

FEDERATION AERONAUTIQUE INTERNATIONALE

INTERNATIONAL MICROLIGHT COMMITTEE (C.I.M.A.)

MEETING AT 6 RUE GALILEE, PARIS, ON MONDAY 20 AND TUESDAY 21 SEPTEMBER 1982

M I N U T E S

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drawn up by Mrs. Ann Welch, President of C.I.M.A.

Were present :

In the Chair : Mrs. Ann WELCH, President of C.I.M.A. (UNITED KINGDOM)

BELGIUM .....	Mr. Alain V. GRANDJEAN
CANADA .....	Captain Ron DENNIS
FRANCE .....	Mr. Bernard LAMY
	Mr. Paul BOURLANGES
GERMANY (FEDERAL REPUBLIC OF) .....	Mr. Franz FRIEDEL
	Mr. Otto von GWINNER
IRELAND .....	Mr. Tom HUDSON
NETHERLANDS .....	Mr. J. TIMMER
NORWAY .....	Mr. Otto SCHARFF
UNITED KINGDOM .....	Mr. Graham ANDREWS
	Mr. John WINCOTT
UNITED STATES OF AMERICA .....	Mr. Everett LANGWORTHY

F.A.I. : Mr. Bertrand LARCHER, Director General  
Mr. W.P. WELSH, Technical Counsellor

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The President welcomed delegates and reported with regret the death in an aeroplane accident of Hugo Paridaens, who had been the very active delegate from Belgium.

- I. Apologies for absence were received from Asahi Miyahara, Japan ; Paul Poberezny, U.S.A. and Mr. J.S. Rogerson, New Zealand. Verbal apologies had been received during the Brussels Conference from Sweden, Spain and Finland.
- II. The minutes of the meeting of November 17, 1981 were accepted.



III. STATUS OF CIMA

The President reported that the F.A.I. General Conference had confirmed C.I.M.A. as a permanent Committee of F.A.I. The terms of reference were discussed and the wording to be proposed to C.A.S.I. and the Statutes Sub-Committee would be :

C.I.M.A.'s duties concern the use of very lightweight microlight (ultralight) aeroplanes, defined as microlights, to encourage minimum cost recreational and sporting flying.

Delegates were reminded that from now on they would have to be formally nominated by their NAC or delegated national Microlight Association.

IV. USE OF THE TERM ULTRALIGHT

Confusion was resulting from the use of this term in connexion with microlights. In U.S.A. some ultralights were larger and heavier, and FAA was now using the word to describe aircraft weighing 254 lb and a max. speed not exceeding 55 knots. It was agreed that the F.A.I. definition - describing an aeroplane of low Kinetic energy - was more important than the name and that the word "ultralight" should be inserted in brackets after the word "microlight" in the terms of reference (as III above) and in the title to the F.A.I. definition : viz MICROLIGHT (ULTRALIGHT).

V. COMPETITIONS

Tom Hudson reported on possible competition tasks, including navigation, precision landing, and Search and Rescue. Following discussion, it was agreed that :

- a) The world "Race" should be avoided.
- b) The form of international competitions should be based on a tour of several days and perhaps 500 km in total length, with tasks for the various pilot skills included. The tour should be over interesting country containing some challenge. For example, through Austria. The recent successful London-Paris event had set a good example. Alain Grandjean, Belgium, said that a tour competition was planned in his country for 1983. It was reported that South Africa had held a Durban-Johannesburg tour which was successful. The distance was 350 miles (563 km). A N-S of France tour was planned for July 1983.
- c) In addition to the main competitions for pilot skill, separate prizes could be given for ease of rigging and de-rigging, fuel economy, or "concours d'elegance".
- d) Tasks should not require sophisticated or expensive equipment for control, and should be simple to measure. Style events requiring judging opinion should not be used in the main competition.

Competition Rules in F.A.I. were in two parts. The General Rules which had to go to C.A.S.I. for approval, and the Local Regulations produced by the Organisers for each event, which only needed approval of C.I.M.A. The Local Regulations must not conflict with the General Rules (or the provisions of the Sporting Code).

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V. (continued)

A first draft of the General Rules would be made by Ann Welch in conjunction with Tom Hudson and Bernard Lamy. They would be circulated to C.I.M.A. delegates prior to trial in the 1983 London-Paris competition. Definitive proposals could be put to C.A.S.I. in February 1984. Tom Hudson was asked to continue as Delegate with a special concern for competitions.

Otto von Gwinner, F.R. Germany, raised the problem of radios. They could add to the cost, but also contribute to safety, as a pilot would be able to report any accident. It was also pointed out that turn point information could be exchanged if pilots had radio.

Bernard Lamy raised the problem of pilots in a competition crossing into another country ; it was necessary to have a pilot licence of the same nationality of the registration of the aircraft. It was also necessary to ensure that the competing pilot was insured.

VI. RECORDS

It was unanimously agreed to request a separate category of F.A.I. records for microlights : Category R. Records for Distance in a straight line, Distance around a closed circuit, Altitude, and time to climb to 3000 m and 6000 m should be available with sub-classes for microlights with wheels, with floats, and for amphibians. No speed records should be introduced at present.

Present records made on microlights in categories C-1-a/o and C-2-a were noted. These records could not be transferred to a new category.

VII. LICENCES AND LEGISLATION

Delegates' reports showed a wide variety of different requirements and standards. Some countries such as Finland and South Africa had given control to the NAC. In U.S.A., FAA had decided only to protect other air users by regulating air space intrusion and night flying. Pilot licences, registration and airworthiness would be left for control by some national body such as EAA or AOPA.

FAA limited aircraft to 245 lb (110 kg), 5 gal. fuel, and max. speed of 55 knots.

In France a microlight had to be registered and the pilot had to pass the same theory exams as the glider pilot. No licences required.

F.R. Germany. Limited trials were still in progress but as from May 15 the DAeC was authorised to issue licences, instructor ratings and airworthiness certificates.

Norway. Now 20-30 microlights, although they were still forbidden. Rules were being worked out, with administration by the NAC.

Canada. The Civil Aviation Authority had changed the ANO to allow a simple pilot licence which could be obtained at age 16 with a fitness declaration. Charges would be 10 Dollars for the pilot licence (lifetime), 20 Dollars for aircraft registration and 5 Dollars for an instructor rating : control by MOPAC. Canada had about 600 microlights.



## VII. (continued)

Ireland. 40-50 microlights which had to be registered as aeroplanes at £ 12.50 (28 Dollars). 3 year permits to fly would be used administered by the Irish Microlight Association. The pilot would require a full PPL and medical, but the licence cost was low at £ 6-7 (15 Dollars). There was a height limit of 4000 ft.

Belgium. Trial law valid for one year with a pilot licence costing BF 2000 (45 Dollars) and aircraft registration the same. Instructors nominated by NAC. Aircraft registration letters only on fuselage. 30 hours solo before carrying passengers. No accidents.

United Kingdom. Licences from CAA at £ 45 (78 Dollars), instructor approvals (58 Dollars) and registration at £ 12 (21 Dollars) required. About 800 microlights registered. CAA would soon demand Cs of A and Permits to Fly. Minimum age 17 years.

Netherlands. 1982 trial period, permitting 20 weight shift and 20 3-axis to fly locally from special fields. To start a pilot must have 5 hours on conventional aeroplane for 3 axis microlight, and be an experienced hang glider pilot for weight shift aircraft. Maximum noise 91 dBA at max. power at 10 metres. Medical required. Civil Air Authority intention is to allow microlights to fly without need for C of A and produce special regulations for pilot certification.

VIII. PILOT PROFICIENCY CERTIFICATES

Ron Dennis' proposals for certificates at higher levels than the existing Bronze were discussed at length. Decisions were reached as follows :

- a) That the Silver and Gold levels should be implemented as soon as possible and the Diamond levels postponed until the sport has developed further.
- b) That tasks should aim at achievements rather than observed tests.
- c) The Silver Level landings should be within 2 metres of the centre of a given point, and the existing Bronze landing requirements should be altered to conform to the principle of point.
- d) The Gold Level should be high and include a tour of at least 500 km, with 3 control points at which a landing may be made, to be completed in maximum 7 days. Its other requirements would be 300 hours on a microlight and one of the following : rated instructor or hold (have held) a national microlight record or carry out 2 X 75 Km cross country flights on a seaplane (or landplane if seaplane is normally flown).

Ann Welch would draft wording and circulate as soon as possible. Ron Dennis also produced designs by Jim Carpenter for an international microlight logo. It depicted a stylised humming bird. It would be known by its European name Colibri (Kolibri), and be blue with a white, silver or gold colibri for the badge levels. It could also carry the letter of the country. The design was accepted unanimously and Jim Carpenter's efforts appreciated. Delegates would consider manufacture in their own countries or in association with others. Ron Dennis was thanked for his work.



IX. RELATIONSHIP WITH C.I.A.C.A.

Talks had been held with Russell Winn, President of C.I.A.C.A., and with C.A.S.I., and there was no conflict. C.I.A.C.A. looked after the construction of aircraft, and Committees such as CIMA, CIVV and CIVA looked after the flying activities of aircraft with which they were concerned.

X. FUTURE WORK OF C.I.M.A.

- a) Several delegates raised the problems of different licensing standards in different countries and the need to obtain uniformity. Otto von Gwinner asked if Civil Aviation Authority Officials would come to an international meeting. After discussion it was agreed that the F.A.I. President be invited to write a letter on this matter which NACs could show in negotiation with their own Governments.
- b) Delegates were asked to develop ideas for a C.I.M.A. Diploma for annual award, in line with other F.A.I. Committees.

XI. ELECTIONS

Ann WELCH was elected President with Ron DENNIS (Canada) and Bernard LAMY (France) as Vice-Presidents. Graham ANDREWS (United Kingdom) was elected Secretary.

XII. DATE AND PLACE OF NEXT MEETING

February 8, 1983 at 09.30 in Paris  
(February 8 is the day before the C.A.S.I. and Council meetings so as to enable delegates or observers from distant countries to attend).

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