

## **AGENDA ITEM 4.1**

### **REPORT OF THE PRESIDENT OF CIVA**

**Michael R. Heuer**



#### **The 2010 Contest Year**

As we finish the 2010 contest year, I can report to you another successful year of FAI Aerobatic Championships. This year was also marked by great tragedy, as we suffered the loss of several of our colleagues and friends.

The accident which took the lives of Renaud Ecalte and his family has deeply impacted the sport of aerobatics and our international community. Renaud had reached the pinnacle of aerobatic competition with his win of the World Aerobatic Champion title and the Aresti Cup last year in Silverstone which had followed his win at the World Air Games. Just over two weeks prior to his death, he also won the title of European Aerobatic Champion. He was widely regarded as one of the finest aerobatic pilots of all time. Our condolences to his many friends and family and to the people of France, who have lost a great hero.

We were also saddened by the death of Alejandro “Alex” Maclean – a former member of the Spanish Aerobatic Team and Red Bull pilot. He was a great friend to many of us.

The death of Matti Peura, member of the CIVA Glider Aerobatics Sub-Committee and a father of glider aerobatics in Finland was also a shock. Like Renaud and Alex, he was a young man with many years ahead of him and the rare disease which cost him his life was a surprise to all.

It has been a difficult year the likes of which I hope is never repeated.

A successful contest season was 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, in the Scoring Office, on the Boards of Judges, on Technical Commissions, and throughout the contest site.

2010 was a special challenge for the CIVA aerobatic community, as four FAI Aerobatic Championships were held this year which caused a considerable strain on our rather small corps of FAI International Officials. Fortunately two of those events were held at the same time and at the same contest site (WAGAC/EGAC in Finland) making it easier for officials to participate and the events more financially viable for organizers.

## FAI Aerobatic Championships

In 2010, the following events were held:

- 1<sup>st</sup> World Advanced Glider Aerobatic Championships; Jämijärvi, Finland
- 9<sup>th</sup> World Advanced Aerobatic Championships; Radom, Poland
- 17<sup>th</sup> European Aerobatic Championships; Touzim, Czech Republic
- 10<sup>th</sup> European Glider Aerobatic Championships; Jämijärvi, Finland

There were no “special events” sanctioned by CIVA in 2010, though we hope for more in 2011.

Here are the details:

Event	Date	Place	Pilots	NACs
WAGAC	17-24 July	Jämijärvi, Finland	31	8
WAAC	5-15 August	Radom, Poland	83	25
EAC	2-12 September	Touzim, Czech Republic	48	10
EGAC	17-24 July	Jämijärvi, Finland	28	9
<b>Total</b>			<b>190</b>	

The total of **190** competitors compares to 177 competitors who flew in 2009 Championships and 154 in 2008. This is due to the introduction of Advanced Glider Championships this year as well as a very high participation in WAAC in Poland.

The NAC numbers above do not include the “hors concours” entries as these pilots were not entered by their NAC.

## New Continental and World Champions

The new European Aerobatic Champion was **Renaud Ecalle** of France (right). Renaud flew the Extra 330SC.



European Women's Aerobatic Champion is **Elena Klimovich** of Russia (left) flying the Sukhoi 26.

World Advanced Glider Aerobatic Champion is Johan Gustafsson (right) of Sweden flying the Pilatus B4. Johan was 19 years old at the time of the competition. Johan has the unique distinction of being the first Advanced Glider Champion in CIVA history.



European Glider Aerobatic Champion is Erik Piriou of France (left) flying the Swift S-1.

World Advanced Aerobatic Champion is Baptiste Vignes of France flying the CAP 231.



Our congratulations to all the winners including the Teams. I also congratulate the trainers who did such a fine job of preparing their Team pilots for these Championships and I am pleased FAI is also able to present Medals to them as well.

Coaches like Coco Bessiere and Victor Smolin have been training pilots for a very long time and deserve a great deal of recognition for recruiting new talent and developing their skills. I am also delighted to see so many young pilots winning our Championships.

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

This year, only one contest scoring program was in use:

**ACRO** – Developed by Nick Buckenham (United Kingdom) and approved by the Bureau of CIVA for use at FAI Championships in 2008. ACRO was used at all 2010 FAI Aerobatic Championships. Its judging analysis is robust and useful. The overall judging analysis reports for this year's competitions can be found in the Agenda Packages.

We now have an excellent scoring program in place and the best judging analysis tools we have ever had. This will be of enormous help to us in the future in two areas:

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

Steve Green has agreed to maintain the Excel spreadsheet which includes the RIs for all Judges serving at FAI Aerobatic Championships over the past 5 years. The spreadsheet was



updated by Steve shortly after the EAC in Touzim and will be provided all Delegates. I also plan to publish all judging analysis on the CIVA website.

The contest data files (\*.ctf format) can be found here:

[http://www.civa-results.com/contest\\_files.htm](http://www.civa-results.com/contest_files.htm)

After downloading the .ctf file for any competition, you can then look at the judging analysis reports. Overall reports are available as well as those broken down by Judge. All of this data is in the public domain in the interest of openness and transparency. Pilots and team managers are entitled to all contest data from FAI Championships. 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.

Judge selection in 2010 was not without problems, which were unforeseen, but the process will improve for 2011. John Gaillard details these issues in his report (see Agenda item 9.4).

I also thank Nick Buckenham for his attention to detail in continuing to improve ACRO and including CIVA's unique requirements that go far beyond what is needed at domestic competitions. Nick's presence at two of our Championships was of great help to organizers but also provided him with feedback and ideas on how to improve ACRO. His speed in implementing these changes has been astonishing.

Along these lines, it is interesting to note that protests are now rarely received on judging. I think this is a credit to John Gaillard and the members of the Judging Sub-Committee who have worked hard to improve our standards. ACRO provides the judging analysis they need to resolve problems, identify trends, and to provide feedback to Judges and it is working very well.

### **Other Championships Issues**

The Contest Directors, Chief Judges, and Jury Presidents for our Championships in 2010 have prepared excellent reports for your review. I urge you to study these reports and the recommendations these people have offered. They all include good ideas on how to improve our events for the future. I do not offer any further comment on them with the exception of the points Tomas Korinek raised in his EAC Contest Director's Report.

The problem of hotel reservations and management was a particular problem for the EAC organizers this year. Competitors and officials were housed in more than one location, due to the size of the hotels, and the organizers were constantly dealing with hotel issues and complaints. This distracted from the organization of the EAC itself.

We are all committed to providing quality and appropriate accommodation to both competitors and contest officials, for safety reasons in the case of pilots and so officials can carry out their duties with adequate rest.

The problems were:

- Failure of Teams to meet deadlines with regards to submission of entry information. Since Touzim is in a “spa area” (as the Czechs call it), this made commitments to hotels difficult or for the organizers to find higher quality accommodation.
- Complaints about accommodation which required moving people into other facilities.

I support Tomas Korinek’s recommendation that the practice of our colleagues in Glider Championships be adopted in Power. That is, the hotel accommodation is not included in the Entry Fees and Teams are obligated to arrange their own hotel reservations. This could be done from a list of hotels that are provided by organizers in the Championships Bulletins.

With just about every hotel in the world now having a website, this should be easy for Teams to do and it would make them responsible for making the arrangements. If they are late in doing so, some accommodation may not be available but this would not be the organizer’s problem. In addition, it offers a real cost advantage. CIVA Delegates have expressed concern for years over rising Entry Fees. By putting the accommodation totally under the control of Teams or individual pilots, different options would be available and the cost could be controllable and suited to Team budgets.

Section 6, Part 1, paragraph 4.1.2.1 includes the applicable rules in this instance. I propose to CIVA that this paragraph be re-worded to enable organizers to offer this option. If the organizers wish to continue to include accommodation in the Entry Fees, they would be free to do so.

In Summary, organizers would be able to spend more time on organizing Championships rather than being hotel reservations agents and Teams would be able to control their own costs.

### **Contest Results**

Results for the 2010 FAI Aerobatic Championships can be found at [www.civa-results.com](http://www.civa-results.com).

This website was created in 2008 in order to host the results as well as the contest data files for these Championships. There are links provided so you can download ACRO and the contest data files. It is all open and transparent.

The site will continue to serve as an archive for contest results forever. These “results” pages are much more complete than the “Championships Results” pages which used to appear on the CIVA website. For example, it is possible to view an individual pilot’s scoresheets as well as images of Unknowns.





2010	Championships for this year:	Results available ...
July 17 - 24	The European Glider Aerobatic Championships, Jamijarvi, Finland	✓
(same)	The World Advanced Glider Aerobatic Championships, Jamijarvi, Finland	✓
August 5 - 15	The World Advanced Aerobatic Championships, Radom, Poland	✓
September 2 - 12	The European Aerobatic Championships, Touzim, Czech Republic	✓
2009	Past Events ...	
June 3 - 13	The World Air Games, Torino, Italy	✓
June 25 - July 7	The World YAK 52 Aerobatic Championship, Rojunai, Lithuania	✓
July 11 - 18	The World Glider Aerobatic Championship, Ceske Budejovice, Czech Republic	✓
August 6 - 16	The European Advanced Aerobatic Championship, Radom Piastow Airfield, Poland	✓
August 19 - 29	The World Aerobatic Championships, Silverstone, UK	✓
2008		
June 6 - 8	The World Aerobatic Cup, Airfield Roudnice, Czech Republic	✓
July 5 - 13	The European Aerobatic Championships, Hradec Kralové, Czech Republic	✓
July 26 - Aug 3	The European Advanced Glider Aerobatic Contest, Rothenburg, Germany	✓
August 1 - 10	The World Advanced Aerobatic Championship, Pendleton, Oregon, USA	✓
August 7 - 17	The European Glider Aerobatics Championship, Piastow Airfield, Radom, Poland	✓
August 17 - 24	The World Yak-52 Aerobatic Championship, Novosibirsk, Russia	✓

Contest Data File Archive and scoring software  
web by exploit-design

That said, I hope that we can eventually incorporate these results onto the CIVA website so a person only has to visit one website to get everything he or she needs.

The “Championships Results” page on the CIVA website as it appears today is shown in the image on the next page.

It has been this way for some months now. Results from past Championships, which were previously available, are now removed.

The FAI Secretary General, Stephane Desprez, has promised an overhaul of the way FAI is providing internet services in the future. Our contacts at FAI are now Jean-Marc Badan and Rodric Neri who will be carrying out website work. However, website development will be handled by an outside contractor. I hope for an improvement in the information we provide in the near future but for now, we will continue using [www.civa-results.com](http://www.civa-results.com). We have also

reserved the domain names [www.civa-safety.com](http://www.civa-safety.com) and [www.civa-news.com](http://www.civa-news.com). My thanks to Nick Buckenham for coordinating the purchase of these domain names.



## CIVA TechWatch

On another subject that is web-related, informal discussions last year at the CIVA meeting in Oshkosh yielded agreement that a web-based database, available to anyone worldwide, regarding technical issues with aerobatic aircraft was badly needed. I particularly appreciated the letter that Paolo Zoppi, Delegate of Italy, wrote to all of us prior to the meeting which called for action.

In the past few months, I have been in discussions with Americans who are very interested in this project as well, including IAC President Doug Bartlett, former US Team member Hubie Tolson, and an IT specialist who was interested in helping with the project. IAC itself had contemplated the need for such a website in a paper prepared by Doug Lovell, which was very helpful in these early discussions.

To move the project along, some “beta” website development has taken place. In addition, Stephane Desprez has also committed FAI to the project. We have all agreed that something like this has to be under the FAI umbrella as there are no national boundaries when it comes to safety and the fact that many pilots fly aircraft with engines and propellers built in other countries. Therefore, it must be an international project with international cooperation and input. It was only natural that it fall under the FAI.

The Secretary General has proposed a multi-step process with the first step the creation of a document called a “Project Summary” and the naming of Project Managers for FAI and CIVA. The FAI Project Manager will be Rodric Neri and CIVA Project Manager is Nick Buckenham.

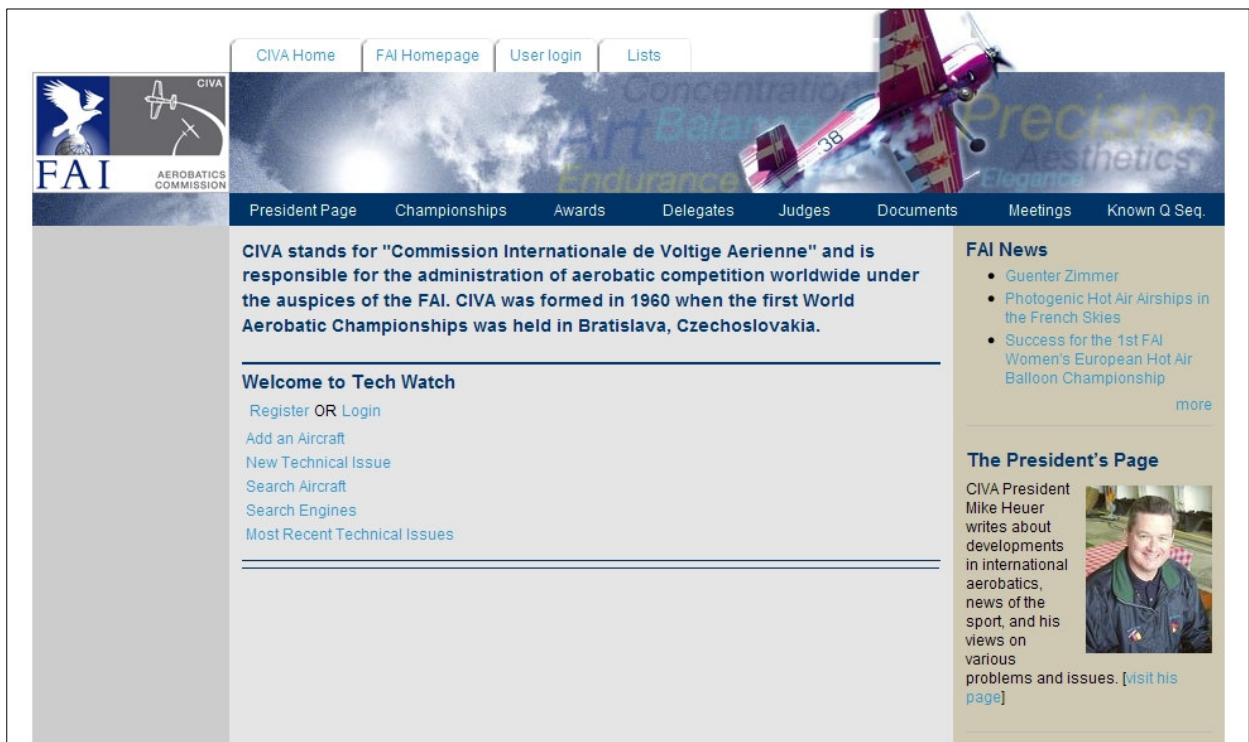
The Project Summary will be a fairly simple document and would include:

- Targeted audience: public, delegates, pilots, ...
- Objective of the tools: totally open, login controlled, ...
- Main functionalities
- Expected outcome
- Potential examples of "pages"

Nick Buckenham and I will work on this document after the meeting.

The next steps will be for the FAI Project Manager to review these objectives and see what is available in FAI today. A detailed "Functional Specifications" document which will prescribe exactly how we want the website to work will then be prepared. Finally, the project will be put out for bid and estimates.

For now, we have called this "TechWatch". The US IT specialist has worked up a set of example pages which can be found at [www.civa-safety.com/TechWatch](http://www.civa-safety.com/TechWatch). Here is the homepage:



As can be seen from this beta page, registration would be required. New "technical issues" can easily be added and supplemented with images. Users could access the database to view problems by aircraft or engine type.

My own view is this is just a beginning. In addition to the database contemplated above, I



think the TechWatch website should also serve as a discussion forum for everyone in the aerobatic community who wants to register and participate. “On-line discussion forums” are very useful and widely used in all sorts of recreational and professional activities.

The database can be considered a “library”. The discussion forum would be “hangar talk”. Both serve as effective methods of communication and getting vital information out to other people in the sport.

As this project moves forward, it will likely be necessary that Nick Buckenham and I spend some time in Lausanne. Earlier this Fall, I asked the CIVA Bureau for the approval of \$3,000 to begin the project and the Bureau approved. I would ask your ratification of this Bureau decision at the plenary. Some of these funds would include travel to coordinate the project with FAI.

### **Proposals to CIVA**

The procedures we use to consider proposals up to now have worked very well. Our process is deliberative and relies on a strong set of Sub-Committees who carefully consider every proposal submitted by Delegates. Those proposals I would call “normal”. They are made by a certain deadline every year, usually the 1<sup>st</sup> of May or June, established by the President of CIVA.

In 2003, we introduced the possibility of “urgent” proposals. These were to be submitted 10 days after the completion of Championships and were to address problems encountered at those competitions. It was agreed that these be safety related. Those proposals could be considered at the next plenary meeting and would not be reviewed by Sub-Committees.

I believe it was important to restrict those proposals to safety matters so as to not undermine or damage our Sub-Committee system. We elect Sub-Committees every year to carry out this work and we put specialists on those committees we trust. If we are not satisfied with their work, we have the opportunity to replace them at the next election. Typically, the Sub-Committees will meet prior to or during a Championships, when the most members can be present. Those proposals which do not survive Sub-Committee do not move forward to plenary.

Safety issues – and proposals to solve them – are matters that cannot wait for this lengthy, deliberative process to take its course. It is obvious why they should be placed on the Agenda for the plenary. CIVA gives the authority to its President to determine what should be advanced to the plenary and what should be referred to our Sub-Committees for consideration the next year.

Despite the fact this has worked rather well, I am not comfortable with how this works and think we can improve.

I propose CIVA proposals are categorized as follows:

- **Normal Proposals (NPs):** These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines. These are to be considered by Sub-Committee and recommendations made to plenary.
- **Safety Proposals (SPs):** Proposals to be submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting.
- **Expedited Proposals (EPs):** Proposals to be submitted as a result of experiences at Championships and merit discussion by plenary at CIVA's next meeting. The guideline here would be minor changes which are either editorial in nature or of such importance that full Sub-Committee consideration is not required. A simple "rule of thumb" would be that if it required a lot of time on the floor of the plenary, it should be an NP.

Whether a proposal submitted after a Championship should be designated as an **SP** or **EP** would be the decision of the President of CIVA. If in the judgment of the President it is not an SP or EP, it would move to the Sub-Committee(s) agenda.

This would give CIVA more flexibility in implementing proposals which are sensible, straightforward, and non-controversial so our Championships can be improved and made more efficient in an expedited way.

Please note I do not propose a 10-day limit. I would propose instead that the deadline for submission of all proposals (NP, SP, EP) be published by the President of CIVA. For proposals coming from Championships, this would usually be the 1<sup>st</sup> of September or October. This would give adequate time for the proposals to be assembled and placed in the meeting agenda packages.

### **Travel Allowances**

For the first time this year, the CIVA Travel Allowances (TA) program was introduced to help pay the travel expenses of Judges and Jury members at FAI Aerobatic Championships.

The amount available to pay Judges and Jury is based on the total Sanction Fees received from that event. Therefore, with more pilots, there is more money to pay expenses.

Judges and Jury members were asked to submit their expenses on standard CIVA forms along with copies of all receipts for travel. The Sanction Fees total minus the cost of FAI and CIVA Medals was then taken and multiplied by 80%. This was the amount used to reimburse everyone.

LG Arvidsson was present at all Championships this year and as our Treasurer, took on the duty of liaising with everyone concerned, receiving their forms, determining the validity of the expenses, and deciding how much each person was paid. All Judges and Jury members



received a copy of the “CIVA Guidelines for Expenses” which we published earlier this year.

This program replaced the previous stipends (\$500 per person) and is fairer. For example, in previous years we had Judges and Assistants traveling in the same car and both receiving the \$500. This year, we only pay for the mileage on the car for the people traveling together.

In the end, approximately 80 to 100% of the expenses were paid. For a competition like the WAAC in Radom, 100% was possible. Though we would like to pay 100% for all competitions, it is simply not possible for smaller events. Next year, if a YAK 52 Championship is held, for example, a smaller fraction of the expenses will likely be paid as these contests have been quite small.

Due to some problems with illness in the family which required his attention, LG Arvidsson was not able to submit the expenses to FAI for payment until the third week in October. Our apologies to all concerned. This affected the WAGAC/EGAC and WAAC only (wire transfers required). At EAC, LG brought enough cash with him (in Euro) to pay everyone in hard currency on the contest site. This is the way we used to do it with stipends. Whether or not we can continue a cash-payment system remains to be decided.

I thank LG for his work. It involved many hours of collecting the forms and receipts and speaking with every Judge and Jury member individually about the expenses and how they would be reimbursed. I also know that LG regrets the delay in payment for the competitions in Finland and Poland.

The Treasurer will discuss TAs in his report to CIVA and changes planned for 2011.

### **Bids for 2011 Championships**

As you know, I have expressed concern about the lack of bidders for 2011 FAI Aerobatic Championships. I do have some good news to report as we have been hearing from some Delegates.

Here is an update on where we stand as of today, the 24<sup>th</sup> of October 2010.

### **WAC**

So far, Germany, Slovenia, and the USA have expressed interest in bidding.

Before leaving for the FAI General Conference in Ireland in early October, I received an e-mail from Peter Podlunsek (Delegate of Slovenia) indicating that Slovenia may bid. He mentioned two locations and proposed dates as well (25 June through 9 July 2011). The possibilities would be the military airfield at Cerklje ob Krki (LJCE) or Murska Sobota (LJMS). Murska Sobota was the site of the 2002 AWAC.

Peter has promised more information and if we receive it in time, I will notify you by e-mail

or else we will consider it at the meeting.

Germany indicated an interest when I was in Touzim. Since then, I have heard from Jürgen Leukefeld in an e-mail in which he asked a number of organizational questions (sanction fees, line judge requirement, etc.). I have responded to Jürgen and hope to hear from him prior to the plenary meeting so any information can be provided to Delegates in advance of the plenary.

The USA is assembling a bid package right now to host the event at the airport in Sherman-Denison, Texas which is home to the US Nationals. The North Texas Regional Airport/Perrin Field (KGYI) is the former Perrin Air Force Base and is a huge facility. The US delegation will have more information at the meeting.



## WGAC & EAGAC

Poland will bid to host both of these Championships at one site. This worked well in Finland this year. The GASC will also propose to eliminate the "European" Championships altogether and host World Championships in both categories every year. The Glider Championships are almost strictly European events anyway so I see no harm in this proposal.

The site would be **Toruń**, Poland between Warsaw and Gdansk.

I do not have the dates at the time of this writing.

## EAAC

Hungary has expressed interest in organizing the European Advanced Championships and I have exchanged e-mails with Tamas Kecskemeti (Delegate of Hungary) as recently as yesterday, 23 October. They have just had municipal elections in Hungary and when their talks are completed with the new Mayors, he will let us know of Hungary's intentions. Further information will be provided before the plenary as I receive it.



## Special Events

I believe there will be another World Elite Aerobatic Formula (WEAF) organized by Jurgis Kairys. As you will remember, these events were held in Romania in 2009 and in Al Ain, UAE in 2008. Further details will be announced.

## FPS Logo



A new logo for the FairPlay System (FPS) now appears on all scoresheets generated by ACRO. This is to give FPS more recognition and call attention to it on our contest paperwork.

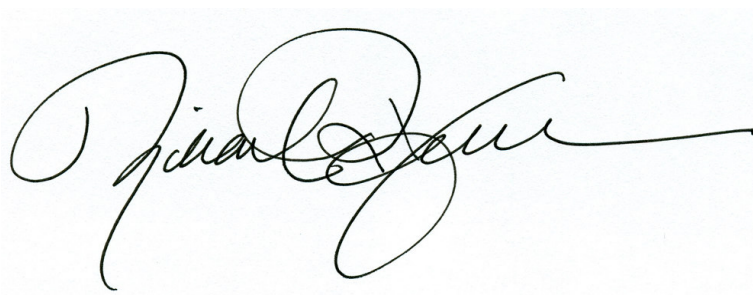
The logo was agreed by the FAI Secretary General and is in accordance with FAI's branding policies. My thanks to Nick Buckenham for the suggestion.

## In Conclusion ...

It has been my honor to serve as your President once again over this past year and as Jury President at two FAI Aerobatic Championships. It is always a pleasure for me to play a part in honoring the many fine competitors we have at our competitions and to present them with FAI and CIVA Medals and trophies.

On the last page of this report, you will find the logos used at FAI Aerobatic Championships in 2010. They are colorful and imaginative and are emblematic of the exciting and dynamic sport in which we are all involved.

Our work never gets simpler or easier, but it would be infinitely more complex and difficult without the cooperation and work of the many volunteers who dedicate their lives to the sport of aerobatics. My thanks to all of you.



Collierville, Tennessee USA  
24 October 2010



## CHAMPIONSHIPS LOGOS

