



Report of the CIVA Safety Working Group (SWG) Zoom meeting

Held on
9th of October 2024

Participants

Hanspeter Rohner HPR
Tamas Abranyi TA
Pekka Havbrandt PH
Pierre Varloteaux PV
Keith Doyne KD
Maurizio Costa MC

Agenda:

1. Figures with potential safety or health issues: Objective is to decide on a proposal for Plenary
2. RC Report: Statement for the 2 proposals which the RC has asked for an opinion of the SWG (NP2025-3 and NP2025-6)
3. Review the letter received from the Safety Officer of the Swiss Aerobatic Gliding Association (
4. Any other safety topic which needs to be brought to Plenary in Athens
5. Aircraft canopy lock safety: Decide on a letter to be sent to Aircraft manufacturers

1. Figures which could cause safety or health issues

Luxembourg made a proposal on the 20th of July 2024 to remove from the 7.8. family all figures with double negative loop elements. See appendix 1.

We had a long discussion and each participant gave his opinion. See excerpts from the comments below:

- Pierre Varloteaux:
 - o 2 concerns, one is safety and the other one is what do we want in the sport, more difficult figures such as figures with concerns for safety.
 - o Those long exposures to relatively hi-g with a lot of repetition over many years can in lead to internal ear problems.
 - o Pilots with lots of training will succeed, but they might suffer negative effects later in their lives.
 - o It is a question of culture not only safety.
 - o This means that some pilots will not go to UNL because of this, reducing number of pilots at championships.
- Pekka Havbrandt :
 - o Nordic countries are basically at ADV level but would like to move into UNL, but they think that this will be difficult if more difficult figures are added.
 - o Nordic countries would vote against increasing the difficulty of UNL.
- Maurizio Costa:
 - o Increasing the difficulty of figures in UNL will lead to problems for pilots and for aircraft.
 - o Some pilots will exceed the limit of their aircraft.
 - o Again and again to fly aircraft at the limit might at some time cause breakage.
 - o This a safety issue as well.
- Keith Doyne:
 - o Agrees with comments so far.
 - o It is the overall wear and tear, the fatigue of the pilot, the fatigue on the airplane that at some point something's gonna give.
 - o It's the accumulative, cumulative effect of all these high G's and these hard maneuvers.
 - o Look smart at this in the SWG and dial a little bit back, not to add
- Tamas Abranyi:
 - o The goal is to fly precisely, but if this is just based on high g-load figures, then this is not the aim of the sport.
 - o Double negative loops are not difficult but the problem is if you add all types of rotations.
 - o Don't allow those figures in the unknown programmes.
- Hanspeter Rohner:
 - o What is our decision?
 - o It seems that we all agree to submit the Luxembourg proposal.

Action item: HPR will write it up as a President's proposal based on the safety and health reasons and forward it to Nick.

2. The RC requests a statement from the SWG on proposals NP2025-3 and -6

The discussion was rather short and all participants recommended to reject the 2 proposals for safety reasons. See proposals in Appendix 2.

Action item: PV will submit the SWG position to the RC for inclusion in the RC report.

3. Review the letter received from the Safety Officer of the Swiss Aerobatic Gliding Association (SAGA)

The SWG discussed briefly the letter's main topics:

- No HMD available, and not on the market. Request to CIVA to purchase
- Low height limit infringements and excessive g-loads during championships
- Jury involvement when those infringements occur
- Judges training specifically for glider aerobatics

It was concluded that all those points should be directly addressed by the GAC. Pekka Havbrandt agreed and confirmed that this letter has been received by the GAC and the topics are being discussed.

Action item: PH will hand over to the GAC
HPR will inform SAGA

4. No other safety topics to be presented at Plenary were brought forward

5. Aircraft canopy lock safety

Based on discussions with pilots at WAC 2024 and general information about accidental openings of aircraft canopies, the SWG has agreed to send a letter to aerobatic aircraft manufacturers recommending to improve the canopy lock safety of their aircraft.

Proposed text to manufacturers:

Dear Sir,

Based on discussions with pilots and a quick review of the history of incidents where aircraft canopies opened unintentionally, the CIVA Safety Working Group would like to make following recommendation to aircraft manufacturers:

To install a system which clearly warns the pilot if the canopy is not fully and securely closed and locked i.e. with a red LED warning, and also an indication that the canopy is fully and securely closed and locked.

We thank you for considering the Safety Working Group's proposal.

We are looking forward to hearing from you.

Best regards

Action item: HPR to send the letter to aerobatic aircraft manufacturers as well as to EASA (and FAA, added by HPR)

Appendix 1

Luxembourg safety proposal:

From: Talon Cyrial <cyrial_talon@hotmail.com>

Subject: Safety proposal for next CIVA meeting

Date: 20 July 2024 at 11:26:06 GMT+2

To: "contact@civa-news.com" <contact@civa-news.com>, Hanspeter Rohner <hprrohner@gmail.com>, Matthieu Roulet <matthieu.roulet@airbus.com>

Cc: Fédération Aéronautique <fal@pt.lu>

To the safety working group:

Hi,

Safety proposal for the next CIVA meeting 2024 from Luxembourg CIVA delegates
Talon Cyrial

Code 6 Part 1 From family 7.8 remove all the unlimited only figures (those in black) who are double negatives loop.

Rationale:

At the last UK championship there was this kind of figures in their know and also in their unknowns. These figures request to apply a quite strong negative G (around -5G) for a long period of time. That can lead after a long career in unlimited to have potential ear, eyes and brain damages.

Best regards.

Talon Cyrial

16 rue Lentz

L-3509 Dudelange

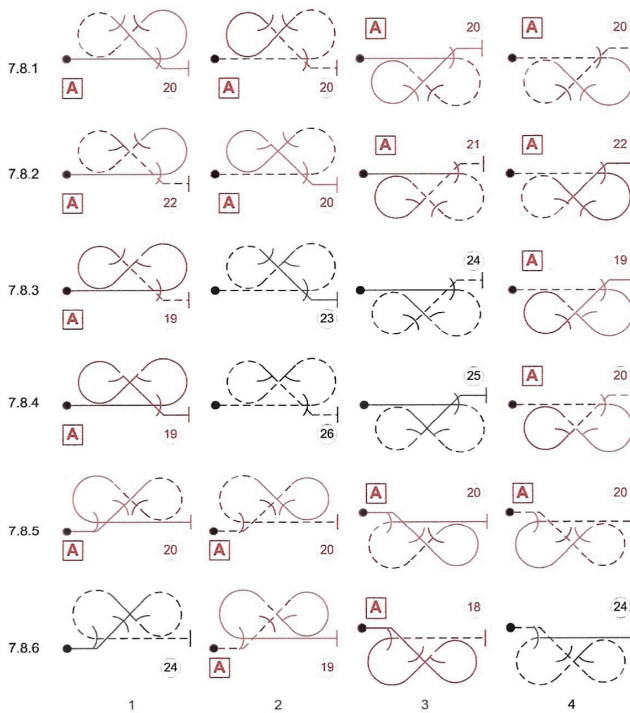
Luxembourg

Tel : +352 691 14 02 78

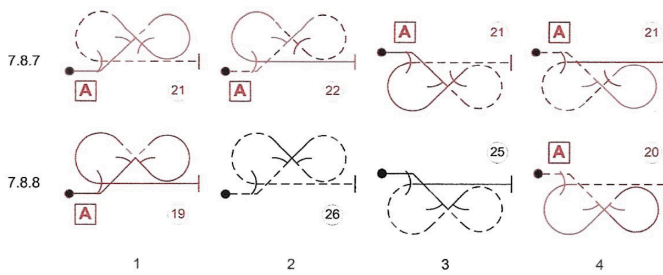
cyrial_talon@hotmail.com

Concerned figures:

A.12. Family 7.8.1 To 7.8.6



A.13. Family 7.8.7 To 7.8.8



Appendix 2

CIVA 2024 – Proposals Package for Committee Meetings

v1.0

NP2025-3

RC



ESP PROPOSAL #3

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited**

Proposal

Remove the paragraph:

A.17.1.7. "Unlimited: From 8.6.5 to 8.6.8: No flick rolls on vertical down lines after a hesitation roll in the loop".

Rationale

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators. These figures have no safety issues, as the ones with long rotations in the top of the loop and flick rolls in the vertical down.

NP2025-6

RC

**ESP PROPOSAL #6**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal***Add paragraph:**A.2.2.6" Combinations of flick roll first and then aileron rolls, may be added in Families 1, 7 and 8 on vertical down lines. The combined extent of rotation shall not exceed 360° with not more than 2 stops.***Rationale**

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators.

Appendix 3**Letter received from Safety Officer, of Swiss Aerobatic Gliding Association**

Dear Hanspeter, dear Pik,

I am pleased to contact you with an official request. Following the internal debriefing of Team Switzerland's 2024 World Championships, it is my duty as SAGA Safety Officer to inform you of the following points. Together, we have worked out three key points, which I would ask you to bring to the CIVA as soon as possible. I am therefore changing the language of this letter to English:

1. At the 2024 World Cup, various flights below 200m AGL were observed. In some cases, the flight altitude was even estimated to be below 150m AGL. There have been several incidents where the aircraft's maximum load factor was significantly exceeded.

That's why we want to make CIVA responsible for **purchasing new HMDs**. Otherwise, a fair competition cannot be guaranteed.

We will also welcome it if the new HMDs measure the acceleration in the direction of the vertical axis in addition to the height.

Ideally, the new HMD would also have access to measure the indicated airspeed. This means that it can be fully measured whether the altitude specifications of the competition and limitations of the aircraft were adhered to.

2. The height violations observed at the 2024 World Cup were never discussed for disciplinary reasons. **We ask the jury** of future competitions to be present on site during the competition and **to intervene in flight operations**. This occurs when

minimum flight altitudes are exceeded, or competitions are planned during turbulent atmospheric conditions.

3. At the 2024 World Championships, the impression was created that aggressive flight maneuvers were given higher marks by the judges. This could be an effect of the fact that most judges also work in motor aerobatics. We therefore call on CIVA **to promote the training and use of glider aerobatic judges**. And to revise the current conditions for the implementation of young/new glider aerobatic judges at a glider aerobatic world championship, respectively to loosen greatly.

The pride of glider aerobatics lies in the discipline of being able to fly the aircraft safely and elegantly within their limitations... If discipline and flight safety are not practiced in an exemplary manner at the world's highest competition in glider aerobatics, the future of this sport will be in a very bad light!

Best regards,

Roman Baumer
Safety Officer, Swiss Aerobatic Gliding Association
15.09.2024, Schaffhausen Switzerland

- End of Report -