Policy and Procedures
Number: 504
Date: 15 June 2013 Revision: 27
Subject: Selection of U. S. Aerobatic Teams

1. **Mission**: The mission of the U. S. Aerobatic Team selection process will be to field a Team of pilots who can and will win the World Champion Team and individual World Champion titles.

2. **Policy**:

a. Member Comment Period: When any proposed changes are made to P&P section 504, there will be a two-month member comment period before the IAC Board of Directors casts a final vote to approve the proposed policy changes. IAC members should direct their comments to the IAC Director assigned to their region.

b. Delegation of Authority:

1) In accordance with its Letter of Agreement with the National Aeronautic Association found in IAC Policy and Procedures Manual Section 302, IAC is responsible for the selection of the U.S. Aerobatic Teams and for U.S. participation in World Aerobatic Championship events.

2) Through a Letter of Agreement with Unlimited Aerobatics USA, Inc. found in IAC Policy and Procedures Manual Section 303, IAC has delegated part of this authority for the U.S. Unlimited Power Aerobatic Team. IAC will select team members through the IAC team selection process. Unlimited Aerobatics USA, Inc. is a separate entity that will then be responsible to train the U.S. Unlimited Power Team and to manage, administer, and raise funds for the U.S. Unlimited Power Team. Once a pilot has been chosen through the IAC team selection process and enters the training program, he or she will be considered a "member" of that U.S. Aerobatic Team until the next team is chosen.

3) Through a Letter of Agreement with the USA Advanced Aerobatic Team, Inc. found in IAC Policy and Procedures Manual Section 307, IAC has delegated part of this authority for the U.S Advanced Power Aerobatic Team. IAC will select team members through the IAC team selection process. USA Advanced Aerobatic Team, Inc. is a separate entity that will then be responsible to train the U.S. Advanced Power Team and to manage, administer, and raise funds for the U.S. Advanced Power Team. Once a pilot has been chosen through the IAC team selection process and enters the training program, he or she will be considered a "member" of that U.S. Aerobatic Team until the next team is chosen.

c. IAC Team Selection Process:

1) Unlimited Power Team Eligibility Requirements

a) To be eligible for membership on the U.S. Unlimited Power Aerobatic Team, a pilot must be a registered Unlimited Power competitor at the U.S. National Aerobatic Championships. The pilot must declare intent to try out for the Team and must sign the Team contract (if such a contract exists) in advance of the first flight at the U.S. National Aerobatic Championships.

b) The pilot must be eligible, including citizenship or residency requirements at the time of the first flight, for issuance of an FAI Sporting License issued by the National Aeronautic Association.

c) The two highest scoring U.S. Unlimited Power Team members who placed in the overall top ten at the most recent World Aerobatic Championships (WAC) will automatically be selected as the first members of the next Unlimited Power Team as long as CIVA has gender specific aerobatic teams. If both men and women place in the top ten at WAC, one man and one woman will be chosen. They will not be required to attend the U.S. Nationals for Team Selection. These pilots must commit to take these team positions, and so notify the IAC President in writing, by January 1st of the year for the selection of the next team. If he/she elects to take one of these positions then he/she will agree to attend and fly in the European Championships during the selection year. If this is not accomplished then he/she will forfeit his/her place on the team.

d) The combined results of the following flights listed below will determine a pilot's eligibility for the U.S. Aerobatic Unlimited Power Team.

(1) Known Program

(2) Unknown I Program*

(3) Free Program

(4) Unknown II Program*

*Unknown Programs will be composed according to IAC Policy and Procedures Manual Section 503.2

e) Whatever flights are actually completed at the end of the U. S. National Aerobatic Championships will determine a pilot's qualification for the U. S. Unlimited Power Team. However, at least one Known flight and at least one Unknown flight must be flown. This means a minimum of two flights (1 Known, 1 Unknown) must be flown before the selection process is considered complete.

f) Pilots must achieve a minimum of 70% of the points possible on the total of all flown flights to be eligible for the team. This 70% is determined after scores have been computed by the CIVA supplied scoring software and after all penalties have been applied.

g) After the combined results are compiled, equal numbers of men and women adding up to the total team size allowed by current CIVA regulations will be selected by IAC in rank order within gender category as qualified for the U.S. Unlimited Power Aerobatic Team. In the event of changes in CIVA regulations eliminating gender specific teams, the maximum will be the number of pilots allowed by CIVA regulations irrespective of gender.

h) In the event that too few pilots of either gender qualify to make up half of the team, qualifying pilots may be added to the team in rank order, up to the maximum number of pilots of either gender allowed by CIVA regulations. (Note: in 2013, the maximum team size allowed by CIVA regulations is 12 pilots, with no more than 8 pilots of either gender).

i) In the event that a member of the Team is unable to participate in the World Aerobatic Championships, a pilot(s) may be added to the Team, provided that pilot(s) meets all of the eligibility qualifications previously specified in this section, and that pilot(s) ranks next in the team selection order of finish at the U. S. National Aerobatic Championships, subject to the current CIVA allowed maximum number of pilots of either gender

2) Advanced Power Team Eligibility Requirements:

a) To be eligible for membership on the U.S. Advanced Power Aerobatic Team, a pilot must be a registered Advanced Power competitor at the U.S. National Aerobatic Championships. The pilot

must declare intent to try out for the Team and must sign the Team contract (if such a contract exists) in advance of the first flight at the U.S. National Aerobatic Championships.

b) The pilot must be eligible, including citizenship or residency requirements at the time of the first flight, for issuance of an FAI Sporting License issued by the National Aeronautic Association.

c) Pilots competing for Team positions may fly any aircraft, unless that aircraft's operating limitations prohibit required maneuvers for the Advanced Power Category.

d) The combined results of the following flights at the U.S. Nationals will determine a pilot's eligibility for the U.S. Advanced Power Aerobatic Team.

(1) Known Program

(2) Unknown I Program*

(3) Free Program

(4) Unknown II Program*

*Unknown Programs will be composed according to IAC Policy and Procedures Manual Section 503.2

e) Whatever flights are actually completed at the end of the competition will determine a pilot's qualification for the U. S. Advanced Power Team. However, a minimum of two flights (1 Known, 1 Unknown) must be flown before the selection process is considered complete.

f) After the results are compiled, eight (8) pilots will be selected by IAC in rank order as qualified for the U.S. Advanced Power Aerobatic Team.

3) Glider Team Eligibility Requirements

a) To be eligible for membership on the U.S. Unlimited Glider Aerobatic Team or on the U.S. Advanced Glider Aerobatic Team a pilot must be a registered Unlimited Glider or Advanced Glider, respectively, competitor at the U.S. National Aerobatic

Championships, or, at the discretion of the Board of Directors of the International Aerobatic Club, at another IAC-sanctioned contest designated by the Board to serve as the Glider Team Selection Contest. If an alternative contest is designated by the Board of Directors, then all of the specifications of this section will pertain to that contest in lieu of the U. S. National Aerobatic Championships. The pilot must declare intent to try out for the Team and must sign the Team contract (if such a contract exists) in advance of the first flight.

b) The pilot must be eligible, including citizenship or residency requirements at the time of the first flight, for issuance of an FAI Sporting License issued by the National Aeronautic Association.

c) For Advanced Glider, the pilot must also meet the eligibility requirements of FAI/CIVA Sporting Code Section 6 Part 2 paragraph 1.2.4.2 regarding previous Unlimited World Glider Championship experience.

d) The results of the following flights flown at the U.S. National Aerobatic Championships will determine a pilot's eligibility for membership on the U.S. Unlimited Glider Aerobatic Team or on the U.S. Advanced Glider Aerobatic Team:

(1) Known Program

(2) Unknown Program (Unknown I)

(3) Free Program

(4) Second Unknown Program (Unknown II)

e) Whatever flights are actually completed at the end of the competition will determine a pilot's qualification for the respective U. S. Glider Team. However, a minimum of two flights (1 Known, 1 Unknown) must be flown before the selection process is considered complete.

f) After completion of the flights listed above, a number of glider pilots not exceeding that stated in FAI/CIVA Section 6 Part 2 paragraph 1.2.4.1 a), or a number specified by the World contest organizer, will be selected by IAC in rank order as qualified for the respective U.S. Glider Team.

4) Judges:

a) Judges will be selected using the method in IAC Policy 501.

b) Judge Performance Reports produced by the scoring software in use for all Team Selection Flights conducted at the US National Aerobatic Championships may be published at the discretion of the Contest Jury

5) Protests and the Use of Video during U.S. Team Selection Events:

a) Video recordings will be made of all flight programs in power Team Selection competitions. The cost of the video recordings will be paid entirely from entry fees pilots declaring for the team. Entry fees for pilots will be raised accordingly. All videos will be sent to IAC Headquarters after the competition results are official. Unless requested in advance by a majority of glider pilots registered for Team Selection, video recording will not be provided for glider team selection flight programs.

b) The contest organizers, with assistance from IAC Headquarters, are responsible for acquiring the services of qualified videographers with quality equipment, and providing a shaded viewing area on each judging line location with a monitor or monitors of adequate size to allow clear viewing by the number of judges expected. Although not required, it is recommended that the video service be requested to use a frame-indexed playback machine to allow easy forwarding within a sequence to the figure in question. The contest organizers will also create a volunteer position, to be staffed by an IAC member with judging credentials (no requirement to be on the current judges list) whose job it will be to:

(1) educate (if necessary) the video crew on basic techniques necessary for videotaping aerobatic flight (e.g., not to pan the camera during the slide portion of a tailslide);

(2) assist the camera operator with tracking the aircraft by foreshadowing the expected aircraft track (up, down, left, right); and

(3) alert the video crew to potential zero grades so that a tape index of the suspect figure may be noted.

c) All videos will be considered official and can be used by the panel of Judges when there is disagreement over zero marks and by the Contest Jury to assist in the resolution of protests.

d) When difficulties occur in interpreting the correct application of a zero mark, the Chief Judge may call for a conference with the panel of Judges at the next possible break such that the issue may be discussed without any pilot holding in the air or with the engine running on the ground. The competitor's score sheets shall be retained by the Chief Judge until the final decision is made at the next possible break.

e) During Team selection flights, the official video shall be available only to the panel of Judges, including the Chief Judge, during a conference and to members of the Contest Jury during a Jury proceeding to resolve a protest.

f) Any judge may request to review the video, including the Chief Judge. The Chief Judge will supervise the use of video for review. Video review may be used to help determine *matters of fact*, but not *matters of perception*. Examples of *matters of fact* are:

(1) the extent of rotation in a spin (1 ¼ vs. 1 ¾, etc.)

(2) the direction of multiple rotational elements (opposite or same direction)

(3) the direction or number of rolls in a rolling turn,

(4) the character of snap rolls (positive or negative),

(5) the omission or addition of a figure element (i.e., missing or added hesitation), etc.

g) Under no circumstances will video be used for conferences or an individual judge's review for issues concerning *matters of perception*, and instead, the majority view shall be determined by the grades given by the judges in real time. Examples of *matters of perception* are:

(1) the extent of a heading error,

(2) whether a tailslide slid backwards the required amount,

(3) whether autorotation existed (did not snap or did not spin),

(4) early exit of autorotation in a snap or spin.

h) The benefit of the doubt must always fall to the competitor. When the Chief Judge determines that the time is right to review the video, only the Chief Judge, Grading Judges, and members of the Contest Jury will be allowed to review the video. For each request for video review, the following procedure will be administered by the Chief Judge and monitored by a member of the Contest Jury. The Chief Judge will:

(1) Determine what specific issue is being challenged, consulting with the requesting Judge, if necessary, and then make a determination if the issue is clearly a *matter of fact*.

(2) If the issue is clearly a matter of fact, inform the panel of Judges what factual issue is specifically being reviewed, remind the Judges that there is to be no discussion among the Judges regarding the quality of the figure or grades given for any pilot on any maneuver, return the score sheets to each Judge, and instruct the Judges that they may do one of three things after reviewing video of the figure in question:

(a) They may leave their score sheet as originally marked, or

(b) They may revise their mark downward to “zero”, or

(c) They may revise their zero mark upward to a “C” (Conference Average), indicating the judge agrees as a result of the conference that the figure deserves a non-zero grade. The numeric value of a “C” mark will be computed by the Chief Judge (unless this is performed automatically by the scoring program) prior to resolving any “A” or zero marks in accordance with section 7.3.7 of IAC Official Contest Rules.

(3) instruct the videographer to play the video of the maneuver in question and ensure that there is in fact no discussion or debate among the grading judges while viewing the video.

(4) after each Judge has reviewed the video of the maneuver in question, the Chief Judge will poll the Judges to see if any would like to revise their score for the figure in question in one of the three ways described above, again restricting any discussion of the matter.

(5) once each Judge is satisfied with their score, collect each score sheet and resolve the resulting scores according to IAC Official Contest Rules in effect for the event.

i) The above procedure must be rigidly enforced to reduce the chance of bias or peer pressure causing a judge to, consciously or not, modify his/her judging technique partway through a flight.

j) Protests: The video may be viewed by the competitor, under the supervision of the Contest Jury, only after filing a protest. Only the figure(s) under protest may be viewed. The Jury Chair shall:

(1) take reasonable steps to shield the identity of the pilot being viewed on video from the members of the jury.

(2) Additionally, in the case of a protest involving a mechanical or “hard” zero, the Jury members shall not be given the original zero/nonzero marks from the judging line. The purpose of both steps is to minimize any perception of bias, conscious or not, by members of the Jury.