentation through competing initiatives. The sports administrators, often active or former competitors with a passion for the sport, could be side-lined by “sport business” professionals.

We have considerable strength in our volunteers who exist at all levels of our sport – local, national, and international. That strength cannot be underestimated as I have seen people spend endless hours working on behalf of our sport in difficult conditions and with little or no recognition. We must continue to harness that strength.

FAI and CIVA cannot forge ahead without a clear recognition of the threats we face and our weaknesses. But the opportunities are great as we approach the World Air Games. I know it will be said that WAG involves only a small number of pilots but how exciting we make those Games, how much recognition the winners receive for their accomplishment, how we do everything we can to make media coverage a success – will all have an effect on our sport throughout the world and at all levels.

I also believe we can have increasing and not declining participation in our air sport. But we have to keep an eye on our rules and seek new opportunities and ideas in competition. It wasn't that long ago that Advanced started and now we have the YAK 52 events coming. What other good ideas are out there? Borrow from your own experience in your country and make proposals to CIVA. We need the ideas.

I invite you to keep SWOT in mind as we begin our work at the plenary meeting of CIVA this year.



Finally, a word about my own future ... On the 11th of July this year, I retired from Northwest Airlines after nearly 30 years of service. I also served in the US military for twenty years. It has been a wonderful experience and over 23,000 hours of flying airline and military aircraft – as well as a few thousand in general aviation and sport aircraft.

I look forward to spending a majority of my free time working on FAI's and CIVA's behalf. There is much to do. I have appreciated your support over these last 21 years as your President and I hope to continue well into the future. I am excited about many of the upcoming projects and hope to do all I can to expand, promote, and improve the sport of aerobatics. It is an honor to be your President.