



Rules Program Report

November 12, 2025

Barrett Hines
Rules Program Chair

Rule Change Proposals for 2026



Current Rules Committee Membership:

- Barrett Hines – Chair
- Jim Bourke – IAC President
- Mike Gallaway – CIVA Delegate
- DJ Molny – Judge Program Chair
- Shad Coulson – Glider Aerobatics Chair

Twenty Five (25) rule changes were proposed by members for possible inclusion in the 2026 book. These were generally numbered in order of the date received. Some proposals were essentially complete as received with associated rule numbers and proposed text, but most submissions required interpretation toward intent and/or actual generation of rules text by the Rules Committee.

Eleven (11) additional change proposals were generated because of issues that arose at the 2025 U.S. Nationals contest. Multiple proposals were submitted for the same issues. Three of these concerned how a Chief Judge may call an interruption and how to proceed after the break. One dealt with clarifying how the Presentation Grade is assigned for a reflight after abort. One proposal suggests simplifying the safety figures and roll checks for Advanced and Unlimited pilots. Four address the penalties assessed for a competitor who is late for the program briefing. The last two concern if/how to allow intentional shutdown of the engine during a 4-Minute Free program. These added proposals are also included in the attached package.

Notices were published asking for member comments. Twelve (12) members provided comments on at least one item, with many of those commenting on most proposals. Some of the comments are rather detailed, but all were reviewed by the Rules Committee and used toward developing the committee recommendations. All comments are included in the proposal descriptions presented below.

The Rules Committee reviewed and discussed all 36 (25 normal plus 11 Nationals) proposals. Many of those suggested for approval were tailored from the original submission text based on issues we identified, consistency with other rule book text and the comments received. The Rules Committee recommends that the Board:

- Approve 21 changes
- Reject 15 changes

Each proposal summary below includes the existing rule book text, original proposed change, proposer rationale, received member comments, Rules Committee-recommended disposition and

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detail changes, and Rules Committee rationale for the recommendation. The final Board disposition and changes will be added subsequent to the Fall meeting to complete the documentation for each proposal.

The 2026 IAC Contest Rules book will be generated to reflect the proposal decisions by the Board, as well as include other editorial updates that do not change the intent of the existing rules.

Rule Change Proposals for 2026



2026-1	Synopsis	Competitor Team Awards					
Proposed By	Date	IAC #	Email	Phone			
Les Mitchell	2-2-2025						
Current Affected Rule(s)	<i>(none)</i>						
Proposed Change	<p>33 Trophies and Recognition</p> <p>.....</p> <p><i>(all new) 33.8 Competitor Team Trophy</i></p> <p>33.8.1 Competitor Team Trophies may optionally be awarded at all IAC sanctioned contests.</p> <p>33.8.2 Each Competitor Team must comprise of at least three pilots. There must be team members in at least two different Categories.</p> <p>33.8.3 The Competitor Team Trophy will be presented to the registered team that achieves the highest average percentage score, computed from the results of all members of the team.</p> <p>33.8.4 All Programs flown at the completion of the contest will be counted, with the exception of the Four Minute Freestyle.</p>						
Proposer Rationale	<p>The concept is a team event incorporated in any IAC contest; each team containing 3 pilots. The pilots compete both as individuals and as members of their team. The Team score is the average of the individual pilot's % score. The Teams must comprise pilots from at least 2 categories.</p> <p>This is an easy addition to administer as pilots register, they simultaneously register their team.</p> <p>As the individual scores are determined, the Team scores are simple to compute.</p> <p>My hope that it adds fun to a contest. Once established Teams could be created at home bases or through friendship all being encouraged to do more flying.</p> <p>Individuals in less busy airports can call team mates to maintain their enthusiasm and exchange expertise.</p> <p>The concept places equal importance on all categories and in effect all budgets. A 40-year Pitts in Intermediate is just as competitive at one tenth of the cost of a new aircraft with a bonus of owner maintenance.</p>						

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Member Comments	<i>For: 3</i> <i>Against: 4</i>
	<p><u>Mark Cunningham</u>: In favor.</p> <p><u>Dave Taylor</u>: Do not concur. Some (most?) contests have a hard time breaking even financially. Adding another financial cost doesn't seem wise. If individual contests feel like doing something like this, they are obviously free to. Regarding this particular scheme, since scores tend to go down as the categories go up, it skews teams toward the lower categories. This just seems like a bridge too far.</p> <p><u>Craig Gifford</u>: OPPOSED - the general idea to add a "team" program to regional contests seems like a great way to build camaraderie AND mentoring. But this proposal will accomplish neither. Because of higher deduction opportunities, Advanced and Unlimited categories generally aren't the highest percentage flights. As a result, this proposal has the potential to create insular groups within Sportsman and Primary, without involving Advanced and Unlimited pilots from whom they can most benefit since it does not require Advanced and Unlimited pilots be on each team. Requiring teams include Unlimited and Advanced pilots would serve two benefits – it would motivate the upper category pilots to mentor (I'd want my team to WIN and do anything I could to help the other pilots on my team), and it would motivate lower category pilots to engage with upper category pilots. I suggest a group of people work on an alternate proposal for future years along these lines.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support - IAC appears to be struggling to find incentives to increase contest participation. This effort, and some other efforts appear to appeal to small sub-groups of IAC members but the results appear to increase costs with very small benefit to greater IAC. This proposal would increase contest costs. I observe that the regional series and the awards for length of membership appear to be effectively dead. That is, we see minimal mention, and especially promotion of them in the IAC magazine or online. The regional series awards are just stickers and in a world where we fly \$200,000 airplanes, a sticker is not motivation. Previously, real trophies were sent out by IAC which were a little motivation. IAC can do better.</p> <p><u>Doug Jenkins</u>: Love this idea. The only concern I have from a CD perspective is judging conflict of interest. Here's a scenario...I am flying Advanced and my two teammates are in Intermediate. I am judging Intermediate. In addition to my two teammates, two pilots from another team are in Intermediate. Is this a conflict of Interest?</p> <p><u>David Smith</u>: We already have a number of awards aimed at increasing contest participation (for example the regional series awards). Adding another award adds an (admittedly small) additional burden on contests for tracking, trophy/medal costs, etc.</p>

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Rules Committee Recommendation	<p>REJECT with Alternate Approach</p> <p>Add to P&P 206 (Contest Sanctioning) a section stating that regional contests may make other awards in conjunction with a contest. This paragraph should include a list, i.e. Biplane, American Champion, Chapter Teams and Competitor Teams, etc. while briefly citing how each may be conducted.</p> <p>Delete Rules section 33.7, which would be redundant with the new P&P 206.</p>
Rules Committee Rationale	This is an interesting concept that might be popular with competitors. However, there may be others as well. It would be inappropriate for the Rule Book to contain all variations since that would both encumber the book as well as possibly limit other new ideas. Adding a P&P reference to allow these types of awards would give contest organizers clear approval to proceed should they wish.
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-2	Synopsis	Better Specify When Free Program Submission is Final					
Proposed By	Date	IAC #	Email	Phone			
DJ Molny	2-12-2025						
Current Affected Rule(s)	31.4.2 Competitors' Free Program Forms become final when the Program Briefing begins. Free Program Forms may not be altered by the competitor after they become final.						
Proposed Change	31.4.2 Competitors' Free Program Forms become final when the Known Program Briefing begins. Free Program Forms may not be altered by the competitor after they become final.						
Proposer Rationale	<p>The current rule says that forms become final "when *the* Program Briefing begins", i.e., the Free Program Briefing.</p> <p>That doesn't give the contest organizers sufficient time to update the Chief Judge, Grading Judge, and Boundary clipboards. It also runs the risk of delaying the contest and introducing paperwork errors during a last-minute scramble.</p> <p>Moving the deadline up to the Known Briefing gives the organizers ample time to adjust the paperwork.</p>						
Member Comments	<p>For: 5 Against: 2</p> <p><u>Mark Cunningham</u>: No. this seems pointless. The briefing for the Free is done on the same morning as the Known so I am not sure the point of this submission? Am I missing something?</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Craig Gifford</u>: SUPPORT – seems unnecessary but must have been a problem somewhere and this clarifies. However, it should be clear how this applies at Nationals for categories flying a “Free Known” since the terminology and flight programs differ.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – This change appears to address a non-problem at regional contests. Or the wrong problem. The contests that I participate in do not do a brief for each individual flight program. We do a brief of all competitors each day before all flying. This morning brief speaks to all of the flight programs that will fly that day. The day's paperwork is done in the morning. Now with the change to not have Free Programs checked by a Judge, we risk having a problem with a competitor's flight program only identified when the paperwork reaches the Judging Line and is reviewed by Grading Judges. But that is a different problem.</p>						

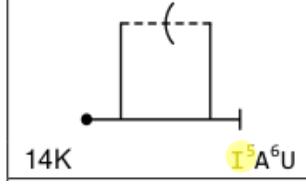
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	<p><u>Doug Jenkins</u>: I am OK with this since at most regional contests the Known and the Free are the same briefing anyway. This would likely only be a factor at Nationals.</p> <p><u>David Smith</u>: For, with additional comments. The proposed change introduces an arguable ambiguity about which Known briefing. If modified, section 31.4.2 should read "Competitors' Free Program Forms become final when the Known Program Briefing for the category being flown begins. Free Program Forms may not be altered by the competitor after they become final."</p>
Rules Committee Recommendation	<p>ACCEPT with Revision</p> <p>31.4.2 Competitors' Free Program Forms become final when the Program Briefing begins Competitor completes on-site registration. Free Program Forms may not be altered by the competitor after they become final.</p>
Rules Committee Rationale	<p>Better to designate a specific contest event to establish finality of competitor Free Programs. Since most contests run a concurrent Known/Free Program Briefing, waiting doesn't give the contest organizers sufficient time to update the paperwork. Since most use OpenAero and an approving signature is no longer required, each Competitor should have their valid Free Program ready when they arrive and register - That event should be when their Program is finalized.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-3	Synopsis	Add Unknown Program Checklist					
Proposed By	Date	IAC #	Email	Phone			
DJ Molny	2-12-2025						
Current Affected Rule(s)	<i>None</i>						
Proposed Change	<p><i>(All new)</i></p> <p>24.7 Checklist for Unknown Program Forms</p> <p>24.7.1 The following items comprise a checklist to use for checking Unknown Program Forms compliance.</p> <p>a) Sequences must comply with Rule 23.8.1(b)</p> <p>b) Sequences must comply with the General Restrictions [24.5]</p> <p>Clarification: All Aresti figures must appear in the Allowable Figures for Unknown Sequences, include an annotation for the category (I, A, or U), and comply with all associated footnotes.</p> <p>Example: A square loop with a full roll is not valid in an Intermediate Unknown sequence because a footnote prohibits adding any rolls to that base figure:</p>  <p>1) 9.4.3.4 is not permitted. 2) Maximum rotation is 360 degrees. 3) Only 9.1.3.4 is permitted. 4) Neither snap rolls nor eight-point rolls are permitted. 5) Rolls are not permitted. 6) Neither opposite nor unlinked rolls are permitted. 7) Snap rolls are not permitted. 8) Snap rolls are not permitted on the lower 45 degree line.</p> <p>c) Sequences must comply with the Restrictions by Category [24.6]</p>						
Proposer Rationale	<p>Contest organizers are required to check each Unknown sequence (Rule 24.2.2), and competitors also have a vested interest in checking them.</p> <p>Validating an Unknown Program is more complicated than a Free Program because there are more things to check, and the applicable rules and tables are located in different sections of the Rule Book.</p>						
Member Comments	<p>For: 4 Against: 2</p> <p>Dave Taylor: Concur in principle, but this should be added to the section that already addresses sequence receipt, section 24.2.2. Recommend rewording as follows:</p> <p>24.2.2 Contest officials shall check these forms for legality prior to the start of the contest and notify the IAC of any issues found. Contest officials should ensure that the unknowns comply with the following rule sections:</p> <p>a) Forms - 23.8.1(b) b) General Restrictions - 24.5 c) Restrictions by Category - 24.6</p>						

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	<p>d) Check that all applicable annotations and associated footnotes in the Allowable Figures for Unknown Sequences (37.2 Power, 37.3 Glider) are complied with.</p> <p><u>Craig Gifford</u>: OPPOSED – completely and totally unnecessary. This must come from a regional contest Unknown that didn't meet the criteria. The Sequence Committee should ensure submitted sequences qualify, and the Contest Jury should check them. But we don't need a written checklist.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Support. This codifies what conscientious Contest Directors do.</p> <p><u>Doug Jenkins</u>: Great idea. May want to re-word slightly to clarify whether the checklist is mandatory or provided for reference only. I prefer reference only so I would change 24.7.1 to read “The following items comprise a checklist that may be used to validate that Unknown Program Forms comply with applicable rules.”</p> <p><u>David Smith</u>: Against. This adds an additional duplicative section to the rules and runs the risk of being inconsistent if/when other sections are updated.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	This checklist is redundant with the paragraphs the proceed it in the book, which are not that complicated to follow. Unknowns are created by the Sequence Committee following standards set by the IAC Board of Directors. These standards include but go beyond the items listed in the book to assure that all aircraft suitable for the Category can compete with the Sequence. The Rule Book includes the restrictions and allowable figures so that Competitors know what to prepare for. Competitors do create Free sequences, for which a checklist may be helpful. Since Competitors do not create Unknown sequences, they do not need a redundant checklist.
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-4	Synopsis	Penalty for Failure to Signal an Explicit Interruption		
Proposed By	Date	IAC #	Email	Phone
DJ Molny	2-12-2025			
Current Affected Rule(s)	15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot.			
Proposed Change	15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot. If the competitor fails to Signal the break in the Performance, they shall be assessed an Improper Restart Penalty.			
Proposer Rationale	The current text of Rule 15.1.1 implies that Signaling is mandatory at the beginning of an Explicit Interruption but does not specify a penalty if the competitor fails to signal.			
Member Comments	<p>For: 2 Against: 4</p> <p><u>Dave Taylor</u>: Do not concur. Rule section is properly written. I think submitter was confusing implicit interruption? Explicit means, by definition, that the competitor signaled.</p> <p><u>Craig Gifford</u>: OPPOSED – unnecessary. If competitor breaks explicity without a wag there is no difference from implicitly which does not require wing wag. If competitor flies the wrong figure then it's a zero. Judges can figure this out.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support. This proposal appears to be well intentioned but repeats info that is already stated in the rulebook section that defines penalties. Duplicating text just makes the rulebook fatter and harder to update.</p> <p><u>Doug Jenkins</u>: OK</p> <p><u>David Smith</u>: Against. If a failure to signal an explicit interruption is penalized with a mandatory Improper Restart Penalty, then without a corresponding change to 15.1.8 a competitor could resume the sequence without signaling and without an additional penalty. Specifically 15.1.8 states that "A competitor may earn a maximum of two penalties per Explicit Interruption event: one Interruption Penalty and not more than one Improper Restart Penalty." So there would be no ability to assess a penalty for the failure to signal on restart if the competitor was already penalized for failing to signal the interruption. The failure to signal on restart is more important and should be penalized as this signaling is what level sets the judges that grading is resuming.</p>			

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Rules Committee Recommendation	ACCEPT with Significant Revision <p>15.2 Implicit Interruptions</p> <p>15.2.1 An Implicit Interruption is any one, or a combination of:</p> <ul style="list-style-type: none"> a) Using a turn of 90 degrees or more to correct a heading deviation between figures. b) Using a one-half slow roll to correct an improper attitude (upright to inverted or vice versa) between figures. c) Deliberately climbing or diving between figures or flying a horizontal portion of a figure such that the obvious intent is to gain or lose altitude. <p>15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures.</p> <p>15.2.3 Signaling to resume the Performance following an implicit interruption Implicit Interruption is not mandatory.</p> <p>15.2.4 (new) A cessation of the Program that does not comply with the requirements of either an Explicit or Implicit Interruption shall still be penalized by the Chief Judge as an interruption. The Grading Judges shall grade this error as an HZ on the next figure flown. Resumption of the Performance shall be as specified for an Explicit Interruption.</p>
Rules Committee Rationale	<p>By definition, if a competitor does not signal a break then it cannot be an Explicit Interruption.</p> <p>It is possible for a Competitor to cease the sequence and reposition without signaling or alternately doing a correction turn or roll. Not signaling the interruption is an additional error. It is not reasonable for Grading Judges to have to guess whether an interruption is occurring or not and thus this type of break should be penalized in the same way (HZ) that an added figure would be graded.</p> <p>Since this type of error is a disruption in the Program driven by the Competitor, restarting should be the same as for an Explicit Interruption.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-5	Synopsis	Simplify Point Deduction Special Cases		
Proposed By	Date	IAC #	Email	Phone
DJ Molny	2-17-2025			
Current Affected Rule(s)	27 Basic Criteria for Judging Aerobatic Figures 27.7 Deductions 27.7.1 For many criteria the amount of deduction is specified. In the case where a deduction is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points. 27.12 Looping Lines with Integrated Rolls 27.12.2 If any part of the roll or roll combination is flown on a straight line, deduct at least two (2) points. 28 Family-Specific Grading Criteria 28.3 Family 0.1-0.2 Quarter-Clover 28.3.6 If the roll rate changes, deduct one (1) point for each change. 28.5 Family 2 - Competition Turns 28.5.4 When the aircraft reaches the exit heading, the heading change must stop on the correct box axis while maintaining the chosen bank angle, followed by a roll back to wings level using a rate of roll equal to the entry roll. A pause is permitted between the end of the heading change and the start of the roll. If the entry and exit roll rates do not match, deduct one (1) point. 28.6 Family 2 - Rolling Turns 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point. 28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops 28.13.2 The change in loading (positive/negative) must be immediate. If a line is added between the two Looping Segments, deduct at least two (2) points. 28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops 28.19.1 The change in loading (positive/negative) must be abrupt. If a line is added between the two Looping Lines, deduct at least two (2) points. 28.20 Family 9.1 – Aileron Rolls (aka “Slow Rolls”)			

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	<p>28.20.1 Slow Rolls must be flown at a constant roll rate. If there is any variance in the roll rate, deduct one (1) point per variation.</p> <p>Example: A 180 degree roll is expected. The airplane rolls quickly to 135 degrees, the rotation slows dramatically for the last 45 degrees, but the roll finishes at the correct angle. This is a one (1) point penalty.</p> <p>....</p> <p>28.21 Family 9.2-9.8 – Hesitation Rolls</p> <p>28.21.3 The rates of roll between each point must match. For each roll rate observed to be different from the first, deduct one (1) point.</p> <p>28.21.4 The duration of the pauses at each point must match. For each pause duration observed to be different from the first, deduct one (1) point.</p>
Proposed Change	<p><i>(Define the requirement for each but do not include a specific deduction amount. All deductions will thus be proportional to the error per 27.7.1)</i></p> <p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.7 Deductions</p> <p>27.7.1 For many criteria the amount of deduction is specified. In the case cases where a specific deduction value is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points .</p> <p>....</p> <p>27.12 Looping Lines with Integrated Rolls</p> <p>27.12.2 If any No part of the roll or roll combination is may be flown on a straight line, deduct at least two (2) points.</p> <p>....</p> <p>28 Family-Specific Grading Criteria</p> <p>....</p> <p>28.3 Family 0.1-0.2 Quarter-Clover</p> <p>28.3.6 If the The roll rate shall remain constant. changes, deduct one (1) point Deduct for each change.</p> <p>....</p> <p>28.5 Family 2 - Competition Turns</p> <p>28.5.4 When the aircraft reaches the exit heading, the heading change must stop on the correct box axis while maintaining the chosen bank angle, followed by a roll back to wings level using a rate of roll equal to the entry roll. A pause is permitted between the end of the heading change and the start of the roll. If the The entry and exit roll rates do not must match, deduct one (1) point.</p> <p>....</p> <p>28.6 Family 2 - Rolling Turns</p> <p>28.6.6 If the The rate of roll stops must not stop (aside from any brief pause when changing roll directions), deduct one (1) point. Deduct for each stop.</p> <p>....</p>

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	<p>28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops</p> <p>28.13.2 The change in loading (positive/negative) must be immediate, If a line is with no line added between the two Looping Segments, deduct at least two (2) points.</p> <p>....</p> <p>28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops</p> <p>28.19.1 The change in loading (positive/negative) must be abrupt, If a line is with no line added between the two Looping Lines, deduct at least two (2) points.</p> <p>....</p> <p>28.20 Family 9.1 – Aileron Rolls (aka “Slow Rolls”)</p> <p>28.20.1 Slow Rolls must be flown at a constant roll rate, If there is any deduc one (1) point per variation. Deduct for each change.</p> <p>Example: A 180 degree roll is expected. The airplane rolls quickly to 135 degrees, the rotation slows dramatically for the last 45 degrees, but the roll finishes at the correct angle. This is a one (1) point penalty.</p> <p>Deduct at least 0.5 points.</p> <p>....</p> <p>28.21 Family 9.2-9.8 – Hesitation Rolls</p> <p>28.21.3 The rates of roll between each point must match the rate used to first point. For each roll rate observed to be different from the first, deduc one (1) point. Deduct for each difference from the first point’s rate.</p> <p>28.21.4 The duration of the pauses at each point must match the pause used at first point. For each pause duration observed to be different from the first, deduc one (1) point. Deduct for each difference from the first point’s pause.</p>
Proposer Rationale	<p>The requirements toward how to fly the figures are not changed. However, the revision provides clear and concise statements regarding correct figure criteria.</p> <p>The ability of Judges to determine how much to deduct on these figures is not changed. Only the specified deduction details, which were not consistent, have been removed and generalized to allow the Grading Judges to apply grades in proportion to the errors seen.</p> <p>This change maintains the ability of Grading Judges to apply varied deductions relative to the severity of errors – This is appropriate to determine competitor ranking. Grading Judges may thus apply proportional deductions for these figures with a simpler and easier-to-remember approach, allowing them to focus more on the flying rather than on rules with minor point value requirements. This simpler approach will make it easier on Judges and is not expected to impact pilot rankings significantly.</p>

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	<p>Some errors more significantly should be assessed more severely because of the importance of flying that element correctly. It is thus reasonable to require a higher minimum and/or scheduled deduction for such errors. Recommend to maintain the existing unique deductions for: 26.7.1 (No Line Between Figures), 27.9.4 (Variations in Line Length), 27.15.1 (Scorability), and 28.8.3 (Hammerheads).</p>
Member Comments	<p>For: 3 Against: 2</p> <p><u>Dave Taylor</u>: Concur. <u>Craig Gifford</u>: SUPPORT – simplifies judging without changing the scoring objective <u>Dave Watson</u>: Agree. <u>Wes Liu</u>: Do not support – Do not agree with the rationale. The current text provides explicit guidance for applying point deductions. The proposal reduces penalties for imperfections. I observe that no Judges can see a 0.5 point imperfection flown by a competitor 3000' away in the box. With the limitations of the human eye, seeing a competitor error at that distance earns at least a 1 point deduction from the figure grade. Providing guidance that reduces the deductions will result in seeing more “Santa Claus” grading. Everyone will get grades in the range of 8 to 10 and the results will become more random than they already are. <u>Doug Jenkins</u>: No. If it’s not broke, don’t fix it. <u>David Smith</u>: No position.</p>
Rules Committee Recommendation	<p>ACCEPT with minor Revision</p> <p><i>(Define the requirement for each but do not include a specific deduction amount. All deductions will thus be proportional to the error per 27.7.1)</i></p> <p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.7 Deductions</p> <p>27.7.1 For many criteria the amount of deduction is specified. In the case cases where a specific deduction value is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points .</p> <p>....</p> <p>27.12 Looping Lines with Integrated Rolls</p> <p>27.12.2 If any No part of the roll or roll combination is may be flown on a straight line, deduct at least two (2) points.</p> <p>....</p> <p>28 Family-Specific Grading Criteria</p> <p>....</p> <p>28.3 Family 0.1-0.2 Quarter-Clover</p>

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28.3.6 ~~If the~~ The roll rate shall remain constant. ~~changes, deduct one (1) point~~ Deduct for each change.

....

28.5 Family 2 - Competition Turns

28.5.4 When the aircraft reaches the exit heading, the heading change must stop on the correct box axis while maintaining the chosen bank angle, followed by a roll back to wings level using a rate of roll equal to the entry roll. A pause is permitted between the end of the heading change and the start of the roll. ~~If the~~ The entry and exit roll rates ~~do not~~ must match, ~~deduct one (1) point~~.

....

28.6 Family 2 - Rolling Turns

28.6.6 ~~If the~~ The rate of roll ~~steps~~ must not stop (aside from any brief pause when changing roll directions), ~~deduct one (1) point~~. Deduct for each stop.

....

28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops

28.13.2 The change in loading (positive/negative) must be immediate, ~~If a line is with no line~~ added between the two Looping Segments, ~~deduct at least two (2) points~~.

....

28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops

28.19.1 The change in loading (positive/negative) must be abrupt, ~~If a line is with no line~~ added between the two Looping Lines, ~~deduct at least two (2) points~~.

....

28.20 Family 9.1 – Aileron Rolls (aka “Slow Rolls”)

28.20.1 Slow Rolls must be flown at a constant roll rate, ~~If there is any~~ ~~deduct one (1) point per variation~~. Deduct for each change.

Example: A 180 degree roll is expected. The airplane rolls quickly to 135 degrees, the rotation slows dramatically for the last 45 degrees, but the roll finishes at the correct angle. ~~This is a one (1) point penalty.~~

~~Deduct according to the magnitude of the error.~~

....

28.21 Family 9.2-9.8 – Hesitation Rolls

28.21.3 The rates of roll between each point must match ~~the rate used to first point. For each roll rate observed to be different from the first,~~ ~~deduct one (1) point~~. Deduct for each difference from the first point's rate.

28.21.4 The duration of the pauses at each point must match ~~the pause used at first point. For each pause duration observed to be different from the first,~~ ~~deduct one (1) point~~. Deduct for each difference from the first point's pause.

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Rules Committee Rationale	<p>The requirements toward how to fly the figures are not changed. However, the revision provides clear and concise statements regarding correct figure criteria.</p> <p>The ability of Judges to determine how much to deduct on these figures is not changed. Only the specified deduction details, which were not consistent, have been removed and generalized to allow the Grading Judges to apply grades in proportion to the errors seen.</p> <p>This change maintains the ability of Grading Judges to apply varied deductions relative to the severity of errors – This is appropriate to determine competitor ranking. Grading Judges may thus apply proportional deductions for these figures with a simpler and easier-to-remember approach, allowing them to focus more on the flying rather than on rules with minor point value requirements. This simpler approach will make it easier on Judges and is not expected to impact pilot rankings significantly.</p> <p>Some errors more significantly should be assessed more severely because of the importance of flying that element correctly. It is thus reasonable to require a higher minimum and/or scheduled deduction for such errors. Recommend to maintain the existing unique deductions for: 26.7.1 (No Line Between Figures), 27.9.4 (Variations in Line Length), 27.15.1 (Scorability), and 28.8.3 (Hammerheads).</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-6	Synopsis	Error Corrections Within Figures		
Proposed By	Date	IAC #	Email	Phone
Jim Bourke	3-8-2025			
Current Affected Rule(s)	<p>26.6 Errors are Downgraded, Corrections Aren't</p> <p>26.6.1 Downgrades are always made for the original error but not for any corrections which immediately follow.</p> <p>Example: Over-rotating a roll and rolling the wings back again must be penalized for the over-rotation, but not penalized a second time for resuming the correct geometry afterwards.</p> <p>26.6.2 When a downgrade in geometry (pitch, roll, yaw) is observed for one maneuver within a figure, any immediately following maneuver within the same figure is not downgraded a second time for any misaligned entry geometry.</p> <p>Example: The first point of a 4-point roll stops at 100° of rotation. The second point stops exactly at 180° of rotation. There is no downgrade for the second 80° of rotation.</p> <p>26.6.3 If any errors observed immediately following the final maneuver of the preceding figure are corrected before beginning the subsequent figure, only the preceding figure shall receive the deduction.</p> <p>26.6.4 Failure to correct such errors shall result in a downgrade to both figures.</p>			
Proposed Change	<p>26.6 Errors are Downgraded, Corrections Aren't Corrections Within Figures</p> <p>26.6.1 <i>(new)</i> Pilots are required to correct errors in a figure element prior to or within the execution of the following element.</p> <p>26.6.2 <i>(re-numbered)</i> Downgrades are always made for the original error but not for any corrections which immediately follow.</p> <p>Example: Over-rotating a roll and rolling the wings back again must be penalized for the over-rotation, but not penalized a second time for resuming the correct geometry afterwards.</p> <p>26.6.3 <i>(re-numbered)</i> When a downgrade in geometry (pitch, roll, yaw) is observed for one maneuver element within a figure, any immediately following maneuver element within the same figure is not downgraded a second time for any misaligned entry geometry.</p> <p>Example: The first point of a 4-point roll stops at 100° of rotation. The second point stops exactly at 180° of rotation. There is no downgrade for the second 80° of rotation.</p> <p>26.7 (new) Corrections Between Figures</p> <p>26.7.1 (was 26.6.3) If any errors observed immediately following the final maneuver element of the preceding figure are corrected before beginning the subsequent figure, only the preceding figure shall receive the deduction.</p> <p>26.7.2 (was 26.6.4) Failure to correct such errors shall result in a downgrade to both figures.</p>			

Rule Change Proposals for 2026



<i>(Renumber subsequent sections)</i>	
Proposer Rationale	<p>We know from the current rule that the pilot is <i>allowed</i> to correct for errors, but is the pilot ever <i>obligated</i> to do so? We obviously expect them to fix an error during the next rotation, but we don't seem to say that anywhere. This change corrects that missing requirement.</p>
Member Comments	<p>For: 3 Against: 3</p> <p><u>Dave Taylor</u>: We don't need the new 26.6.1 verbiage. Pilots aren't "required" to do anything. :-} Of course, if they don't fix it, they will be awarded additional downgrades.</p> <p>- Element vs maneuver - better word; concur</p> <p><u>Craig Gifford</u>: SUPPORT – this has been a long-standing inconsistency in judging. When the first point on an x4 is 95 degrees and the second is 185, some judges apply no deduction on the second point, and some tick another "over" deduction. This proposal makes it clear each point should stop on a cardinal point. PERHAPS ADD THIS AS A "CLARIFICATION".</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – The proposed change of the text does not address any problem observed in the field. The current Judge population appears to have obtained the understanding of this topic from other parts of the current rulebook.</p> <p><u>Doug Jenkins</u>: Yes. Makes sense to me.</p> <p><u>David Smith</u>: Against.</p>
Rules Committee Recommendation	<p>ACCEPT with Added Example</p> <p>26.6 Errors are Downgraded, Corrections Aren't Corrections Within Figures</p> <p>26.6.1 (<i>new</i>) Pilots are required to correct errors in a figure element prior to or within the execution of the following element.</p> <p>EXAMPLE: If a stop of a Hesitation Roll is 5° over the specified rotation angle, there should either be a 5° rotation back to the correct angle or the next roll element should rotate 5° less to correct the prior error.</p> <p>26.6.2 (<i>re-numbered</i>) Downgrades are always made for the original error but not for any corrections which immediately follow.</p> <p>Example: Over-rotating a roll and rolling the wings back again must be penalized for the over-rotation, but not penalized a second time for resuming the correct geometry afterwards.</p> <p>26.6.3 (<i>re-numbered</i>) When a downgrade in geometry (pitch, roll, yaw) is observed for one maneuver element within a figure, any immediately following maneuver element within the same figure is not downgraded a second time for any misaligned entry geometry.</p>

Rule Change Proposals for 2026



	<p>Example: The first point of a 4-point roll stops at 100° of rotation. The second point stops exactly at 180° of rotation. There is no downgrade for the second 80° of rotation.</p> <p>26.7 (new) Corrections Between Figures</p> <p>26.7.1 (was 26.6.3) If any errors observed immediately following the final maneuver element of the preceding figure are corrected before beginning the subsequent figure, only the preceding figure shall receive the deduction.</p> <p>26.7.2 (was 26.6.4) Failure to correct such errors shall result in a downgrade to both figures.</p> <p><i>(Renumber subsequent sections)</i></p>
Rules Committee Rationale	This change clarifies that the competitor is required to correct errors within a figure – A generally-accepted concept that is not in the current rules. It also clarifies that corrections within figures are different than corrections between figures but does not change the existing rules for those situations. Editorial updates are included to provide more consistent terminology.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-7	Synopsis	Reduce Maximum No. of Figures in Advanced Frees From 14 to 12			
Proposed By	Date	IAC #	Email	Phone	
Jim Bourke	3-8-2025				
Current Affected Rule(s)	23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below.				
	Category	Maximum # of Figures	Maximum Total Figure K-Factor		
	a) Sportsman	12	Same as Known ...		
	b) Intermediate	15	190		
	c) Advanced	14	300		
	d) Unlimited	9	420		
Proposed Change	23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below.				
	Category	Maximum # of Figures	Maximum Total Figure K-Factor		
	a) Sportsman	12	Same as Known ...		
	b) Intermediate	15	190		
	c) Advanced	14 12	300		
	d) Unlimited	9	420		
Proposer Rationale	<p>This proposal restores the original values prior to 2021. The 2021 change came out of heated board discussion, did not have the benefit of calm consideration, and has not proven successful. Notably, the board skipped member comment (2/3 against it) and ruled by fiat to change to the maximum figures to 14.</p> <p>The increase in the maximum number of figures allowed in the free program reduced the average k per figure so much that Advanced Free Sequences are often similar to Intermediate sequences. Also, the Advanced programs are unbalanced, with the Free program being far easier than the Known and the Unknown. Changing this back to the previous standard will restore the balance in our category system.</p> <p>With respect to those who fought for this change in 2021, the debate was unreasonably heated over what is really a very small set of changes, and it became framed around "grassroots" vs "unlimited" which has nothing to do with the subject. While the intent of equalizing the category system for various types of aircraft is noble, this change weakened the parity of the Advanced programs. It should be reversed so that the Advanced programs have equal value.</p>				
Member Comments	<p><i>For: 7</i> <i>Against: 1</i></p> <p><u>Christian Baxter</u>: I support the reduction. 14 is too many figures and reduces the average figure k by too much relative to the category. (The</p>				

Rule Change Proposals for 2026



	<p>same issue persists in the long-sportsman free.... I mean Intermediate free).</p> <p><u>Mark Cunningham</u>: I am strongly in favor of this change.</p> <p><u>Peter Gelinas</u>: Agree.</p> <p><u>Dave Taylor</u>: Concur. I am not privy to the board's previous sausage making, but with 14 figures, the ADV Free feels more like a long INT sequence (21.4 average K). A 10-figure, 275K known averages 27.5k per figure. An 11 figure Known at 275k averages 25k per fig. The 2025 Known is 9 figs and 287k, or 31.9k per figure. Moving the Free to 12 figs and 300k is an average of 25k, and would still be at the low end of what the Known range is / has been.</p> <p><u>Craig Gifford</u>: SUPPORT – Advanced Free sequences are too easy and boring, regardless of the aircraft. As it stands now, sequences can be loaded up with half roll combinations, avoiding the truly “hard” elements Advanced pilots should be able to fly (3/4 rolls up for example).</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: No opinion – The rationale appears to make sense.</p> <p><u>Doug Jenkins</u>: No. The free program is designed by the pilot for their airplane and skillset. It SHOULD be easier than the Known. By giving me two more figures to get the required K my 4-cylinder airplane can be competitive in Advanced.</p> <p><u>David Smith</u>: For. Advanced free programs can be, and in many recent cases are, far easier than the Known and the Unknown. All three flights in a category should be of roughly similar difficulty when ranking pilots.</p>															
Rules Committee Recommendation	<p>ACCEPT</p> <p>23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below.</p> <table> <thead> <tr> <th>Category</th> <th>Maximum # of Figures</th> <th>Maximum Total Figure K-Factor</th> </tr> </thead> <tbody> <tr> <td>a) Sportsman</td> <td>12</td> <td>Same as Known ...</td> </tr> <tr> <td>b) Intermediate</td> <td>15</td> <td>190</td> </tr> <tr> <td>c) Advanced</td> <td>14 12</td> <td>300</td> </tr> <tr> <td>d) Unlimited</td> <td>9</td> <td>420</td> </tr> </tbody> </table>	Category	Maximum # of Figures	Maximum Total Figure K-Factor	a) Sportsman	12	Same as Known ...	b) Intermediate	15	190	c) Advanced	14 12	300	d) Unlimited	9	420
Category	Maximum # of Figures	Maximum Total Figure K-Factor														
a) Sportsman	12	Same as Known ...														
b) Intermediate	15	190														
c) Advanced	14 12	300														
d) Unlimited	9	420														
Rules Committee Rationale	<p>This proposal restores the original value prior to 2021 that was changed in conflict with the remarks of a majority of commenting members.</p> <p>The increase in the maximum number of figures allowed in the Free program reduced the average k per figure so much that Advanced Free Sequences are often similar to Intermediate sequences. Also, the Advanced programs are unbalanced, with the Free program being far easier than the Known and the Unknown. Changing this back to the previous standard will restore the balance in our category system.</p>															
IAC BOD Disposition																

Rule Change Proposals for 2026



IAC BOD Approved Change	
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Rule Change Proposals for 2026



2026-8	Synopsis	Change Maximum No. of Snap Rolls in Advanced Unknowns From 3 to 4					
Proposed By	Date	IAC #	Email	Phone			
Jim Bourke	3-8-2025						
Current Affected Rule(s)	<p>24.6 Restrictions by Category</p> <p>....</p> <p>24.6.2 Rolls are restricted as follows:</p> <p>....</p> <p>b) Advanced</p> <ul style="list-style-type: none"> i. A minimum of 2 and a maximum of 3 snap rolls. ii. Rolls are not permitted on any downline containing a spin. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line. 						
Proposed Change	<p>24.6 Restrictions by Category</p> <p>....</p> <p>24.6.2 Rolls are restricted as follows:</p> <p>....</p> <p>b) Advanced</p> <ul style="list-style-type: none"> i. A minimum of 2 and a maximum of 3 4 snap rolls. ii. Rolls are not permitted on any downline containing a spin. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line. 						
Proposer Rationale	<p>This proposal restores the original values prior to 2021. The 2021 change came out of heated board discussion, did not have the benefit of calm consideration, and has not proven successful. Notably, the board skipped member comment (only 1 member clearly supported it) and ruled by fiat to change to reduce the number of allowed snaps.</p> <p>The decrease in the number of allowed snap rolls was described as an effort to provide a better balance between high and low powered aircraft, but snap rolls do not require a high powered aircraft. Snap rolls are low speed figures that are flyable in almost any aircraft. Perhaps the first aerobatic figure ever flown was a snap roll, in a fabric covered airplane with scant horsepower! There is no benefit to low powered aircraft by restricting the number of snaps allowed. It could even work against low powered aircraft since the K has to be made up with another figure. Increasing this limit does not mean that every Unknown will have more snaps, it just means it is possible for the sequence committee to include one more snap if that is fitting for the sequence. The Sequence Committee is guided by the same energy and performance standards regardless of which figures they are allowed to choose.</p> <p>With respect to those who fought for this change in 2021, the debate was unreasonably heated over what is really a very small set of changes, and</p>						

Rule Change Proposals for 2026



	<p>it became framed around "grassroots" vs "unlimited" which has nothing to do with the subject. While the intent of equalizing the category system for various types of aircraft is noble, this change weakened the parity of the Advanced programs. It should be reversed so that the Sequence Committee has the option to include an additional snap roll in an Advanced Unknown sequence.</p>
Member Comments	<p>For: 4 Against: 3</p> <p><u>Mark Cunningham</u>: In favor. <u>Peter Gelinas</u>: Agree. <u>Dave Taylor</u>: Do not concur. I don't agree with the submitter's argument that low powered aircraft don't suffer. Snaps are energy-sucking elements. They don't hurt overall energy substantially on horizontal lines, but on downlines, or 45 up- or down-lines, they clearly affect the overall total energy state (potential & kinetic mix). <u>Craig Gifford</u>: OPPOSE – I disagree with the rationale regarding the Board discussion and decision. I do believe limiting Advanced Unknowns to 3 snaps allows more flexibility in sequence design respecting a broader variety of aircraft. True the snap roll is generally a lower speed element, but it then puts the aircraft in the lower energy regime which may be difficult to recover from in a lower performing plane, depending on what snap and where in the sequence it is placed. <u>Dave Watson</u>: Agree. <u>Wes Liu</u>: Do not support. If the original discussion was as heated as described, then the number of snaps should stay at the lower number. The commentary suggests that enough competitors were unhappy at the higher number that their voices should carry some weight. <u>Doug Jenkins</u>: OK <u>David Smith</u>: No position.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>Whereas the execution of a snap roll is not an issue for lower-powered aircraft, flying them in a challenging, un-practiced sequence does sap energy that is critical for these competitors. Adding another snap may discourage participation in the Advanced Category for some competitors flying low-powered aircraft.</p> <p>There is no pressing need to change this restriction. There are a wide variety of figures allowable in Advanced Unknowns and many types of rolls that may be added. This gives the Sequence Committee plenty of options to create Unknowns.</p> <p>Note: Per the current rules, Unlimited Unknowns require a minimum of only 1 snap roll (must be on a vertical climbing line).</p>

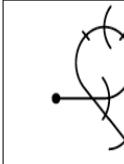
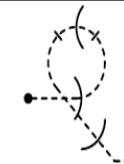
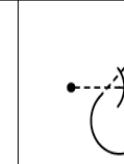
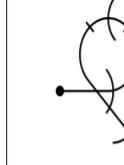
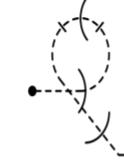
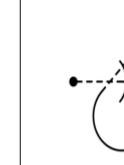
Rule Change Proposals for 2026



IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-9	Synopsis	Prohibit Snap Rolls on Horizontal Entry of Glider Advanced Unknown Q Loops					
Proposed By	Date	IAC #	Email	Phone			
DJ Molny	3-9-2025						
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns						
						
	37.3.16 Sub-Family 8.6 – Q Loops						
	8.7.5	1		2			
		11K	I ² A ³ U ¹	16K	U ¹⁺⁴		
	8.7.6	3		4			
		13K	U ¹	16K	U ¹⁺⁴		
	1) Snap rolls are not permitted on the horizontal entry line. 2) Rolls are not permitted. 3) Rolls are not permitted on the 45 degree line. 4) Hesitation rolls are not permitted on the 7/8 loop.						
Proposed Change	37.3 Allowable Figures for Glider Unknowns						
	37.3.16 Sub-Family 8.6 – Q Loops						
	(Add Footnote "1" annotation applicable to "A" for 8.7.5.1)						
	8.7.5	1		2			
		11K	I ² A ¹⁺³ U ¹	16K	U ¹⁺⁴		
	8.7.6	3		4			
		13K	U ¹	16K	U ¹⁺⁴		
	1) Snap rolls are not permitted on the horizontal entry line. 2) Rolls are not permitted. 3) Rolls are not permitted on the 45 degree line. 4) Hesitation rolls are not permitted on the 7/8 loop.						

Rule Change Proposals for 2026



Proposer Rationale	Fix a likely error. If snap rolls are not permitted on a horizontal entry for Unlimited Unknowns, they should also be prohibited for Advanced Unknowns.																
Member Comments	<p>For: 4 Against: 1</p> <p><u>Dave Taylor</u>: Concur. Also, note 1) should be added to the Advanced notes on figure 8.7.5.4</p> <p><u>Craig Gifford</u>: SUPPORT – as a new aerobatic glider owner, I'd like to keep the wings attached, thank you.</p> <p><u>Dave Watson</u>: Unnecessary change. NO Snaps are allowed on any figures for Adv Glider Unknowns. Adding that criteria to this one figure will only add confusion.</p> <p><u>Wes Liu</u>: No opinion but the rationale seems to make sense.</p> <p><u>Doug Jenkins</u>: Sounds OK to me.</p> <p>David Smith: No position.</p>																
Rules Committee Recommendation	<p>ACCEPT w/ Revision</p> <p>37.3 Allowable Figures for Glider Unknowns 37.3.16 Sub-Family 8.6 – Q Loops <i>(Add Footnote "1" annotation applicable to "A" for 8.7.5.1 & 8.7.5.4)</i></p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 25%;"></td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> <tr> <td>8.7.5 11K I²A¹⁺³U¹</td> <td>16K U¹⁺⁴</td> <td></td> <td>12K A¹U¹</td> </tr> <tr> <td style="height: 80px; vertical-align: top;"></td> <td style="height: 80px; vertical-align: top;"></td> <td></td> <td style="height: 80px; vertical-align: top;"></td> </tr> <tr> <td>8.7.6 13K U¹</td> <td>16K U¹⁺⁴</td> <td></td> <td>14K U¹</td> </tr> </table> <p>1) Snap rolls are not permitted on the horizontal entry line. 2) Rolls are not permitted. 3) Rolls are not permitted on the 45 degree line. 4) Hesitation rolls are not permitted on the 7/8 loop.</p>					8.7.5 11K I ² A ¹⁺³ U ¹	16K U ¹⁺⁴		12K A ¹ U ¹					8.7.6 13K U ¹	16K U ¹⁺⁴		14K U ¹
8.7.5 11K I ² A ¹⁺³ U ¹	16K U ¹⁺⁴		12K A ¹ U ¹														
8.7.6 13K U ¹	16K U ¹⁺⁴		14K U ¹														
Rules Committee Rationale	This change fixes a likely error. If snap rolls are not permitted on a horizontal entry for Unlimited Unknowns, they should also be prohibited for Advanced Unknowns.																
IAC BOD Disposition																	

Rule Change Proposals for 2026



IAC BOD Approved Change	
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Rule Change Proposals for 2026



2026-10	Synopsis	Clarify Starter Responsibilities			
Proposed By	Date	IAC #	Email	Phone	
Jim Bourke	3-26-2025				
Current Affected Rule(s)	<p>9.3.3 The Starter may assist the competitor with pushing their aircraft, putting on parachutes, attaching seat belts, checking altimeter settings, or other items as time allows.</p> <p>9.3.4 The Starter will brief the competitor as to the official wind direction.</p>				
Proposed Change	<p>9.3.3 The Starter may assist the competitor with: pushing their aircraft, putting on parachutes, attaching seat belts, checking altimeter settings, or other items as time allows.</p> <p>9.3.4 The Starter will brief the competitor as to confirm the competitor is aware of: holding procedures, the location of the Aerobatic Box, the position of the Judging Line, the Official Wind Direction, and other contest and airspace procedures, as time allows.</p>				
Proposer Rationale	<p>The rules currently state that the Starter must provide a briefing but there is no penalty for forgetting to do so. It's best to soften the wording here. At the same time, there are a lot of other issues that the Starter could be helpful with so a short list could be helpful.</p>				
Member Comments	<p>For: 3 Against: 3</p> <p><u>Dave Taylor</u>: Do not concur. The starter *could* do all those things, but the "as time allows" inserts a fatal flaw - it makes it not a rule, just a suggestion. This is a rule book. :-}</p> <p><u>Craig Gifford</u>: OPPOSE – these are all things covered in the briefing. The starter has ONE job – to tell the pilot when he may start and proceed to take off. Suggest we edit 9.3.4 to say just that – <u>"The starter informs the pilot when to start the engine and exit the starting area for takeoff. The competitor may not start the engine before the starter signals to do so."</u></p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Support.</p> <p><u>Doug Jenkins</u>: I like this until the last "as time allows." This wiggle room invalidates all that happens earlier. Do we want the Starter to do these things or not? I recommend removing the statement "as time allows" and then approving the change.</p> <p><u>David Smith</u>: Against. This proposed change introduces two ambiguities. First, the proposed change does not describe or detail the newly required "other contest and airspace procedures". Second, it is unclear what the "as time allows" language modifies. This could be read that the entire brief is not required if time doesn't allow. This could be read that portions of the briefing may be bypassed in the interest in time;</p>				

Rule Change Proposals for 2026



	but the language doesn't specific what - if any - portions of the briefing are required no matter what time is available.
Rules Committee Recommendation	ACCEPT with Revisions 9.3.3 The Starter may assist the competitor with: pushing their aircraft, putting on parachutes, attaching seat belts, checking altimeter settings, or other items as time allows. 9.3.4 The Starter will brief the competitor as to confirm the competitor is aware of: holding procedures, the position of the Judging Line, the Official Wind Direction, and other contest and airspace procedures.
Rules Committee Rationale	The rules currently state that the Starter must provide a briefing but there is no penalty for forgetting to do so. It's best to soften the wording here. At the same time, there are a lot of other issues that the Starter could be helpful with so a short list could be helpful.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-11	Synopsis	Chief Judge Radio Communications					
Proposed By	Date	IAC #	Email	Phone			
Jim Bourke	3-23-2025						
Current Affected Rule(s)	30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box.						
Proposed Change	30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 (new) The Chief Judge shall coordinate access to holding areas and the Aerobatic Box as needed to support a safe and efficient contest. Clarification: This includes clearing pilots into the holding area and Aerobatic Box when safe to do so, and providing traffic conflict advisories if necessary. 30.1.3 (was 30.1.2) The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box confirm the next pilot's identity by radio. 30.1.4 The Chief Judge shall not offer unsolicited advice to pilots. Clarification: The Chief Judge is free to answer basic questions from the pilot including but not limited to: <ul style="list-style-type: none"> • the program they are expected to fly. • any special box or airport procedures • the Official Wind Direction. 						
Proposer Rationale	This change fleshes out a bit how Chief Judges should communicate with pilots by radio. The previous rule was vague. This rule change also lists access to holding areas as one of the Chief Judges responsibilities. They can always delegate it to an assistant per rule 11.6.2 (Chief Judge Assistants), but currently we aren't assigning responsibility for holds to any contest official. The change also moves to avoid placing liability on a Chief Judges toward traffic avoidance that every Pilot in Command is responsible for per the FARs.						
Member Comments	<p><i>For: 4</i> <i>Against: 2</i></p> <p><u>Dave Taylor:</u> In general, concur. Wording can be better. The Chief Judge is Responsible for x, y, z, etc. The CJ may choose to delegate some of the CJ responsibilities to an assistant. As worded, the CJ has to do it themselves. I also added a sentence about CJ assisting with untowered pattern deconfliction. Something that most likely could have saved the Colorado mishap from happening. Regarding the submitter's verbiage about avoiding placing liability toward traffic, the rule section can use</p>						

Rule Change Proposals for 2026



the word "should", vice "shall" or "must". We need something in the rules that the main job of the CJ is as the contest safety angel. If the CJ doesn't do a single thing right, but successfully averts a landing pattern mishap, we should be collectively overjoyed. See recommended rewording below:

30.1 Flight Coordination

30.1.1 The Chief Judge is responsible for coordination ~~will coordinate~~ with the Starter to launch aircraft according to the Order of Flight.

30.1.2 (new) The Chief Judge is responsible for coordination and traffic deconfliction for shall coordinate access to holding areas and the Aerobatic Box as needed to support a safe and efficient contest. At untowered airports, the Chief Judge team should also actively assist pilots with traffic pattern deconfliction.

~~Clarification: This includes clearing pilots into the holding area and Aerobatic Box when safe to do so, and providing traffic conflict advisories if necessary.~~

30.1.3 (was 30.1.2) The Chief Judge will communicate by radio with ~~pilots, granting them permission to enter the Aerobatic Box~~ confirm the next pilot's identity by radio.

30.1.4 The Chief Judge if free to answer basic questions from the pilot, but should refrain from offering ~~shall not offer~~ unsolicited advice to ~~pilots.~~

Craig Gifford: OPPOSE (STRONGLY!) – misguided. It seeks to both add responsibility to the Chief Judge, yet (ostensibly) remove responsibility by denying the Chief Judge the ability to support safe flight operations. With respect to holding areas, at Regional Contests this is controlled by Chief Judge and Starter coordination and I've never once as a Chief Judge had an issue that wasn't easily resolved with a little communication. I don't need to engage with every pilot going to the hold. With respect to the prohibition on "advice", most pilots, particularly in the lower categories are pretty mentally used up and often disoriented at the end of a flight. I almost ALWAYS remind them after their wags which direction to turn to enter the pattern and to change frequency to Unicom – when Chief Judges do not do this I've seen many pilot errors. Don't prohibit me from helping a pilot be safe! As for the new clarification – I don't think the Chief Judge should be telling the pilot two of these (Program and official wind). Those topics are covered in the briefing and part of the competitor responsibility for flight execution. They are a scoring matter not a safety matter.

Dave Watson: Agree.

Wes Liu: Support ~~with a change~~. The proposed text includes the phrase "and providing traffic conflict..." This proposed text assigns the Chief Judge some liability. The rationale attempts to dispute this but a third party reading this text, such as a plaintiff's lawyer, will differ. Delete that phrase.

Rule Change Proposals for 2026



	<p><u>Doug Jenkins</u>: I am OK with this but not sure about 30.1.4. Is this bit necessary? Does it add value? Does it belong here?</p> <p><u>David Smith</u>: Against. The currently rule allows for variation in communication by the Chief Judge depending on site and contest specifics.</p>
Rules Committee Recommendation	<p>ACCEPT</p> <p>30.1 Flight Coordination</p> <p>30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight.</p> <p>30.1.2 (new) The Chief Judge shall coordinate access to holding areas and the Aerobatic Box as needed to support a safe and efficient contest.</p> <p>Clarification: This includes clearing pilots into the holding area and Aerobatic Box when safe to do so, and providing traffic conflict advisories if necessary.</p> <p>30.1.3 (was 30.1.2) The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box confirm the next pilot's identity by radio.</p> <p>30.1.4 The Chief Judge shall not offer unsolicited advice to pilots.</p> <p>Clarification: The Chief Judge is free to answer basic questions from the pilot including but not limited to:</p> <ul style="list-style-type: none"> • the program they are expected to fly. • any special box or airport procedures • the Official Wind Direction.
Rules Committee Rationale	<p>This change fleshes out a bit how Chief Judges should communicate with pilots by radio. The previous rule was vague. This rule change also lists access to holding areas as one of the Chief Judges responsibilities. They can always delegate it to an assistant per rule 11.6.2 (Chief Judge Assistants), but currently we aren't assigning responsibility for holds to any contest official. The change also moves to avoid placing liability on a Chief Judges toward traffic avoidance that every Pilot in Command is responsible for per the FARs.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-12A Synopsis Clarify and Condense Penalties – Part 1																												
Proposed By	Date	IAC #	Email	Phone																								
Jim Bourke	3-28-2025																											
Current Affected Rule(s)	13 Penalties 13.1 Failure to Prepare 13.1.1 This rulebook will occasionally prescribe penalties for specific situations where a competitor is not ready or otherwise fails to prepare themselves as demanded by the contest schedule or rules. This penalty depends on category as follows: <table> <thead> <tr> <th>Category</th> <th>Penalty</th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>10 points</td> </tr> <tr> <td>b) Sportsman</td> <td>25 points</td> </tr> <tr> <td>c) Intermediate</td> <td>50 points</td> </tr> <tr> <td>d) Advanced</td> <td>75 points</td> </tr> <tr> <td>e) Unlimited</td> <td>100 points</td> </tr> </tbody> </table> 13.2 Boundary Infringement Penalties 13.3 Interruption, Signaling and Other Box Procedure Penalties 13.3.1 The penalties for an Interruption, Improper Program Start, Improper Restart, and Illegal Safety Check are: <table> <thead> <tr> <th>Category</th> <th>Penalty</th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>5 points</td> </tr> <tr> <td>b) Sportsman</td> <td>5 points</td> </tr> <tr> <td>c) Intermediate</td> <td>15 points</td> </tr> <tr> <td>d) Advanced</td> <td>50 points</td> </tr> <tr> <td>e) Unlimited</td> <td>90 points</td> </tr> </tbody> </table> 13.4 Jury Penalties 13.5 Altitude Limit Infringement Penalties				Category	Penalty	a) Primary	10 points	b) Sportsman	25 points	c) Intermediate	50 points	d) Advanced	75 points	e) Unlimited	100 points	Category	Penalty	a) Primary	5 points	b) Sportsman	5 points	c) Intermediate	15 points	d) Advanced	50 points	e) Unlimited	90 points
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Rule Change Proposals for 2026



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Rule Change Proposals for 2026



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Rule Change Proposals for 2026



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IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-12B	Synopsis	Clarify and Condense Penalties - Part 2																										
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Jim Bourke	3-28-2025																											
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Rules Committee Rationale	<p>This change will make the new Procedural Penalty values to be better aligned with the average of the old Failure to Prepare and Interruption... Penalty amounts. Also, the values will now have a better progression, generally doubling for each step, from Primary through Unlimited.</p> <p>The chart below shows the proposed penalty impact for each category. As the category goes up, Competitors should be expected to better comply with all procedures and thus the relative impact is higher.</p> <table border="1"> <thead> <tr> <th rowspan="2">Category</th><th colspan="3">2025 Total Points (=K * 10)</th><th rowspan="2">Proposed Penalty</th><th colspan="3">2025 Penalty Percent of Total Points</th></tr> <tr> <th>Known</th><th>Free</th><th>Unknown</th><th>Known</th><th>Free</th><th>Unknown</th></tr> </thead> <tbody> <tr> <td>Primary</td><td>580</td><td>580</td><td>580</td><td>5</td><td>0.9%</td><td>0.9%</td><td>0.9%</td></tr> <tr> <td>Sportsman</td><td>1150</td><td>1150</td><td>1150</td><td>10</td><td>0.9%</td><td>0.9%</td><td>0.9%</td></tr> <tr> <td>Intermediate</td><td>1740</td><td>1900</td><td>1750</td><td>25</td><td>1.4%</td><td>1.3%</td><td>1.4%</td></tr> <tr> <td>Advanced</td><td>2870</td><td>3000</td><td>2750</td><td>50</td><td>1.7%</td><td>1.7%</td><td>1.8%</td></tr> <tr> <td>Unlimited</td><td>3780</td><td>4200</td><td>4000</td><td>100</td><td>2.6%</td><td>2.4%</td><td>2.5%</td></tr> </tbody> </table>	Category	2025 Total Points (=K * 10)			Proposed Penalty	2025 Penalty Percent of Total Points			Known	Free	Unknown	Known	Free	Unknown	Primary	580	580	580	5	0.9%	0.9%	0.9%	Sportsman	1150	1150	1150	10	0.9%	0.9%	0.9%	Intermediate	1740	1900	1750	25	1.4%	1.3%	1.4%	Advanced	2870	3000	2750	50	1.7%	1.7%	1.8%	Unlimited	3780	4200	4000	100	2.6%	2.4%	2.5%
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Rule Change Proposals for 2026



2026-13	Synopsis	Limit Number of Glider Tows					
Proposed By	Date	IAC #	Email	Phone			
Keith Doyne	4-1-2025						
Current Affected Rule(s)	<i>(None)</i>						
Proposed Change	<p><i>(New)</i></p> <p>34.15.4 For each competition sequence, a glider will be allowed only one re-tow back to altitude as a result of the pilot taking an explicit interruption. Gliders do not have an engine to regain altitude and thermals may not be present to assist in regaining altitude.</p>						
Proposer Rationale	<p>During the 2025 Estrella Classic Glider aerobatic competition, there was a situation in which the glider took an explicit interruption due to being close to the bottom of the box. The glider pilot chose to come in and land and not fly the rest of the sequence. Power pilots have the capability to take multiple explicit breaks and easily climb back to altitude. Glider pilots are much more limited and may need a new tow to get back to altitude. The amount of time it takes a glider to get a tow back to altitude is much greater than powered aircraft and would slow down the contest. Therefore, glider pilots should have a limited on the number of re-tows. I am proposing to grant glider pilots one re-tow per competition sequence due to the pilot taking an explicit interruption. If the chief judge directs a glider pilot to stop flying the sequence for safety reasons, any resulting re-tow will not count towards the one re-tow per sequence rule.</p>						
Member Comments	<p>For: 1 Against: 4</p> <p><u>Dave Taylor</u>: Concur. I don't have a dog in this fight (necessarily), but it seems reasonable. But delete the final sentence of the proposal - motherhood.</p> <p><u>Craig Gifford</u>: OPPOSE – Re-tows? For a glider? Isn't that part of the challenge in glider – you are constrained by the altitude/energy equation. Running out of altitude means you didn't fly the sequence as well as others; why would you get a do-over?</p> <p><u>Dave Watson</u>: Giving two flights for each glider sequence would totally re-align the difficulty in flying gliders from before this rule to the after this rule. This would also delay every glider contest. The whole 'difficulty' of flying gliders is to complete the sequence in one flight. I had a HZ in my Unlimited Unknown at Salina this year, that ended up going inverted spin. Yet, I was able to recover and finish the sequence with ample altitude. Getting low is not a sequence issue, it is a pilot error issue, and should be rewarded accordingly!! Giving the CD or CJ the option to allow the pilots to start a bit higher in low altitude density situations is a much better solution – but needs some thought!</p> <p><u>Wes Liu</u>: No opinion.</p>						

Rule Change Proposals for 2026



	<p><u>Doug Jenkins</u>: No. There is nor equivalent limitation on a powered competitor (i.e. may only attempt to re-fly once) and knowing that this limitation exists may encourage a glider competitor to press a bad situation (i.e. low) vs. doing the safe thing (i.e. landing and a re-tow to altitude). I will happily accept a safe decision which delays the contest over an unsafe situation or an accident.</p> <p><u>David Smith</u>: Against. A re-tow limit might induce a competitor to start a figure at too low of an altitude. We should prioritize safety over the possible lengthening of a sequence during a contest.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Existing rules allow for a Reflight and require assessment of an Interruption penalty. This is appropriate since glider competitors should plan their Performances to fit the safe altitudes per the rules. We also do not want competitors to try to take advantage of this type of rule in an attempt to improve their scores.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-14	Synopsis	Change Glider 30° lines to 45°										
Proposed By	Date	IAC #	Email	Phone								
Daniel Weston	4-4-2015											
Current Affected Rule(s)	34.20.1 45 degree Lines 34.20.1.1 In the case of gliders competing in Primary, Sportsman and Intermediate Glider or Power categories, all of the lines discussed in this section as 45 degree lines will be flown and judged as lines that are 60 degrees from the vertical attitude (30 degree lines).											
Proposed Change	<i>(Delete 34.20.1 in its entirety) (Renumber subsequent 34.20 rules)</i>											
Proposer Rationale	Using intermediate as the main rationale as it is the one I have been flying. I am requesting this change is for a few reasons. One first and foremost is that in the known sequence for Intermediate 2025 has figure 5 & 6 with a 1/4 roll on the downline. So using 30 degree lines to negate the risk of over speeding or "loosing" full control on figure 1 at 30 degrees down is a bit of a non argument as the competitors are being asked to roll on a vertical down line twice whilst remembering orientation changes in figures afterwards? Also the P loop on figure 7.											
<p>Another reason would be that, we have usually found here in the UK. Pilots who do intermediate are serious about the sport and will most likely go on to compete in Advanced/Unlimited and even at WGAC. So teaching the "up and coming" talent to be shallow consistently seems detrimental? As it's harder to unlearn something than learn. Also energy management could have to be relearnt for the Up line figures.</p> <p>Also aircraft limitations are not really a justifying factor for 30 degree lines in Intermediate sequences as all competitors are in MDM FOX, DG1000, Swift, SZD59 (All Advanced Gliders +). I understand it might be left open to be inclusive to people who can't afford these types. But</p>												

Rule Change Proposals for 2026



	<p>not many other types of gliders can do 1/4 down and not exceed VNE. 1/4 down is not that fun in K21 or Perkoz, if you get it even slightly wrong, trust me! So I don't see how aircraft limitation could be a validation for the 30 degree lines.</p> <p>Personally I also found 30 degrees rather hard to judge from inside the cockpit compared to 45 degrees. I found studies online that show when it comes to judging angles like 30 or 45 degrees, the brain is generally better at estimating angles near 45 degrees, as these are more aligned with natural visual patterns and environmental distributions known by the human brain, making them easier to judge, probably for both pilots and judges!</p> <p>I would also like to state that changing Primary and Sportsman in this regard should be simple because there is no Unknown program. Also would like it stated that for the last 3 years plus only FOX DG1000 SZD59 have been used in Primary and Sports at nationals, relating to my aircraft limitations point above.</p>
Member Comments	<p>For: 2 Against: 3</p> <p><u>Dave Taylor:</u> Do not concur. I think the point of the 30 degree lines is to limit the vertical displacement, and allow at least a modicum of a line to be drawn. Which are decent things for the lower categories IMHO.</p> <p><u>Craig Gifford:</u> SUPPORT – I support this largely because of the confusion 30 degree lines cause judges – not only to remember that standard, but to remember it's a requirement not an option, and to distinguish between normal descending glider flight and 30 degree line flight. BUT I do not know about the safety aspect – the submitter asserts the DG can do this – Shad and Jason should decide. I'm guessing the issue is the 45 line would be so short before speed is an issue for the DG (without throwing out the boards, which is a skill too Advanced for P-I) that it would be hard to attain and be perceptible by the judge.</p> <p><u>Dave Watson:</u> Agree.</p> <p><u>Wes Liu:</u> Do not support – The thought behind the rationale appears to read that 1) all competitors are flying more expensive high performance ships and 2) competitors at the subject levels should be working on moving up anyway. I disagree with both of the underlying reasons. If the rationale is accurate then I will assert that the glider aerobatic community is doing a poor job of attracting new participants. That problem should be addressed before changing competition rules.</p> <p><u>Doug Jenkins:</u> No. I am not a glider pilot, but...If this change makes it more difficult for someone to join the sport and compete then I don't think it is the way to go. There a lot of generalizations and assumptions</p>

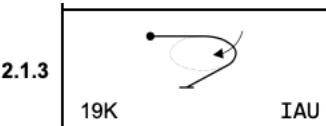
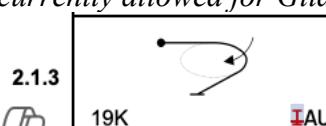
Rule Change Proposals for 2026



	<p>in the rationale for this proposal that may not always hold true. And...if it's not broke, don't fix it.</p> <p><u>David Smith:</u> No position.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Implementing this change in the Primary and Sportsman Glider categories would not be appropriate toward maintaining safety for those competitors and the types of gliders often used. If this change were made, it would also impede the ability to safely include some of the figures currently flown in all three subject categories – Creating interesting sequences would be thus challenging.
IAC BOD Disposition	
IAC BOD Approved Change	

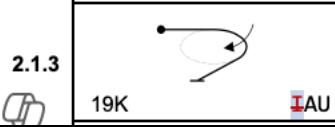
Rule Change Proposals for 2026



2026-15	Synopsis	Delete Rolling Turns as an Allowed Glider Intermediate Unknown Figure					
Proposed By	Date	IAC #	Email	Phone			
Shad Coulson	4-4-2015						
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns 37.3.4 Family 2 – Turns and Rolling Turns 						
Proposed Change	37.3 Allowable Figures for Glider Unknowns 37.3.4 Family 2 – Turns and Rolling Turns <i>(Delete Footnote "I" annotation for 2.3.1, the only Rolling Turn currently allowed for Glider Intermediate Unknowns)</i> 						
Proposer Rationale	Rollers in gliders are more appropriate as an Advanced Unknown figure.						
Member Comments	<p><u>For: 1</u> <u>Against: 3</u></p> <p><u>Dave Taylor</u>: I'm Ignorant; can't talk to merits</p> <p><u>Craig Gifford</u>: OPPOSE – why? Simple rollers are allowed in Power Unknowns – is there a glider safety issue?</p> <p><u>Dave Watson</u>: Power Intermediate pilots must do the 90 one to the inside roller. This is an elegant figure and a measure of a budding aerobatic pilot's skill, and not a measure of the aircraft performance. Keep it in and please don't Dummy down Intermediate gliders.</p> <p><u>Wes Liu</u>: Do not support – Rolling turns do not require either ship or pilot performance that exceeds Intermediate. Are they challenging to do? Yes. An Intermediate pilot should be able to accomplish this figure.</p> <p><u>Doug Jenkins</u>: OK</p> <p><u>David Smith</u>: No position.</p>						

Rule Change Proposals for 2026



Rules Committee Recommendation	ACCEPT 37.3 Allowable Figures for Glider Unknowns 37.3.4 Family 2 – Turns and Rolling Turns <i>(Delete Footnote "I" annotation for 2.3.1, the only Rolling Turn currently allowed for Glider Intermediate Unknowns)</i> 
Rules Committee Rationale	The glider community believes that rollers in gliders are more appropriate as an Advanced Unknown figure.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-16	Synopsis	Retention of Contest Records		
Proposed By	Date	IAC #	Email	Phone
Laurie Ramirez	4-3-2015			
Current Affected Rule(s)	<p>32.10 Contest Records</p> <p>32.10.1 The Contest Director will submit to the IAC:</p> <ul style="list-style-type: none"> a) Official Contest Results, including all files from the IAC scoring software. b) A copy of all protests and Contest Jury decisions. c) Copies of Aircraft Review Forms and Pilot document Review Forms for all competitors. <p>32.10.2 The Contest Director will retain all contest paperwork until Official Results and Final Standings are posted and the Protest Period has expired.</p> <p>32.10.3 The Contest Director will retain the applications for entry into the contest for a period of one year.</p>			
Proposed Change	<p>32.10 Contest Records</p> <p>32.10.1 The Contest Director will submit to the IAC:</p> <ul style="list-style-type: none"> a) Official Contest Results, including all files from the IAC scoring software. b) A copy of all protests and Contest Jury decisions. c) Copies of Aircraft Review Forms and Pilot document Review Forms for all competitors. <p>32.10.2 The Contest Director will retain all contest paperwork until Official Results and Final Standings are posted and the Protest Period has expired.</p> <p>(Delete) 32.10.3 The Contest Director will retain the applications for entry into the contest for a period of one year.</p>			
Proposer Rationale	<p>The "Contest Completion Certification" that is printed out with the final scores and is sent to IAC HQ along with the check for the sanction fee states "all waivers, all entry forms, and all tech inspection forms will be sent to IAC HQ". Since HQ will have a copy of all entry forms, it seems like a waste of time and paper for the CD to have to make a copy of every entry form.</p>			
Member Comments	<p>For: 5 Against: 0</p> <p><u>Dave Taylor</u>: Concur? Do contests consistently send in all waivers, entry forms, and tech inspection paperwork to HQ?</p> <p><u>Craig Gifford</u>: SUPPORT</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Support – The rationale makes sense.</p> <p><u>Doug Jenkins</u>: YES!! Please!!</p> <p><u>David Smith</u>: No position.</p>			

Rule Change Proposals for 2026



Rules Committee Recommendation	ACCEPT with Revision
	<p>32.10 Contest Records</p> <p>32.10.1 The Contest Director will submit to the IAC:</p> <ul style="list-style-type: none"> a) Official Contest Results, including all files from the IAC scoring software. b) A copy of all protests and Contest Jury decisions. c) Copies of Aircraft Review Forms and Pilot document Review Forms for all competitors. d) Copies of all competitor applications for entry into the contest. <p>32.10.2 The Contest Director will retain all contest paperwork until Official Results and Final Standings are posted and the Protest Period has expired.</p> <p>(Delete) 32.10.3 The Contest Director will retain the applications for entry into the contest for a period of one year.</p>
Rules Committee Rationale	This change aligns the rules requirements with the Contest Completion Certificate that is printed out with the final scores and is sent to IAC HQ. This certificate is accompanied by the check for the sanction fee states "all waivers, all entry forms, and all tech inspection forms will be sent to IAC HQ". Further, since HQ will have a copy of all entry forms, it is a waste of time and paper for the CD to copy and retain that data.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-17	Synopsis	Eliminate Square/Octagon Loop Final Line Criteria			
Proposed By	Date	IAC #	Email	Phone	
D.J. Molny	4-14-2025				
Current Affected Rule(s)	26.1 Grading of Figures 26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight. Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) have special criteria for the final line; see the Family-Specific Grading Criteria. 28 Family-Specific Grading Criteria 28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.1 The normal criteria for horizontal lines, vertical lines, 45 degree lines, and radii apply. 28.12.2 All lines must be the same length as the first line. If they are not of equal length, deduct according to Variations in Line Length. Clarification: Square and Octagon loops end when the length of the final horizontal line equals the length of the first line or when the next figure starts, whichever occurs first. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures. 28.12.3 All corners must have matching radii.				
	26.1 Grading of Figures 26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight. <i>(Delete the Exception)</i> Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) have special criteria for the final line; see the Family-Specific Grading Criteria. 28 Family-Specific Grading Criteria 28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.1 The normal criteria for horizontal lines, vertical lines, 45 degree lines, and radii apply. 28.12.2 All Interior Lines must be have the same length as the first line. If they are not of equal length , deduct according to Variations in Line Length.				

Rule Change Proposals for 2026



	<p>Clarification: Like all figures, Square and Octagon Loops end when the aircraft returns to wings-level horizontal flight.</p> <p><i>(Delete the Clarification)</i> Clarification: Square and Octagon loops end when the length of the final horizontal line equals the length of the first line or when the next figure starts, whichever occurs first. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply.</p> <p><i>(Delete the Example)</i> Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures.</p> <p>28.12.3 All corners must have matching radii.</p>
Proposer Rationale	<p>Background: Rule 28.12.2 states Square or Octagon Loops do not end until their final line is at least as long as the first line, whereas the "missing line" and "no line between" downgrades apply only if the final line is missing altogether. Thus, the final line can be missing or too short, but not too long.</p> <ul style="list-style-type: none"> - These criteria are the sole exception to Rule 26.1.9 ("grading ... ends upon resumption of horizontal flight"). - On the written exams, over 60% of judges answer questions about these criteria incorrectly even though they are directly addressed in Judges School. This is strong evidence that the exceptions are difficult to remember, let alone apply correctly in a contest environment. - Eliminating this exception simplifies the rules, makes the judges' lives easier, and should lead to more consistent scores for those figures. - These criteria are little help in ranking the pilots because the final horizontal line is so easy to fly.
Member Comments	<p>For: 0 Against: 6</p> <p><u>Dave Taylor:</u> Do not concur. Keep rules as currently written.</p> <p><u>Craig Gifford:</u> OPPOSE – so we're going to delete a rule because 60% of judges miss the test question? Shall we rename them 3 sided loops and 7 sided loops? Perhaps “Bottomless stop sign”? I even disagree with the submitter's final rationale that the bottom line is little help in distinguishing pilots because it's easy to fly – I've seen so many inverted bottoms on push squares where Advanced pilots were climbing 10-15 degrees; the top pilots set the proper line, the bottom pilots don't – that's distinguishing.</p> <p><u>Dave Watson:</u> This has been the way to ‘finish’ these figures forever. Why change now? Finish the figures. Reward the pilots that fly the figures properly. If we eliminate all the figure requirements, then how can we rank the pilots.</p>

Rule Change Proposals for 2026



	<p><u>Wes Liu</u>: Do not support – This proposal will effectively change the character of the figure. This proposal addresses a non-problem. Current Judges can effectively apply the current rule.</p> <p><u>Doug Jenkins</u>: No. In order for the lines to be equal the final line must be drawn. Yes, of course, it will be longer than the others because we are setting the next figure, but at least we demonstrated the understanding of the concept by making it long enough to see and judge.</p> <p><u>David Smith</u>: Against. As written this deletes the requirement for a square loop to be square (eg that the last line counts).</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>These figures are types of loops so the idea that the full loop must be flown is a rational specification. For these figures, sides equate to arcs of a circular loop. This change would fundamentally change the character of these types of loops.</p> <p>The existing rule is consistent with CIVA judging criteria.</p> <p>Equal line length is not a difficult concept to judge and simply not applying it to the last line of a square or octagon loop remains more of a matter of Grading Judge knowledge. We are sympathetic to the issue regarding judge knowledge but believe changing the rule is not the appropriate response to that problem.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-18	Synopsis	Harmonize Rolling Turn Deductions					
Proposed By	Date	IAC #	Email	Phone			
D.J. Molny	4-20-2025						
Current Affected Rule(s)	28 Family-Specific Grading Criteria 28.6 Family 2 - Rolling Turns 28.6.5 There must be a constant rate of roll. Deduct for each variation. 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point.						
Proposed Change	28 Family-Specific Grading Criteria 28.6 Family 2 - Rolling Turns 28.6.5 There must be a constant rate of roll. Deduct for each variation or stoppage . <i>(Delete) 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point.</i>						
Proposer Rationale	<p>Starting in 2025, the words "deduct no more than one (1) point per variation" were removed from Rule 28.6.5. This means that judges should deduct an amount proportional to the error under Rule 27.7.1. However, Rule 28.6.6 was unchanged, mandating a 1-point deduction for a complete stoppage of the rolling motion.</p> <p>This means that a variation in the roll rate could be penalized more heavily than a complete stoppage. In addition, the penalty for a roll stoppage is fixed regardless of duration.</p> <p>Adding roll stoppage to Rule 28.6.5 allows judges to award proportional downgrades for both types of error.</p>						
Member Comments	<p>For: 4 Against: 2</p> <p><u>Dave Taylor:</u> Concur.</p> <p><u>Craig Gifford:</u> OPPOSE – not opposing because of the concept, but because as proposed it leads one to believe that a reversing roller can't stop momentarily at the reversal. This is illogical. This needs better wordsmithing.</p> <p><u>Dave Watson:</u> Agree.</p> <p><u>Wes Liu:</u> Do not support – The rationale suggests that Judges will penalize changes in roll rate more severely than a stoppage in the roll. I have never observed this done on the Judging Line. In fact, my</p>						

Rule Change Proposals for 2026



	<p>observation is that Judges are “Santa Claus” in penalizing variations in roll rate observed during rolling turns. While the proposer’s assertion is possible, in real life we never see that. A change to the rule is not justified by reality.</p> <p><u>Doug Jenkins</u>: Yes</p> <p><u>David Smith</u>: For.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Proposal 2025-5 is a more-appropriate solution to the issue. By combining roll rate changes and roll stoppage as proposed, this change would require a deduction for roll stoppage on a reversing rolling turn, which is a necessary feature for that type of figure. Keeping the separate 28.6.6 rule, as modified by Proposal 2025-5, will allow for roll stoppage on reversing rollers but not mandate a fixed 1-point deduction.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-19	Synopsis	Clarify Deductions Under the 1-in-5 Rule					
Proposed By	Date	IAC #	Email	Phone			
D.J. Molny	4-22-2025						
Current Affected Rule(s)	<p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule</p> <p>27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. For ease of memorization, this is restated as: One point for every 5 degrees.</p>						
Proposed Change	<p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule</p> <p>27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. Deduct 0.5 points for every 2.5 degrees of angular error or fraction thereof. For ease of memorization, this is restated as: One point for every 5 degrees.</p> <p>Clarification: Any perceptible error up to 2.5 degrees should receive a deduction of 0.5 points, errors greater than 2.5 degrees but less than 5 degrees should receive a deduction of 1.0 points, and so on.</p>						
Proposer Rationale	<p>This change does not change the standard that asks Judges to estimate angles to within 2.5 degrees. It also does not change the one point for every 5 degree rule. It merely clarifies when no deduction becomes 0.5, 0.5 becomes 1.0, etc. The rule is restated for simplicity and the redundant last sentence is deleted.</p> <p>Rule 27.6.1 currently states: "For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation." It does not indicate whether judges should deduct for imperfections of less than 2.5 degrees vs deducting only if the error is at least 2.5 degrees.</p> <p>Rule 26.1.1 states: "Grading Judges must ... assess the quality of every figure against the standard of perfection". Rule 26.1.3 states: "A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria." This implies that judges should downgrade for any perceptible angular error.</p>						
Member Comments	<p>For: 2 Against: 3</p> <p><u>Dave Taylor:</u> Concur, with below modification: 27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule</p>						

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	<p>27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. Deduct 0.5 points for every 2.5 degrees of angular error or fraction thereof. For ease of memorization, this is commonly restated as: One point for every 5 degrees.</p> <p><u>Craig Gifford</u>: OPPOSE – talk about slicing the hairs on a gnat’s butt. We’ve simplified the deduction wording (almost) everywhere else, but here we’re going to talk about deductions for less than 2.5 degrees. Like a judge can possibly see 1.5 degrees. Just let judges be judges and distinguish pilots. Maybe a rule entitled “One point for every 5 degrees Rule” should focus on 5 degree discussion, rather than 5 degrees being relegated to deduction boundary status. Next we’ll have a rule proposal that says “CLARIFICATION – a 5.01 degree error is a 1.5 point deduction.”</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – This proposal adds words to the rulebook but I will assert that it does not actually increase clarity. Not needed.</p> <p><u>Doug Jenkins</u>: No. I don’t think this actually clarifies the issue. The clarification sentence itself actually confused me.</p> <p><u>David Smith</u>: No position.</p>
Rules Committee Recommendation	<p>ACCEPT</p> <p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule</p> <p>27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. Deduct 0.5 points for every 2.5 degrees of angular error or fraction thereof. For ease of memorization, this is restated as: One point for every 5 degrees.</p> <p>Clarification: Any perceptible error up to 2.5 degrees should receive a deduction of 0.5 points, errors greater than 2.5 degrees but less than 5 degrees should receive a deduction of 1.0 points, and so on.</p>
Rules Committee Rationale	<p>This change does not change the standard that asks Judges to estimate angles to within 2.5 degrees. It also does not change the one point for every 5 degree rule. It merely clarifies when no deduction becomes 0.5, 0.5 becomes 1.0, etc. The rule is restated for simplicity and the redundant last sentence is deleted.</p> <p>This change is analogous to the length revision that was made last year for equal line lengths (27.9.4), here applied to angle errors.</p> <p>The current rule does not indicate whether judges should deduct for imperfections of less than 2.5 degrees vs. deducting only if the error is at least 2.5 degrees. However, Rule 26.1.1 states: "Grading Judges must ... assess the quality of every figure against the standard of perfection".</p>

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	Rule 26.1.3 then states: "A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria." This implies that judges should downgrade for any perceptible angular error. This change will thus bring consistency among this set of rules.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-20	Synopsis	Distinguish “Reasonable” “Horizontal” vs. “45 Degree” Glider Lines					
Proposed By	Date	IAC #	Email	Phone			
Jim Bourke	3-8-2025						
Current Affected Rule(s)	<p>34.20 Grading Glider Performances</p> <p>....</p> <p>34.20.2 Figure Entry and Exit</p> <p>34.20.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable constant angle and need not be the same, provided the angles do not violate the basic form of the figure. Any change to the flight path between figures shall be penalized one point per five (5) degrees.</p> <p>Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop’s exit than on the line marking the entry to the loop.</p>						
Proposed Change	<p>34.20 Grading Glider Performances</p> <p>....</p> <p>34.20.2 Figure Entry and Exit</p> <p>34.20.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable constant angle and need not be the same, provided the angles do not violate the basic form of the figure. Any change to the flight path between figures shall be penalized one point per five (5) degrees.</p> <p>Clarification: An angle is "reasonable" if, in the opinion of the judge, the figures flown are identifiable and there is an observed change of vertical flight path between any "horizontal" line and any connecting "45 degree" line.</p> <p>Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop’s exit than on the line marking the entry to the loop.</p> <p><i>(new) 34.20.2.2 There must be a visible change of angle between any "horizontal" line and any connecting "45 degree" line. If no change in angle is seen, mark the figure HZ.</i></p>						
Proposer Rationale	<p>The word "reasonable" creates a lot of room for judges to disagree with competitors. The added clarification provides better guidance for Judges when applying this glider exception to horizontal lines.</p> <p>With gliders, a steep "horizontal" line must be not be confused with a "45 degree" line that in some categories may actually be 30 degrees. This change thus requires a visible change be observed so that the basic</p>						

Rule Change Proposals for 2026



	<p>character of the figure is maintained. No specific angle change is mandated so as to allow glider pilots to safely compete through a sequence. As with any performance, if the basic character is not seen then the grade should be an HZ for that figure.</p>
Member Comments	<p>For: 2 Against: 3</p> <p><u>Dave Taylor:</u> Concur.</p> <p><u>Craig Gifford:</u> OPPOSE – unnecessary. Judges know the difference. That said, in proposal 2026-14 I support eliminating 30 degree lines if safe for the categories.</p> <p><u>Dave Watson:</u> In Power, if a horizontal line is missing between figures, the penalty is to deduct one from each figure. The arbitrary HZ for the second figure for the same mistake in gliders is absolutely inappropriate. BTW – this ‘error’ is only applicable to figures that end or start in 45 deg lines (30 degs currently for the lower categories), so HZ is ABSOLUTELY not appropriate for a 30 or 45 degree error! This proposal is not well thought out so please re-write the proposal and try again next year.</p> <p><u>Wes Liu:</u> Do not support – This proposal appears to be well intended but appears to this reader to be more confusing than the current text. The proposed 34.20.2.2 does not make sense to this reader.</p> <p><u>Doug Jenkins:</u> Yes</p> <p><u>David Smith:</u> No position.</p>
Rules Committee Recommendation	<p>ACCEPT with Revision</p> <p>34.20 Grading Glider Performances</p> <p>....</p> <p>34.20.2 Figure Entry and Exit</p> <p>34.20.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable constant angle and need not be the same, provided the angles do not violate the basic form of the figure.</p> <p>Any change to the flight path between figures shall be penalized one point per five (5) degrees.</p> <p>Clarification: An angle is "reasonable" if, in the opinion of the judge, the figures flown are identifiable and there is an observed change of vertical flight path between any "horizontal" line and any connecting "45 degree" line.</p> <p>Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop's exit than on the line marking the entry to the loop.</p> <p>(new) 34.20.2.2 If no change in angle between a “horizontal” and connecting “45 degree” line is seen, mark the figure HZ.</p>

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Rules Committee Rationale	<p>The word "reasonable" creates a lot of room for judges to disagree with competitors. The added clarification provides better guidance for Judges when applying this glider exception to horizontal lines.</p> <p>With gliders, a steep "horizontal" line must be not be confused with a "45 degree" line that in some categories may actually be 30 degrees. This change thus requires a visible change be observed so that the basic character of the figure is maintained. No specific angle change is mandated so as to allow glider pilots to safely compete through a sequence. As with any performance, if the basic character is not seen then the grade should be an HZ for that figure.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-21	Synopsis	Clarify Deduction for No Horizontal Line Between Figures					
Proposed By	Date	IAC #	Email	Phone			
Barrett Hines	6-16-2025						
Current Affected Rule(s)	<p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.5 Horizontal Lines</p> <p>27.5.1 Horizontal lines are to be flown at a constant altitude and judged on flight path, not attitude.</p> <p>Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed.</p> <p>27.5.2 The aircraft's heading must remain parallel to the X or Y axis.</p>						
Proposed Change	<p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.5 Horizontal Lines</p> <p>27.5.1 Horizontal lines are to be flown at a constant altitude and judged on flight path, not attitude.</p> <p>Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed.</p> <p>27.5.2 The aircraft's heading must remain parallel to the X or Y axis.</p> <p>(new) 27.5.3 If a Horizontal Line is not maintained between figures, the Grading Judge shall apply the deduction from the next figure flown.</p>						
Proposer Rationale	<p>This change clarifies where a deduction is to be applied when a Horizontal Line is not flown correctly between figures. The clarification helps to ensure consistent grades are given for errors. The change reflects the rule before the refactoring process.</p>						
Member Comments	<p><i>For: 2</i> <i>Against: 3</i></p> <p><u>Dave Taylor</u>: Do not concur. The proposed new rule is (kind of, but not totally) correct, but it doesn't seem necessary to explicitly include it.</p> <p>Discussion: If a pilot doesn't get back to level flight at the end of a figure, and maintains that trajectory into the next figure, a deduction from both figures should be awarded. But if the aircraft does get back to level flight at the end of a figure, that figure, by definition, has ended. And any follow-on horizontal deviations are ascribed to the upcoming figure.</p> <p><u>Craig Gifford</u>: OPPOSE – I think there needs to be clarification, but this isn't it. Rule 26.1.9 “The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight”. Logically, scoring begins for a figure when it departs level flight. If you don't establish a horizontal line, you've made an error on the first figure, not the second. I think both figures should get a deduct, but that's not</p>						

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	<p>clear in the rules. If only one gets a deduct, it's the first figure not the second.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – The grammar for the proposed new text appears flawed. The new text also appears to be redundant as Judges are currently trained to deduct for power figure entries and exits that are not horizontal lines.</p> <p><u>Doug Jenkins</u>: Yes</p> <p><u>David Smith</u>: No position.</p>
Rules Committee Recommendation	<p>ACCEPT</p> <p>27 Basic Criteria for Judging Aerobatic Figures</p> <p>....</p> <p>27.5 Horizontal Lines</p> <p>27.5.1 Horizontal lines are to be flown at a constant altitude and judged on flight path, not attitude.</p> <p>Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed.</p> <p>27.5.2 The aircraft's heading must remain parallel to the X or Y axis.</p> <p><i>(new) 27.5.3 If a Horizontal Line is not maintained between figures, the Grading Judge shall apply the deduction to the next figure flown.</i></p>
Rules Committee Rationale	<p>This change clarifies where a deduction is to be applied when a Horizontal Line is not flown correctly between figures. The clarification helps to ensure consistent grades are given for errors. The change reflects the rule before the refactoring process.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-22	Synopsis	Snaps In Competition Turns					
Proposed By	Date	IAC #	Email	Phone			
Craig Gifford	6-24-2025						
Current Affected Rule(s)	<i>(none)</i>						
Proposed Change	<p>28.5 Family 2 - Competition Turns</p> <p>....</p> <p><i>(new) 28.5.6 If the angle of bank changes during the turn as a result of Snap Roll Autorotation, mark the figure HZ.</i></p>						
Proposer Rationale	<p>The grading criteria for Competition Turns does not clearly address what penalty should apply for snap roll autorotation should it occur. This is inconsistent with the grading criteria for Rolling Turns. The inconsistency leads to interpretive application by grading judges. This rule proposal adds an HZ penalty for snap roll autorotation in a Competition Turn.</p> <p>The only rule book grading criteria related to intra-turn bank angle changes for a Competition Turn is: "28.5.3 If there is any change to the established angle of bank, deduct one (1) point for every five (5) degrees". There is no reference in the Competition Turn section as to whether such bank angle change is caused by aileron or autorotation (snap characteristic).</p> <p>We repeatedly see Sportsman and Intermediate competitors, in their zeal to fly aggressively, have partial snap rolls (greater than 20 degrees, less than 90 degrees), in the middle of competition turns. The competition turn guidance differs from the rolling turn guidance with respect to this incorrect aerobatic element in the figure, which is illogical.</p> <p>The Rolling Turns guidance includes: "28.6.3 If any of the rolls exhibit Snap Roll Autorotation, mark the figure HZ." The grading criterion makes ANY snapping motion an HZ, not simply a 1 for 5 downgrade for however much it snapped. Therefore the inclusion of this grading criterion for rolling turns can only be based on the view that a snap roll is an incorrect element in the figure. This is logical since a snap roll in a rolling turn has little to do with the aileron roll aspect, but rather elevator and rudder. If it's an incorrect element in a rolling turn, then it also must be an incorrect element in a turn, and therefore the same penalty, a HZ, should apply.</p> <p>Some might contest that a more lenient view is that a snap characteristic is just "added roll" in the turn, but that view would be inconsistent with the basis for HZ in a rolling turn. In fact, a rolling turn should more likely have such leniency since a rolling motion is occurring and the only</p>						

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	<p>visible distinction to a judge is sudden roll rate acceleration (or reversal). Others might conclude that the judging of autorotation in the turn is too hard to distinguish from aileron induced rolling motion and therefore 1 for 5 should apply. Again, if judges can distinguish such in a rolling turn, clearly they can distinguish in a competition turn.</p> <p>Comments to this proposal in a previous year included comments to the effect of "if it was bad enough to be an HZ the judges would be applying a large deduction anyway" - that is farcical, most judges apply a 1 or 2 point deduction for a "bobble" for this error. Regardless, consider the case of a 25 degree "bobble" - that's 5 points for a score of 5, a far cry from a zero.</p>
Member Comments	<p><i>For: 3</i> <i>Against: 3</i></p> <p><u>Dave Taylor</u>: Do not concur. Addition is unnecessary. I can't say that I've ever seen a competitor's plane snap during a standard comp turn, but if I did see one, I'd HZ it as "wrong figure, added snap roll element".</p> <p><u>Craig Gifford</u>: SUPPORT – best, most logical, rule proposal ever.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – The proposed text appears to attempt to address a situation that never occurs. In the real world we never see simple turns interrupted by snap rolls. We only see that during rolling turns and that situation is addressed by a current rule. The proposed text will just make the rulebook fatter without any real-world impact.</p> <p><u>Doug Jenkins</u>: I have been judging for about a decade and I have NEVER seen this error. I have seen (very occasionally) accelerated stall bobbles but NEVER a snap roll. I believe this is a solution in search of a problem.</p> <p><u>David Smith</u>: For.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	A snap roll error during a competition turn is an unusual occurrence. Adding yet another HZ item that Grading Judges must remember is not justified due to its rarity. The existing rules associated with competition turns are sufficient to address this error should it happen.
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-23	Synopsis	Penalty for Competitor Avoidance of Volunteer Duties			
Proposed By	Date	IAC #	Email	Phone	
Craig Gifford	6-24-2025				
Current Affected Rule(s)	<i>(none)</i>				
Proposed Change	<p>2 Contest Staff </p> <p>2.2 Volunteer Coordinator</p> <p>2.2.1 A Volunteer Coordinator may be appointed at the discretion of the Contest Director to fill staff positions and coordinate volunteer assignments during the contest. The Volunteer Coordinator will:</p> <ul style="list-style-type: none"> a) Obtain commitments from volunteers to serve in all positions under the guidance of the Contest Director. b) Maintain a list of all volunteers for the Contest Director, Chief Judge(s), and other officials as necessary. c) Coordinate with judges, assistants, and other volunteers in preparation for each category change to minimize time loss during changes from one category to the next. <p>(new) d) If a competitor refuses to perform a role assigned by the volunteer coordinator, or fails to be present for roles assigned, the competitor will be assigned a Failure to Prepare Penalty on the next competition flight.</p>				
Proposer Rationale	<p>Aerobatic competitions require volunteers for many roles. Most competitions cannot be held without competitors volunteering for roles during categories they do not fly. Some competitors avoid volunteering or simply do not show up for roles they have been assigned. This severely hampers contest administration and also gives the offending competitors an advantage over other competitors who have less time to prepare and are exposed to weather elements while volunteering. These offending competitors know they can do this with impunity because there is no penalty</p> <p>We simply must have a way to motivate competitors to perform volunteer activities at contests.</p>				
Member Comments	<p>For: 3 Against: 6</p> <p><u>Peter Gelinas:</u> Agree.</p> <p><u>Dave Taylor:</u> Do not concur. Slippery slope here. What if volunteer gets sick, or dehydrated, or heat fatigued, and "fails to be present"? I know what I'd do if I felt like someone was intentionally shirking volunteering, I'd black ball them from our future contests. And let them know they weren't welcome at next year's event.</p>				

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Craig Gifford: SUPPORT – too frequently competitors shirk responsibility. Not only does this put other competitors at a disadvantage, but it significantly affects contest administration. This occurs not just by “avoiding being assigned”, but by actually not being present for volunteer duties that are assigned. Recorders not showing up at the line, etc. There is no negative impact to the competitor for this behavior – we should have a penalty. Obviously this doesn’t impact non-competitor volunteers, but I’ve never seen a non-competitor volunteer shirk their assignments.

Dave Watson: Agree.

Wes Liu: Do not support – Do we see competitors refuse to volunteer? We do not see that at the east coast contests that I fly and I have not seen that at Nationals. A bigger issue is competitors who will not train to be Judges. But that is a topic for another day.

Neville Hogan: I write to strongly oppose proposed rule change 2026-23. I believe this would discourage volunteering and undermine the cooperative spirit of the contests.

Greg Dinning: I oppose this rule change in its entirety. Volunteer coordinators are not rulers unilaterally imposing mandatory assignments on participants. It's right there in the name: "volunteer: proceeding from the will or from one's own choice or consent".

If a contest cannot support required tasks during a contest by voluntary participation, organizers should solve their dilemma by reducing demands on participants, such as by eliminating boundary judges, reducing number of judges, cancelling a planned flight program or the contest entirely.

If this rule proposal stems from specific conflicts between individuals, as seems plausible from the rationale given, this is not the place to fight that war. It's not the place of contest organizers to legislate away character flaws. If the stakes are so high as to make bad behavior inevitable, those events should increase their fees to hire paid workers.

Doug Jenkins: I have never seen or heard of this, but if it happened at a contest I oversaw then a private conversation escalated to peer pressure and finally public shaming would be my chosen tools to fix the situation. Not sure if a penalty would be motivating but I guess it's worth a try.

David Smith: Against. I could write reams on why this is a bad idea. In short, this proposal is that the beatings will continue until moral improves. There are numerous reasons why an individual may not be able to volunteer at a particular contest. There may be work related reasons (unmovable conference calls, project due dates etc.). There may be personal reasons. There may be health reasons. This proposal may actually reduce the number of competitors at a contest, as a time that we are trying to keep or increase the number of competitors. For example we could lose the competitors that have limited vacation time and are scheduling work around contest flights, or we could lose new members

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	who now can't spend time meeting and talking to other competitors and members during the contest, or we could lose competitors that have physical limitations that prevent them from volunteering around their contest flights. This also raises fairness concerns in terms of who gets assigned what particular volunteer duties and how those duties impact preparing for a contest flight, including the timing and duration of those duties. To the extent this is a "fairness" proposed we also have to consider how competitors volunteer in other ways throughout the contest season.
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Whereas we have seen cases where competitors actively avoid supporting the contest in order to obtain competitive advantage, this change would make it more difficult to gather volunteers for a contest. Pilots would simply not agree to be assigned any volunteer position if they might run into a legitimate situation where they couldn't follow through. A better approach to dealing with this issue should be employed.
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-24	Synopsis	Clarify When Grading of Figure 1 Starts		
Proposed By	Date	IAC #	Email	Phone
Craig Gifford	6-24-2025			
Current Affected Rule(s)	<p>14.4.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance.</p> <p>....</p> <p>26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.</p>			
Proposed Change	<p>14.4.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance.</p> <p>Grading for figure 1 begins once the competitor initially reaches wings level in level flight following signaling.</p> <p>....</p> <p>26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.</p>			
Proposer Rationale	<p>Rule 14.4.5 is unclear as to whether it applies before or after wing wags and before or after level flight following wing wags. Grading should begin when the aircraft is wings level in level flight. Changes in aircraft attitude or flight path after wings level, level flight should be considered part of the graded figure 1. In one example this season a competitor wagged in level flight, subsequently dove at a 45 degree angle 300+ feet to gain airspeed, briefly (VERY briefly) leveled, then pulled to a 45 degree climbing line. The judge marks were very disparate on this, from no penalty to a 6 point penalty, to a HZ. The current 14.4.5 adds unnecessary confusion about when grading for figure 1 begins.</p>			
Member Comments	<p>For: 3 Against: 3</p> <p><u>Dave Taylor:</u> Do not concur. Benefit goes to pilot if maneuvering can be interpreted several ways. "Implicit interruptions" prior to Figure 1 should be taken as such. No penalty, until plane departs horizontal flight in a trajectory that is consistent with Figure 1 requirements.</p> <p><u>Craig Gifford:</u> SUPPORT – the existing rule isn't clear how it is to be applied vs 26.1.9. This adds that clarity. An alternative would be to simply delete 14.4.5 entirely.</p> <p><u>Dave Watson:</u> Vehemently disagree!!! This is NOT a clarification as indicated. It is a proposal in the WRONG Direction of the intent of the rule. A few years ago, the rule read that if any adjustments were made before figure 1 (after wags) the figure was HZ'ed. That rule was immediately re-written with the intent that the competitor MAY make any adjustments after the wags (including flying all the way through the box) without penalty - - So long as on-heading straight-and-level flight was attained prior to initiating the first (next) figure. Any errors in the</p>			

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	<p>heading (etc) are penalized 1 or 5. If clarification is needed, then the intent should be maintained not flipped!! AS written, a competitor in need of ANY minor adjustmetns would be encouraged to “fly through the box”. This would delay contests for no rational reason.</p> <p><u>Wes Liu</u>: Do not support – The rationale suggests a training issue, not a needed addition to the rulebook.</p> <p><u>Doug Jenkins</u>: OK</p> <p><u>David Smith</u>: For. For the reasons stated in the proposal.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>The proposal introduced a special, conflicting case for when Figure 1 starts that is both not necessary and more confusing to Judges. The Performance starts with the first figure, not with the entry and signaling. Although the pre-Performance flying may impress, or not, the Judges, grading and penalties should be based on what happens between the first and last figures of the sequence.</p> <p>Allowing small adjustments before the first figure minimizes the occurrence of signaling and then flying through the box without starting - When that happens, the contest slows down. If small adjustments are allowed, then competitors will more-often be satisfied with position and energy to simply begin the first figure.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-25	Synopsis	Clarify Four Minute Freestyle “Pleasing and Continuous Flow” Grading					
Proposed By	Date	IAC #	Email		Phone		
Craig Gifford	6-24-2025						
Current Affected Rule(s)	35.13.1 The Pleasing and Continuous Flow of Figures The figures should be flown in a continuous manner with only brief pauses between figures to demonstrate control. Deduct points if there is any period of level flight, a prolonged period of inactivity, or repositioning of the aircraft to regain orientation between figures.						
Proposed Change	35.13.1 The Pleasing and Continuous Flow of Figures The figures should be flown in a continuous manner with only brief pauses between figures to demonstrate control. Deduct points if there is any a prolonged period of level flight, a prolonged period of inactivity, or repositioning of the aircraft to regain orientation between figures.						
Proposer Rationale	Rule 35.13.1 can be read to require constantly looping figures with no (brief) pause between. Some pleasing freestyle figures have level lines (albeit brief), and a level line between figures or elements can add appropriate cadence. Removes uncertainty about whether a deduction should apply if there is any level flight in the sequence.						
Member Comments	<p>For: 4 Against: 1</p> <p><u>Dave Taylor</u>: Concur. <u>Craig Gifford</u>: Support – clarity is necessary here, this provides it. <u>Dave Watson</u>: Agree. <u>Wes Liu</u>: Do not support – The rules for evaluating Freestyle performance provide great latitude for a Judge to evaluate the criteria. The proposed addition appears to be redundant to the phrase that immediately follows. <u>Doug Jenkins</u>: Sure <u>David Smith</u>: No position.</p>						
Rules Committee Recommendation	<p>ACCEPT</p> <p>35.13.1 The Pleasing and Continuous Flow of Figures The figures should be flown in a continuous manner with only brief pauses between figures to demonstrate control. Deduct points if there is any a prolonged period of level flight, a prolonged period of inactivity, or repositioning of the aircraft to regain orientation between figures.</p>						
Rules Committee Rationale	The current rule implies that no level flight is acceptable whereas brief periods of level flight may enhance the impact of a figure or improve the cadence of the Performance. This change clarifies that overly-long level						

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	flight should be deducted, allowing the Grading Judge to determine what is appropriate for the sequence flown.
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-26 (Post-Nationals)	Synopsis	Define Interruption Directed by Chief Judge & How to Proceed					
Proposed By	Date	IAC #	Email		Phone		
Barrett Hines	10-7-2025						
Current Affected Rule(s)	<p>15.1 Explicit Interruptions</p> <p>15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot.</p> <p>15.1.2 The Chief Judge shall assess an Interruption Penalty for each Explicit Interruption.</p> <p>.....</p> <p>15.2.1 An Implicit Interruption is any one, or a combination of:</p> <p>....</p> <p>15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures.</p> <p>15.2.3 Signaling to resume the Performance following an implicit interruption is not mandatory.</p>						
Proposed Change	<p>15.1 Explicit Interruptions</p> <p>15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot.</p> <p>15.1.2 The Chief Judge shall assess an Interruption Penalty for each Explicit Interruption.</p> <p>.....</p> <p>15.2.1 An Implicit Interruption is any one, or a combination of:</p> <p>....</p> <p>15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures.</p> <p>15.2.3 Signaling to resume the Performance following an implicit interruption is not mandatory.</p> <p>15.2.3 (new) A Chief Judge Interruption is a break in the Competitor's Performance directed by the Chief Judge in order to ensure safety with respect to air traffic, weather, or other hazardous condition.</p> <p>15.2.3.1 (new) The Chief Judge will provide instructions to the Competitor with respect to aborting the flight to land or resuming the Performance. If the Performance is to be resumed, the Chief Judge shall communicate to the Competitor which figure where grading will be resumed, as determined by the concurrence of the Grading Judges.</p> <p>15.2.3.2 (new) No penalty shall be assessed for a Chief Judge Interruption.</p> <p>15.2.3.3 (new) Signaling to resume the Performance following a Chief Judge Interruption is not mandatory.</p>						
Proposer Rationale	<p>This issue came up at the 2025 Nationals and should be addressed in next year's rule book. Despite occasionally done for safety concerns (typically, conflicting traffic), there is no rule explicitly allowing a Chief Judge to interrupt a Performance unless related to an emergency</p>						

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	<p>Competitor disqualification. Further, the rules do not explain how to resume once the issue is resolved. This change defines this type of interruption and how to handle resumption of the Performance. Since most such interruptions are not related to the Competitor's actions, there is no penalty applied. Since the interruption is not caused by the Competitor, there is no need to signal restart or follow other restart rules. It would be unfair to penalize the pilot for a restart error for an interruption out of the Competitor's control.</p>
Member Comments	<p>For: 4 Against: 2</p> <p><u>Dave Taylor:</u> Concur. Seems reasonable.</p> <p><u>Craig Gifford:</u> Support – We need clarity on a Chief Judge Interruption for reasons other than unsafe flying. But the issue at Nationals WAS NOT THIS. The Nationals issue simply highlighted that the rulebook does not address what happens if the Chief Judge calls off a pilot for reasons other than unsafe flying; for example, conflicting traffic flying through the box. The Nationals issue is addressed in proposals 2026-27, and 2026-28 and I strongly oppose those proposals.</p> <p><u>Dave Watson:</u> Agree.</p> <p><u>Wes Liu:</u> Do not support – This added text duplicates what is already in the rulebook. I also specifically oppose the proposed new 15.2.3.3 which removes the requirement to wag in.</p> <p><u>Doug Jenkins:</u> Yes</p> <p><u>David Smith:</u> Against. 15.2.3.1(new) The determination of the figure where grading will be resumed should not be determined by the Grading Judges, rather it should be by definition the figure after the last fully scored figure prior to the interruption. And the competitor should have the standard options to select the restart figure, as in other restarted. 15.2.3.3(new) The competitor should be required to signal on restart in any case, whether the restart was of the competitor's own volition or as the call of the Chief Judge.</p>
Rules Committee Recommendation	<p>ACCEPT with Revision</p> <p>15.1 Explicit Interruptions</p> <p>15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot.</p> <p>15.1.2 The Chief Judge shall assess an Interruption Penalty for each Explicit Interruption.</p> <p>.....</p> <p>15.2 Implicit Interruptions</p> <p>15.2.1 An Implicit Interruption is any one, or a combination of:</p> <p>.....</p>

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	<p>15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures.</p> <p>15.2.3 Signaling to resume the Performance following an implicit interruption is not mandatory.</p> <p>15.3 (new) Chief Judge Interruptions</p> <p>15.3.1 (new) A Chief Judge Interruption is a break in the Competitor's Performance directed by the Chief Judge in order to ensure safety with respect to air traffic, weather, or other hazardous condition.</p> <p>15.3.2 (new) The Chief Judge will provide instructions to the Competitor with respect to aborting the flight to land or resuming the Performance. If the Performance is to be resumed, the Chief Judge shall communicate to the Competitor which figure where grading will be resumed.</p> <p>15.3.3 (new) No penalty shall be assessed for a Chief Judge Interruption.</p> <p>15.3.4 (new) Resumption of the Performance shall be as specified for an Explicit Interruption.</p>
Rules Committee Rationale	<p>Despite occasionally done for safety concerns (typically, conflicting traffic), there is no rule explicitly allowing a Chief Judge to interrupt a Performance unless related to an emergency Competitor disqualification. This is distinctly different from an interruption initiated by the competitor. The rules also do not explain how to resume once the issue is resolved.</p> <p>This change defines this type of interruption and how to handle resumption of the Performance.</p> <p>Since such interruptions are usually not related to the Competitor's actions, a penalty would be unfair. If the issue was associated with unsafe flying by the competitor, there are other existing rules that address penalties.</p> <p>To provide the Grading Judges clear understanding of what to expect and when, the Performance should restart as if it were an Explicit Interruption so that there is nothing unusual to what the judges see.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2026-27 (Post-Nationals)	Synopsis	Clarify How to Handle Interruptions Called by Chief Judge Due to Flying Safety					
Proposed By	Date	IAC #	Email	Phone			
Barrett Hines	10-7-2025						
Current Affected Rule(s)	<p>30.5 Emergency Competitor Disqualification</p> <p>30.5.1 The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying.</p> <p>30.5.2 The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.</p>						
Proposed Change	<p>30.5 Emergency Competitor Disqualification</p> <p>30.5.1 The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying.</p> <p>30.5.2 (new) The Contest Jury shall consider assessment of a Jury Penalty when the Chief Judge has directed the emergency end of a flight. If the Contest Jury determines that the Competitor will be given the opportunity to re-fly the Program, the Reflight After an Abort rules shall apply.</p> <p>30.5.3 (renumbered) The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.</p>						
Proposer Rationale	<p>The rules do not explain how to handle unsafe flight aborts directed by the Chief Judge. Further, the rules do not explain how to resume such a flight should the Contest Jury find that the Competitor should be allowed to continue. This change provides guidance so that all contest participants know what to expect.</p>						
Member Comments	<p>For: 3 Against: 3</p> <p><u>Dave Taylor:</u> Concur. Seems reasonable.</p> <p><u>Craig Gifford:</u> OPPOSE (STRONGLY) – I disagree with the submitter's rationale that the rules do not explain how to handle the situation. 30.5.1 clearly states the CJ may call an end to the flight for safety at any time due to unsafe flying. This in combination with 26.3.1.a (omitting a figure) makes it clear any figure not flown due to the flight ending is an HZ. This is no different than how unflown figures are treated when a competitor chooses on his own to not complete a flight. Unsafe flying calls by the CJ are almost always related to altitude infringements. Rule 13.5 already zeros the entire flight for a Low-low. A competitor certainly does not earn the opportunity for a “do-over” after clearly unsafe flying just because the CJ saved the competitor before the obvious low-low (and possibly incident) occurred.</p> <p>For the matter that occurred at Nationals which the submitter referenced, the CJ stopped the competitor for unsafe (low) flying in the middle of a figure, then allowed the competitor to continue the remainder of the flight. The rulebook is clear if the CJ believes there is unsafe flying he</p>						

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	<p>must end the flight; the CJ erred in allowing the flight to continue after instructing the pilot to break. This wasn't an at-the-margin call, it was clearly unsafe flying - at least two grading judges were imploring of the Chief Judge to stop the flight as early as when the competitor flew the low lines, one so loudly it could be heard on the live stream. After the Chief Assistant also implored, the Chief Judge called the pilot off in the middle of a maneuver in which the pilot would have hit the dirt had he continued the maneuver. This is certain, I was on the line, I coach the category and I fly the same type of aircraft – I'm qualified to make that statement. The Chief Judge abort call saved the competitor's life and our sport another tragedy.</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – If the Chief Judge and the majority of the Grading Judges have ruled that the competitor is unsafe, the Contest Jury should not be empowered to have those individuals required to observe another flight that may result in worse performance.</p> <p><u>Doug Jenkins</u>: OK</p> <p><u>David Smith</u>: Against.</p>
Rules Committee Recommendation	<p>ACCEPT with Significant Revision</p> <p>30.5 Emergency Competitor Disqualification Response for Unsafe Flying</p> <p>30.5.1 The Chief Judge may call an interruption or an end to a flight for any competitor Competitor at any time for unsafe flying. The Chief Judge shall assess both an Interruption, Signaling and Other Box Procedure Penalty and a “Low” Altitude Infringement Penalty.</p> <p>30.5.2 (new) The Chief Judge may allow the Competitor to resume the sequence if a majority of the Grading Judges agree.</p> <p>30.5.3 (renumbered) The Chief Judge may disqualify a competitor Competitor for unsafe flying if a majority of the Grading Judges agree.</p>
Rules Committee Rationale	<p>Although an unusual situation, the rules do not explain how to handle unsafe flight aborts directed by the Chief Judge.</p> <p>The rules do not specify a penalty unless the Contest Jury decides to get involved. A situation where the Chief Judge must step in to stop unsafe flying deserves a significant deduction. Thus, both Interruption and “Low” Penalties should be both assessed. That result would be particularly impactful to Primary and Sportsman Competitors, but at those levels the importance of safe flying needs to be especially enforced.</p> <p>Note that other existing rules allow the Contest Jury to later convene and determine that a more severe penalty (DQ) is appropriate.</p> <p>It is possible that the Chief Judge, in concurrence with the Grading Judges, may believe that the Competitor may safely resume a</p>

Rule Change Proposals for 2026



	Performance after this type of interruption. This new rule allows that to proceed.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-28 (Post-Nationals)	Synopsis	Clarify How to Handle Interruptions Called by Chief Judge Due to Flying Safety						
Proposed By	Date	IAC #	Email		Phone			
Keith Doyne	10-10-2025							
Current Affected Rule(s)	30 Chief Judge Responsibilities 30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box.							
Proposed Change	30 Chief Judge Responsibilities 30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box. 30.1.3 (new) The chief judge calls “Break, Break, Break” on the box frequency radio to get the pilot to stop flying aerobatic and return to straight and level flight. If the chief judge makes this call to prevent the competitor from dangerous, reckless, or “low, low” flying, the chief judge will inform the grading judges he paused the flight and will follow the IAC rule 18 “Reflight After an Abort”. After the re-flight is completed, the chief judge shall review the competitors for any low or reckless calls and note the appropriate penalty.							
Proposer Rationale	The intent is to have a uniform response every chief judge on the course of action to take when this occurs. The current rule book does not provide clear and concise guidance.							
Member Comments	<p><i>For: 3</i></p> <p><i>Against: 3</i></p> <p><u>Dave Taylor:</u> Concur. Seems reasonable.</p> <p><u>Craig Gifford:</u> OPPOSE STRONGLY – entirely unnecessary. The Chief Judge makes the safety call. If the CJ calls an end to the flight, the only question is whether the competitor should be allowed to fly SUBSEQUENT programs at the contest, not whether the competitor gets a “do-over”. The CJ should have absolute authority on this topic so as to not be concerned on judgment about making the abort call. The need happens too quickly to go through the rule book or worry about second guessing. It’s a split second decision (admittedly usually after watching a flight deteriorate for a few figures) made based on years of experience. We do not need to cloud it with a vote or challenge. CJ’s hate to make the abort call, they watch a flight profile deteriorating hoping the pilot will take a break, but when they make the call it’s in everyone’s – including the competitor’s – best interest. Let it stand.</p>							

Rule Change Proposals for 2026



	<p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – This proposal appears to essentially duplicate content that is already in the rulebook. The Chief Judge is already empowered to stop a flight and poll the Grading Judges to determine whether that flight should continue. There are existing sections of the rulebook that might benefit from added text, but the proposed addition here is not needed.</p> <p><u>Doug Jenkins</u>: OK, but I believe the final sentence needs some work. How about..."After the re-flight is completed the Chief Judge shall review the competitor's paperwork for any "low"/"low, low"/"unsafe" remarks and annotate the appropriate penalties on the Chief Judge Penalty Form." This adds some needed words and clarification without changing the intent.</p> <p><u>David Smith</u>: Against.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Rule change proposals 2025-26 and 2025-27 better address this concern.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-29 (Post-Nationals)	Synopsis	Specify How to Grade Presentation on a Reflight After an Abort		
Proposed By	Date	IAC #	Email	Phone
Barrett Hines	10-7-2025			
Current Affected Rule(s)	<p>18 Reflight After an Abort</p> <p>18.1.1 In any case where a competitor has departed, aborted, and returned to the airfield for landing, the Chief Judge will schedule a Reflight as soon as possible.</p> <p>18.1.2 The pilot must re-fly their Performance from the beginning.</p> <p>18.1.3 Judging and grading will commence following the last graded figure.</p> <p>18.1.4 Any Interruptions which occur in the re-flown Performance, whether before or after the first gradable figure, will be penalized in the normal manner.</p>			
Proposed Change	<p>18 Reflight After an Abort</p> <p>18.1.1 In any case where a competitor has departed, aborted, and returned to the airfield for landing, the Chief Judge will schedule a Reflight as soon as possible.</p> <p>18.1.2 The pilot must re-fly their Performance from the beginning.</p> <p>18.1.3 Judging and grading will commence following the last graded figure.</p> <p>18.1.4 Any Interruptions which occur in the re-flown Performance, whether before or after the first gradable figure, will be penalized in the normal manner.</p> <p>18.1.5 (new) Grading Judges shall assess the Presentation Grade for a Reflight based on all the graded figures, both prior to and during the Reflight. A Presentation Grade given prior to the Reflight may be revised as determined by the Grading Judge.</p>			
Proposer Rationale	<p>This issue came up at the 2025 Nationals and should be addressed in next year's rule book. The rule book does not address how to handle the Presentation Grade for a Performance where a Reflight was conducted. This explicitly directs them to consider all the graded figures for the full Performance.</p>			
Member Comments	<p><i>For: 3</i> <i>Against: 3</i></p> <p><u>Dave Taylor</u>: Concur. Seems reasonable.</p> <p><u>Craig Gifford</u>: OPPOSE – Not necessary. This is just about the presentation grade on reflights (regardless of the nature) and seems pretty obvious to me as a judge. Although the submitter references the Nationals issue in the rationale, this wasn't the Nationals issue as there was not a refight.</p> <p><u>Dave Watson</u>: Agree.</p>			

Rule Change Proposals for 2026



	<p><u>Wes Liu</u>: Do not support – The current text for composing a presentation grade already covers most of this. The text for composing the presentation grade could be expanded, but this proposed text is not needed in this location.</p> <p><u>Doug Jenkins</u>: OK</p> <p><u>David Smith</u>: Against. Rule 18.1.3 is clear that "Judging and grading will commence following the last graded figure." which includes Presentation. The only exception being 18.1.4.</p>
Rules Committee Recommendation	<p>ACCEPT with Significant Revision</p> <p>29 Presentation</p> <p>....</p> <p>29.3 Grading Presentation</p> <p>29.3.1 The exact method used to determine the Presentation grade is left to the individual judge but shall include the following criteria:</p> <ul style="list-style-type: none"> a) Balance on the X axis. b) Management of wind conditions. c) Control of distance and altitude for best viewing angle. d) Consistent pacing. <p>29.3.2 While Presentation is intentionally subjective, judges must apply their methodology consistently to every pilot.</p> <p>29.3.3 (new) Presentation Grades shall be based on all the figures graded for that Performance.</p>
Rules Committee Rationale	<p>The rule book does not clearly address how to handle the Presentation Grade for a Performance where a Reflight was conducted. This change explicitly clarifies that Judges must consider all the graded figures for the full Performance.</p> <p>This change is more appropriate for inclusion in the Presentation section of the Rule Book.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-30 (Post-Nationals)	Synopsis	Change “Alternatively” to “Additionally” for Safety Figures					
Proposed By	Date	IAC #	Email		Phone		
Craig Gifford	10-8-2025						
Current Affected Rule(s)	<p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>14.3.3 Alternatively, competitors in the Advanced and Unlimited categories have the option to perform no more than two horizontal-flight half-rolls plus one of the figures depicted below. This Safety Check, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one-half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one-half roll back to upright will complete the check.</p>						
Proposed Change	<p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>14.3.3 AdditionallyAlternatively, competitors in the Advanced and Unlimited categories may have the option to perform no more than two horizontal flight half-rolls plus one of the figures depicted below. This figure Safety Check, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one half roll back to upright will complete the check.</p>						

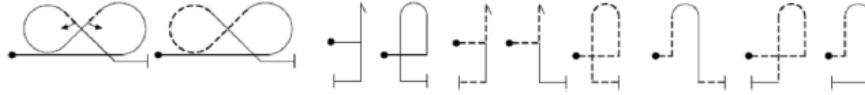
Rule Change Proposals for 2026



	<p>14.3.4 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p>
Proposer Rationale	<p>Several years ago the Board moved the “safety figures” for Advanced and Unlimited from the Nationals P&P to the Rulebook. This move, along with disparate Chief Judge commentary in briefings has led to confusion among competitors about what is allowed. This confusion largely relates with whether half rolls are allowed “on base” when a safety figure is also flown, particularly since 14.3 says “any number of Safety Checks”. There is absolutely increase in the time required from a competitor performing half rolls “on base” as well as before or after a Safety Figure.</p> <p>This confusion can be solved by simply changing the word “Alternatively” to “Additionally”. I also recommend a couple of simplifying editorial changes. The result of these changes would logically allow half rolls both “on base” as well as in the box before or after the Safety Figure, since 14.3 says “any number of...”. Years of experience at CIVA contests has shown this practice to increase pilot safety and cause NO delay to contest administration beyond the inclusion of a Safety figure alone (which is extremely important to safety in Advanced and Unlimited flying with high negative G).</p>
Member Comments	<p><i>For: 6</i> <i>Against: 3</i></p> <p><u>Christian Baxter</u>: I strongly support this as an Unlimited competitor. Advanced and Unlimited competitors should be able to do both 14.3.1 and 14.3.3. The "alternatively" language was very limiting if a competitor wanted to do a warm-up figure that started or ended with a push, this made no sense.</p> <p><u>Mark Cunningham</u>: Strongly in favor.</p> <p><u>Peter Gelinas</u>: Agree. I strongly agree. If my safety figure starts inverted and ends upright by the existing rule I get exactly one 1/2 roll. While lower category competitors get unlimited 1/2 rolls.</p> <p><u>Dave Taylor</u>: Concur, in principal. Reword as:</p> <p>Additionally Alternatively, competitors in the Advanced and Unlimited categories have the option to perform no more than two horizontal-flight half-rolls plus one of the figures depicted below. These additional This Safety Checks, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one-half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one-half roll back to upright will complete the check.</p> <p><u>Craig Gifford</u>: SUPPORT – simplifies a topic that has caused much confusion in briefings and pilot performances since the Board moved the safety figure concept from the Nationals P&P to the rule book.</p>

Rule Change Proposals for 2026



	<p><u>Dave Watson</u>: As proposed, the competitor will no longer be able to perform a half roll – half roll in addition to the selected figure. I think this can greatly increase the risk to the pilot. Several of the allowable figures have NO inverted portions. If the rule needs to be clarified, THIS IS NOT THE WAY TO DO IT.</p> <p><u>Wes Liu</u>: Do not support – While well intentioned, the proposer's rationale speaks to a training issue with Chief Judges, not a problem with the rulebook text. Chief Judge training has been promised by IAC but never delivered.</p> <p><u>Doug Jenkins</u>: Yes</p> <p><u>David Smith</u>: Against. The original language is clear. A competitor has a choice: multiple half rolls (14.3.1, 14.3.2) (on base or in the box) or alternatively a pre figure with limited half rolls (14.3.3)(in the box). No additional clarifying language is required.</p>
Rules Committee Recommendation	<p>ACCEPT with Minor Revision</p> <p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>14.3.3 Additionally<ins>Alternatively</ins>, competitors in the Advanced and Unlimited categories may have the option to perform no more than two horizontal flight half rolls plus one of the figures depicted below. This figure Safety Check, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one-half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one-half roll back to upright will complete the check.</p>  <p>14.3.4 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p>
Rules Committee Rationale	<p>There has been ongoing confusion about the number of $\frac{1}{2}$ rolls allowed when Advanced and Unlimited competitors do a Safety Check figure. This can be alleviated by simplifying the rule to eliminate the restriction on the number and location of $\frac{1}{2}$ rolls. The Safety Check figure, if flown, will just be an additional check to the roll(s) allowed for all competitors.</p>

Rule Change Proposals for 2026



	Because a full figure of the competitor's choice may be flown, it is not expected that this will lead to a substantial increase in the number of rolls performed.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-31 (Post-Nationals)	Synopsis	Clarify Penalty Process for Program Briefing Late Arrival					
Proposed By	Date	IAC #	Email	Phone			
Barrett Hines	10-7-2025						
Current Affected Rule(s)	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. 						
Proposed Change	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. During or at the conclusion of the briefing, the tardy Competitor will be notified of the penalty amount and directed as to how to pay the fee. ii. (new) A special individual briefing will be given to a late roll call Competitor for the portion of the briefing missed. iii. (renumbered) If the special briefing late roll call fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. 						

Rule Change Proposals for 2026



	<p>iv. (renumbered) The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control.</p> <p>v. (renumbered) Any Late Arrivals authorized by the Contest Director will be disclosed.</p>
Proposer Rationale	<p>This issue came up at the 2025 Nationals and should be addressed in next year's rule book. The current rule implies that the \$50 late penalty is to provide a special individual briefing, but if the Competitor is only a little late a special briefing can very short or not needed at all. Since the penalty is to encourage timely attendance, the implied special briefing reference should be eliminated. Further, if a special individual briefing is necessary, it should be tailored to the portions actually missed by the tardiness.</p> <p>Secondly, the Competitor should be notified when this penalty is going to be assessed so that they know whom to pay the fee. This also affords the Competitor an opportunity to attempt to get the fee waived, should that be appropriate as determined by the Contest Jury.</p>
Member Comments	<p>For: 1 Against: 5</p> <p><u>Dave Taylor</u>: Do not Concur. I'd prefer the tardiness just gets address per Proposal 26-33 Failure to Prep penalty.</p> <p><u>Craig Gifford</u>: OPPOSE – this is one of three proposals (31, 32, 34) seeking to wordsmith the monetary penalty for missing briefing – a result of an issue at Nationals. Rather than wordsmith a monetary penalty, Proposal 2026-33 dispenses with the monetary penalty and just applies a points penalty. Much simpler. Any time we're wordsmithing we should recognize the better answer is simplification (which usually means deletion).</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – The proposer's rationale speaks to a training and procedures problem, not a rulebook omission. Competitors are expected to know the penalties for a late arrival. If they have not read the rulebook text on that topic, they are not likely to read this new text. I will assert that putting the responsibility on the contest staff is not appropriate.</p> <p><u>Doug Jenkins</u>: No. Seems a little convoluted.</p> <p><u>David Smith</u>: Against. See comments to proposed changes 32 and 33 below.</p>
Rules Committee Recommendation	REJECT

Rule Change Proposals for 2026



Rules Committee Rationale	<p>Although this change would provide more clarity on how to implement the existing penalties regarding arriving to the briefing late, the proposed process is still more confusing than it should be.</p> <p>If a Competitor is not very concerned about a relatively-small cash amount, there exists little motivation to be on time. Simply raising the penalty dollar amount would be too burdensome on Competitors operating with limited funds.</p> <p>Change Proposal 2026-33 addresses the lateness issue with a much-simpler process that still motivates all Competitors to be on time for the briefing.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-32 (Post-Nationals)	Synopsis	Clarify That Payment of a Roll Call Penalty is the Responsibility of the Competitor					
Proposed By	Date	IAC #	Email		Phone		
Craig Gifford	10-8-2025						
Current Affected Rule(s)	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. 						
Proposed Change	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. (new) Payment of the \$50 is the responsibility of the competitor and shall be made to the Contest Director, any member of the Jury, or the Contest Registrar. iii. (renumbered) If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. 						

Rule Change Proposals for 2026



	<p>iv. (renumbered) The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control.</p> <p>v. (renumbered) Any Late Arrivals authorized by the Contest Director will be disclosed.</p>
Proposer Rationale	<p>Rule 25.1.5 is clear pilots must answer roll call in person or pay \$50 prior to the flight. At the 2025 Nationals the Jury waived this penalty for a competitor who admittedly missed roll call, stating in a protest decision the competitor "was not asked to pay". Ensuring the payment is made before flight should be the responsibility of the competitor, no different than following any other rule. It is simple, hand \$50 to a contest official. IAC has precedent for this very situation – Rob Holland was assessed a penalty in 2008 for not paying before his flight. Some might say the rules are clear and don't need modification, yet the 2025 Jury did not seem to see that clarity. I propose a rule change to make it unquestionable as to whose responsibility it is to make the payment.</p>
Member Comments	<p>For: 2 Against: 4</p> <p><u>Dave Taylor</u>: Do not Concur. I'd prefer the tardiness just gets address per Proposal 26-33 Failure to Prep penalty.</p> <p><u>Craig Gifford</u>: OPPOSE – this is one of three proposals seeking to wordsmith the monetary penalty for missing briefing – a result of an issue at Nationals. Rather than wordsmith a monetary penalty, Proposal 2026-33 dispenses with the monetary penalty and just applies a points penalty. Much simpler. Any time we're wordsmithing we should recognize the better answer is simplification (which usually means deletion).</p> <p><u>Dave Watson</u>: Agree.</p> <p><u>Wes Liu</u>: Do not support – Do we need a rule for this?! Who else is responsible for this payment? This proposed rulebook text states the obvious and adding this text just makes the rulebook fatter.</p> <p><u>Doug Jenkins</u>: Yes. Clear.</p> <p><u>David Smith</u>: Against. The proposed change does not address the issue discussed in the comments. The contest jury is only allowed to waive the penalties if "missing the roll call was ... beyond the competitors control." Not being involved or knowing the facts of the 2025 incident, but assuming they are as stated, the failure to pay the \$50 is not relevant to whether "missing the roll call was ... beyond the competitors control." They are two different issues: one missing the roll call, and two not paying the \$50. If we wish to address the payment issue, then the language in current (iii) should be modified to clearly limit what the jury can waive beyond "missing the roll call was ... beyond the competitors control." That said, my preferred approach is proposed change 33 below.</p>

Rule Change Proposals for 2026



Rules Committee Recommendation	REJECT
Rules Committee Rationale	Although it is expected that competitors know the rules, it is not reasonable to believe that they will always be aware when they commit a violation. However, change Proposal 2026-33 addresses the issue of tardy Competitors better.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-33 (Post-Nationals)	Synopsis	Only Penalty for Program Briefing Late Arrival is Points			
Proposed By	Date	IAC #	Email	Phone	
Craig Gifford	10-10-2025				
Current Affected Rule(s)	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <p>a) Roll call and Order of Flight.</p> <p>i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing.</p> <p>ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty.</p> <p>iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control.</p> <p>iv. Any Late Arrivals authorized by the Contest Director will be disclosed.</p>				
Proposed Change	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <p>a) Roll call and Order of Flight.</p> <p>i. Pilots-Competitors must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be assessed a Failure to Prepare penalty. charged \$50 to receive a special individual briefing</p> <p>ii. If the The Chief Judge, or contest personnel designated by the Chief Judge, shall provide the competitor a special briefing fee has not been paid by the time before the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty.</p> <p>iii. The Contest Jury has the right to waive penalties if missing roll call was the penalty due to circumstances beyond the competitor's control.</p>				

Rule Change Proposals for 2026



	iv. Any Late Arrivals authorized by the Contest Director will be disclosed.
Proposer Rationale	I think we should further simplify this and just get rid of the monetary aspect entirely. Make it the same as any other violation - you violate you get a penalty. No different than wing wags or low calls. No need to notify or invoice or go the ATM. No need to put a time frame on it and further complicate things with flight and volunteer responsibility conflicts.
Member Comments	<p>For: 5 Against: 2</p> <p><u>Peter Gelinas</u>: Agree.</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Craig Gifford</u>: SUPPORT – this is a better alternative than 2026-31, 2026-32 or 2026-34. Rather than wordsmithing, let's avoid notifications, invoices, stopwatches, and ATM's entirely and assess a point penalty like every other rule violation. Simple, easy, quick, clear. I'll certainly miss the chorus of “\$50 bucks!” when a competitor walks into the briefing late, but we can just shout “50 points!” instead.</p> <p><u>Dave Watson</u>: Missing the briefing is NOT a flight error. Figure deductions (point penalties) should be mandatorily applied for flying errors, not rule infractions unrelated to flying (the pilot can have the choice of points vs money course). Monetary punishment (if selected) is an appropriate ‘reward’ for late briefing.</p> <p>BTW – what is the penalty for not getting any briefing?? – say if a pilot misses the brief totally but shows up in his plane for his flight?? Should be flight DQ for safety reasons??</p> <p><u>Wes Liu</u>: Do not support – That said, the \$50 might be increased to \$100 at a time when competitors bring \$200K airplanes. I observe at regional contests that a penalty is rarely imposed if a competitor is 5 minutes late to the briefing. Missing the entire briefing earns the penalty.</p> <p><u>Doug Jenkins</u>: Yes. I like this one best. Until I read...</p> <p><u>David Smith</u>: For. Removing the monetary penalty and replacing it with a points penalty simplifies the application of the rule. The monetary penalty is minimal relative to the cost of competing and maintaining our planes, and is therefore not much a deterrent. The points penalty is arguably more of a deterrent.</p>
Rules Committee Recommendation	<p>ACCEPT with Minor Revision</p> <p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p>

Rule Change Proposals for 2026



	<p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ol style="list-style-type: none"> Roll call and Order of Flight. <i>Pilots-Competitors</i> must answer roll call in person. Competitors who miss roll call, without prior Contest Director <i>Late Arrival</i> permission, shall be <i>assessed a Failure to Prepare penalty to their next Performance. charged \$50 to receive a special individual briefing.</i> <i>If the</i> The Chief Judge, or contest personnel designated by the Chief Judge, shall provide the competitor a special briefing <i>of the portion of the briefing missed fee has not been paid by the time before</i> the competitor flies., <i>the Chief Judge will assess a Failure to Prepare Penalty.</i> The Contest Jury has the right to waive <i>penalties if missing roll call was the penalty</i> due to circumstances beyond the competitor's control. Any Late Arrivals authorized by the Contest Director will be disclosed. <p>....</p>
Rules Committee Rationale	<p>This change will simplify application of late briefing penalties by removing the uniquely cumbersome process associated with paying a \$50 fee that might later evolve into a point penalty if not remitted. This infraction will then be similar to other Failure to Prepare errors that are not directly related to the flight graded. The change clarifies that missing the briefing incurs one penalty, even if the briefing is covering multiple Programs.</p> <p>Missing a briefing or portion thereof is a safety concern that needs to be emphasized with a notable penalty. A Competitor will be more inclined to be on time to the briefing, even if having ample funds, since the penalty will be applied to the Performance score they have worked hard to maximize.</p> <p>There is no need to repeat the entire briefing for a late Competitor who misses just a portion of it.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-34 (Post-Nationals)	Synopsis	Define Time Limit to Pay Penalty for Program Briefing Late Arrival			
Proposed By	Date	IAC #	Email	Phone	
Jim Bourke	10-9-2025				
Current Affected Rule(s)	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. 				
Proposed Change	<p>25 Program Briefing</p> <p>25.1.1 Program Briefings are mandatory for all contest officials and competitors.</p> <p>25.1.2 Notification of time and place will be given in advance.</p> <p>25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative.</p> <p>25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing.</p> <p>25.1.5 The briefing will include, at a minimum:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid within two hours of its demand by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. 				

Rule Change Proposals for 2026



Proposer Rationale	In general when someone is in trouble it is bad practice to add more trouble without some kind of interaction to explain the first trouble. So if they miss the roll call, I think it makes sense for a Contest Official to interact with them to point out that they owe \$50.
Member Comments	<p>For: 0 Against: 6</p> <p><u>Dave Taylor</u>: Do not Concur. I'd prefer the tardiness just gets address per Proposal 26-33 Failure to Prep penalty.</p> <p><u>Craig Gifford</u>: OPPOSE – this is one of three proposals seeking to wordsmith the monetary penalty for missing briefing – a result of an issue at Nationals. Rather than wordsmith a monetary penalty, Proposal 2026-33 dispenses with the monetary penalty and just applies a points penalty. Much simpler. Any time we're wordsmithing we should recognize the better answer is simplification (which usually means deletion).</p> <p><u>Dave Watson</u>: I like 2026-31 better, they are not mutually compatible proposals. Two hours is arbitrary, before he flies is definitive.</p> <p><u>Wes Liu</u>: Do not support – Every competitor should know the rule that they must pay the \$\$ before they fly. Ignorance of the rules is no excuse.</p> <p><u>Doug Jenkins</u>: OMG!!! WTF happened at nationals??? Just be at the briefing!!</p> <p><u>David Smith</u>: Against. The proposed language now means that we will have to track if the fee was demanded, and when the fee was demanded to then determine if the fee was validly paid. The original language is less complicated. That said, my preferred approach is proposed change 33 above.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Change Proposal 2026-33 is simpler to implement because it does not impose timekeeping processes on contest officials for an infraction caused by a Competitor.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-35 (Post-Nationals)	Synopsis	Prohibit Shutdown of Engine During 4-Minute Free Program					
Proposed By	Date	IAC #	Email		Phone		
Jim Bourke	10-9-2025						
Current Affected Rule(s)	35 The Four Minute Freestyle						
Proposed Change	35 The Four Minute Freestyle 35.11 (new) Shutdown of Engine Prohibited 35.11.1 (new) Competitors shall be immediately disqualified if at any point during the sequence the aircraft's engine is shut down. <i>(Renumber subsequent paragraphs)</i>						
Proposer Rationale	From a liability perspective we need a simple and clear prohibition regarding shutting down the engine in the Four Minute Free Program. I don't think we will see this kind of activity in any other part of the competition, and I don't want this important change to be missed, so putting it in the Four Minute Free section seems like the best option.						
Member Comments	<p>For: 4 Against: 3</p> <p><u>Dave Taylor</u>: Concur, but add "intentional". I've had the engine shutdown during inverted spins and tailslide when I had the idle RPM set too low.</p> <p><u>Craig Gifford</u>: SUPPORT – Intentionally shutting down the engine in a competition flight should be considered unsafe flight. I suggest the word “intentionally” be added to avoid a DQ from an unintentional engine stoppage in a tailslide (not unusual at high DA or if the boost pump has been left on). This proposal arises because a competitor at Nationals intentionally shut down his engine near the end of his the 4-minute program, but did not handle the shutdown or restart well resulting in the aircraft being low and low energy. Shutting down the engine – while perhaps interesting to unknowledgeable airshow crowds - does not demonstrate any particular piloting skill relevant to competition aerobatics. It does not address a single grading criterion in 35.12 and 35.13. If you want to fly a 4-minute without an engine, do it in a glider.</p> <p><u>Dave Watson</u>: This rule seems to be a knee-jerk reaction to a flight at Nationals. An engine can inadvertently stop ('shuts it's self down' during a 'deep' tailslide. It would be a travesty if a DQ was applied for that – if the pilot immediately restarts the engine. Perhaps a simple re-wright (or better choice of words – 'the pilot shuts down the engine'? is in order? BTW – I agree deliberately shutting down the engine should not be allowed. See 2026-36.</p>						

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Wes Liu: Do not support – Engine shutdown as part of a 4 Minute has been done for as far back as 2008 that I am personally aware of (speak to Hubie Tolson). The contest is flown over or next to a runway which provides the needed level of safety. Unlimited competitors have demonstrated the level of skill required to accomplish a successful landing if engine restart is not successful.

Doug Jenkins: Uh, what?? Yes.

Marco Bouw: Restricting or prohibiting engine-out maneuvers would undermine the core purpose of the Four-Minute Freestyle, to enable pilots to display artistic and technical excellence without unnecessary limitations.

Safety remains paramount, but these proposals do not sufficiently balance risk mitigation with the spirit of creative freedom that defines this event.

The purpose of the Four-Minute Freestyle is to give pilots the freedom to demonstrate both technical skill and creative expression in conjunction with their aircraft's capabilities. Historically, no specific figure or maneuver has ever been subject to removal or restriction within this category.

The proposer's rationale does not adequately justify altering the intent or structure of the event.

The argument that engine shutdowns do not occur in other categories is not a valid reason to prohibit them here.

By this same logic, we would also need to exclude numerous maneuvers that are unique to the Four Minute Freestyle such as flat spins, multiple-snap figures, rolling loops, inside and outside tumbles, and double hammers, all of which involve inherently higher risk but are integral to the categories character.

If the Board believes these proposals should be implemented, the following language revisions are recommended to preserve intent while maintaining safety and limiting liability:

35 The Four Minute Freestyle

(Removed and replaced with “For powered aircraft excluding the Four Minute Freestyle”)

35.11 (new) – Shutdown of Engine Prohibited

35.11.1 (new) – Competitors shall be immediately disqualified if at any point during the sequence the aircraft's engine is intentionally shut down.

This amendment applies a penalty to all categories except the Four-Minute Freestyle.

Providing that mechanicals are allowed to provide a penalty, the clarification of intentionally needs to be added to separate this ruling.

Rule Change Proposals for 2026



	<p><u>David Smith</u>: Against. The discretion of the competitor should prevail in the 4-Minute Free when deciding what maneuvers to include in the program, including engine-out maneuvers.</p>
Rules Committee Recommendation	<p>ACCEPT with Minor Revision</p> <p>35 The Four Minute Freestyle</p> <p>....</p> <p>35.11 (new) Shutdown of Engine Prohibited</p> <p>35.11.1 (new) Competitors shall be immediately disqualified if at any point during the sequence the aircraft's engine is intentionally shut down.</p> <p>....</p> <p><i>(Renumber subsequent paragraphs)</i></p> <p>34 Gliders</p> <p>....</p> <p>34.21 Four Minute Freestyle</p> <p>34.21.1 Gliders may begin their Four Minute Freestyle performance at a maximum of 5000 feet AGL.</p> <p>34.21.2 Gliders are not subject to a Time Fault penalty if the Performance duration is less than the Four Minute Freestyle minimum.</p> <p>34.21.3 (new) A Motorglider may compete in the Four Minute Free in compliance to either the glider or power aircraft requirements specified in the Motorglider section of the rules.</p>
Rules Committee Rationale	<p>From a liability perspective we need a simple and clear prohibition regarding shutting down the engine in the Four Minute Free Program. We don't expect see this kind of activity in any other part of the competition, and thus don't want this important change to be missed, so putting it in the Four Minute Free section seems like the best option.</p> <p>While obvious that a glider flying the Four Minute Free cannot intentionally shut down an engine it doesn't have, it is possible that a Motorglider would compete in this program. If so, a reference back to the general Motorglider rules clarifies how they should be treated.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2026



2026-36 (Post-Nationals)	Synopsis	Specify Criteria to Allow Shutdown of Engine During 4-Minute Free Program					
Proposed By	Date	IAC #	Email		Phone		
Keith Doyne	10-10-2025						
Current Affected Rule(s)	35 The Four Minute Freestyle 35.5 Composition 35.5.1 The selection of figures need not be made with reference to the Aresti Aerobatic Catalogue. There will be no limitation on the number of figures.						
Proposed Change	35 The Four Minute Freestyle 35.5 Composition 35.5.1 The selection of figures need not be made with reference to the Aresti Aerobatic Catalogue. There will be no limitation on the number of figures. 35.5.2 (new) For powered aircraft, any maneuver which the pilot intentionally shuts off the engine can be done if the following criteria are met: a. There is a runway within the boundaries of the aerobatic box b. The engine-out maneuver is completely flown over the runway in the box c. The maneuver must be completed before using up 35% of the length of the runway in the box.						
Proposer Rationale	When an engine on an aerobatic aircraft is turned off, we now have a very poor performing glider with a stationary propellor acting as an airbrake. If the engine does not re-start, an engine out landing will occur. Following the requirements above should allow the pilot to conduct a straight ahead engine out landing. This helps avoid any off runway landings and avoid low altitude stall spins while trying to turn back to a runway. I do not want to eliminate the maneuver, just reduce risks and make it safer to fly.						
Member Comments	<p>For: 0 Against: 7</p> <p><u>Dave Taylor</u>: Do Not Concur. SMH, why on earth would we need to do that??</p> <p><u>Craig Gifford</u>: OPPOSE – too many rules – how would we enforce 35%, add a “35% boundary judge”? Intentionally shutting down the engine in a competition flight is unsafe flying, not demonstrating pilot skill. Proposal 2026-35 should be adopted, not this proposal.</p>						

Rule Change Proposals for 2026



Dave Watson: Deliberating shutting down the engine at low any altitude is fool-hardy. Do we really want to encourage this with a rule specific to the event? And how are the criteria judged and penalized if not done accordingly. Let's please try to uphold a high level of safety in the sport.

Wes Liu: Do not support – No other maneuver that might be flown during a 4 minute has restrictions. Should we have rules for minimum altitude for tumbles? This proposal reads to be an attempt to prohibit engine shutdowns during the 4 minute. Each competitor flies their 4 minute in competition after many practice flights. What the Judges see is not a spur-of-the-moment improvisation. During any flight, not just the 4 minute, the Chief Judge can stop the flight if the competitor and the panel of Judges vote that the competitor is not in control of their aircraft. The proposed rule is not needed.

Doug Jenkins: No

Marco Bouw: Restricting or prohibiting engine-out maneuvers would undermine the core purpose of the Four-Minute Freestyle, to enable pilots to display artistic and technical excellence without unnecessary limitations.

Safety remains paramount, but these proposals do not sufficiently balance risk mitigation with the spirit of creative freedom that defines this event.

While the proposer's technical description of engine-out flight is accurate, it does not provide sufficient justification for removing or limiting the maneuver.

As aerobatic pilots, we routinely place aircraft in stalled or unstable attitudes that can lead to disorientation, wobbles, blackouts, or other dangerous situations that require precise recovery techniques. Each of these carries inherent risk, yet they are accepted as part of the discipline's challenge and skill. Singling out engine-off maneuvers as disproportionately unsafe is inconsistent with this understanding.

Furthermore, since many aerobatic boxes do not include a runway within their boundaries, this proposal would, in practice, eliminate the maneuver from the Four Minute Freestyle, contradicting the proposer's stated intent to "not eliminate the maneuver."

If the Board believes these proposals should be implemented, the following language revisions are recommended to preserve intent while maintaining safety and limiting liability:

35.5.2 (new) For powered aircraft, any maneuver during which the pilot intentionally shuts off the engine may be performed if the following conditions are met:

- a. There is a runway within gliding distance of the aerobatic box.
- b. The engine-out maneuver is flown with adequate altitude to allow for an engine-out landing in the event of a failed restart.
- c. (Remove this requirement.)

Rule Change Proposals for 2026



	<p>Rationale:</p> <p>A: This change provides clarity regarding each aircraft's gliding capabilities while allowing the pilot to determine which runway offers the safest landing option when multiple runways exist. It also recognizes that the maneuver's location within a sequence may be better suited to a runway outside the box.</p> <p>B: This removes potential liability from the IAC by avoiding the need to designate a specific runway, providing calculated distances. It maintains pilot discretion while preserving the ability to perform the maneuver.</p> <p>C: The original runway-length requirement introduces variability between sites and places undue responsibility on the Contest Director and IAC, potentially affecting which figures can be flown based on contest location. It removes the requirement for a minimum condition for the figure to be performed under.</p> <p><u>David Smith:</u> Against. The discretion of the competitor should prevail in the 4-Minute Free when deciding what maneuvers to include in the program, including engine-out maneuvers.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	There are likely few contests where the proposed criteria would be satisfied and thus allow shutting down the engine during a 4-Minute Free. Also, determining if those criteria were valid puts another load on the contest officials. Simply forbidding shutting down the engine, as per Change Proposal 2026-35 does, is not only less onerous but also more robust toward avoiding liability should this activity cause an incident.
IAC BOD Disposition	
IAC BOD Approved Change	