

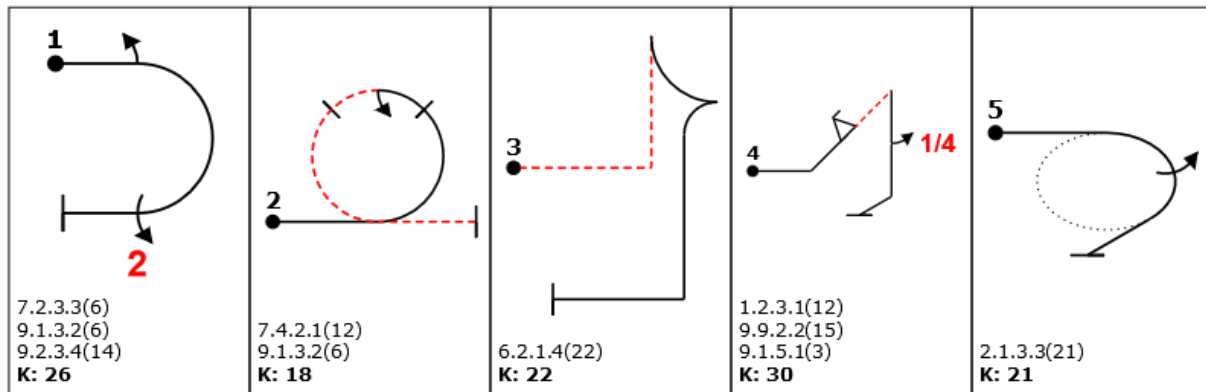
CIVA-Vollversammlung 2018

Das Meeting 2018 fand vom 9. bis 11. November in Warschau statt.

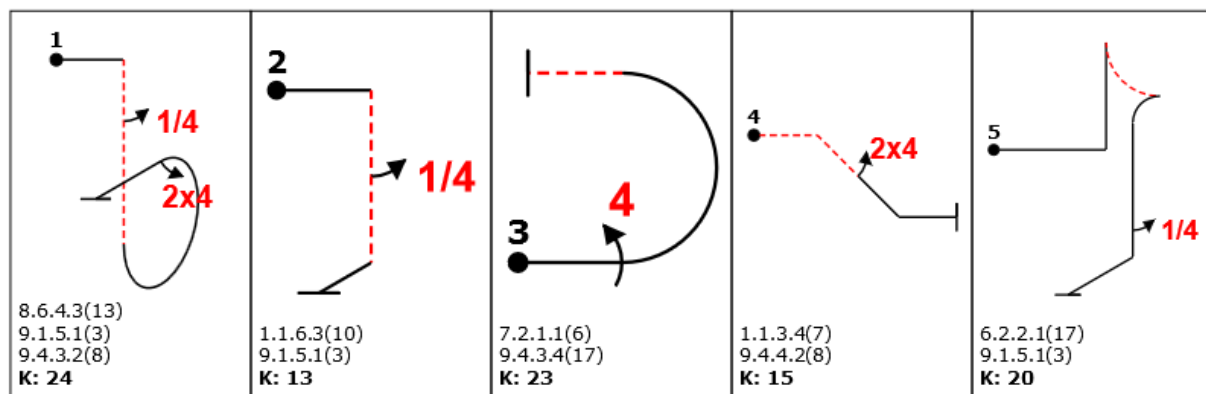
Für den Segelkunstflug gibt es folgende Neuerungen:

1. Bekannte Pflichtfiguren 2019

UNL K=117



ADV K=95



2. Unbekannte Figuren

Die K-Faktoren für die Auswahl der Unbekannten Figuren wurden erhöht, um Schwierigkeiten, welche bei Meisterschaften der letzten Jahre auftraten, zu vermeiden.

Folgende Paragraphen im Sporting Code, Part 2 werden geändert:

2.3.1.2

- The minimum acceptable K for each figure is **17 ("AG" 10)**
- No figure may be selected with a K higher than **43 ("AG" 37)**
- In the case of teams which select two or more figures, one must be a reversing figure and the sum of coefficients of the figures proposed by a NAC must not exceed:
 - **70 ("AG" 60)** for two figures
 - **95 ("AG" 80)** for three figures
 - **110 ("AG" 90)** for four figures
 - **130 ("AG" 105)** for five figures
- The same catalogue number cannot be chosen again except for Families 1.1.1 and 9 ("AG" Families 1.1.1, 5, 6 and 9).
After selection round two, ONE catalogue number per round may be repeated from any family.

2.3.2.2

- a) A maximum of two (2) additional figures from the current Aresti System (Condensed) Glider Version may be added to aid in composition **or to fulfill the versatility suggested above.**

3. Linienrichter

Wenn das für Weltmeisterschaften vorgeschriebene elektronische Tracking-System ausfällt, oder nicht verfügbar ist, werden keine Linienrichter mehr eingesetzt.

4. Box-Outs

Bei Verwendung des elektronischen Tracking-Systems werden Box-Outs an **allen** Seiten, also auch an der "Hinterseite" (von den Punktrichtern abgewandt) registriert und mit Strafpunkten belegt.

5. Jährlicher Turnus der Weltmeisterschaften

Der deutsche Vorschlag, Segelkunstflug-Weltmeisterschaften wieder im zweijährigen Turnus abzuhalten wurde erwartungsgemäss abgelehnt.

6. Bewertung von Rollenkurven

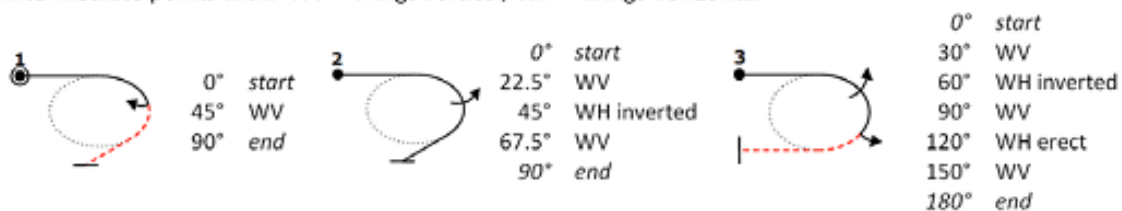
Künftig wird bei der Bewertung mehr Wert auf die Synchronität von Kurve und Rolle gelegt. Rollfehler auf der Ausgangsachse bekommen dagegen weniger Gewicht.

Hier die neuen Bewertungsregeln (bis auf die Forderung nach konstantem Gleitpfad identisch für Segel- und Motorkunstflug):

B.9.3.3.

Between the start and end of a rolling turn one or more intermediate points occur when the aircraft wings are momentarily either vertical or horizontal. A simple interpretation is that the intermediate points occur at the half, quarter or one-third positions in each 90 degrees of turn. For example these can be

Intermediate points with: WV = Wings vertical, WH = Wings horizontal



B.9.3.4.

When a rolling turn has rolls of alternating directions, the aircraft must change the direction of roll with the wings level. At this point the roll should reverse direction with only a short pause; a longer pause must be downgraded.

B.9.3.5.

For example, imagine an aircraft performing a 180 degree rolling turn with 1 roll inwards and one roll outwards from upright (see Figure 16 - Aresti 2.2.6.1):

- a) The figure starts in horizontal flight with the wings level and the aircraft longitudinal axis aligned with the prescribed box axis.
- b) The pilot simultaneously initiates the turn and commences the roll in the same direction as the turn.

c) The judge should expect the aircraft wings to be vertical or horizontal at precisely each intermediate point in the turn.

d) Throughout the figure the judge should note any detectable variations in the rate of roll, the rate of turn and the constant glide path (zero to ten degrees below the horizon).

e) The roll direction should be reversed from inwards to outwards with only a short pause when the turn angle reaches 90 degrees. The rate of roll before and after the reversal should remain constant.

f) The turn is not wind corrected and for this reason may not follow a circular flight path.

g) The figure ends when the aircraft longitudinal axis reaches alignment with the prescribed box axis at the moment the wings become level.

B.9.3.6.

Downgrades:

a) The aircraft must commence the figure with the wings level, in horizontal flight and with the longitudinal axis aligned with the correct box axis. Errors are deducted using one (1) point for every five (5) degrees.

b) Each variation from the constant glide path (zero to ten degrees down) is deducted using one (1) point for every five (5) degrees upwards or downwards.

c) Each variation in the rate of turn is no more than a one (1) point deduction. Each stoppage of the rate of turn is a deduction of two (2) points.

d) Each variation in the rate of roll is no more than a one (1) point deduction. Each stoppage of the rate of roll is a deduction of two (2) points.

e) At a roll direction reversal there must be only a short pause, with the wings level. A longer pause is no more than a one (1) point deduction. Errors in the roll angle from wings level are deducted using one (1) point for every five (5) degrees.

f) Each time the wings are vertical or horizontal, a deviation between the aircraft axis and the correct amount of turn at this point is a deduction is no more than one (1) point.

g) All rolls in a rolling turn are aileron or slow rolls. If a flick roll is performed, the figure is graded PZ.

h) Performing more or fewer rolls than the catalogue stipulates or incorrectly rolling either inwards or outwards must be graded HZ.

i) The figure is completed when the aircraft stops rolling, or its longitudinal axis reaches the prescribed box axis. Errors when the exit point is reached are penalised as follows:

i) Where the turn angle is less or more than required and/or the flight path is above or below horizontal the deduction is one point per five (5) degrees.

ii) Where continued rolling is seen to bring the wings level after the turn is completed the following deduction should be applied:

- Less than 15° of roll is executed: 1 point

- Between 15° and 30° of roll is executed: 2 points

- Between 30° and 45° of roll is executed: 3 points

- More than 45 degrees of roll is executed: PZ

7. Perception Zero

Nur bei folgenden sieben Fehlern darf der Punktrichter eine PZ (und nichts anderes) geben:

4.5.1.2

A mark of "Perception Zero" (PZ) must be awarded if the Judge considers that the figure is incorrectly flown with respect to a criterion that is a matter of subjective perception, rather than clearly demonstrable fact.

A Perception Zero must be awarded if:

- a) A flick roll does not auto-rotate (B.9.25.2 and B.9.25.5)
- b) A spin is entered incorrectly or does not auto-rotate (B.9.27.2 and B.9.27.6)
- c) A flick is observed within a rolling turn (B.9.3.7)
- d) A tail slide does not move backwards as required (B.9.6.1)
- e) An excessively long line is flown between part-loop and roll (B.9.8.2)
- f) A stall occurs in a loop or part-loop (B.8.2.1)
- g) A figure is flown too far outside the performance zone to be marked correctly (4.4.2.3)

8. Team-Meisterschaften

Die Regeln für die Team-Meisterschaft der Motorkunstflieger gelten künftig auch für den Segelkunstflug. Das heisst:

- Für eine Meisterschaft sind mindestens drei Teams erforderlich.
- Sofern keine drei Teams mit je drei Piloten zusammenkommen, kann die Teamgrösse auf zwei Piloten reduziert werden.

9. Weltmeisterschaften

2019 Deva, ROU 14.–28.7.

Chief Judge: P. Kuchler

Jury: M. Echter; M. Delcroix; T. Abranyi

2020 Terni, ITA keine neuen Informationen (ITA nicht zum Meeting erschienen)

2021 Issodun, FRA 4.-15.8.

10. World Air Games

Erste Hälfte September 2020; Antalya-Karain, TUR

Details weitgehend ungeklärt

FAI sehr interessiert; CIVA eher zurückhaltend.