

Meeting Aerobatic Subcommittee 20.02.2009 10:30 -12:00

Participants:

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Discussed topics:

S7B - 1.1 - Registration and responsibility

The senior judge must make sure that the organiser properly checks the administrative documents: FAI licence, liability waiver if appropriate, third party liability insurance, ~~manufacturer's authorisation~~, and equipment verification.

S7B - 1.2 – Equipment

~~Each nominated competitor must show an authorisation from the manufacturer to fly his glider for the current season (form in chapter 8 – annex 2 – page 26).~~

A dry reserve parachute is compulsory, and should be in good condition and recently folded. After a water landing a new reserve has to be used if the reserve is wet.

A helmet is compulsory. The local rules will specify the type of helmet allowed.

Use of ballast is limited to 10 kilos, the density of the ballast must be equal or less than 4. There is no ballast allowed.

Reason: The ballast should be avoid due to safty reasons.

S7B - 1.6.3 - Official list of warnings :

GENERAL SAFETY :

- Disrespect of the flight box
- Disrespect of the signal closing the flight box
- Flying over the public
- Unauthorised take off

TAKING RISKS :

- Loss of control
- Endangering others (raft crew)
- Unsafe landing

RESPECT – GOOD CITIZENSHIP :

Delay at briefings*

~~Disrespect of the rules~~

Unsporting behaviour

Harmful behaviour towards the organisation

* If for any acceptable reason (plan delay...), a pilot can not be on time at a briefing, he must nominate someone to represent him during the briefing and inform the judges following this procedure:

- before the 1st pilot's briefing:

inform as soon as possible the organiser by a phone call (the telephone number must be indicated in the local rules). The organiser will inform the senior judge.

- after the 1st pilot's briefing:

inform the pilots comity and/or the senior judge.

When the pilot arrives on the competition area, he must get in contact with the senior judge to explain what happened. The judges will decide to give warning or not.

Reason:

The Warning is always given because rules are disrespected.

The pilots have to info that it i not possible for him to be at the first briefing.

S7B - 2.5 – Qualification and cuts

If more pilots than the number fixed by the organizer, they will be selected according to the WAPR or the order of registration (to be defined in the local rules).

Cuts (elimination round) are only allowed after having minimum 2 valid runs (with all pilots and teams).

Official manoeuvres to be performed during the safety and qualification run

All pilots entering the competition should be able to safely perform the following manoeuvres :

Full stall + exit

Tail slide + exit

Wing over

SAT

~~Spin~~

Helico

Reason: „defined in the local rules“ should be added to make it clear.

Remove Spin because the safety selection should show that a pilot can fly dynamic and stall manoeuvres. And he should show that he can recover the situation.

S7B - 3.1 – Technical scoring

Difficulty of the manoeuvre

Each manoeuvre has a fixed difficulty coefficient in accordance with the manoeuvres table :

Manoeuvre's name	Coef
Full stall	1,00
Tail Slide	1,15
SAT	1,25
Wing Over	1,35
Asymmetric Spiral	1,35
Dynamic Full stall	1,40
Looping	1,45
Asymmetric SAT	1,50
Mac Twist	1,55
Helicopter	1,70
Misty Flip	1,65
Twisty Flip	1,75
Mac Twist to Helico	1,75
SAT to Helico	1,75
Helico	1,80
Tumbling ***	1,80
Helico to SAT	1,85
Rhythmic SAT ***	1,90
Mistytumbling ***	1,95
Infinity Tumbling ***	2,00

Reason: New updated coefficient for Asymmetric SAT and Tumbling. New manoeuvre „Twisty Flip“ = Half twisted Misty Flip.

There were also some other manoeuvres that were discussed but we found no solution for these ones, so they will not be discussed now.

1. Misty to Misty / Misty Chain with different directions – **need to be discussed further**
2. Twisty Flip = ½ twisted before the misty flip, pilot untwists during maneuver **IMPLEMENTED**

3. (Misty) Dynamic Heli = Heli entry with pendulum – **just another kind of entrance**
4. Misty to SAT – **to dangerous**
5. Samba (Twisty flip to Twisty Flip with different directions) –**need to be disussed further**

Manoeuver Connections which are NOT possible (exit in between is needed)

1st manoeuvre (from)	(To) Next manoeuvre
Mac Twist to Heli	Heli
Heli	Heli to SAT
Heli to SAT	SAT
Heli to Heli	Heli
Heli	Heli to Heli
SAT	SAT to Heli
SAT to Heli	Heli
SAT to Heli	Heli to SAT
Heli to SAT	SAT to Heli
Tumbling	Infinity Tumbling
Rhythmic SAT	Infinity Tumbling
Rhythmic SAT	Tumbling

S7B - 3.6 - Criteria of technical evaluation

Opening of the reserve: 0 (zero) points for the run

Not opening the reserve in case of needing it: 0 (zero) for the run + Warnings

Reason: Now it is that the pilot get „0“ points and a warning if he opens the reserve. This causes that sometimes the rescue will be opened quite late. So we would like to change that a warning will be given if the pilot does not open the reserve. The run should be valued with „0“ points. All other manoeuvres of this run does not count if the reserve will be needed (otherwise the pilots could be motivated to try new things in the competition).

S7B - 4.2 – ACRO CUP ranking

In addition of sending the result to **Paula SAYER**, the Aerobatic Paragliding World Cup (ACRO CUP) organisers must send to **Pal HAMMAR-ROGNOY** the results the same day they are official at the following address : pal@downteam.com

Reason: This should be changed to the actual secretary.

S7B - 5.1 - The site.

Aerobatics competitions can only take place above water. It is necessary to get a height of at least **500 m 400m** above water in order to perform the movement.

The box must be large enough to allow a pilot to use his rescue and land safely in water.

The wind couldn't be normally stronger than 30 km/h.

Reason: 500 m is more related to hanggliding. Wind is missing.

S7B - 5.11 - Safety :

An emergency doctor on the competition area.

An emergency health care helicopter at the competition area or one that will be available within 30 min of **contact.**

**An ambulance at landing. An emergency response team/ health care team on takeoff
2 motorised boats with staff, "cut-lines" and easy access for the pilots. Scuba divers are only necessary at HG comps.**

Additional safety equipment where appropriate.

No flight over the public.

Reason: Sometime it is not possible that an ambulance can be at the take off. So we see that an emergency team at the take off would be good. We also do not need scuba divers (this is more related to hanggliding)

S7B - 5.15 – Results :

The organiser must send the results in the correct format (exel or access) to CIVL PR officer **Paula SAYER** at the following address : paula@fai.org as soon as the final results are official.

Reason: This should be changed to the actual secretary.

S7B - 6.8.1 Telephone number to call in case of delay (local rules)

Reason: If a pilot comes to late he needs to have the contact of the organiser in the local rules.

CIVL Aerobatics Subcommittee – February 2009

Annex B: Judging Training Proposal

Proposal:

Request for CIVL partial funding for Aerobatics Judging Training. The proposed initiative will operate in the same way as the Paragliding Accuracy Judging Training scheme. We expect the ARISF grant held by FAI will fund 50% of the programme and we are requesting that CIVL agrees to fund the other 50%.

Background:

PG Aerobatics is a growing discipline within CIVL. The number of competitions each year is increasing, especially with the recent development of the successful PG Aerobatics World Cup series. We need to increase the pool of qualified Judges available to serve at competitions, while maintaining quality and consistency of Judging standards. Aerobatics is an especially media and spectator-friendly sport and with the resurgence of the World Air Games, we expect more countries will want to hold competitions. HG Aerobatics, featuring in the 2009 World Air Games, is making a comeback and needs encouraging. Qualified Judges in this area are in short supply!

Objectives:

- To ensure PG and HG Aerobatics Judging Teams operate consistently and to high standards across different nations.
- To enhance and evolve the Judging training programme, especially making it accessible for countries new to the sport
- To encourage more Judges to train to international standards
- To promote the sports of HG and PG Aerobatics to other countries

Operation:

The most effective approach is to fund the travel and subsistence of trainees to the competitions where the qualified Judges are operating. (Qualified Judges are funded by competition organisers in Aerobatics). This is in contrast to Paragliding Accuracy, where it is more effective to fund the travel and subsistence of Judging Trainers to competitions to train local people.

Draft Budget Proposal for 2009:

CIVL/ARISF HG/PG Judging Training Seminars

- | | |
|---|---------------------|
| 1. Travel & Subsistence for HG/PG judging trainees to attend the World Air Games, Italy, June 2009: | 1200€ |
| 2. Travel & Subsistence for HG/PG trainees to attend AcroAria, Italy, Aug 2009: | 1200€ |
| Total: | <u>2400€</u> |

It is proposed that CIVL contribution is 50% of this sum, the other 50% funded by ARISF from unspent funds allocated over the past 4 years.