



FAI ROTORCRAFT COMMISSISON – CIG
MINUTES OF A MEETING HELD 25TH & 26TH MARCH 2004
OLYMPIC MUSEUM, LAUSANNE, SWITZERLAND

1. Attendance (Attached)

The Commission extended its warm welcome to Max Bishop, Secretary General of FAI.

2. Apologies

Delegates from China, Belarus, Hong Kong and the United States.

3. Proxies and Votes

Belarus gave its proxy to Russia. China gave its proxy to New Zealand.
There were 11 votes present at the meeting, absolute majority 6.

4. In Memoriam

The Commission stood in silence in memory of Valery Komov, a well respected Russian International Judge tragically killed in January 2004.

5. Conflicts of Interest

In accordance with FAI Regulations Delegates were asked to declare any conflict of interest prior to the start of the meeting. None were recorded.

6. Minutes of the CIG Meeting held on 27th & 28th March 2003

These were approved as a true record.

The Secretary read out the decisions taken by the Bureau April 2003 to March 2004 (Annex 1). These were unanimously approved.

7. FAI Air Sport Medals

The President confirmed the award of Air Sport Medals to Mitsuo Aoyama 2004 and to Kenji Saito (to be presented in 2005). The Presentation of the Air Sport Medal to Mitsuo Aoyama was made by the CIG President at Dinner.

8. FAI General Conference and Annual Review by the President

The President's Annual Report has previously been circulated. Subsequently in November 2003 the President reported to all Delegates in respect to those matters being considered by the Commission's Bureau.

The President had been unable to attend General Conference and, in his place, Vice President David Hamilton had attended.

Mr. Hamilton gave a brief resume of those matters that had been discussed at General Conference.

There was discussion on the matter of FAI Finances particularly as 50% of FAI Reserves are held by Air Sport Commissions. Copies of the latest FAI Accounts were circulated as information to Delegates, as the majority appear not to be informed by their National Aero Club.

The President's Annual Report was approved unanimously.

9. World Air Games (WAG) 2005

The original four bidders were reduced to two, Malaysia and Poland, during the course of 2003. Problems surrounding the bids could not be solved in time. To prepare and organise the Games in under two years was regarded as unacceptable. Discussions are continuing with the possibility of a decision being made in the next three months to hold the Games in 2007 or 2008.

It was regarded as vital that World Air Games should be run by a sound FAI Organisation. The President reported that other Air Sport Presidents had expressed concern, a number withdrawing support because time was too short.

The position of CIG is that it strongly supports the concept of World Air Games. There was considerable media advantage in CIG's participation not only in respect to helicopter sports itself but to the FAI as a body.

A CIG structure plan is in place. All that will be required in the future, once a host and date are settled, is to reopen the prepared dossiers and move forward.

The old World Air Games Organising Structure is not acceptable for CIG. A complete reanalysis is required coupled with the appointment of a new leadership and participating members.

The stance taken by CIG in respect to all aspects of World Air Games was approved unanimously.

10. FAI Doping Policy/WADA

The Secretary General gave a brief position statement in respect to the current agreement with WADA. The United Kingdom asked if they were proposing to carry out doping tests at the 2005 World Championship. They responded that it was not in the current plans so to do.

11. FAI Logo

Considerable work has taken place over the last twelve months examining alternatives for a media attractive visual image. The more people consulted, the wider the suggestions came. Following the varied views expressed at General

Conference the whole scheme had been re-examined. It will probably result in a freshening up of the existing design with a report being made to the FAI Executive Board in May.

12. Proposals for New Helicopter Competitions (Annex 2)

The Secretary presented a paper on the expansion of Helicopter Competitions to the meeting, the document having previously being circulated. There was unanimous support to widen competitions. It was considered that it would be of great advantage if we could find a sponsor. Delegates from France, Germany, Austria and Switzerland will look very carefully, over the next six months, at the opening up of their National Competitions as set out in the discussion paper and would advise the Bureau by October 2004.

It was generally accepted that CIG would benefit by offering to help non CIG Members to organise events so as to attract interest in their respective countries. Merging together of perhaps two or three countries to organise an event will be encouraged.

The Bureau will give particular attention to considering expansion of helicopter sports into the Gulf States and to the Far East. Delegates were asked to advise the Bureau if they had any particular contacts in these areas.

13. FAI Centenary – CIG Participation (Annex 3)

The President drew attention to the proposal submitted on behalf of CIG. It was unanimously agreed that this could be a huge PR Exercise for the benefit of CIG and FAI.

Jean-Marc Badan (FAI Media Advisor) advised that the original idea to depart from the Paris Air Show might not be as attractive as he had originally hoped as the date was June rather than May.

A meeting is being held in Lausanne in the course of the next month in respect to a major FAI celebration on Thursday 19th May 2005. This celebration and reception will be attended by important Authorities and International Federations. Subject to further information from the FAI it was agreed to investigate both the date in June from the Paris Air Show and the date in May. The Aero Club de France would be pleased to be responsible for the organisation and the departures from Paris and its flight across France.

CIG would need to appoint a member to look carefully at the organisation, the selection of high standard pilots and to a rehearsal.

The Commission gave unanimous support and authorised the Bureau and the Aero Club de France to move ahead in conjunction with FAI Secretariat.

It was suggested that perhaps the oldest helicopter still flying in Europe could participate in some form or another. A further thought was in respect to encouraging famous helicopter people also to participate.

It may also be possible to bring International Delegations from Paris to Lausanne.

14. World Helicopter Championships 2005

A presentation was given showing the proposed venue, accommodation and timetable for the Championship. The airfield would be Kemble, a well organised base with catering facilities and very close to the accommodation at the Royal Agricultural College, Cirencester. The proposed dates are 15th – 20th August 2005. A pre-World Event will be held 6th – 8th August 2004 at an alternative site 30km away at Heythrop Park. Details of this event will be published on the FAI website.

Questions regarding over flights of water, in view of the possibility of impending legislation, require further investigation. UK was recommended to contact Europe Air Sports immediately to seek help.

Clarification is required from the UK in respect to JAA Licences and whether these are recognised by the UK CAA. Russia, in particular, needs clarification as to whether the MIL 2 is accepted to fly in the UK and what Licences are required. An immediate response is requested.

In the light of the normal package of information not being made available to Delegates including costs, maps, etc the Commission ruled that within 120 days, (by 23rd July 2004) a fully documented proposal is to be delivered to FAI Lausanne and to the CIG Bureau.

The draft Agreement was handed to the UK Delegation for signature. This document must be signed by the National Aero Club or its appointed representative, before being returned to FAI for counter signature. Until that happens there is no FAI Sanction of the event.

The UK Delegation were warmly thanked for their presentation.

15. Revision of the Sporting Code – General Section

Delegates were reminded that the General Section of the Sporting Code by which all Championships and sporting events are run has been amended and comes into effect on 1st April 2004. It is essential Delegates obtain copies of the latest edition and ensure that all competitors are made aware of its contents.

16. Amendment of Sporting Code Section 9 (Rotorcraft) to include Trans Polar Flights (Annex 4)

The Secretary reported that in the middle of 2003 it was learnt that an attempt was to be made by a helicopter to circumnavigate the globe from Pole to Pole. No such category existed in the List of Helicopter Record Categories. The Bureau, working with the FAI Secretariat, drafted provisional regulations for the event pending formal approval at the next CIG Meeting (March 2004)

The new proposals were tabled and approved. It is to be added to Section 9 with immediate effect.

17. GPS Loggers (Annex 5)

In accordance with the decision made at the previous CIG Meeting (March 2003) a laptop presentation was made by Colonel Tesar (Technical Advisor). Three systems compatible and acceptable systems are in use by the General Aviation and Gliding Commissions. The use of loggers will reduce judges required for the navigation event by about 50%. They provide clear information on speed, height, position and timing.

The cost of a logger is in the neighbourhood of 1,500 euros per unit. It is possible that they can be rented either from the Austrian Aero Club, who have 20 units, or from members of the General Aviation or Gliding Commissions both of whom use them extensively.

Only two operators are required at a Championship thus the manpower is reduced.

It was agreed that trials would be held this year at the Austrian, German and possibly the French National Championships. The results would be forwarded to Colonel Tesar as soon as possible after the event comparing the logger results with judging.

A further mandatory test will be incorporated in the 2005 World Championship for at least half the competitors. If CIG considered that the test programme is adequate the use of loggers in the navigation event will be made compulsory as from 2006.

Colonel Tesar was congratulated upon his work in the field.

18. World Championship Rules (Annex 6)

Wolfgang Perplies had circulated the proposals for changes and clarification prior to the Plenary Meeting. These had already been approved by the Bureau.

He reviewed the proposals which, were put to the vote and approved unanimously. These changes effect the navigation test, fender rigging and slalom. The further proposals submitted by Austria were discussed, some of which had already been incorporated.

A question was raised on the number of medals to be awarded at each event. FAI state that this must be a fixed figure and not changed from Championship to Championship. UK, as the next Host, are to advise the Bureau by December 2004 of the number of medals required for each category, the cost of which will be borne by the Host Country.

Discussions were held in respect to the freestyle. Delegates were invited to present proposals to the Chairman of the Sub-Committee not later than 30th October 2004. Russia specifically requested a section for synchronised freestyle using two or three helicopters with an increased size box.

Mrs. Grouchina was asked to provide a video presentation to the President within the next two months. One video should be VHS PAL the other for use in Europe. They may be used as part of the CIG Presentation at the General Conference.

The final amendments to the Rules were approved and come into effect on 1st April 2004. The Sub-Committee was congratulated on the considerable work that had been put into these proposals.

Wolfgang Perplies and his sub-committee were congratulated for their work.

19. FAI Rotorcraft Gold Medal

No nominations had been received for the current year. Nominations for 2005, to be discussed at the next meeting, must be submitted in writing to the President by 30th November 2004 with a copy to the FAI Secretary General.

20. CIG Webpage

Alan Norris informed the meeting that there is a major design of the FAI Website in progress. This should be completed in May following which he will update the CIG Section. Material is required from Delegates to add to this.

21. Finance

The current funds available to CIG are 5,472 US\$.

22. Approval of International Judges (Annex 7)

Changes to the Judging Register were approved. These will be incorporated into the existing List and published with effect from 1st April 2004.

23. Any Other Business

A. Austria

Formal invitation to attend their National Championship 2nd – 7th August 2004 was made.

B. Germany

Germany announced the date of their Open National Championship, 2nd – 5th September.2004. All are invited.

C. Open Championships

With regard to Open Championships **all must be registered by the National Aero Club** with FAI Headquarters to ensure that they can be entered into the CIG Webpage. Until they have been formally registered they cannot be included on the Webpage.

D. Japan

Mitsuo Aoyama presented a new helicopter event which they have developed. They have extensive TV and media sponsorship support. It is a bottle opening

competition whereby a bottle opener is attached to a skid of the helicopter which then moves along a row of fixed bottles attempting to open the maximum number against the clock.

Events have taken place in Japan and shortly will take place in the United States before moving into Europe.

Mitsuo Aoyama will provide David Hamilton, by the end of May, with a copy of the video both on VHS and on the European system to be shown at the General Conference.

Visual information will be sent to Alan Norris to go on the CIG Webpage.

Japan was congratulated on this new highly attractive sport.

E. Tandem Helicopters

Jacques Escaffre (France) presented information on a new small tandem helicopter which can be manufactured from a kit module. It was suggested that CIG consider a new competition using these machines which are cheaper to operate and should attract the younger person.

It was agreed that these helicopters could be used in current Championships providing a solution can be found to the temporary removal of the rear stick. Further investigations will form the subject of a special report by the French Delegation in March 2005.

24. Elections

The President reminded the Commission that he would not accept nomination for a further term of office and would be retiring. The Elections this year would be for a President, First Vice President, a Second Vice President and a Secretary.

The Secretary General Max Bishop conducted the Elections.

a. President

Mr. Geissler, Mr. Hamilton and Mr. Unrein-Aviolat were nominated. Mr. Geissler declined nomination. After a secret vote Mr. Bishop announced that Mr. Hamilton had received an overwhelming number of votes. The new President was Mr. Hamilton.

b. First Vice President

Nominations were made in respect to Mr. Geissler and Mrs. Grouchina. Mr. Geissler accepted nomination. Mrs. Grouchina did not accept nomination. Mr. Geissler was re-elected.

c. Second Vice President

Nominations were made in respect to Mrs. Grouchina and Colonel Tesar. Mrs. Grouchina accepted nomination, Colonel Tesar did not accept nomination. Mrs. Grouchina was re-elected.

d. Secretary

Nominations were received in respect to Mr. Hamilton, Mr. Perplies, Mr. Unrein-Avoilet and Colonel Tesar. Mr. Hamilton pointed out that he had just been elected President and did not wish to be Secretary at the same time. Colonel Tesar and Mr. Unrein-Avoilet declined their nominations. Mr. Perplies was elected Secretary.

e. Officers

Mr. Perplies re-appointed Chairman of the Rules Sub-Committee.
Colonel Tesar re-appointed Technical Equipment Advisor.
Mr. Norris re-appointed FAI-CIG Web Master.

f. President of Honour (Annex 8)

The incoming President David Hamilton addressed the meeting, thanking the outgoing President, Alfred-Pierre Herbert, for his considerable service to the Commission and to FAI. He proposed that the outgoing President be appointed President Honour of the Commission in recognition of his services. This was seconded by First Vice President Geissler who added further words of support and thanks.

The proposal was carried with acclamation.

25. Date of Next Meeting

In light of the FAI Centenary Year the next Plenary Meeting will take place on 3rd and 4th March 2005 at Lausanne. The Bureau will meet on Thursday 3rd March 2005 at 09.30. The Plenary Meeting will start at 14.30 on 3rd March 2005.

The usual informal social dinner will be held on the evening of 3rd March 2005.

These Minutes were prepared by the outgoing Secretary and approved by the President of Honour, Alfred-Pierre Herbert on 29th March 2004.

ANNEX I

FAI – ROTORCRAFT COMMISSION

ACTIONS OF THE BUREAU – APRIL 2003 TO FEBRUARY 2004

1. FAI Centenary

In accordance with a request from FAI David Hamilton was appointed to consider and recommend a proposal on behalf of CIG. (Agenda Item 14)

The proposal was announced at FAI General Conference and was given a warm reception.

2. FAI General Conference

The President was unable, for business reasons, to attend General Conference to represent CIG.

Vice President David Hamilton was authorised to attend Conference and to report thereafter. (Agenda Item 8).

3. FAI World Air Games 2005

By October last year widespread concern was expressed by Air Sport Commissions in respect to the lack of progress to finalise the venue and dates for the World Air Games. Malaysia and Poland had been short listed.

At two meeting of the Air Sport Commissions it became evident that a number of Commissions could no longer put their 2005 Sport Programme on hold pending further investigations. Promises were made that a decision would be taken within two weeks, but eventually extended by two to three months.

CIG's Representative insisted that a nominated Delegate from Poland and Malaysia be immediately appointed to discuss with CIG their participation. The request to Malaysia was made through FAI's Organising Committee and Poland directly by the CIG Representative. No appointment or contact was made by either.

In December 2003 the Bureau decided to withdraw CIG's participation in the World Air Games 2005 for the following reasons:

- a. Neither Poland or Malaysia nominated a Delegate to meet with CIG.

- b. A total lack of progress and decision making in respect to settling the location and dates for the World Air Games.
- c. It would be unfair to the United Kingdom to delay in making a decision to ask them to change the date of the 2005 Helicopter World Championship pending some future decision as to whether World Air Games were to take place.
- d. The Bureau also took note of considerable difficulties expressed by other Commissions.

The President was duly informed (See Agenda Item 9)

4. Air Sports Medals (See Agenda Item 7)

The FAI Bylaws encourage Commissions to award, in accordance with the criteria, FAI Air Sport Medals to suitable candidates.

In reviewing the criteria and the situation the Bureau decided to award Air Sport Medals to Kenji Saito and Mitsuo Aoyama in recognition of the introduction and development of Sport Helicopter Flying in Japan and other FAI Members in that region.

5. Helicopter Records

On becoming aware of an intent to set a Helicopter Record around the World Pole to Pole it was noted that no such record category, for helicopters, existed.

In conjunction with the FAI Secretariat a new category was introduced into Section 9 of the Sporting Code to allow for these to be attempted. (See Agenda Item 16)

FAI – ROTORCRAFT COMMISSION

PLENARY MEETING – MARCH 2004
DISCUSSION PAPER
EXPANSION OF HELICOPTER COMPETITIONS

1. Current Position

1. World Championships – held every third year.
2. National Championships – annual with some “guest” invitations.

2. World Air Games

Held irregularly. CIG have agreed to a three event participation if the Games are held.

3. Alternatives

- A. To stagnate and rely only on the World Championships and hope that interest is spread to other countries by word of mouth or through the media.
- B. To expand by grasping new opportunities to encourage newcomers at new venues on an ongoing basis.

4. Media

Helicopter activities create good media interest, e.g. the last World Championship in Aigen. Events, except navigation, can be seen by spectators. Encouraging and helping the media provides a result of increased media interest which could attract sponsorship and lead to the expansion of the sport/

5. Event Packages

Should be developed so that CIG can take them to non CIG Countries on an invitation basis. Gain the public interest and this will provide income to CIG and the local National Aero Club who subsequently could join CIG on an expansion programme.

An example is that there is interest for CIG to run a weekend spectator event in Lithuania with participation also from Finland and Latvia. None of these three can run a single event for their own nation but have expressed great interest in a joint event.

6. Participation

Participation should not be compulsory. Encourage those who would like to expand and develop lead. Let us not discourage interest.

7. Events

- A. These events should be on the basis of our World Air Games Programme. All of them are media and spectator friendly.
- B. This could be launched possibly as the Helicopter World Cup Series being an annual event.

8. Proposal

- i. Each year 2 – 4 events are held, possibly as part of national championships, which would be open events. The competition would be in respect of events 2, 3 and 4 of our World Championship Rules or, if this is too much to start with, at least fender and slalom. A points system would be devised to accommodate say the top 15 places.
- ii. Each participant would have to complete at least 2 out of 3 events or 3 out of 4. The points would be added on after each event as a progression.
- iii. At the conclusion of each year the competitor with the highest overall score wins and receives a trophy to be held for a year.
- iv. If the events could be incorporated into annual national events there would be no requirement for separate events just an expansion of the sport with a new and overall trophy.
- v. If possible, the first year would be 2005, the FAI Centennial Year. If the NAC's of say Austria, France and Germany were willing to incorporate this participation into their events this would be a good start. Other NACs could be persuaded to follow on in future years.
- vi. The results after each event would appear on the CIG Webpage with the running order after each round being included. Additional releases to the media are vital.
- vii. With suitable encouragement this scheme could develop interest from helicopter pilots from other NACs who do not compete at World Championship level.

9 Conclusion

Let us start small and build in 2005 for our future and for that of Sport Helicopter Flying.

David Hamilton

February 2004

Dear Friends

FAI - CIG Centenary 2005

In the late summer the President of FAI asked that each Commission bring forward proposals to celebrate the FAI Centenary in 2005 to the General Conference in Poland. Celebrations in 2005 should emphasise media attraction to the Commission and FAI.

You will appreciate this was a matter that I raised with your Bureau. I requested our Third Vice President to prepare a proposal. I am pleased to tell you that David Hamilton produced a concept which was immediately approved.

This proposal was put to the FAI General Conference in Poland in October and was received with acclamation. Once again our Commission was congratulated.

FAI General Conference having given their support to the proposal I am giving you the first detailed information.

I enclose an individual letter inviting the Delegates of the 8 original FAI Countries to confirm as quickly as possible that they will participate. It is not necessary at this moment to be more specific. It is important to liaise with other events that will occur and, at this stage, I can be no more specific than to indicate that the date will be between June and September 2005 but will not clash with our World Championship.

Your immediate response and support is requested. As you will see from the proposal I also extend an invitation to other Delegate Countries who would like to participate in this event to also let me know.

1. Introduction

The FAI's Centenary occurs in 2005. Commissions have been requested to provide if there is any way for FAI and for Air Sports to celebrate this event.

2. History

In June 1905 the Brussels Olympic Congress received a proposal that there be created an Association for regulating the sport of flying.

In October 1905 an International Aeronautical Conference was convened in Paris. This resulted in eight countries forming the Federation Aéronautique Internationale. The eight countries were Belgium, France, Germany, Great Britain, Italy, Spain, Switzerland and the United States of America.

3. CIG Scheme

The proposal is in two parts. Both involve special flights by representative helicopters of the original eight countries.

These special flights will be from the eight National Capitals initially terminating in Paris.

On a following day the eight participating helicopters will, in formation, complete a Centenary Flight, possibly from the Eiffel Tower, to the Headquarters of the Olympic Commission in Lausanne.

This provides a unique link between the Centenary, the Eight Countries and their Capitals, the Two headquarters of the FAI and the Olympic Body which was present at the start and is based also in Lausanne.

For the second leg from Paris to Lausanne invitations will be offered to all CIG Delegates, not from the original eight but from any other country who wish to participate in the flight from Paris to Lausanne.

4. Publicity

- A. National TV coverage should be obtained by each country showing their departure towards Paris. In France there should be French syndicated TV coverage which will also be repeated under Swiss Control in Lausanne.
- B. A pooling of the video information will be put together to form a 56 minute video to be sold to the general public. This video should contain scenes from World Championships or other events that promote helicopter flying.
- C. On arrival in Paris the eight helicopters will display a weighted flag of their country.

With an open formation departure from Paris to Lausanne a ninth (FAI) helicopter will lead the formation with a large FAI weighted flag with the other eight countries also displaying their national flags. In the event that other countries participate as a second group, slightly to the rear, they should also display their national flags.

These flags will be stored inside the helicopter for the duration of the flight but re-displayed for the final run-in to Lausanne and crossing of the finish line.

As a final spectacular the helicopters will form up facing the Olympic Museum before dispersing.

- D. Attached is a suggestion for a decal to be affixed to each side of the participating helicopters. The decal shows the incoming routes from the eight capitals to Paris and the final leg from Paris to Lausanne. It should also bear the two FAI logos and the appropriate years.
- E. In view of the great significance to FAI and to France it is recommended that the President of France be invited to start the final leg from Paris.

5. Helicopters

If possible the helicopters should be nine differing types of civil helicopter.

6. Crews

For the Centenary Flights both from the 'Capitals' to Paris and from Paris to Lausanne the crew of the helicopter will be two. Cameramen can be carried, other cameras may be fitted in helicopters to assist in TV coverage.

7. Awards

Each of the crews participating will receive a special Centenary Certificate issued jointly by FAI and CIG.

It is possible that special CIG Medals be awarded to each crew member involved.

The presentation of Centenary Certificates and Medals should be conducted at the Olympic Centre in Lausanne jointly by the President of the Olympic Commission and the President of FAI.

8. Sponsorship

Sponsorship funds will be sought to cover costs of the CIG Organising Team. Assistance and advice is required from the FAI Publicity Team. The Olympic Commission may be prepared to provide some financial support. If sufficient funds are available these will be distributed to those crews who participate.

Elements of National Sponsorship for each of the teams participating might be slightly easier to obtain. In light of the expected TV interest several sponsors should be sought to cover such items as fuel and general expenses.

The budget will include administrative costs and travelling. For example there will be the movement of Officials and CIG Members to Paris and onward to Lausanne. Certificates, decals, medals and other publicity need to be costed. Functions and presentations should have a sponsor.

Between November and March final amendments are made to the proposal for presentation to the CIG Plenary Meeting. The Meeting will be invited to approve and to appoint an organising and co-ordinating sub-committee.

9. The Date

There are two relevant dates in 2005. June represents the 100 years from the first decision whilst October is the actual date of the creation of FAI. The flight must take into account European conditions and other conflicting factors. These are as follows:

- A. The possibility of World Air Games in July. (Poland or Malaysia)
- B. The Helicopter World Championship in August. (U.K.)
- C. FAI Centenary Conference in Paris and other FAI Celebrations.

10. Invitation

I call upon Delegates to advise me, in principle, if you are willing to participate in this unique event. Please confirm to me as soon as possible as there is much work to be done.

Regards,

Alfred Pierre Herbert

President

Federation Aéronautique Internationale
Sporting Code Section 9 Rotorcraft

The Bureau of the Rotorcraft Commission authorised the following addition to Sporting Code Section 9 in respect to World Records. These amendments come into effect, on a provisional basis, on 1st October 2003 subject to formal ratification in March 2004.

5.3.6 SPEED OVER BOTH EARTH'S POLES

- 5.3.6.1. The course, including the control points, shall be agreed in advance with the NAC's concerned. It must start and finish at the same point. The rotorcraft must over fly both geographic poles. [A GNSS Flight Recorder approved by the FAI Gliding Commission must be carried to prove over-flight of the Poles, and the use of this flight recorder must be in accordance with the provisions of FAI Sporting Code Section 3 and its relevant Annexes .](#)
 - 5.3.6.2. There will be mandatory control points at a latitude of less than 63° 33 " (outside the north and south frigid zones.) These will be on both outward and return legs from the geographic pole itself.
 - 5.3.6.3. If due to unforeseen circumstances the final landing cannot be made at the point of departure the rotorcraft may be timed over the finish line on an alternative point lying beyond the original point and a greater distance from which the start was made but within [100 km](#)
 - 5.3.6.4. Any time spent on the ground between start and finish shall be counted as flying time.
 - 5.3.6.5. Refuelling on the ground or in flight is permitted providing it has been certified by the relevant manufacturer and Air Safety Board.
 - 5.3.6.6. Repairs or replacements of rotorcraft components and engines are permitted except that the fuselage may not be changed.
 - 5.3.6.7. Crew members may not be changed during the attempt. In the case of an emergency a crew member, other than the pilot in command, may leave but must not be replaced. Passengers may be changed during the attempt.
 - 5.3.6.8. [Pilots shall conform strictly with all local and international operational and safety regulations in force concerning flight within the frigid zones.](#)
 - 5.3.6.9. This record category is not available to Class E1a, E1b, E3a or E3b.
 - 5.3.7. Speed over a Commercial Air Route.
- (5.3.6.1. – 5.3.6.5. renumbered)

This Record Category will be added to those entitled to the category of **ABSOLUTE WORLD HELICOPTER RECORDS**.

WHC Rules Changes 2004
Approved by FAI-CIG 26.03.04

Event 1 Long Navigation

- 1. Change of location of search zone and drop zone, in order to allow the organizer more flexibility for the choice of navigation course under given landscape and conditions of flight area, also to special requirements of sensitive and dangerous points, regulation of ATC and so on.**

Approved changes:

Point 1.1

Second sentence: ...on-route search zone on 2nd or 3rd leg, area drop zone between exit of search zone and MFO 2;...

Point 1.6

Delete “ After MFO 1 and before TP 1 “
 Sentence starts with “ The search zone ...”

Point 1.8

Delete “ After passing TP 3 “
 Sentence starts with “ After passing search zone exit and before MFO 2 in a determined drop zone the competitor ... “

2.

- a) **For better and clear understanding, clarification of terms (wordings) and practical use the term “ Gate “ at Line A, D and F is deleted. Special function gates are only existent at entry and exit of search zone. They are clearly described (Dimension 35 metres). Gates at A, D and F –Lines are only 5 m wide. There is no penalty for missing. Timing will be done always by crossing lines.**
- b) **A new “ height window “ at line A and F allows judges to determine significant height violation at these lines, but there are no specified penalties.**

Proposed changes :

Point 1.2

End of second sentence change “ Gate D “ into “ Line D “.

Point 1.9.1

...to pass vertically overhead Line A at a height of 30 +/- 15 meters AGL.

Point 1.10

Delete ... “ called Gate “A” .

Point 1.11

End of first sentence: ... crosses Line “A” or it extentions to left or right side.
 (Timing must be done even in the case the helicopter crosses Line A outside the given dimensions).

Point 1.13

“ The helicopter must pass Line “F” at a height of 15 +/- 5 metres.”

Point 1.16.2

“ A black flag will be shown at Line “A” ...”

Scoring – Event 1

Change Gate “D” into Line “D” (3 times)

Delete Gate “A” and “ F” Height Penalty

Add new penalty: “Missing Line “A” (crossing Arrival Line outside given dimensions of 35 metres) 20 points.”

Annex1.0 – Event 1

Change from “ Details of the Navigational Course “ into “ Example of the Navigational Course”. (Search- and drop zone and dog house can be on other position – box left or right turns)

Delete Gate A, D and P.

3. Clarification of position of 10 m landing zone. Given 10 metres are not a safe distance.

Point 1.15.1

First sentence reads “ The Landing Zone is positioned at a safe distance from the Dog House (approx. 25 – 30 metres).”

Event 3 – Fender Rigging

1. Regulations of point 3.8 allows the crew to take off from loading square and go in front of Departure Line into any position for flying to entrance gate in a almost straight line in order to save time.

Change forces the competitor to pass D – Line via Gate “D”. (Nose of helicopter – fender not necessary).

Approved changes:

Point 3.7

First sentence “ The pilot will take off from the loading square, and after passing the Gate “D” (marked by flags), fly to the entrance gate.

Point 3.8

Last sentence “ The nose of the helicopter must cross the Gate “D” and exit gate first before the body and tail boom.”

Point 3.10

..., the pilot can take off again and fly over gate “D” and entrance gate ...

Point 3.11

... and overflys Gate “D” and entrance gate ...

2. 10 m space between Line D and entrance of container area can lead to abrupt changes of flight direction and is extended to 20 metres. In this case the position of entrance gate is also variable on the given line, but not allowed to be directly opposite the dimensions of Line D.

After finishing contest the helicopter has to leave the area via exit gate.

Approved changes:

Point 3.12

Second sentence : “ The helicopter leaves the competition area by passing exit gate and flies to the parking position “

Scoring – Event 3:

- Overfly of the Gate D, or exit gate – helicopter nose ...
- Delete brackets “ (after dropping first and second fender) “
- Missing Gate D and the Entrance –Gate ...

Measurements of competition area :

- Entrance Gate: ..., positioned on a line 20 metres after the “D” – Line, but not direct opposite of “D” – Line.

Annex 3.0 Event 3

Add behind Entrance Gate in brackets “(at variable positions)”

Change distance between Line D and container area to 20 metres.

- 3. 10 points penalty for missing entrance gate leads to crews of going direct to containers without any attempt to pass the entrance gate. Depending on given rules this procedure can save time. Manoeuvring through the gate with the possibility and fear of missing can cost more than 10 seconds = 10 points.**

Approved change:

Scoring – Event 3

New penalty: Missing Entrance-Gate by missing or fender over poles
(for each infringement) - 25 points.

Event 4 – Slalom

In order to finish discussions about dimensions, form and material of the bucket, the bucket shall be made of metallic material and in cylindrical form.

Approved changes:

Measurements of competition area and equipment

- A bucket (see drawing Annex 4.2) of metallic material and cylindrical form, containing 6,5 litres +/- 2%.
-
- Annex 4.1
Change form of bucket into rectangle

Annex 4.2

Change dimensions of bucket:

diameter 20 cms;

water level 21 cms water;

height of bucket 25 cms.

FAI ROTORCRAFT COMMISSION (C.I.G)**LIST OF INTERNATIONAL JUDGES AS ON 26 MARCH 2004**

<u>COUNTRY</u>	<u>NAME</u>	<u>TITLE</u>
<u>AUSTRIA</u>	Leopold ATZGERSTORFER	Judge
	Klaus BAUER	Assistant Judge
	Herbert BRANDSTATTER	Assistant Judge
	Heinz BREY	Judge
	Johann EBNER	Judge
	Robert FAUSTMANN	Assistant Judge
	Thomas HABLECKER	Judge
	Manfred HAINZL	Assistant Judge
	Helmut KERN	Judge
	Wolfgang EBERLE	Judge
	Rudolf EINHAUER	Judge
	Annelie FAUSTMANN	Judge
	Armin GRÖBNER	Judge
	Otto LEEB	Judge
	Josef PLATZER	Judge
	Thomas PRIBASNIG	Judge
	Franz PUMMER	Judge
	Peter RINDERHOFER	Judge
	Otto SALZINGER	Judge
	Siegbert STRECKER	Judge
	Wolf-Dietrich TESAR	Judge
	Frans WEGHOFER	Judge
	Jörg WULZ	Judge
<u>BELARUS</u>	Olga CHEVELEVA	Judge
	Sergey PIPCHENKO	Judge
	Viktor PRONIN	Judge
	Vladimir SHASTAKOV	Judge
	Evgeny SHUMSKIY	Judge
	Albert SIDOROV	Judge
	Stefan ZAITSOV	Judge
	Vladimir ZVIRYK	Judge
<u>BELGIUM</u>	Jean-Denis GOFFARD	Judge
<u>CROATIA</u>	Mirko FRCEK	Assistant Judge
	Snjezana HAJSTER	Assistant Judge
	Vlaho MARIC	Assistant Judge
	Mario KAPETANOVIC	Assistant Judge
	Mirna WEDELJKOVIC	Assistant Judge
<u>FRANCE</u>	Pierre ANGOT	Judge
	Denis BOSMENT	Judge
	Emile COLLADO	Judge
	Gérard DESCAMPS	Judge
	Josette DESCAMPS	Judge
	Jacques ESCAFFRE	Judge
	Robert FOUQUE	Judge
	Vincent FOUQUE	Judge
	Dominique GILLES	Judge
	Francis HENRIQUEL	Judge
	Jean-Pierre NOBLET	Judge
	Igor OUSS	Judge
	Christine PHILIPPE	Judge

	Francis PIRES	Judge
<u>GERMANY</u>	Hans FOERCH	Judge
	Dirk GEBHARDT	Judge
	Gisela GEISLER	Assistant Judge
	Konrad GEISLER	Judge
	Diana GEYER	Assistant Judge
	Andreas HAHN	Assistant Judge
	Helmut HOVEN	Assistant Judge
	Rosemarie HUEBNER	Judge
	Alfrun JACOBI	Assistant Judge
	Henry KAKUSCHKE	Judge
	Manfred KALKA	Judge
	Harald KREUTNER	Judge
	Konrad KUNITZ	Judge
	Astrid MASSEK	Assistant Judge
	Peter MASSEK	Judge
	Sabine NENDZA	Assistant Judge
	Lothar OEHLER	Judge
	Boris PERPLIES	Judge
	Elinor PERPLIES	Judge
	Wolfgang PERPLIES	Judge
	Andrea PINKOWSKY	Judge
	Hermann RIEDE	Judge
	Bernhard ROGOLL	Judge
	Michael SCHAUFF	Judge
	Ulrike SCHAUFF	Assistant Judge
	Hans-Peter SCHÖFFLER	Judge
	Rainer SOKOLOWSKI	Assistant Judge
	Kristin STOLZE	Judge
	Peter J. SANDOR	Judge
	Klaus-D. WEBER, Prof. Dr.	Judge
	Heinz-Dieter WENDT	Judge
<u>GREECE</u>	George LEGAKIS	Judge
	Leo CAMBANIS	Judge
<u>ITALY</u>	Pier G. FATTORI	Judge
	Roberto MINGOZZI	Judge
<u>JAPAN</u>	Takashi ONOSE	Judge
	Tioshiki YAMASHIRO	Assistant Judge
	Kazutaka NAKATA	Assistant Judge
<u>NEW ZEALAND</u>	David HAMILTON	Judge
<u>RUSSIA</u>	Tatjana ANTONOVA	Judge
	Jury ARBININ	Judge
	Mikhail BALANDIN	Judge
	Anatoly BESFAMILNY	Judge
	Igor BEZRODNOV	Judge
	Arkady BEZROUKOV	Judge
	Mikhail BIBISHEV	Judge
	Valery BOLVACHEV	Judge
	Nikolay BOUROV	Judge
	Viktor BRIKAEV	Judge
	Oleg CHERNOV	Judge
	Viktor DEGTYAR	Judge
	Sergey DERBASOV	Judge
	Leonid EGORKIN	Judge
	Tamara EGORKINA	Judge
	Alexander FROLOV	Judge
	Garry GEORKOV	Judge

	Vladimir GLADCHENKO	Judge
	Vasily GOLOVKIN	Judge
	Ljubov GOUBAR	Judge
	Irina GROUCHINA	Judge
	Gennady IVANOV	Judge
	Alexander IVANOVSKY	Judge
	Nikolai KOMKOV	Judge
	Mikhail KORMYAGIN	Judge
	Ljudmila KORNEVA	Judge
	Lidya KORNILOVA	Judge
	Viktor KOROTAEV	Judge
	Ljudmila NIKOLAEVA	Judge
	Vladimir PANARIN	Judge
	Georgy PLAKUSHTCHY	Judge
	Alexander POLETAYEV	Judge
	Valentin POPOV	Judge
	Nikolay RODIONOV	Judge
	Galina SHPIGOVSKAYA	Judge
	Valery SMIRNOV	Judge
	Aleksandr SOLOVJEV	Judge
	Tatjana STEKOLNIKOVA	Judge
	Sergey SHWARTZ	Judge
	Valery TISHKIN	Judge
	Anatoly ULANOV	Judge
	Petr VASILJEV	Judge
	Alexander ZLOBIN	Judge
	Tatjana ZUEVA	Judge
	Ivan ZVIRIK	Judge
	Vladimir ZYABLIKOV	Judge
<u>SOUTH AFRICA</u>	Fenie ERASMUS	Judge
	Michael LERIOS	Judge
	Michael WOOD	Judge
<u>SPAIN</u>	José GUILLO	Judge
	Antonio MANJON	Judge
<u>SWITZERLAND</u>	Peter ALMER	Judge
	Ursula BENOUAHAB	Assistant Judge
	Toni BOBST	Assistant Judge
	Michael BRODHAG	Judge
	Fredi EIDENBERG	Assistant Judge
	Urs GUNTER	Judge
	Erika HERBERT	Judge
	Alfred-Pierre HERBERT	Judge
	Manuela HEUSSER	Judge
	René HILTBRAND	Assistant Judge
	Ralph HOFMANN	Judge
	Manfref HOLDENER	Assistant Judge
	Egon IN-ALBON	Judge
	Adrian KILMANN	Assistant Judge
	Rita KOCH	Assistant Judge
	Thommy KUNZ	Judge
	Christoph LERCH	Assistant Judge
	Bernhard LÜGSTERMANN	Assistant Judge
	Beat MOOR	Assistant Judge
	Daniel MULLER	Judge
	Joseph NOIRJEAN	Assistant Judge
	Michael NOIRJEAN	Assistant Judge
	Marc PATZEN	Judge
	Roger PENG	Assistant Judge
	Giovanni PIZZI	Assistant Judge
	Eric RIBAK	Assistant Judge

FAI ROTORCRAFT COMMISSION
PLENARY MEETING, LAUSANNE, SWITZERLAND
Address made by President Elect David Hamilton

Mr. President, Mr. Secretary General, Mr. First Vice President, Vice Presidents, dear Friends,

You have bestowed upon me today the highest honour that one can achieve in FAI by electing me as your Air Sport President. I am deeply touched.

When I first arrived on the FAI scene as an Alternate Delegate some 28 years ago little did I dream, in those days, that I would reach this position. I had an interest in Air Sports and an overriding desire to see Air Sports prosper.

Whilst holding the office that you have bestowed upon me I will do all in my power to promote the interests of Rotorcraft worldwide. My door, telephone or email is always open. If there is a little bit of help that needs to be given, a letter to an official body or to encouraging new National Aero Clubs to join us then please let me know and I will play my part.

Mr. President, dear Fredi, you and I have known each other for more than quarter of a century. Throughout that whole time your support for the concept of Air Sports has been outstanding. You have put forward forceful views where it matters; you have carried arguments in support of sportsmen where few dared to venture. To a large number you are the 'Knight in Shining Armour'.

CIG has had 5 Presidents in its lifetime. Surprisingly I have known all 5 Presidents. It is my view, and that of many of my peers, that you, Fredi, have been the best of the best. You will be a hard act to follow. You have told us that you are always there to give help and advice. I will be ringing you.

On behalf of all of us here today, and those who unfortunately were not able to make it, I offer you our best wishes, our affection, our thanks not only to you but also to Erica who has been a tower of strength to you for more than half a century. The farewell dinner you gave the Commission, last night, will long be remembered.

You are now sitting on the bench slightly above us mere mortals ready to help at anytime. Fredi this is not goodbye, simply as our French friends would say, adieu until tomorrow.

As the Commission's new President I have the greatest pleasure in proposing your appointment as "President of Honour" FAI Rotorcraft Commission. Our 1st Vice President, Konrad Geissler, is seconding the Motion.

David Hamilton
President FAI Rotorcraft Commission
Friday 26th March 2004