

PROPOSAL 15x

Proposal from

René Verschueren Belgian delegate

Proposal title

Amendment to S10 4.24.3, task proportions

Existing text

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total tasks flown.

C Tasks for precision landing: 25% of the total tasks flown.

For Microlight aircraft classes PF and PL

A Navigation: 33% of total competition tasks.

B Economy: 33% of total competition tasks.

C Precision: 33% of total competition tasks.

New text 1 change for classic

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 20% of the total value of the tasks flown.

C Tasks for precision landing: 30% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL

A Navigation: 33% of the total value of the tasks flown.

B Economy: 33% of the total value of the tasks flown.

C Precision: 33% of the total value of the tasks flown.

Reason

Precision is where you can see good pilots

New text 2 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.

C Tasks for precision landing: 25% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL

A Navigation: 50% of the total value of the tasks flown.

B Precision: 50% of the total value of the tasks flown.

Reason

Deleting economy because of arrival of electric motors in few years (in Italy they have build this engine whith a battery of 12kg and have the capacity of 4 hours flying but the brevets of this battery was taken by US army)

New text 3 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

- A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
- B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
- C Tasks for precision landing: 25% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL

- A Navigation: 40% of the total value of the tasks flown.
- B Economy: 20% of the total value of the tasks flown.
- C Precision: 40% of the total value of the tasks flown.

Reason

If proposal 2 is not accepted, i suggest to decrease Economy for heavy pilots
 Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom...
 Precision is mostly attractif for media.

New text 4 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

- A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
- B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
- C Tasks for precision landing: 25% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL

- A Navigation: 30% of the total value of the tasks flown.
- B Economy: 20% of the total value of the tasks flown.
- C Precision: 50% of the total value of the tasks flown.

Reason

Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom...
 Precision is mostly attractif for media.

New text 5 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF

- A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
- B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
- C Tasks for precision landing: 25% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL

- A Navigation: 30% of the total value of the tasks flown.
- B Economy: 10% of the total value of the tasks flown.
- C Precision: 60% of the total value of the tasks flown.

Reason

Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom...
 Precision is mostly attractif for media.

Pure Economy or navigation with limited fuel avantage light pilots

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

ACCEPTED DENIED

Proposal 15 X1

Proposal 15 X2

Proposal 15 X3

Proposal 15 X4

Proposal 15 X5

PROPOSAL 20X

Proposal from

René Verschueren Belgian Delegate

Proposal title

Number of stewards

Existing text

S10, 4.9.1 The organisers shall appoint not less than 3 stewards of 3 different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited. Stewards must be able to speak a common language, preferably English and have extensive experience of international microlight or other FAI competitions. One steward should if possible be able to speak the language of the organisers.

S10 Annex 5, 3.1 APPOINTMENT AND QUALIFICATIONS

Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10 as follows:

The organisers shall appoint not less than 3 stewards of different nationalities excluding that of the organiser, except that, in the event of last-minute failure to attend, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions. One steward should, if possible, be able to speak the language of the organisers.

At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

New text

Proposal 20xa

S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.

All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS

Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.

At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

Proposal 20xb

S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.

All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

One steward must be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at a **continental** level.

S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS

Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.

At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

Reason

Idem like Spanish delegate but a continental will be enough (i'm thinking about Roy Beisswenger from USA)

Comments from S10 Sub Committee

See also [Proposal 32](#) ref. an amendment to the text on this same subject in S10 Annex 5.

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 20Xa ACCEPTED DENIED

Proposal 20Xb ACCEPTED DENIED

PROPOSAL 24X

Proposal from

René Verschueren Belgian Delegate

Proposal title

Editorial change. Move S10 4.5.6 and 4.5.7 to S10 4.29 (scoring).

Existing text

S10 4.5.6 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:

- Classes AL1, AL2, WL1, and WL2
- Classes PL1 and PL2
- Class PF

S 10 4.5.7 The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

New text

S10 4.29.3 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:

- Classes AL1, AL2, WL1, and WL2
- Classes PL1 and PL2
- **Classes PF1 and PF2**

S 10 4.29.4 The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

Reason

Just a variant of the spanish proposition

Comments from S10 Sub Committee

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 24X ACCEPTED DENIED

PROPOSAL 2X

Proposal from

René Verschueren Belgian delegate

Proposal title

Deleting S10, Annex 6. For all competition

Existing text

All the annexe for competition

New text

None

Reason

You have now GPS in a clock, you may have glasses with video, a camera could be inside a stylo (often used on motorbike competition)...

All new electronical may be connected by hertzian or lazer or...

Marchals could not control every body or you must ask to make a 'nudist' championship...

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 2X ACCEPTED DENIED

PROPOSAL 7X

Proposal from

René Verschueren Belgian Delegate

Proposal title

Improve the description of ground markers in the local regulations

Existing text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.

- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed. Proof of passing a gate and its timing will be by Marshals report or GNSS flight recorder evidence, as briefed. Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.

- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by photography

- by the competitor recording the symbol and position on the declaration sheet

- by a Marshall's report.

- by flight recorder evidence

The precise requirements will be described in the Task Description.

New text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.

- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and its timing will be by Marshals report or GNSS flight recorder evidence, as briefed.

Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.

Ground marker size, colour and shape must be pre-declared by the organiser. Each must be at least (0.75m X 1m) in its smallest dimension and of a colour and shape not easily confused with existing features on the ground or any other marker in the catalogue. **In Case of marking on field min largest is 1m**

Control points may be:

- Known control (turn) points. Their position and description will be briefed.

- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by photography

- by the competitor recording the symbol and position on the declaration sheet

- by a Marshall's report.

- by flight recorder evidence

The precise requirements will be described in the Task Description.

Reason

This WE i've make as Director of course our Belgian Championship and peopel can see this at 150m high (letters where 1mX 75 cm) but only marked on street. Orange Painting is the best...

No dubt if the mark are letters oriented on North. So if you see a N and you mark a Z, you mist the gate... (same with W an M)

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 7X ACCEPTED DENIED

PROPOSAL EX

Proposal from

René Verschueren Belgian Delegate

Proposal title

Annex 4 S 10 2 B 11 Economy to respect the weight of pilots

Annex 4 S 10 3 B 11 Economy to respect the weight of pilots

Existing text

Not at this moment

New text

If all competitors receive 4 liters or 6 or 8 for PF1

If all competitors receive 8 liters or 12 or 16 for PF2

If all competitors receive 4 liters or 6 or 8 for PL1

If all competitors receive 8 liters or 12 or 16 for PL2

For all economy task the scoring will be :

Best pilot (pilot+co-pilot) = Kg b

Kg M= Kg of Heavy pilot (or pilot + co-pilot) – Kg light pilot (or pilot + co-pilot)

Kg pilot = Kgp

Rcl= Rest of centiliters= rest in the fuel tank

Scoring= ((Kg m / Kg b) X Kgp) X rcl (or km) (X Scoring) or (Xscoring reduce on 1000)

Reason

I'm sure it's more reasonable to give more fuel (except for the longer distance with limited fuel)

So the competitor could land in safety (even if a heavier pilot need 4 liters / Hours)

It was accepted on the Classical European Championship this year (minimum 45 minute fuel for safety)

More facilities for refueling , you don't need to have an empty carburetor, only checking the tank.

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal XXX 1	ACCEPTED DENIED
Proposal XXX 1 a	All in red accepted ACCEPTED DENIED
Proposal XXX 1 b	only red 1 is accepted ACCEPTED DENIED
Proposal XXX 1 c	only red 2 is accepted ACCEPTED DENIED
Proposal XXX 1 d	only red 3 is accepted ACCEPTED DENIED
Proposal XXX 1 e	only red 4 is accepted ACCEPTED DENIED
Proposal XXX 1 f	only red 1 and 2 is accepted ACCEPTED DENIED
Proposal XXX 1 g	only red or a combination who will is accepted ACCEPTED DENIED
.....h, i, j,	
Proposal XXX 2	only in black is accepted ACCEPTED DENIED

PROPOSAL XXX

Proposal from

René Verschuere Belgian Delegate

Proposal title

Director fly whith you !!!

Existing text

Not at this moment

New text

S 10 4.7.3

Recommandation (so not obligation)

Director must fly whith competitors at least 25% of the Navigation, **économie (if it's still on % of ranking)** and precision task.

If Director start and do all the task, all the task must be valid.

No points of course will be gived to the director.

Reason

At Levroux, Director ask to have a airplane to chek the wind and weather conditions.

If the director start on the begining or in the middel of the starting open door, all pilots will be on the air.

It give more credibility to the director.

I've do all our championship last WE and it give to the director more power to avoid protest and complains.

But it takes more health power to do it, so be calm and fresh (good sleeping...) if you do it.

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal XXX 1

All in red accepted ACCEPTED DENIED

Proposal XXX 2 a

only first in red accepted ACCEPTED DENIED

Proposal XXX 2 b

only second in red accepted ACCEPTED DENIED

Proposal XXX 3

only in black is accepted ACCEPTED DENIED