



# **International Aerobatic Club Rules Committee**

## **Recommendations To The IAC Board of Directors For Known Sequences 2015**

*Submitted by:  
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Chairman, IAC Rules Committee  
Chairman, IAC Known Review Subcommittee  
November 2014*

## INTRODUCTION

Five (5) Sportsman and six (6) Intermediate power Known proposals, along with one each glider Sportsman and Intermediate Known proposals were received prior to the 2014 deadline. All proposed Knowns were forwarded to the Known Review Subcommittee (KRS) for evaluation.

All eleven proposals were test flown by one of the KRS members. Following that flight test and the initial evaluation process by the entire KRS, three (3) of the five Sportsman and five (5) of the six Intermediate proposals were found UNACCEPTABLE due to various combinations of excessive altitude loss, figures inappropriate to the category, unsuitability to the baseline airplanes, and overall poor design. Two (2) Sportsman and one (1) Intermediate proposal were found marginally acceptable with changes.

After refinement over many iterations, Sportsman Proposal 'A' emerged as Proposal 'A-2a' and received unanimous approval by the KRS as the 2015 power Sportsman Known.

A similar effort was made with Intermediate Proposal 'D', but after multiple attempts no final agreement could be reached on how the issues with that sequence could be fixed. Ultimately, a whole new Intermediate sequence was introduced as Proposal 'G'. That sequence in turn went through four stages of refinement before agreement was reached on Proposal 'G-4' as the 2015 power Intermediate Known.

The Sportsman and Intermediate glider Known proposals were vetted not only by the glider experts on the KRS, but also the USAFA, the largest group of glider competitors in IAC.

The IAC Advanced and Unlimited Knowns are normally adopted from the sequences chosen by the CIVA plenary. That meeting will not occur until after the IAC Board Meeting and so the Advanced and Unlimited power Known proposals are not included in this document. The Advanced and Unlimited glider sequences, however, are chosen by the CIVA Glider Aerobatics Sub-Committee (GASC) prior to the plenary and are included in this report.

However, one figure in the CIVA glider Advanced Known is not flyable by the DG-1000, the glider used by the USAFA and again the largest group of Advanced glider competitors. To address this issue, the CIVA glider Advanced Known has been slightly modified to make it flyable by the DG-1000. That modified sequence is included in this report as the 2015 IAC glider Advanced Known. The Unlimited glider Known is also included without any changes as the 2015 IAC Unlimited glider Known.

In summary, the Known Review Subcommittee of the IAC Rules Committee recommends the following sequences be adopted without change as the 2015 Known sequences for the categories indicated.

# SPORTSMAN POWER



<b>B</b>	Contest: <b>PROPOSAL 'A-2a'</b>	Category: <b>Sportsman</b>
	Date: <b>2015</b>	Program: <b>Known</b>

wind direction

Pilot:

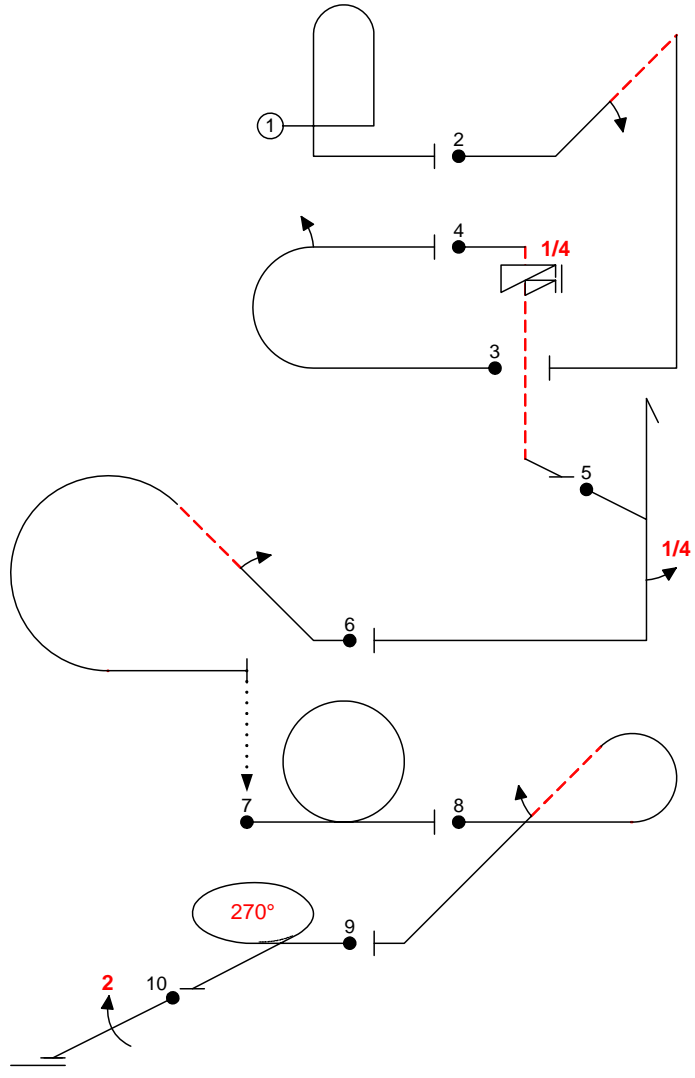


Fig 1	8.4.1.1	13	13
Fig 2	1.2.3.1 9.1.2.2	12 6	18
Fig 3	7.2.2.1 9.1.3.2	6 4	10
Fig 4	1.1.6.3 9.11.1.5	10 4	14
Fig 5	5.2.1.1 9.1.5.1	17 2	19
Fig 6	8.5.2.1 9.1.2.2	10 6	16
Fig 7	7.4.1.1	10	10
Fig 8	8.5.6.1 9.1.4.2	10 4	14
Fig 9	2.3.1.1	5	5
Fig 10	1.1.1.1 9.2.3.4	2 9	11
<b>Total K = 130</b>			

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A/C:

(signature/date)

FREE PROGRAM CHECK BY:

# INTERMEDIATE POWER



<b>B</b>	Contest: <b>PROPOSAL 'G-4'</b>	Category: <b>Intermediate</b>
	Date: <b>2015</b>	Program: <b>Known</b>

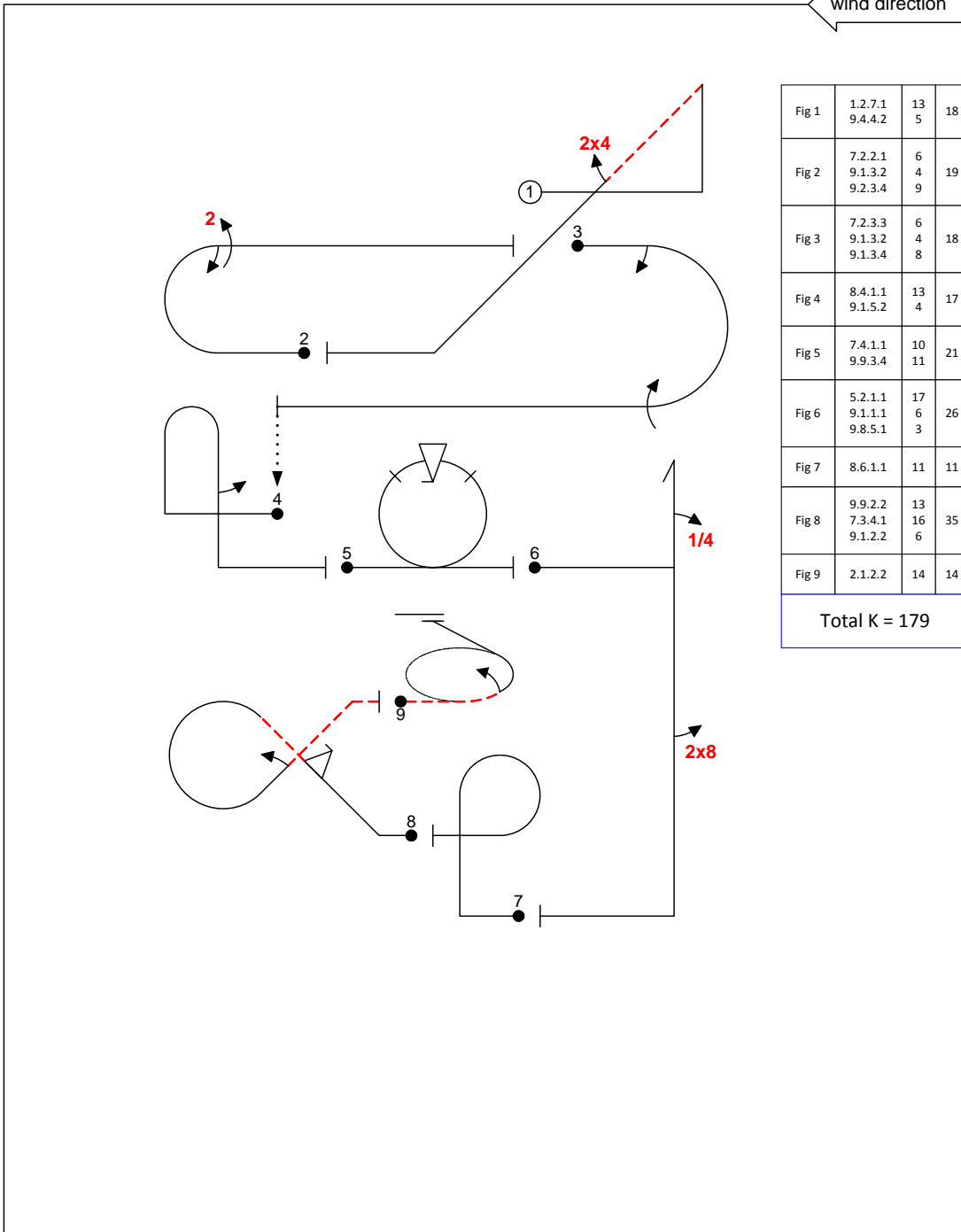


Fig 1	1.2.7.1 9.4.4.2	13 5	18
Fig 2	7.2.2.1 9.1.3.2 9.2.3.4	6 4 9	19
Fig 3	7.2.3.3 9.1.3.2 9.1.3.4	6 4 8	18
Fig 4	8.4.1.1 9.1.5.2	13 4	17
Fig 5	7.4.1.1 9.9.3.4	10 11	21
Fig 6	5.2.1.1 9.1.1.1 9.8.5.1	17 6 3	26
Fig 7	8.6.1.1	11	11
Fig 8	9.9.2.2 7.3.4.1 9.1.2.2	13 16 6	35
Fig 9	2.1.2.2	14	14
<b>Total K = 179</b>			

Pilot:

A/C:

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# SPORTSMAN GLIDER



<b>B</b>	Contest: <b>PROPOSAL 'A'</b>	Category: <b>Sportsman Glider</b>
	Date: <b>2015</b>	Program: <b>Known</b>

wind direction

Pilot:

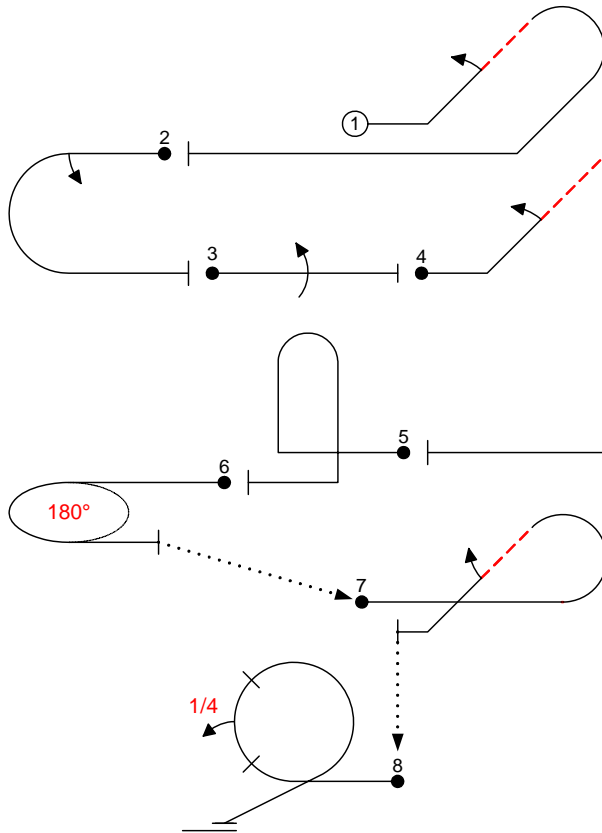


Fig 1	8.4.15.1 9.1.2.2	12 9	21
Fig 2	7.2.3.3 9.1.3.2	6 6	12
Fig 3	1.1.1.1 9.1.3.4	2 12	14
Fig 4	1.2.3.1 9.1.2.2	12 9	21
Fig 5	8.4.1.1	13	13
Fig 6	2.2.1.1	4	4
Fig 7	8.5.6.1 9.1.4.2	10 6	16
Fig 8	0.1	16	16
<b>Total K = 117</b>			

A/C:

(signature/date)

GLIDER FREE PROGRAM CHECK BY:

# INTERMEDIATE GLIDER



<b>B</b>	Contest: <b>PROPOSAL 'A'</b>	Category: <b>Intermediate Glider</b>
	Date: <b>2015</b>	Program: <b>Known</b>

wind direction

Pilot:

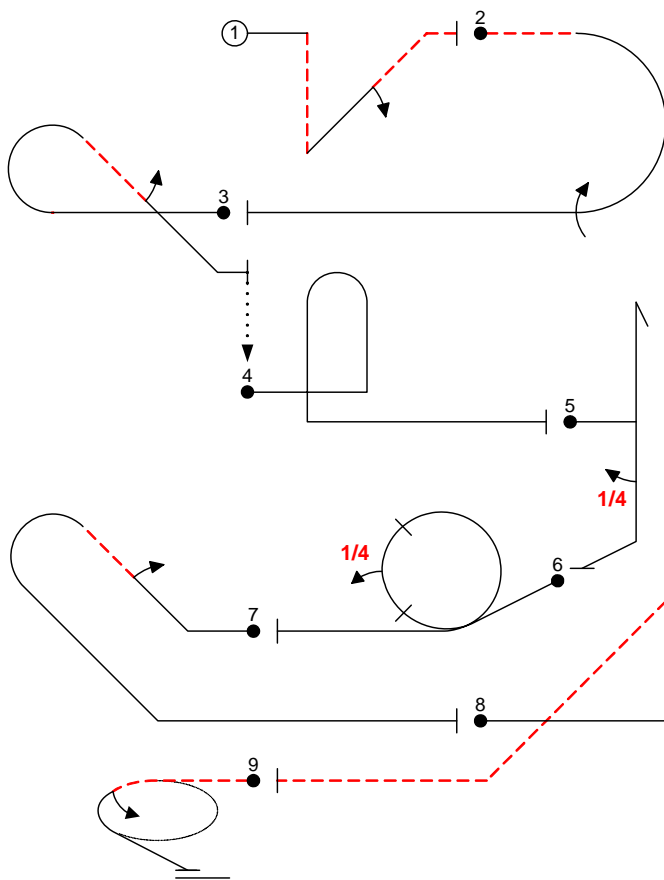


Fig 1	1.2.8.3 9.1.2.2	15 9	24
Fig 2	7.2.1.4 9.1.3.4	6 12	18
Fig 3	8.5.6.1 9.1.4.2	10 6	16
Fig 4	8.4.1.1	13	13
Fig 5	5.2.1.1 9.1.5.1	17 3	20
Fig 6	0.1	16	16
Fig 7	8.4.15.1 9.1.2.2	12 9	21
Fig 8	1.2.5.1	14	14
Fig 9	2.1.2.2	19	19
<b>Total K = 161</b>			

A/C:

(signature/date)

GLIDER FREE PROGRAM CHECK BY:

# ADVANCED GLIDER



<b>B</b>	Contest:	Category: <b>Advanced Glider</b>
Date: <b>2015</b>	Program: <b>Known</b>	Pilot's No. <input type="text"/>

wind direction

Pilot:

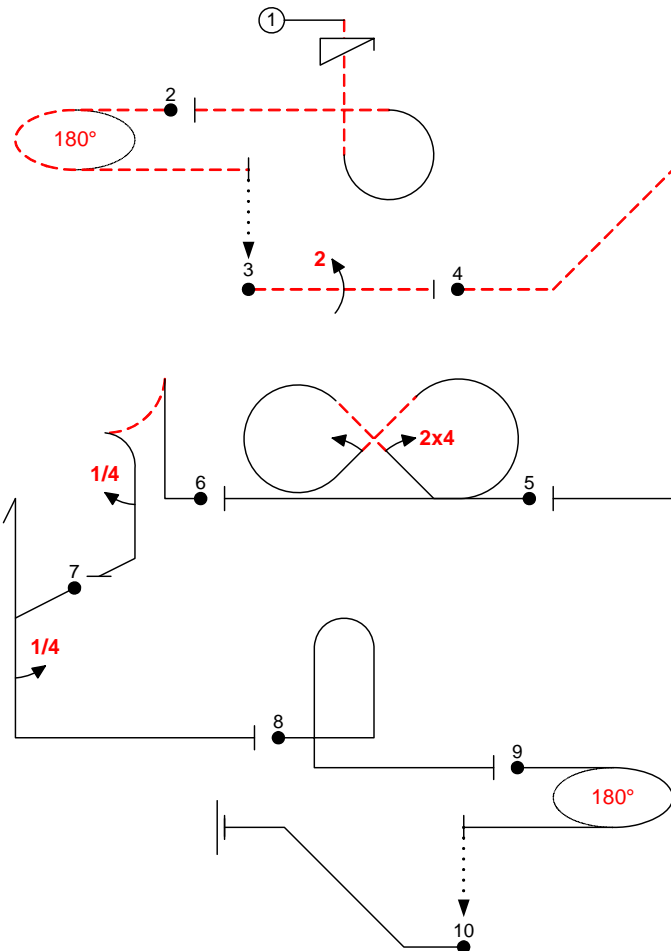


Fig 1	8.6.3.3 9.11.1.4	13 5	18
Fig 2	2.2.1.2	5	5
Fig 3	1.1.1.2 9.2.3.4	3 14	17
Fig 4	1.2.2.2	13	13
Fig 5	7.8.8.1 9.4.2.2 9.1.2.2	19 11 9	39
Fig 6	6.2.2.1 9.1.5.1	17 3	20
Fig 7	5.2.1.1 9.1.5.1	17 3	20
Fig 8	8.4.1.1	13	13
Fig 9	2.2.1.1	4	4
Fig 10	1.1.2.1	7	7
<b>Total K = 156</b>			

A/C:

(signature/date)

GLIDER FREE PROGRAM CHECK BY:

# UNLIMITED GLIDER



<b>B</b>	Contest:	Category: <b>Unlimited Glider</b>	
	Date: <b>2015</b>	Program: <b>Known</b>	Pilot's No. <input type="text"/>

wind direction

Pilot:

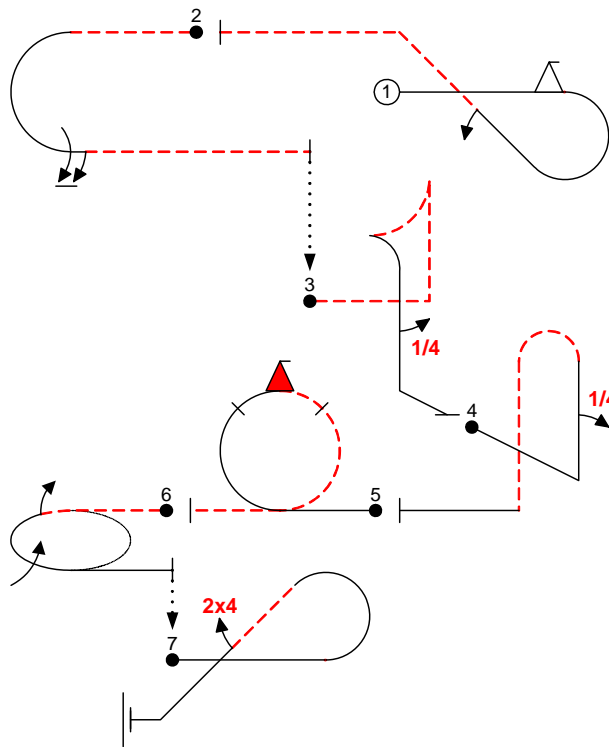


Fig 1	8.5.8.3 9.9.3.2 9.1.2.2	11 12 9	32
Fig 2	7.2.2.4 9.1.3.6	7 15	22
Fig 3	6.2.2.4 9.1.5.1	22 3	25
Fig 4	8.4.3.1 9.1.1.1	15 9	24
Fig 5	7.4.2.1 9.10.8.2	12 18	30
Fig 6	2.2.7.4	39	39
Fig 7	8.5.6.1 9.4.4.2	10 8	18
<b>Total K = 190</b>			

A/C:

(signature/date)

GLIDER FREE PROGRAM CHECK BY: