

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
F. A. I.

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PARIS, LE 2 January 1981

BL/ES

TO THE PRESIDENTS OF ALL
NATIONAL AERO CLUBS (ACTIVE MEMBERS)
AND THE PRESIDENT OF LIECHTENSTEIN
HANG GLIDING ASSOCIATION.

Dear Mr. President,

At the General Conference held in Auckland, New Zealand, last November, it was decided to set up a working group under the chairmanship of Mrs. A. Welch in order to study ways of bringing the rapidly growing microlight aircraft movement into the F.A.I. A preliminary meeting was then held and the minutes of this meeting will be found in the attached annex.

The first formal meeting on microlight activity will be held prior to the next meeting of C.A.S.I., i.e. on 17 February 1981 at 14.00 hrs. You are hereby invited to send a delegate to that meeting. In order that good practical progress may be made it would be useful if your nominated delegate could be someone actively engaged in microlight activity in your country. You may also wish to send to that meeting the delegate who will attend the meeting of Council or C.A.S.I. held during the same week: they may, of course, participate if they so wish as observers or advisers.

We would recommend that your delegate should be well briefed on the activity of microlight aircraft in your country and that he should bring any available information or statistics in writing: for example the number of microlight aircraft flying and the text of existing regulations, if any, under which they operate would be extremely useful. Please let us know the name of your delegate to that meeting well in advance so that we may have an idea of the number of participants.

Yours sincerely,



Bertrand LARCHER
Director General

FEDERATION AERONAUTIQUE INTERNATIONALE

MICROLIGHT

MEETING AT 6 RUE GALILEE, PARIS, ON TUESDAY 17 FEBRUARY 1981
AT 14.00 HRS

AGENDA

- I REPORT ON THE PRELIMINARY MEETING HELD IN AUCKLAND ON 5 NOVEMBER 1980
- II REPORTS BY NATIONAL DELEGATES ON THE EXTENT AND GROWTH OF MICROLIGHT ACTIVITY.
- III DEFINITION OF A MICROLIGHT.
- IV. FORM THAT A F.A.I. INVOLVEMENT SHOULD TAKE.
- V RECOMMENDATIONS TO BE MADE TO CASI.
- VI ANY OTHER BUSINESS.
- VII DATE AND PLACE OF NEXT MEETING.

BL/ES
2.1.1981

REPORT TO CASI OF THE SUB COMMITTEE ON MICROLIGHTS SET UP BY THE
73rd FAI GENERAL CONFERENCE

PRESENT: Ann Welch (Chairman) U.K.
Louis Cante, Netherlands
Don Fisher, Canada
James Gilliland, South Africa
Tom Hudson, Ireland
Bill Ottley, U.S.A.
Wilhelm Wagner, Sweden

1. At least 15 countries were known to have considerable interest, and in most cases, considerable activity in microlight flying. It was unanimously agreed that the best way that FAI could encourage this new and fast growing branch of flying was to set up a separate FAI Committee for Microlights.
2. It was agreed to propose as a definition that a microlight is an aircraft with a maximum dry weight of 100 kg. (airframe, engine and instruments) which normally takes off and lands using an under-carriage.
3. It was agreed that CASI be asked to consider Microlights at its February meeting, and if agreeable to call an inaugural meeting of interested NAC representatives. If possible this should be in the same week as the June CASI meeting to reduce travel costs as far as possible.
4. Possible additional agenda items for discussion at the inaugural meeting of the new Committee could include:
 - a) The need for NAC's to form National Microlight Associations or divisions within the NAC as soon as possible
 - b) The need to encourage microlight pilots to form themselves into clubs, as the best way to introduce standards of pilot proficiency and to develop training programmes.
 - c) The need for NAC's and national associations to negotiate with their national aviation authorities for freedom to operate (outside controlled airspace) on a self regulation basis.

This report is submitted to the President of CASI for his sympathetic consideration and action.

Auckland 5/11/80

Ann Welch - Chairman

AW/AH

WORKING PAPER ON THE PRESENT POSITION OF MICROLIGHT PRESENTED BY
MRS. A. WELCH

MICROLIGHTS: THE PRESENT POSITION

Although there has always been some interest in smaller, lighter and cheaper aeroplanes it was the adding of a little engine to a hang glider which stimulated the present development in microlight aircraft.

Because some of the early powered hang glider were unsafe - mainly due to high thrust line problems - newer aircraft began to appear with the engine mounted behind the pilot in a framework which also, logically, was given wheels. This caused confusion of identity: were these new aircraft hang gliders, because they were light enough to be foot launched, or were they aeroplanes, because they took off and landed on wheels?

At the same time as this controversy existed other very light aircraft were being built, modelled more on conventional aeroplane or glider configuration. This is where we are now.

We have a situation of active - and diverse - design and development all aimed towards the creation of simple aircraft and cheaper flying. This is good as it is bringing into the grass roots end of aviation new ideas, new constructors and new pilots.

In our F.A.I. committee we need to consider how best to encourage the new sport so that it has the best chance of growing in a sound and healthy direction.

A. Welch

BL/ES
2.1.1981