

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

F. A. I.

TÉLÉPHONE : 723-72-52
720-93-02

ADR. TÉLÉGR. : FÉDAÉRO-PARIS
TÉLEX : AÉROFRA 611580 F

SIÈGE SOCIAL :
6, RUE GALILÉE
75782 PARIS CEDEX 16

December 20th 1978.

PARIS, LE

TO C.I.A.G. MEMBERS
TO NATIONAL AERO CLUBS

Dear Sirs,

You are kindly invited to attend the next meeting
of the :

INTERNATIONAL GENERAL AVIATION COMMITTEE (C.I.A.G.)

which will be held at :

Hotel LIDO
Chantepoulet 8,

GENEVA (SWITZERLAND)
=====

on Thursday 8th February 1979 from 10.00 hours to 17.00 hours,
and on Friday 9th February 1979 from 9.00 hours to 15.00 hours.

Please find enclosed herewith the Agenda for the Meeting

With best regards,

Yours sincerely,

P.S. :
Attached is a note
on accommodation.

Bertrand LARCHER
Director General

INTERNATIONAL GENERAL AVIATION COMMITTEE (C.I.A.G.)
=====

ACCOMMODATION

- 1). Please note that the following arrangements are made for the accommodation :

Hôtel LIDO
Chantepoulet 8,
GENEVA (Switzerland)

three minutes ' walking distance from main station.

Price of a bedroom with three beds	Swiss Francs	30.-	per person
" " " " " two beds	" "	32.-	" "
" " " " " one bed	" "	50.-	" "

(all rooms with bath or shower).

Delegates to C.I.A.G. can either make their own reservations or ask the C.I.A.G. President, Mr. J.J. Reymond to have them made.

All the delegates should indicate to the Swiss Aero-Club, the name of their hotels and the dates and places of their arrivals in Geneva. Please also indicate departure arrangements.

- 2). The Sub-Committee which will consider the rules for the 3rd Light Aircraft Piloting World Championships will meet on Wednesday 7th February 1979. at 14 hours.30 at the same address as in paragraph 1.

- 3). Delegates are informed that there will be opportunities of flying over glaciers on 9th or 10th February 1979.

- 4). Most meals and cocktails will be under local invitations or under common and favourable conditions.

=====

FEDERATION AERONAUTIQUE INTERNATIONALE

INTERNATIONAL GENERAL AVIATION COMMITTEE (C.I.A.G.)

B: Lettre Paris - règles
généralistes
Lettre Buch
Lettre Gwede (Transfert)

MEETING HELD IN GENEVA, (SWITZERLAND), ON THURSDAY 8th & FRIDAY 9th FEBRUARY 1979

which will start on 8/2/1979 at 10 hours

A G E N D A

- I. MINUTES OF THE LAST MEETING (16th and 17th February 1978)
For approval.
- II. REPORT BY THE C.I.A.G. PRESIDENT ON THE 71st GENERAL CONFERENCE OF F.A.I.
- III. REPORT BY THE C.I.A.G. PRESIDENT ON THE ACTION TO BE TAKEN ON HIS QUESTIONNAIRE OF MARCH 7th 1978.
- IV. REPORT BY SUB-COMMITTEE OF C.I.A.G. on regulations for Light Aircraft Piloting World Championships.
- V. REPORT ON THE PERIODICITY OF LIGHT AIRCRAFT AND RALLY CHAMPIONSHIPS
Comments and proposals will be made by Mr. F. Marsh. (See Annex I).
- VI. ORGANIZATION OF THE NEXT AIR/RALLY/PILOTS' WORLD CHAMPIONSHIPS
The Committee will consider the project to hold this Championship in Baden-Baden (Federal Republic of Germany) in 1980, on the occasion of the 75th Anniversary of F.A.I.
- VII. POSITION OF F.A.I. WITH REGARD TO ULTRALIGHT AIRCRAFT (see Annex II)
The Committee will consider this question which was submitted at the Santiago Conference by the Vice-President of F.A.I. for the United-Kingdom.
- VIII. F.A.I. PILOTS' PROFICIENCY CERTIFICATES
The Committee will consider the way in which the proposed system is now implemented in some F.A.I. countries.
- IX. IDENTITY CARDS OF F.A.I. AND OTHER NATIONAL CARDS.
- X. ORGANIZATION OF THE WORK OF C.I.A.G. IN THE FIELDS OF; RESPECTIVELY :
a) Sporting activities
b) General aviation facilities
- XI. ACTION TO BE TAKEN IN THE FIELD OF NUISANCES AND NOISE
- XII. ACTION TO BE TAKEN TO PRESERVE AIRFIELDS FOR GENERAL AVIATION.
- XIII. INTERNATIONAL SPORTING CALENDAR
The 1979 Sporting Calendar will be considered.
- XIV. ANY OTHER BUSINESS AND PROPOSALS
- XV. ELECTION OF THE PRESIDENT, THE 1st VICE-PRESIDENT, 2nd VICE-PRESIDENT AND THE SECRETARY.
- XVI. DATE AND PLACE OF THE NEXT MEETING.

B.2. → Lettre Gwede
relatifs
championnat

Vendredi matin

présent de Chief Judge and chairman jury

du 3 au 6 juillet 1980

+ Annexe I
→ 950kg

+ carte d'identité de touriste aérien
+ équivalence de brevets

prop. Suède
diète
d'atterrissage
et de garage

équivalence de brevets de
pilotes privés

manche o
deux ore
adresses
questionnaire

24/8 février 1979

Letter from Mr. Fred O. MARSH

=====

Re : Agenda for C.I.A.G. 8th & 9th February 1979

I should like, with your kind agreement to have the following item placed on the Agenda for the next meeting of C.I.A.G.

Arrangements for World Championships -

- i) Light Aircraft World Championships
- ii) World Rally Championships

It is proposed that these two World Championships should, after 1979, only be held every 4 years instead of every 2 years as at present, for the following reasons :

a) General Principles

Although more countries are now participating, it is still primarily the European countries who send competitors. It should be the object of C.I.A.G. to encourage more countries to participate and this could be better done through REGIONAL contests; that is contests in :

1) The Americas; 2) Africa ; 3) Asia & Pacific ; 4) Europe.

These regions could organize their own regional Championships every two years, but could if they wished invite competitors from other regions on the clear understanding however, that competitors for other regions could NOT become Regional Champions.

This would bring F.A.I. activities TO other parts of the world and eventually create greater interest in the World Championships.

b) Cost/Expenses

The expenses which have to be incurred to send competitors from one end of the world to the other are without doubt a factor in lack of participation. Very few countries, however their competitors are financed, are able to support such expense.

c) Organization

It takes at least one C.I.A.G. meeting, after the event has been held, to appoint a sub-committee to examine the rules and if necessary to decide on the rules. The sub-committee must then submit these to C.I.A.G. for approval at the next meeting, 12 months later. Thereafter only 6 months remain before the World Championship is held. This is not really sufficient if any problems have to be resolved and approved by C.I.A.G.

Furthermore, :

1. Experience gained.

If countries could hold national and then regional contests, they will gain experience and be more willing to host an International or World Championship.

2. Political.

There would be more countries offering to host Regional Contests as these would appear to present less problems with countries which they are not prepared to admit.

d) Encouragement of NATIONAL championships

We have seen the steps which are being taken in two countries to encourage National Championships. Unless the countries who participate in these 2 World Championships encourage the sport in their own countries, these two events will only be of interest to the few pilots who are able to compete at World Championships. We now have an opportunity of encouraging each country to hold 2 National Championships between the World Championships and, if agreed by C.I.A.G., yet another opportunity to participate in a Regional Contest. This will ensure that this will truly become a more popular sport for a greater number of pilots.

.../...

Agenda of the C.I.A.G. Meeting on February 8th & 9th 1979
to be held in Geneva (Switzerland)

ANNEX I

page 2

If this proposal is agreed by C.I.A.G. we should like to suggest the following time table for the Championships:

1979 : Light Aircraft World Championship
1980 : Continental Rally Championship,
1981 : World Rally Championship
1982 : Light Aircraft Continental Championship,
1983 : Light Aircraft World Championship,
etc...

Thus regulations, once approved by C.I.A.G., would be tested first in a regional event before being applied at world level. National competitions could take place during the two years preceding the F.A.I. Championship.

=====

THE ULTRALIGHT AND F.A.I.
=====

There has always been sporadic interest in the ultralight aeroplane and glider. Now, for many reasons, mainly cost, complexity, and regulation of more conventional flying, this interest is rapidly growing.

It is not confined to little aeroplanes, nor is it a compromise between gliders and hang gliders. It is an interest in getting into the air without the need for airport organisation or launching systems. It is an interest in aircraft which are capable of some soaring and/or which may have a motor for getting into the air, or even staying there. In other words a hybrid aircraft for the pleasure of flying.

The people who are interested in this ultralight area are generally pilots already, but who have found pure gliding or hang gliding or conventional aeroplane flying not what they want for various valid reasons. Many of them are prepared to build their own aircraft, even design them, and some of them do so.

At present there is no international organisation to co-ordinate or encourage these activities. Various bodies appear to be taking on fragments ; EAA is starting to involve itself in construction, and CIACA is showing interest in the same area. But although this may be useful it does not provide for any flying activities, including possible competitions or records. There is not yet even a definition of an ultralight, which could help enthusiasts to get together on common ground.

The growing ultralight area is obviously one in which F.A.I. should be concerned ; otherwise some new body may be formed outside F.A.I. It is probably too soon for F.A.I. to set up a Committee for Ultralights, nevertheless it would be sensible for F.A.I. to take some initiative.

One possibility would be for F.A.I. to set up a Study Group consisting of, say, a representative from CIACA, CIVV, CIVL, and CIAG plus a small number of experts to :

- a. endeavour to define an Ultralight
- b. find common ground for flying activities, and
- c. offer ideas for future development in ultralight flying.

Such an initiative would not commit F.A.I. unless the result of the meeting showed that there was a real and needed job for F.A.I. to do. But it would indicate clearly that F.A.I. was sensitive to new developments and prepared to be come involved.

Ann WELCH

